

# Punctuality Statistics



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

## Full and Summary Analysis

January 2020

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## **FOREWORD**

### **1 CONTENT**

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

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

### **2 ENQUIRIES**

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

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	18	0	6	0.0	33.3	33.3	0.0	4.2	0.0	0.0	4.2	0.0	0.0	25.0	16	0.0	0	0	
<b>TOTAL BRUSSELS</b>			<b>18</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</b>			<b>18</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>DENMARK</b>																					
COPENHAGEN	SAS	S	32	0	2	2.9	47.1	41.2	2.9	0.0	0.0	0.0	0.0	0.0	0.0	5.9	4	81.3	7	32	
<b>TOTAL COPENHAGEN</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>47.1</b>	<b>41.2</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>4</b>	<b>81.3</b>	<b>7</b>	<b>32</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	70.4	13	25	
ESBJERG	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	30	1	
ESBJERG	LOGANAIR LTD	S	46	0	2	10.4	54.2	29.2	2.1	0.0	0.0	0.0	0.0	0.0	0.0	4.2	2	0.0	0	0	
<b>TOTAL ESBJERG</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>10.4</b>	<b>54.2</b>	<b>29.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>2</b>	<b>67.9</b>	<b>14</b>	<b>26</b>	
<b>TOTAL DENMARK</b>			<b>78</b>	<b>0</b>	<b>4</b>	<b>7.3</b>	<b>51.2</b>	<b>34.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>3</b>	<b>75.0</b>	<b>10</b>	<b>58</b>	
<b>FRANCE</b>																					
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	113	0	5	10.2	45.8	24.6	8.5	5.9	0.8	0.0	0.0	0.0	0.0	4.2	7	76.7	11	119	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>113</b>	<b>0</b>	<b>5</b>	<b>10.2</b>	<b>45.8</b>	<b>24.6</b>	<b>8.5</b>	<b>5.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>7</b>	<b>76.7</b>	<b>11</b>	<b>119</b>	
<b>TOTAL FRANCE</b>			<b>113</b>	<b>0</b>	<b>5</b>	<b>10.2</b>	<b>45.8</b>	<b>24.6</b>	<b>8.5</b>	<b>5.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>7</b>	<b>76.7</b>	<b>11</b>	<b>119</b>	
<b>ICELAND</b>																					
KEFLAVIK	ICELANDAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1	
<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>0.0</b>	<b>16</b>	<b>1</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>0.0</b>	<b>16</b>	<b>1</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	56	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	90.7	5	86	
<b>TOTAL DUBLIN</b>			<b>56</b>	<b>0</b>	<b>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>0.0</b>	<b>0</b>	<b>90.7</b>	<b>5</b>	<b>86</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>56</b>	<b>0</b>	<b>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>0.0</b>	<b>0</b>	<b>90.7</b>	<b>5</b>	<b>86</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	274	0	2	4.7	50.7	35.9	5.8	2.2	0.0	0.0	0.0	0.0	0.0	0.7	4	77.5	7	128	
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	95.6	4	90	
<b>TOTAL AMSTERDAM</b>			<b>274</b>	<b>0</b>	<b>2</b>	<b>4.7</b>	<b>50.7</b>	<b>35.9</b>	<b>5.8</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>4</b>	<b>84.6</b>	<b>6</b>	<b>218</b>	
<b>TOTAL NETHERLANDS</b>			<b>274</b>	<b>0</b>	<b>2</b>	<b>4.7</b>	<b>50.7</b>	<b>35.9</b>	<b>5.8</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>4</b>	<b>84.6</b>	<b>6</b>	<b>218</b>	
<b>NORWAY</b>																					
BERGEN	WIDEROE FLYVESELSKAP A/S	S	92	0	4	0.0	32.3	50.0	9.4	2.1	2.1	0.0	0.0	0.0	0.0	4.2	7	78.6	9	88	
<b>TOTAL BERGEN</b>			<b>92</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>32.3</b>	<b>50.0</b>	<b>9.4</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>4.2</b>	<b>7</b>	<b>78.6</b>	<b>9</b>	<b>88</b>	
OSLO (GARDERMOEN)	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.6	23	42	
OSLO (GARDERMOEN)	SAS	S	20	0	0	0.0	30.0	60.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	6	18	

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		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 15 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>20</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>6</b>	<b>69.4</b>	<b>18</b>	<b>60</b>	
STAVANGER	SAS	S	86	0	4	0.0	42.2	38.9	8.9	3.3	2.2	0.0	0.0	0.0	0.0	4.4	7	74.4	15	88	
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	122	0	12	0.7	50.0	34.3	4.5	1.5	0.0	0.0	0.0	0.0	0.0	9.0	4	86.8	5	104	
<b>TOTAL STAVANGER</b>			<b>208</b>	<b>0</b>	<b>16</b>	<b>0.4</b>	<b>46.9</b>	<b>36.2</b>	<b>6.3</b>	<b>2.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>5</b>	<b>81.1</b>	<b>10</b>	<b>192</b>	
<b>TOTAL NORWAY</b>			<b>320</b>	<b>0</b>	<b>20</b>	<b>0.3</b>	<b>41.8</b>	<b>41.5</b>	<b>6.8</b>	<b>2.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>6</b>	<b>78.4</b>	<b>11</b>	<b>340</b>	
<b>POLAND</b>																					
GDANSK	WIZZ AIR	S	18	0	0	5.6	61.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	11	16	
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>61.1</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>4</b>	<b>87.5</b>	<b>11</b>	<b>16</b>	
<b>TOTAL POLAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>61.1</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>4</b>	<b>87.5</b>	<b>11</b>	<b>16</b>	
<b>SPAIN</b>																					
ALICANTE	RYANAIR	S	18	0	0	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	62	72.2	9	18	
<b>TOTAL ALICANTE</b>			<b>18</b>	<b>0</b>	<b>0</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>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>62</b>	<b>72.2</b>	<b>9</b>	<b>18</b>	
<b>TOTAL SPAIN</b>			<b>18</b>	<b>0</b>	<b>0</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>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>62</b>	<b>72.2</b>	<b>9</b>	<b>18</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	11.1	27.8	38.9	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	11	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>38.9</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>77.8</b>	<b>11</b>	<b>18</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>38.9</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>77.8</b>	<b>11</b>	<b>18</b>	
<b>SWITZERLAND</b>																					
GENEVA	EASYJET SWITZERLAND	S	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	62.5	13	8	
<b>TOTAL GENEVA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>12.5</b>	<b>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>62.5</b>	<b>13</b>	<b>8</b>	
<b>TOTAL SWITZERLAND</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>12.5</b>	<b>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>62.5</b>	<b>13</b>	<b>8</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	32	0	0	3.1	81.3	12.5	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	2	92.5	4	40	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>81.3</b>	<b>12.5</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>0.0</b>	<b>2</b>	<b>92.5</b>	<b>4</b>	<b>40</b>	
BIRMINGHAM	FLYBE LTD	S	126	0	0	16.7	66.7	10.3	1.6	1.6	3.2	0.0	0.0	0.0	0.0	0.0	4	89.9	5	138	
<b>TOTAL BIRMINGHAM</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>66.7</b>	<b>10.3</b>	<b>1.6</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>89.9</b>	<b>5</b>	<b>138</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	68.5	27	52	
BRISTOL	LOGANAIR LTD	S	50	0	0	18.0	46.0	28.0	6.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL BRISTOL</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>18.0</b>	<b>46.0</b>	<b>28.0</b>	<b>6.0</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>0.0</b>	<b>5</b>	<b>68.5</b>	<b>27</b>	<b>52</b>	
CARDIFF WALES	FLYBE LTD	S	42	0	4	4.3	45.7	28.3	0.0	6.5	2.2	4.3	0.0	0.0	0.0	8.7	13	100.0	0	1	
<b>TOTAL CARDIFF WALES</b>			<b>42</b>	<b>0</b>	<b>4</b>	<b>4.3</b>	<b>45.7</b>	<b>28.3</b>	<b>0.0</b>	<b>6.5</b>	<b>2.2</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>	<b>13</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
EDINBURGH	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	9	2	
<b>TOTAL EDINBURGH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>9</b>	<b>2</b>	
GATWICK	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.6	8	54	
<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>79.6</b>	<b>8</b>	<b>54</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
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	ICELANDAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1
<b>TOTAL GLASGOW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>18</b>	<b>1</b>
HEATHROW	BRITISH AIRWAYS PLC	S	414	0	0	9.4	60.4	22.2	6.0	1.4	0.5	0.0	0.0	0.0	0.0	0.0	3	84.1	7	288
HEATHROW	FLYBE LTD	S	156	0	0	10.3	48.1	28.2	7.7	2.6	2.6	0.6	0.0	0.0	0.0	0.0	8	91.8	6	158
<b>TOTAL HEATHROW</b>			<b>570</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>57.0</b>	<b>23.9</b>	<b>6.5</b>	<b>1.8</b>	<b>1.1</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>86.8</b>	<b>7</b>	<b>446</b>
HUMBERSIDE	FLYBE LTD	S	96	0	16	29.5	26.8	9.8	2.7	8.9	3.6	3.6	0.9	0.0	0.0	14.3	17	75.0	11	96
<b>TOTAL HUMBERSIDE</b>			<b>96</b>	<b>0</b>	<b>16</b>	<b>29.5</b>	<b>26.8</b>	<b>9.8</b>	<b>2.7</b>	<b>8.9</b>	<b>3.6</b>	<b>3.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>17</b>	<b>74.3</b>	<b>11</b>	<b>96</b>
KIRKWALL	LOGANAIR LTD	S	161	0	3	17.7	43.3	22.0	7.3	1.8	1.8	3.7	0.6	0.0	0.0	1.8	12	77.9	12	139
<b>TOTAL KIRKWALL</b>			<b>161</b>	<b>0</b>	<b>3</b>	<b>17.7</b>	<b>43.3</b>	<b>22.0</b>	<b>7.3</b>	<b>1.8</b>	<b>1.8</b>	<b>3.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>12</b>	<b>77.9</b>	<b>12</b>	<b>139</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	70.8	13	93
<b>TOTAL LONDON CITY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>70.8</b>	<b>13</b>	<b>93</b>
LUTON	EASYJET UK LTD	S	40	0	0	0.0	62.5	25.0	10.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	5	81.1	8	36
<b>TOTAL LUTON</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>25.0</b>	<b>10.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>81.1</b>	<b>8</b>	<b>36</b>
MANCHESTER	FLYBE LTD	S	240	0	4	9.4	66.8	14.8	3.7	2.9	0.4	0.4	0.0	0.0	0.0	1.6	4	81.1	12	266
<b>TOTAL MANCHESTER</b>			<b>240</b>	<b>0</b>	<b>4</b>	<b>9.4</b>	<b>66.8</b>	<b>14.8</b>	<b>3.7</b>	<b>2.9</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>4</b>	<b>81.1</b>	<b>12</b>	<b>266</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	0	1
NEWCASTLE	FLYBE LTD	S	78	0	45	4.1	35.0	13.0	4.1	5.7	1.6	0.0	0.0	0.0	0.0	36.6	9	31.1	16	55
NEWCASTLE	LOGANAIR LTD	S	96	0	0	2.1	54.2	34.4	5.2	2.1	2.1	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>174</b>	<b>0</b>	<b>45</b>	<b>3.2</b>	<b>43.4</b>	<b>22.4</b>	<b>4.6</b>	<b>4.1</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.5</b>	<b>6</b>	<b>31.6</b>	<b>15</b>	<b>56</b>
NORWICH	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1
NORWICH	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.3	14	121
NORWICH	LOGANAIR LTD	S	114	0	0	1.8	71.1	17.5	6.1	1.8	1.8	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL NORWICH</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>71.1</b>	<b>17.5</b>	<b>6.1</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>0.0</b>	<b>4</b>	<b>76.7</b>	<b>14</b>	<b>122</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	1	8
<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>1</b>	<b>8</b>
SOUTHEND	LOGANAIR LTD	S	100	0	3	19.4	63.1	12.6	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.9	1	0.0	0	0
<b>TOTAL SOUTHEND</b>			<b>100</b>	<b>0</b>	<b>3</b>	<b>19.4</b>	<b>63.1</b>	<b>12.6</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>0.0</b>	<b>2.9</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
STANSTED	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	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>13</b>	<b>1</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	52.2	37	152
SUMBURGH	LOGANAIR LTD	S	201	0	9	6.2	46.2	33.8	4.8	1.9	2.4	0.0	0.5	0.0	0.0	4.3	7	82.8	15	216
SUMBURGH	SPRINTAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL SUMBURGH</b>			<b>202</b>	<b>0</b>	<b>9</b>	<b>6.2</b>	<b>46.0</b>	<b>34.1</b>	<b>4.7</b>	<b>1.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>7</b>	<b>68.2</b>	<b>24</b>	<b>368</b>
TEESSIDE INTERNATIONAL AIRPORT	FLYBE LTD	S	97	0	16	13.3	43.4	18.6	1.8	6.2	2.7	0.0	0.0	0.0	0.0	14.2	7	70.3	17	99
<b>TOTAL TEESSIDE INTERNATIONAL AIRPORT</b>			<b>97</b>	<b>0</b>	<b>16</b>	<b>13.3</b>	<b>43.4</b>	<b>18.6</b>	<b>1.8</b>	<b>6.2</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.2</b>	<b>7</b>	<b>70.3</b>	<b>17</b>	<b>99</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
WICK JOHN O GROATS	FLYBE LTD	S	32	0	10	11.9	35.7	14.3	2.4	7.1	4.8	0.0	0.0	0.0	0.0	23.8	13	71.6	23	70
WICK JOHN O GROATS	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	25	1
<b>TOTAL WICK JOHN O GROATS</b>			<b>32</b>	<b>0</b>	<b>10</b>	<b>11.9</b>	<b>35.7</b>	<b>14.3</b>	<b>2.4</b>	<b>7.1</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23.8</b>	<b>13</b>	<b>70.7</b>	<b>23</b>	<b>71</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2076</b>	<b>0</b>	<b>110</b>	<b>10.8</b>	<b>53.5</b>	<b>20.8</b>	<b>4.6</b>	<b>2.8</b>	<b>1.6</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>6</b>	<b>75.2</b>	<b>13</b>	<b>2089</b>
<b>TOTAL ABERDEEN</b>			<b>2997</b>	<b>0</b>	<b>147</b>	<b>9.3</b>	<b>51.3</b>	<b>24.9</b>	<b>5.0</b>	<b>2.9</b>	<b>1.3</b>	<b>0.5</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>4.7</b>	<b>6</b>	<b>76.7</b>	<b>12</b>	<b>2971</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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>AUSTRIA</b>																					
SALZBURG	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	8	
<b>TOTAL SALZBURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>8</b>	
<b>TOTAL AUSTRIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>8</b>	
<b>FRANCE</b>																					
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	27	0	0	0.0	55.6	37.0	3.7	3.7	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>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>37.0</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>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FRANCE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>37.0</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>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	26	0	0	3.8	34.6	50.0	0.0	0.0	7.7	3.8	0.0	0.0	0.0	0.0	12	0.0	0	0	
AMSTERDAM	KLM	S	45	0	0	4.4	62.2	28.9	2.2	0.0	0.0	0.0	2.2	0.0	0.0	0.0	8	87.0	2	44	
<b>TOTAL AMSTERDAM</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>52.1</b>	<b>36.6</b>	<b>1.4</b>	<b>0.0</b>	<b>2.8</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.0</b>	<b>2</b>	<b>44</b>	
<b>TOTAL NETHERLANDS</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>52.1</b>	<b>36.6</b>	<b>1.4</b>	<b>0.0</b>	<b>2.8</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.0</b>	<b>2</b>	<b>44</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	32	0	0	6.3	75.0	15.6	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	3	95.0	3	40	
<b>TOTAL ABERDEEN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>75.0</b>	<b>15.6</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>0.0</b>	<b>3</b>	<b>95.0</b>	<b>3</b>	<b>40</b>	
BELFAST INTERNATIONAL	FLYBE LTD	S	5	0	0	0.0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	31	0.0	25	1	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>25</b>	<b>1</b>	
BIRMINGHAM	FLYBE LTD	S	316	0	0	13.3	64.9	17.7	2.2	0.6	1.3	0.0	0.0	0.0	0.0	0.0	2	84.5	8	341	
<b>TOTAL BIRMINGHAM</b>			<b>316</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>64.9</b>	<b>17.7</b>	<b>2.2</b>	<b>0.6</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>2</b>	<b>84.5</b>	<b>8</b>	<b>341</b>	
CARDIFF WALES	FLYBE LTD	S	35	0	0	8.6	74.3	11.4	0.0	2.9	2.9	0.0	0.0	0.0	0.0	0.0	5	81.1	10	90	
<b>TOTAL CARDIFF WALES</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>74.3</b>	<b>11.4</b>	<b>0.0</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>81.1</b>	<b>10</b>	<b>90</b>	
CARLISLE	LOGANAIR LTD	S	34	0	0	11.8	61.8	8.8	8.8	8.8	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL CARLISLE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>61.8</b>	<b>8.8</b>	<b>8.8</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DONCASTER SHEFFIELD	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.1	5	38	
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>92.1</b>	<b>5</b>	<b>38</b>	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	131	0	0	16.8	61.8	17.6	2.3	1.5	0.0	0.0	0.0	0.0	0.0	0.0	2	93.4	4	183	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>16.8</b>	<b>61.8</b>	<b>17.6</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>93.4</b>	<b>4</b>	<b>183</b>	
EDINBURGH	FLYBE LTD	S	135	0	0	13.3	58.5	20.0	3.7	1.5	3.0	0.0	0.0	0.0	0.0	0.0	4	88.5	7	199	
<b>TOTAL EDINBURGH</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>58.5</b>	<b>20.0</b>	<b>3.7</b>	<b>1.5</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.5</b>	<b>7</b>	<b>199</b>	
EXETER	FLYBE LTD	S	23	0	0	4.3	56.5	34.8	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.0	10	40	
<b>TOTAL EXETER</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>56.5</b>	<b>34.8</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>85.0</b>	<b>10</b>	<b>40</b>	
GLASGOW	FLYBE LTD	S	155	0	0	15.5	66.5	12.9	0.0	3.9	0.0	0.0	1.3	0.0	0.0	0.0	5	90.0	6	180	
GLASGOW	LUXAVIATION	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
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 GLASGOW</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>66.7</b>	<b>12.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.0</b>	<b>6</b>	<b>180</b>
HEATHROW	AER LINGUS	S	184	0	1	16.8	50.3	25.9	2.2	2.2	0.5	1.1	0.5	0.0	0.0	0.5	6	94.6	2	186
HEATHROW	BRITISH AIRWAYS PLC	S	237	0	1	4.6	58.8	25.2	7.6	2.9	0.0	0.0	0.4	0.0	0.0	0.4	5	91.7	4	236
<b>TOTAL HEATHROW</b>			<b>421</b>	<b>0</b>	<b>2</b>	<b>9.9</b>	<b>55.1</b>	<b>25.5</b>	<b>5.2</b>	<b>2.6</b>	<b>0.2</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>5</b>	<b>93.0</b>	<b>3</b>	<b>422</b>
INVERNESS	FLYBE LTD	S	30	0	0	10.0	53.3	30.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.2	8	34
<b>TOTAL INVERNESS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>53.3</b>	<b>30.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>91.2</b>	<b>8</b>	<b>34</b>
LEEDS BRADFORD	FLYBE LTD	S	184	0	3	15.5	62.0	12.8	1.6	4.3	1.1	0.5	0.5	0.0	0.0	1.6	6	90.5	5	188
<b>TOTAL LEEDS BRADFORD</b>			<b>184</b>	<b>0</b>	<b>3</b>	<b>15.5</b>	<b>62.0</b>	<b>12.8</b>	<b>1.6</b>	<b>4.3</b>	<b>1.1</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>6</b>	<b>90.5</b>	<b>5</b>	<b>188</b>
LONDON CITY	FLYBE LTD	S	261	0	4	22.3	46.0	21.9	3.8	2.6	1.5	0.0	0.0	0.4	0.0	1.5	10	86.4	8	298
<b>TOTAL LONDON CITY</b>			<b>261</b>	<b>0</b>	<b>4</b>	<b>22.3</b>	<b>46.0</b>	<b>21.9</b>	<b>3.8</b>	<b>2.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>1.5</b>	<b>10</b>	<b>86.4</b>	<b>8</b>	<b>298</b>
MANCHESTER	FLYBE LTD	S	339	0	8	4.3	56.8	30.3	2.9	2.3	1.2	0.0	0.0	0.0	0.0	2.3	4	83.7	9	338
<b>TOTAL MANCHESTER</b>			<b>339</b>	<b>0</b>	<b>8</b>	<b>4.3</b>	<b>56.8</b>	<b>30.3</b>	<b>2.9</b>	<b>2.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>4</b>	<b>83.7</b>	<b>9</b>	<b>338</b>
SOUTHAMPTON	FLYBE LTD	S	121	0	0	2.5	49.6	41.3	5.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	3	84.3	9	134
<b>TOTAL SOUTHAMPTON</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>49.6</b>	<b>41.3</b>	<b>5.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>84.3</b>	<b>9</b>	<b>134</b>
SOUTHEND	FLYBE LTD	S	3	0	0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	5	2
<b>TOTAL SOUTHEND</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>5</b>	<b>2</b>
TEESSIDE INTERNATIONAL AIRPORT	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
<b>TOTAL TEESSIDE INTERNATIONAL AIRPORT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>12</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2226</b>	<b>0</b>	<b>17</b>	<b>11.9</b>	<b>57.9</b>	<b>22.4</b>	<b>3.3</b>	<b>2.4</b>	<b>1.0</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>5</b>	<b>88.1</b>	<b>7</b>	<b>2529</b>
<b>USA</b>																				
ATLANTA	TAG AVIATION (UK) LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
<b>TOTAL ATLANTA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
DEKALB-PEACHTREE	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 DEKALB-PEACHTREE</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>
OAKLAND	FAI FLIGHT- AMBULANCE SERVICE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL OAKLAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL USA</b>			<b>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>4</b>	<b>2</b>
<b>TOTAL BELFAST CITY</b>			<b>2325</b>	<b>0</b>	<b>17</b>	<b>11.6</b>	<b>57.7</b>	<b>23.0</b>	<b>3.2</b>	<b>2.3</b>	<b>1.0</b>	<b>0.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>5</b>	<b>88.1</b>	<b>7</b>	<b>2583</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>AUSTRIA</b>																				
SALZBURG	EASYJET UK LTD	S	10	0	0	10.0	80.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	9	18
SALZBURG	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	2	75.0	19	8
SALZBURG	JET2.COM LTD	S	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL SALZBURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>77.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>76.9</b>	<b>12</b>	<b>26</b>
<b>TOTAL AUSTRIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>77.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>76.9</b>	<b>12</b>	<b>26</b>
<b>BARBADOS</b>																				
BRIDGETOWN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1
<b>TOTAL BRIDGETOWN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>
<b>TOTAL BARBADOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>
<b>BULGARIA</b>																				
PLOVDIV	JET2.COM LTD	C	8	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
PLOVDIV	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	14	8
<b>TOTAL PLOVDIV</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>62.5</b>	<b>14</b>	<b>8</b>
SOFIA	BH AIR	C	8	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
SOFIA	JET2.COM LTD	C	8	0	0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL SOFIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>37.5</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BULGARIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>33.3</b>	<b>37.5</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>0.0</b>	<b>3</b>	<b>62.5</b>	<b>14</b>	<b>8</b>
<b>CANADA</b>																				
GANDER	AIR CM GLOBAL LTD	C	0	0	0	0.0	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 GANDER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
GOOSE BAY	AIR CM GLOBAL LTD	C	0	0	0	0.0	0.0	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 GOOSE BAY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>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>4</b>	<b>2</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	EASYJET UK LTD	S	18	0	0	0.0	77.8	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	17	87.5	6	16
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>77.8</b>	<b>11.1</b>	<b>0.0</b>	<b>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>17</b>	<b>87.5</b>	<b>6</b>	<b>16</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>77.8</b>	<b>11.1</b>	<b>0.0</b>	<b>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>17</b>	<b>87.5</b>	<b>6</b>	<b>16</b>
<b>FRANCE</b>																				
CLERMONT FERRAND	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	11	0.0	0	0
<b>TOTAL CLERMONT FERRAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LYON	EASYJET UK 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	37.5	21	8
<b>TOTAL LYON</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>37.5</b>	<b>21</b>	<b>8</b>
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	38	0	0	0.0	31.6	36.8	13.2	5.3	13.2	0.0	0.0	0.0	0.0	0.0	19	57.9	22	38
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	0.0	0	50.0	12	2

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m		16 m	31 m	61 m	121 m	181 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	to 1 m early													to 30 m late
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.6</b>	<b>36.8</b>	<b>13.2</b>	<b>5.3</b>	<b>13.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>57.5</b>	<b>22</b>	<b>40</b>	
<b>TOTAL FRANCE</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>35.4</b>	<b>37.5</b>	<b>10.4</b>	<b>4.2</b>	<b>10.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>54.2</b>	<b>22</b>	<b>48</b>	
<b>GERMANY</b>																				
<b>BERLIN (SCHONEFELD)</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	100.0	2	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</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</b>	<b>100.0</b>	<b>2</b>	<b>18</b>	
<b>ICELAND</b>																				
<b>KEFLAVIK</b>	EASYJET UK LTD	S	18	0	0	0.0	44.4	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	16	81.3	9	16	
<b>TOTAL KEFLAVIK</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>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>81.3</b>	<b>9</b>	<b>16</b>	
<b>TOTAL ICELAND</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>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>81.3</b>	<b>9</b>	<b>16</b>	
<b>ITALY</b>																				
<b>BERGAMO</b>	RYANAIR	S	8	0	0	0.0	37.5	37.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	24	83.3	103	18	
<b>TOTAL BERGAMO</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>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>83.3</b>	<b>103</b>	<b>18</b>	
<b>VENICE</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	100.0	0	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</b>	<b>100.0</b>	<b>0</b>	<b>16</b>	
<b>VERONA VILLAFRANCA</b>	JET2.COM LTD	C	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	5	8	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>5</b>	<b>8</b>	
<b>TOTAL ITALY</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>12.5</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>45</b>	<b>42</b>	
<b>LITHUANIA</b>																				
<b>VILNIUS</b>	WIZZ AIR	S	18	0	0	5.6	33.3	44.4	16.7	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	20	18	
<b>TOTAL VILNIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>44.4</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>66.7</b>	<b>20</b>	<b>18</b>	
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>44.4</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>66.7</b>	<b>20</b>	<b>18</b>	
<b>MALTA</b>																				
<b>MALTA</b>	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	17	16	
<b>TOTAL MALTA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>17</b>	<b>16</b>	
<b>TOTAL MALTA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>17</b>	<b>16</b>	
<b>MOROCCO</b>																				
<b>MARRAKESH</b>	EASYJET UK LTD	S	18	0	0	16.7	77.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL MARRAKESH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>77.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MOROCCO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>77.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>																				
<b>AMSTERDAM</b>	EASYJET UK LTD	S	62	0	0	3.2	56.5	24.2	14.5	0.0	1.6	0.0	0.0	0.0	0.0	6	71.0	17	62	
<b>TOTAL AMSTERDAM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>56.5</b>	<b>24.2</b>	<b>14.5</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>6</b>	<b>71.0</b>	<b>17</b>	<b>62</b>	
<b>TOTAL NETHERLANDS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>56.5</b>	<b>24.2</b>	<b>14.5</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>6</b>	<b>71.0</b>	<b>17</b>	<b>62</b>	
<b>POLAND</b>																				
<b>GDANSK</b>	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	7	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL GDANSK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>7</b>	<b>18</b>
KRAKOW	EASYJET UK LTD	S	20	0	0	5.0	75.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	23	28
KRAKOW	RYANAIR	S	18	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	53.6	16	28
<b>TOTAL KRAKOW</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>55.3</b>	<b>31.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>69.6</b>	<b>19</b>	<b>56</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	8	18
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.8</b>	<b>8</b>	<b>18</b>
WROCLAW	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	68.8	13	16
<b>TOTAL WROCLAW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>68.8</b>	<b>13</b>	<b>16</b>
<b>TOTAL POLAND</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>55.3</b>	<b>31.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>74.1</b>	<b>15</b>	<b>108</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	EASYJET UK LTD	S	12	0	0	16.7	50.0	8.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	78.6	23	28
<b>TOTAL FARO</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>8.3</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>78.6</b>	<b>23</b>	<b>28</b>
<b>TOTAL PORTUGAL</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>8.3</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>78.6</b>	<b>23</b>	<b>28</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	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	6	8
<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>87.5</b>	<b>6</b>	<b>8</b>
<b>TOTAL PORTUGAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>6</b>	<b>8</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET UK LTD	S	22	0	0	22.7	40.9	22.7	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4	84.4	11	32
ALICANTE	JET2.COM LTD	S	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4
ALICANTE	RYANAIR	S	10	0	0	0.0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.5	6	26
<b>TOTAL ALICANTE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>47.2</b>	<b>25.0</b>	<b>8.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>87.1</b>	<b>8</b>	<b>62</b>
MALAGA	AIR X CHARTER (GERMANY)	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
MALAGA	EASYJET UK LTD	S	22	0	0	0.0	45.5	40.9	4.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	17	26
MALAGA	RYANAIR	S	18	0	0	5.6	22.2	50.0	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	86.1	21	36
MALAGA	TOYO AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL MALAGA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>34.1</b>	<b>43.9</b>	<b>9.8</b>	<b>9.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>85.7</b>	<b>19</b>	<b>63</b>
<b>TOTAL SPAIN</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>40.3</b>	<b>35.1</b>	<b>9.1</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>86.4</b>	<b>14</b>	<b>125</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	EASYJET UK LTD	S	16	0	0	12.5	50.0	18.8	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	61.1	19	18
ARRECIFE	JET2.COM LTD	S	24	0	0	4.2	58.3	29.2	4.2	0.0	0.0	4.2	0.0	0.0	0.0	0.0	8	70.0	24	20
ARRECIFE	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	43.8	34	16
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	90.0	7	10
<b>TOTAL ARRECIFE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>55.0</b>	<b>25.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>64.1</b>	<b>22</b>	<b>64</b>
FUERTEVENTURA	EASYJET UK LTD	S	18	0	0	16.7	33.3	11.1	16.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	66.7	13	18
FUERTEVENTURA	JET2.COM LTD	S	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	8	100.0	4	8

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL FUERTEVENTURA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>34.6</b>	<b>19.2</b>	<b>11.5</b>	<b>11.5</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>76.9</b>	<b>10</b>	<b>26</b>
LAS PALMAS	JET2.COM LTD	S	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	5	100.0	2	8
LAS PALMAS	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	8	1
<b>TOTAL LAS PALMAS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>33.3</b>	<b>33.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>2</b>	<b>9</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	34	0	0	20.6	41.2	38.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.0	13	20
TENERIFE (SURREINA SOFIA)	RYANAIR	S	4	0	0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	44	66.7	13	18
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	6	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>18.4</b>	<b>36.8</b>	<b>34.2</b>	<b>2.6</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>7</b>	<b>79.2</b>	<b>11</b>	<b>48</b>
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>42.2</b>	<b>27.6</b>	<b>6.0</b>	<b>6.9</b>	<b>1.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>73.5</b>	<b>15</b>	<b>147</b>
UMEA	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	16	1
<b>TOTAL UMEA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>16</b>	<b>1</b>
<b>TOTAL SWEDEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>16</b>	<b>1</b>
<b>SWITZERLAND</b>																				
GENEVA	EASYJET UK LTD	S	36	0	0	8.3	44.4	27.8	13.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	91.7	4	36
<b>TOTAL GENEVA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>91.7</b>	<b>4</b>	<b>36</b>
<b>TOTAL SWITZERLAND</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>91.7</b>	<b>4</b>	<b>36</b>
<b>UNITED KINGDOM</b>																				
BIRMINGHAM	EASYJET UK LTD	S	154	0	0	3.9	57.1	20.8	6.5	6.5	3.9	1.3	0.0	0.0	0.0	0.0	10	86.4	8	154
BIRMINGHAM	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2
<b>TOTAL BIRMINGHAM</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>57.1</b>	<b>20.8</b>	<b>6.5</b>	<b>6.5</b>	<b>3.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>86.5</b>	<b>8</b>	<b>156</b>
BRISTOL	EASTERN AIRWAYS	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
BRISTOL	EASYJET UK LTD	S	166	0	0	6.6	62.7	20.5	7.8	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4	72.4	14	169
<b>TOTAL BRISTOL</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>62.5</b>	<b>20.2</b>	<b>8.3</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>72.4</b>	<b>14</b>	<b>169</b>
CARDIFF WALES	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	33	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>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>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>
EDINBURGH	EASYJET UK LTD	S	168	0	0	11.9	53.6	24.4	6.5	1.8	0.6	1.2	0.0	0.0	0.0	0.0	6	84.5	9	174
EDINBURGH	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL EDINBURGH</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>53.6</b>	<b>24.4</b>	<b>6.5</b>	<b>1.8</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>84.6</b>	<b>9</b>	<b>175</b>
EXETER	FLYBE LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	64	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>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>64</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GATWICK	EASYJET UK LTD	S	344	0	0	10.8	54.7	23.8	5.8	2.9	1.5	0.6	0.0	0.0	0.0	0.0	6	79.4	12	340

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 15 m early	15 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL GATWICK</b>			<b>344</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>54.7</b>	<b>23.8</b>	<b>5.8</b>	<b>2.9</b>	<b>1.5</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>79.4</b>	<b>12</b>	<b>340</b>
GLASGOW	EASYJET UK LTD	S	186	0	0	12.4	58.1	17.2	3.2	2.2	5.9	1.1	0.0	0.0	0.0	0.0	9	86.3	7	182
<b>TOTAL GLASGOW</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>58.1</b>	<b>17.2</b>	<b>3.2</b>	<b>2.2</b>	<b>5.9</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>86.3</b>	<b>7</b>	<b>182</b>
HEATHROW	AER LINGUS	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
HEATHROW	BRITISH AIRWAYS PLC	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 HEATHROW</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>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ISLE OF MAN	EASYJET UK LTD	S	18	0	0	44.4	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	3	16
<b>TOTAL ISLE OF MAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44.4</b>	<b>50.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>3</b>	<b>16</b>
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	360	0	0	12.2	65.6	12.8	3.3	3.9	1.7	0.0	0.6	0.0	0.0	0.0	6	87.3	11	353
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>360</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>65.6</b>	<b>12.8</b>	<b>3.3</b>	<b>3.9</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>6</b>	<b>87.3</b>	<b>11</b>	<b>353</b>
LUTON	EASYJET UK LTD	S	220	0	0	10.5	49.1	29.1	8.2	2.7	0.5	0.0	0.0	0.0	0.0	0.0	5	83.6	10	219
LUTON	LONDON EXECUTIVE AVIATION LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL LUTON</b>			<b>221</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>48.9</b>	<b>29.4</b>	<b>8.1</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>0.0</b>	<b>5</b>	<b>83.6</b>	<b>10</b>	<b>219</b>
MANCHESTER	EASYJET UK LTD	S	218	0	0	20.2	55.0	12.4	7.8	1.8	1.8	0.5	0.5	0.0	0.0	0.0	6	74.3	17	222
MANCHESTER	FLYBE LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
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	94.3	9	122
<b>TOTAL MANCHESTER</b>			<b>219</b>	<b>0</b>	<b>0</b>	<b>20.1</b>	<b>54.8</b>	<b>12.3</b>	<b>8.2</b>	<b>1.8</b>	<b>1.8</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.4</b>	<b>14</b>	<b>344</b>
NEWCASTLE	EASYJET UK LTD	S	156	0	0	7.1	69.2	18.6	4.5	0.6	0.0	0.0	0.0	0.0	0.0	0.0	2	86.2	6	152
<b>TOTAL NEWCASTLE</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>69.2</b>	<b>18.6</b>	<b>4.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>86.2</b>	<b>6</b>	<b>152</b>
STANSTED	EASYJET UK LTD	S	248	0	0	11.3	56.0	21.0	4.8	3.2	3.2	0.4	0.0	0.0	0.0	0.0	7	78.5	14	242
STANSTED	RYANAIR	S	18	0	0	0.0	16.7	33.3	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	14	96.7	3	184
<b>TOTAL STANSTED</b>			<b>266</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>53.4</b>	<b>21.8</b>	<b>7.5</b>	<b>3.4</b>	<b>3.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>86.4</b>	<b>9</b>	<b>426</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2266</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>57.5</b>	<b>19.8</b>	<b>6.0</b>	<b>2.9</b>	<b>1.9</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.6</b>	<b>11</b>	<b>2532</b>
<b>TOTAL BELFAST</b>			<b>2785</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>55.6</b>	<b>21.4</b>	<b>6.5</b>	<b>3.1</b>	<b>2.0</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.3</b>	<b>12</b>	<b>3258</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
INNSBRUCK	AUSTRIAN AIRLINES	C	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	37.5	48	8	
INNSBRUCK	JET2.COM LTD	S	7	0	0	14.3	57.1	14.3	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	45	0.0	0	0	
INNSBRUCK	TUI AIRWAYS LTD	C	8	0	0	12.5	50.0	25.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	36	66.7	18	6	
<b>TOTAL INNSBRUCK</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>47.8</b>	<b>30.4</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>50.0</b>	<b>35</b>	<b>14</b>	
LINZ	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	99	2	
<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>50.0</b>	<b>99</b>	<b>2</b>	
SALZBURG	JET2.COM LTD	S	8	0	0	25.0	12.5	37.5	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	37	62.5	25	8	
SALZBURG	TUI AIRWAYS LTD	C	8	0	0	12.5	50.0	12.5	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	38	62.5	72	8	
<b>TOTAL SALZBURG</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>31.3</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>62.5</b>	<b>49</b>	<b>16</b>	
VIENNA	AUSTRIAN AIRLINES	S	38	0	0	7.9	57.9	21.1	13.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
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	79.4	10	34	
VIENNA	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	12	0.0	0	0	
VIENNA	LAUDA MOTION GMBH	S	26	0	0	0.0	15.4	57.7	19.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL VIENNA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>39.4</b>	<b>36.4</b>	<b>16.7</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>79.4</b>	<b>10</b>	<b>34</b>	
<b>TOTAL AUSTRIA</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>40.0</b>	<b>33.3</b>	<b>11.4</b>	<b>1.9</b>	<b>0.0</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>68.2</b>	<b>28</b>	<b>66</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	35	0	0	5.7	11.4	51.4	14.3	8.6	2.9	0.0	0.0	5.7	0.0	0.0	88	54.5	52	33	
<b>TOTAL BRIDGETOWN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>11.4</b>	<b>51.4</b>	<b>14.3</b>	<b>8.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>88</b>	<b>54.5</b>	<b>52</b>	<b>33</b>	
<b>TOTAL BARBADOS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>11.4</b>	<b>51.4</b>	<b>14.3</b>	<b>8.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>88</b>	<b>54.5</b>	<b>52</b>	<b>33</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	183	0	1	1.6	52.2	32.6	6.0	3.8	2.7	0.0	0.5	0.0	0.0	0.5	8	71.8	19	149	
<b>TOTAL BRUSSELS</b>			<b>183</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>52.2</b>	<b>32.6</b>	<b>6.0</b>	<b>3.8</b>	<b>2.7</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>8</b>	<b>71.8</b>	<b>19</b>	<b>149</b>	
<b>TOTAL BELGIUM</b>			<b>183</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>52.2</b>	<b>32.6</b>	<b>6.0</b>	<b>3.8</b>	<b>2.7</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>8</b>	<b>71.8</b>	<b>19</b>	<b>149</b>	
<b>BULGARIA</b>																					
SOFIA	RYANAIR	S	26	0	0	7.7	38.5	42.3	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	68.8	19	32	
SOFIA	TUI AIRWAYS LTD	C	8	0	0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	7	8	
<b>TOTAL SOFIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>38.2</b>	<b>41.2</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>5</b>	<b>72.5</b>	<b>16</b>	<b>40</b>	
VARNA	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	126	0.0	0	0	
<b>TOTAL VARNA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>126</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BULGARIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>37.1</b>	<b>40.0</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>72.5</b>	<b>16</b>	<b>40</b>	
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	18	0	0	16.7	11.1	27.8	16.7	11.1	11.1	0.0	0.0	5.6	0.0	0.0	100	94.4	4	18	
<b>TOTAL BOA VISTA (RABIL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>11.1</b>	<b>27.8</b>	<b>16.7</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	18	0	0	5.6	11.1	61.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	81.8	11	11	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>61.1</b>	<b>0.0</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>81.8</b>	<b>11</b>	<b>11</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL CAPE VERDE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>44.4</b>	<b>8.3</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>89.7</b>	<b>7</b>	<b>29</b>
<b>CYPRUS</b>																				
LARNACA	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	53.8	24	26
<b>TOTAL LARNACA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>53.8</b>	<b>24</b>	<b>26</b>
PAPHOS	JET2.COM LTD	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	13	87.5	4	8
PAPHOS	TUI AIRWAYS LTD	C	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	90.0	5	10
<b>TOTAL PAPHOS</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>23.8</b>	<b>33.3</b>	<b>23.8</b>	<b>4.8</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>0.0</b>	<b>11</b>	<b>88.9</b>	<b>4</b>	<b>18</b>
<b>TOTAL CYPRUS</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>23.8</b>	<b>33.3</b>	<b>23.8</b>	<b>4.8</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>0.0</b>	<b>11</b>	<b>68.2</b>	<b>16</b>	<b>44</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	CSA CZECH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	37	22
PRAGUE	JET2.COM LTD	S	22	0	0	9.1	45.5	36.4	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	9	18
<b>TOTAL PRAGUE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>45.5</b>	<b>36.4</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>65.0</b>	<b>24</b>	<b>40</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>45.5</b>	<b>36.4</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>65.0</b>	<b>24</b>	<b>40</b>
<b>DENMARK</b>																				
COPENHAGEN	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	75	1
COPENHAGEN	NORWEGIAN AIR INTERNATIONAL	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
COPENHAGEN	SAS	S	94	0	0	5.3	45.7	39.4	4.3	2.1	2.1	0.0	1.1	0.0	0.0	0.0	9	73.9	12	91
<b>TOTAL COPENHAGEN</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>45.3</b>	<b>40.0</b>	<b>4.2</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>73.1</b>	<b>13</b>	<b>92</b>
<b>TOTAL DENMARK</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>45.3</b>	<b>40.0</b>	<b>4.2</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>73.1</b>	<b>13</b>	<b>92</b>
<b>DOMINICAN REPUBLIC</b>																				
PUNTA CANA	CONDOR	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	118	0.0	0	0
<b>TOTAL PUNTA CANA</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>118</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DOMINICAN</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>118</b>	<b>0.0</b>	<b>0</b>	<b>0</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	88.9	6	36
HURGHADA	TUI AIRWAYS LTD	S	28	0	0	10.7	32.1	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.0	5	10
<b>TOTAL HURGHADA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>32.1</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>89.1</b>	<b>5</b>	<b>46</b>
MARSA ALAM	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	8
MARSA ALAM	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 MARSA ALAM</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>4</b>	<b>8</b>
SHARM EL SHEIKH (OPHIRA)	ENTER AIR	C	10	0	0	0.0	40.0	30.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>30.0</b>	<b>10.0</b>	<b>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>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>35.9</b>	<b>38.5</b>	<b>12.8</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>90.7</b>	<b>5</b>	<b>54</b>
<b>FINLAND</b>																				
ENONTEKIO	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	40	100.0	0	1
<b>TOTAL ENONTEKIO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>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>40</b>	<b>100.0</b>	<b>0</b>	<b>1</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
KUUSAMO	TUI AIRWAYS LTD	C	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	18	87.5	10	8
<b>TOTAL KUUSAMO</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>18</b>	<b>87.5</b>	<b>10</b>	<b>8</b>
<b>TOTAL FINLAND</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>30.0</b>	<b>10.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>88.9</b>	<b>9</b>	<b>9</b>
<b>FRANCE</b>																				
CHAMBERY	ENTER AIR	C	8	0	0	0.0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
CHAMBERY	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	18	8
CHAMBERY	FLYBE LTD	S	10	0	0	10.0	10.0	10.0	20.0	0.0	20.0	10.0	20.0	0.0	0.0	0.0	78	62.5	19	8
CHAMBERY	TUI AIRWAYS LTD	C	6	0	0	0.0	16.7	33.3	16.7	0.0	0.0	0.0	16.7	16.7	0.0	0.0	105	62.5	21	8
<b>TOTAL CHAMBERY</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>8.3</b>	<b>20.8</b>	<b>25.0</b>	<b>12.5</b>	<b>8.3</b>	<b>4.2</b>	<b>12.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>67</b>	<b>58.3</b>	<b>19</b>	<b>24</b>
CHATEAUROUX DEOLS	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 CHATEAUROUX DEOLS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
CLERMONT FERRAND	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	5	2
<b>TOTAL CLERMONT FERRAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>2</b>
GRENOBLE	JET2.COM LTD	S	24	0	0	8.3	50.0	33.3	0.0	4.2	4.2	0.0	0.0	0.0	0.0	0.0	8	81.3	22	16
GRENOBLE	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	39	6
<b>TOTAL GRENOBLE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.8</b>	<b>27</b>	<b>22</b>
LYON	FLYBE LTD	S	6	0	0	0.0	16.7	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	63.2	12	38
LYON	JOTA AVIATION LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL LYON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>63.2</b>	<b>12</b>	<b>38</b>
NANTES	FLYBE LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8
<b>TOTAL NANTES</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>8</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	144	0	0	3.5	56.9	26.4	6.3	4.2	0.7	1.4	0.7	0.0	0.0	0.0	8	74.7	10	148
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	178	0	0	12.4	39.3	37.1	8.4	1.7	0.6	0.0	0.6	0.0	0.0	0.0	7	77.0	11	178
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>322</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>47.2</b>	<b>32.3</b>	<b>7.5</b>	<b>2.8</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>76.0</b>	<b>10</b>	<b>327</b>
TOULOUSE (BLAGNAC)	FLYBE LTD	C	8	0	0	0.0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
TOULOUSE (BLAGNAC)	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	3	8
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>37.5</b>	<b>6.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>87.5</b>	<b>3</b>	<b>8</b>
<b>TOTAL FRANCE</b>			<b>396</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>44.4</b>	<b>31.8</b>	<b>8.3</b>	<b>4.0</b>	<b>1.3</b>	<b>0.8</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.0</b>	<b>11</b>	<b>430</b>
<b>GAMBIA</b>																				
BANJUL	ENTER AIR	C	10	0	0	0.0	0.0	0.0	20.0	50.0	20.0	0.0	10.0	0.0	0.0	0.0	65	0.0	0	0
BANJUL	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	28	18

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
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 BANJUL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>50.0</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>65</b>	<b>44.4</b>	<b>28</b>	<b>18</b>	
<b>TOTAL GAMBIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>50.0</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>65</b>	<b>44.4</b>	<b>28</b>	<b>18</b>	
<b>GERMANY</b>																					
<b>BERLIN (TEGEL)</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	57.4	22	54	
<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>57.4</b>	<b>22</b>	<b>54</b>	
<b>DUSSELDORF</b>	EUROWINGS LUFTVERKEHRS	S	191	0	0	9.4	62.8	22.5	3.7	1.0	0.5	0.0	0.0	0.0	0.0	0.0	3	77.1	10	184	
<b>DUSSELDORF</b>	FLYBE LTD	S	142	0	1	4.2	55.9	28.7	4.9	2.1	3.5	0.0	0.0	0.0	0.0	0.7	6	81.4	9	166	
<b>DUSSELDORF</b>	GERMANWINGS	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 DUSSELDORF</b>			<b>334</b>	<b>0</b>	<b>1</b>	<b>7.2</b>	<b>59.7</b>	<b>25.4</b>	<b>4.2</b>	<b>1.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>4</b>	<b>79.1</b>	<b>9</b>	<b>350</b>	
<b>FRANKFURT MAIN</b>	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>FRANKFURT MAIN</b>	CONDOR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	75	0.0	0	0	
<b>FRANKFURT MAIN</b>	LUFTHANSA	S	201	0	0	1.5	40.8	47.8	6.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	5	80.5	8	192	
<b>TOTAL FRANKFURT MAIN</b>			<b>203</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>40.4</b>	<b>47.8</b>	<b>6.4</b>	<b>3.4</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>80.5</b>	<b>8</b>	<b>192</b>	
<b>FRIEDRICHSHAFEN</b>	JET2.COM 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	344	0.0	0	0	
<b>TOTAL FRIEDRICHSHAFEN</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>344</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>HAMBURG</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	60.5	14	38	
<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>60.5</b>	<b>14</b>	<b>38</b>	
<b>HANOVER</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	78.6	12	42	
<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>78.6</b>	<b>12</b>	<b>42</b>	
<b>MUNICH</b>	CITY AIRLINE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4	
<b>MUNICH</b>	LUFTHANSA	S	168	0	1	5.9	42.0	37.9	8.3	4.7	0.6	0.0	0.0	0.0	0.0	0.6	7	68.6	16	163	
<b>TOTAL MUNICH</b>			<b>168</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>42.0</b>	<b>37.9</b>	<b>8.3</b>	<b>4.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>7</b>	<b>69.4</b>	<b>16</b>	<b>167</b>	
<b>STUTTGART</b>	FLYBE LTD	S	64	0	0	15.6	54.7	26.6	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	3	74.2	15	62	
<b>TOTAL STUTTGART</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>54.7</b>	<b>26.6</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>74.2</b>	<b>15</b>	<b>62</b>	
<b>TOTAL GERMANY</b>			<b>770</b>	<b>0</b>	<b>2</b>	<b>6.1</b>	<b>50.3</b>	<b>34.1</b>	<b>5.3</b>	<b>2.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>5</b>	<b>75.2</b>	<b>12</b>	<b>905</b>	
<b>HUNGARY</b>																					
<b>BUDAPEST</b>	JET2.COM LTD	S	18	0	0	33.3	27.8	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>BUDAPEST</b>	LOT-POLISH AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>BUDAPEST</b>	WIZZ AIR	S	20	0	0	10.0	40.0	30.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	7	45.0	19	20	
<b>TOTAL BUDAPEST</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>33.3</b>	<b>33.3</b>	<b>10.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>45.0</b>	<b>19</b>	<b>20</b>	
<b>TOTAL HUNGARY</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>33.3</b>	<b>33.3</b>	<b>10.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>45.0</b>	<b>19</b>	<b>20</b>	
<b>INDIA</b>																					
<b>AMRITSAR</b>	AIR INDIA	S	26	0	0	0.0	30.8	26.9	7.7	26.9	0.0	7.7	0.0	0.0	0.0	0.0	26	74.1	16	27	
<b>TOTAL AMRITSAR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>26.9</b>	<b>7.7</b>	<b>26.9</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>74.1</b>	<b>16</b>	<b>27</b>	
<b>DELHI</b>	AIR INDIA	S	26	0	0	3.8	0.0	19.2	11.5	23.1	23.1	11.5	3.8	3.8	0.0	0.0	177	22.2	43	27	
<b>TOTAL DELHI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>0.0</b>	<b>19.2</b>	<b>11.5</b>	<b>23.1</b>	<b>23.1</b>	<b>11.5</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>177</b>	<b>22.2</b>	<b>43</b>	<b>27</b>	
<b>GOA</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	55.6	32	9	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL GOA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>55.6</b>	<b>32</b>	<b>9</b>
<b>TOTAL INDIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>15.4</b>	<b>23.1</b>	<b>9.6</b>	<b>25.0</b>	<b>11.5</b>	<b>9.6</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>101</b>	<b>49.2</b>	<b>30</b>	<b>63</b>
<b>IRISH REPUBLIC</b>																				
<b>CORK</b>	STOBART AIR	S	108	0	0	23.1	50.0	21.3	1.9	2.8	0.0	0.0	0.9	0.0	0.0	0.0	4	93.6	5	110
<b>TOTAL CORK</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>50.0</b>	<b>21.3</b>	<b>1.9</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>93.6</b>	<b>5</b>	<b>110</b>
<b>DUBLIN</b>	AER LINGUS	S	202	0	0	20.8	55.0	20.3	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.9	3	198
<b>DUBLIN</b>	AIR ARABIA MAROC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	2
<b>DUBLIN</b>	CITY JET	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2
<b>DUBLIN</b>	RYANAIR	S	331	0	0	22.1	52.9	17.8	3.0	2.7	0.9	0.0	0.6	0.0	0.0	0.0	5	91.5	6	340
<b>DUBLIN</b>	STOBART AIR	S	92	0	0	18.5	54.3	20.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	96
<b>TOTAL DUBLIN</b>			<b>625</b>	<b>0</b>	<b>0</b>	<b>21.1</b>	<b>53.8</b>	<b>19.0</b>	<b>3.4</b>	<b>1.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>93.4</b>	<b>4</b>	<b>638</b>
<b>IRELAND WEST(KNOCK)</b>	FLYBE LTD	S	20	0	0	40.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.6	11	31
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>40.0</b>	<b>50.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>80.6</b>	<b>11</b>	<b>31</b>
<b>SHANNON</b>	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	315	1
<b>SHANNON</b>	STOBART AIR	S	50	0	2	23.1	55.8	17.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	1	93.5	5	62
<b>TOTAL SHANNON</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>23.1</b>	<b>55.8</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>3.8</b>	<b>1</b>	<b>92.1</b>	<b>10</b>	<b>63</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>803</b>	<b>0</b>	<b>2</b>	<b>22.0</b>	<b>53.3</b>	<b>19.0</b>	<b>2.9</b>	<b>1.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>3</b>	<b>92.9</b>	<b>5</b>	<b>842</b>
<b>ITALY</b>																				
<b>MILAN (MALPENSA)</b>	FLYBE LTD	S	6	0	0	0.0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	86.2	7	58
<b>TOTAL MILAN (MALPENSA)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>86.2</b>	<b>7</b>	<b>58</b>
<b>ROME (FIUMICINO)</b>	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1
<b>ROME (FIUMICINO)</b>	JET2.COM 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	3	77.8	7	18
<b>TOTAL ROME (FIUMICINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>55.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>73.7</b>	<b>8</b>	<b>19</b>
<b>TURIN</b>	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TURIN</b>	JET2.COM 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	100.0	1	16
<b>TURIN</b>	TUI AIRWAYS LTD	C	8	0	0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	8	8
<b>TOTAL TURIN</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>40.0</b>	<b>36.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>95.8</b>	<b>4</b>	<b>24</b>
<b>VERONA VILLAFRANCA</b>	RYANAIR	S	12	0	0	0.0	58.3	33.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5	61.1	22	18
<b>VERONA VILLAFRANCA</b>	TUI AIRWAYS LTD	C	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	25	8
<b>TOTAL VERONA VILLAFRANCA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>50.0</b>	<b>40.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>57.7</b>	<b>23</b>	<b>26</b>
<b>TOTAL ITALY</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>40.6</b>	<b>43.5</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>80.3</b>	<b>10</b>	<b>127</b>
<b>JAMAICA</b>																				
<b>MONTEGO BAY</b>	TUI AIRWAYS LTD	C	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	90.0	10	10
<b>TOTAL MONTEGO BAY</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>44.4</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>90.0</b>	<b>10</b>	<b>10</b>
<b>TOTAL JAMAICA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>44.4</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>90.0</b>	<b>10</b>	<b>10</b>
<b>LITHUANIA</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
VILNIUS	LOT-POLISH 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	22	0.0	0	0
VILNIUS	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.1	28	18
<b>TOTAL VILNIUS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>61.1</b>	<b>28</b>	<b>18</b>
<b>TOTAL LITHUANIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>61.1</b>	<b>28</b>	<b>18</b>
<b>MALAYSIA</b>																				
LANGKAWI	TUI AIRWAYS LTD	C	5	0	0	20.0	20.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	66.7	32	6
<b>TOTAL LANGKAWI</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>66.7</b>	<b>32</b>	<b>6</b>
<b>TOTAL MALAYSIA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>66.7</b>	<b>32</b>	<b>6</b>
<b>MALTA</b>																				
MALTA	RYANAIR	S	30	0	0	13.3	43.3	23.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	65.4	12	26
<b>TOTAL MALTA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>43.3</b>	<b>23.3</b>	<b>13.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>65.4</b>	<b>12</b>	<b>26</b>
<b>TOTAL MALTA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>43.3</b>	<b>23.3</b>	<b>13.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>65.4</b>	<b>12</b>	<b>26</b>
<b>MEXICO</b>																				
CANCUN	TUI AIRWAYS LTD	S	17	0	0	5.9	17.6	52.9	17.6	0.0	0.0	0.0	5.9	0.0	0.0	0.0	18	35.0	40	20
<b>TOTAL CANCUN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>17.6</b>	<b>52.9</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>35.0</b>	<b>40</b>	<b>20</b>
<b>TOTAL MEXICO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>17.6</b>	<b>52.9</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>35.0</b>	<b>40</b>	<b>20</b>
<b>MOROCCO</b>																				
AGADIR (AL MASSIRA)	AIR ARABIA MAROC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	16
AGADIR (AL MASSIRA)	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	24	0.0	0	0
<b>TOTAL AGADIR (AL MASSIRA)</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>75.0</b>	<b>16</b>	<b>16</b>
MARRAKESH	TUI AIRWAYS LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL MARRAKESH</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 MOROCCO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>16</b>	<b>16</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
AMSTERDAM	FLYBE LTD	S	344	0	0	13.4	39.8	38.4	4.4	3.2	0.6	0.3	0.0	0.0	0.0	0.0	4	75.9	12	350
AMSTERDAM	KLM	S	250	0	0	3.2	42.0	40.4	11.6	1.6	0.8	0.4	0.0	0.0	0.0	0.0	6	82.7	9	240
<b>TOTAL AMSTERDAM</b>			<b>594</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>40.7</b>	<b>39.2</b>	<b>7.4</b>	<b>2.5</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>78.7</b>	<b>11</b>	<b>591</b>
<b>TOTAL NETHERLANDS</b>			<b>594</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>40.7</b>	<b>39.2</b>	<b>7.4</b>	<b>2.5</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>78.7</b>	<b>11</b>	<b>591</b>
<b>NORWAY</b>																				
OSLO (GARDERMOEN)	SAS	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</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	71.4	19	28

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>71.4</b>	<b>19</b>	<b>28</b>
ISLAMABAD INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	34	0	0	5.9	20.6	38.2	17.6	0.0	5.9	0.0	11.8	0.0	0.0	0.0	41	0.0	0	0
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>20.6</b>	<b>38.2</b>	<b>17.6</b>	<b>0.0</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>41</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PAKISTAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>20.6</b>	<b>38.2</b>	<b>17.6</b>	<b>0.0</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>41</b>	<b>71.4</b>	<b>19</b>	<b>28</b>
<b>POLAND</b>																				
BYDGOSZCZ	RYANAIR	S	28	0	0	25.0	60.7	10.7	0.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	8	96.7	2	30
<b>TOTAL BYDGOSZCZ</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>60.7</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>96.7</b>	<b>2</b>	<b>30</b>
GDANSK	RYANAIR	S	23	0	0	21.7	34.8	39.1	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.3	11	22
<b>TOTAL GDANSK</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>21.7</b>	<b>34.8</b>	<b>39.1</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>77.3</b>	<b>11</b>	<b>22</b>
KATOWICE	RYANAIR	S	20	0	0	15.0	50.0	30.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	6	16
<b>TOTAL KATOWICE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>50.0</b>	<b>30.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.5</b>	<b>6</b>	<b>16</b>
KRAKOW	JET2.COM LTD	S	18	0	0	11.1	66.7	16.7	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	22	94.4	4	18
KRAKOW	RYANAIR	S	29	0	0	10.3	55.2	24.1	0.0	6.9	3.4	0.0	0.0	0.0	0.0	0.0	7	90.9	4	22
KRAKOW	WIZZ AIR	S	24	0	2	3.8	15.4	42.3	23.1	0.0	0.0	7.7	0.0	0.0	0.0	7.7	20	0.0	0	0
<b>TOTAL KRAKOW</b>			<b>71</b>	<b>0</b>	<b>2</b>	<b>8.2</b>	<b>43.8</b>	<b>28.8</b>	<b>8.2</b>	<b>2.7</b>	<b>1.4</b>	<b>2.7</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>2.7</b>	<b>15</b>	<b>92.5</b>	<b>4</b>	<b>40</b>
POZNAN	WIZZ AIR	S	16	0	0	18.8	37.5	31.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	10	4
<b>TOTAL POZNAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>37.5</b>	<b>31.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>10</b>	<b>4</b>
WARSAW (CHOPIN)	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	7	1
WARSAW (CHOPIN)	WIZZ AIR	S	18	0	0	16.7	44.4	33.3	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0	14	90.9	4	22
<b>TOTAL WARSAW (CHOPIN)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>44.4</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>91.3</b>	<b>4</b>	<b>23</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	32	0	0	15.6	43.8	25.0	9.4	0.0	6.3	0.0	0.0	0.0	0.0	0.0	9	92.9	13	28
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>43.8</b>	<b>25.0</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>9</b>	<b>92.9</b>	<b>13</b>	<b>28</b>
WROCLAW	WIZZ AIR	S	16	0	0	12.5	37.5	37.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	11	18
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>37.5</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>66.7</b>	<b>11</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>224</b>	<b>0</b>	<b>2</b>	<b>15.0</b>	<b>44.7</b>	<b>28.3</b>	<b>5.8</b>	<b>1.8</b>	<b>1.3</b>	<b>0.9</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.9</b>	<b>10</b>	<b>87.8</b>	<b>7</b>	<b>181</b>
<b>PORTUGAL(EXCLUDING</b>																				
FARO	JET2.COM LTD	S	22	0	0	22.7	40.9	31.8	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	6
FARO	RYANAIR	S	26	0	0	11.5	34.6	42.3	3.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	8	62.5	12	24
<b>TOTAL FARO</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>37.5</b>	<b>37.5</b>	<b>4.2</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>70.0</b>	<b>10</b>	<b>30</b>
OPORTO (PORTUGAL)	RYANAIR	S	22	0	0	0.0	50.0	31.8	13.6	0.0	0.0	0.0	4.5	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>31.8</b>	<b>13.6</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>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>41.4</b>	<b>35.7</b>	<b>7.1</b>	<b>1.4</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>8</b>	<b>70.0</b>	<b>10</b>	<b>30</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	20	0	0	30.0	45.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.8	23	16

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	100.0	0	1
<b>TOTAL FUNCHAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>45.0</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>94.1</b>	<b>22</b>	<b>17</b>
<b>TOTAL PORTUGAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>45.0</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>94.1</b>	<b>22</b>	<b>17</b>
<b>QATAR</b>																				
DOHA HAMAD	QATAR AIRWAYS	S	62	0	0	12.9	37.1	43.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	87.1	7	62
<b>TOTAL DOHA HAMAD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>37.1</b>	<b>43.5</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>87.1</b>	<b>7</b>	<b>62</b>
<b>TOTAL QATAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>37.1</b>	<b>43.5</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>87.1</b>	<b>7</b>	<b>62</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	26	0	0	0.0	19.2	30.8	34.6	11.5	3.8	0.0	0.0	0.0	0.0	0.0	18	76.9	13	26
BUCHAREST (OTOPENI)	WIZZ AIR	S	28	0	0	10.7	7.1	42.9	17.9	17.9	3.6	0.0	0.0	0.0	0.0	0.0	17	53.6	31	28
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>13.0</b>	<b>37.0</b>	<b>25.9</b>	<b>14.8</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>64.8</b>	<b>22</b>	<b>54</b>
CLUJ NAPOCA	WIZZ AIR	S	18	0	0	16.7	27.8	11.1	27.8	5.6	11.1	0.0	0.0	0.0	0.0	0.0	18	22.2	32	18
<b>TOTAL CLUJ NAPOCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>11.1</b>	<b>27.8</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>22.2</b>	<b>32</b>	<b>18</b>
<b>TOTAL ROMANIA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>16.7</b>	<b>30.6</b>	<b>26.4</b>	<b>12.5</b>	<b>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>54.2</b>	<b>25</b>	<b>72</b>
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	JOTA AVIATION LTD	C	8	0	0	12.5	25.0	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
BRATISLAVA	RYANAIR	S	30	0	0	6.7	36.7	43.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	17	30
<b>TOTAL BRATISLAVA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>34.2</b>	<b>44.7</b>	<b>5.3</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.0</b>	<b>17</b>	<b>30</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>34.2</b>	<b>44.7</b>	<b>5.3</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.0</b>	<b>17</b>	<b>30</b>
<b>SPAIN</b>																				
ALICANTE	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	13	0.0	0	0
ALICANTE	JET2.COM LTD	S	46	0	0	15.2	30.4	45.7	4.3	2.2	0.0	2.2	0.0	0.0	0.0	0.0	8	97.5	3	40
ALICANTE	RYANAIR	S	67	0	0	13.4	41.8	22.4	7.5	10.4	4.5	0.0	0.0	0.0	0.0	0.0	12	93.8	4	64
ALICANTE	TUI AIRWAYS LTD	C	8	0	0	12.5	37.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	10
<b>TOTAL ALICANTE</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>36.9</b>	<b>31.1</b>	<b>8.2</b>	<b>6.6</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>95.6</b>	<b>3</b>	<b>114</b>
BARCELONA	RYANAIR	S	62	0	0	11.3	35.5	33.9	12.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	9	69.4	11	62
BARCELONA	VUELING AIRLINES	S	42	0	0	7.1	33.3	33.3	19.0	2.4	4.8	0.0	0.0	0.0	0.0	0.0	12	85.7	9	28
<b>TOTAL BARCELONA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>34.6</b>	<b>33.7</b>	<b>15.4</b>	<b>2.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>74.4</b>	<b>10</b>	<b>90</b>
LIEIDA	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	20.0	56	5
<b>TOTAL LIEIDA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>20.0</b>	<b>56</b>	<b>5</b>
MADRID	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	1
MADRID	IBERIA EXPRESS	S	26	0	0	15.4	34.6	34.6	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	96.2	5	26
MADRID	RYANAIR	S	34	0	0	0.0	20.6	35.3	23.5	14.7	5.9	0.0	0.0	0.0	0.0	0.0	19	44.1	23	34
<b>TOTAL MADRID</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>26.2</b>	<b>36.1</b>	<b>18.0</b>	<b>9.8</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>13</b>	<b>67.2</b>	<b>15</b>	<b>61</b>
MALAGA	JET2.COM LTD	S	38	0	0	26.3	36.8	31.6	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.7	6	30

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
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	56	0	0	5.4	55.4	26.8	7.1	5.4	0.0	0.0	0.0	0.0	0.0	0.0	6	94.8	4	58	
MALAGA	TUI AIRWAYS LTD	C	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	100.0	2	8	
<b>TOTAL MALAGA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>15.7</b>	<b>45.1</b>	<b>30.4</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>95.8</b>	<b>4</b>	<b>96</b>	
MURCIA INTERNATIONAL	EASYJET UK LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
MURCIA INTERNATIONAL	JET2.COM LTD	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
MURCIA INTERNATIONAL	RYANAIR	S	18	0	1	5.3	68.4	21.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0	80.0	8	10	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>21</b>	<b>0</b>	<b>1</b>	<b>4.5</b>	<b>59.1</b>	<b>22.7</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>3</b>	<b>80.0</b>	<b>8</b>	<b>10</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	80.0	6	10	
<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>80.0</b>	<b>6</b>	<b>10</b>	
PALMA DE MALLORCA	JET2.COM LTD	S	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	2	
<b>TOTAL PALMA DE MALLORCA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
REUS	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	59	3	
<b>TOTAL REUS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>59</b>	<b>3</b>	
VALENCIA	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	112	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>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>112</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ZARAGOZA	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 ZARAGOZA</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 SPAIN</b>			<b>416</b>	<b>0</b>	<b>1</b>	<b>12.0</b>	<b>37.9</b>	<b>31.7</b>	<b>10.6</b>	<b>5.0</b>	<b>2.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>9</b>	<b>83.9</b>	<b>8</b>	<b>391</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	62	0	0	19.4	32.3	30.6	9.7	6.5	1.6	0.0	0.0	0.0	0.0	0.0	8	87.5	7	48	
ARRECIFE	RYANAIR	S	22	0	0	9.1	27.3	36.4	18.2	0.0	9.1	0.0	0.0	0.0	0.0	0.0	13	73.3	7	30	
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	71.4	14	14	
ARRECIFE	TUI AIRWAYS LTD	C	21	0	0	23.8	28.6	42.9	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	6	85.7	7	21	
<b>TOTAL ARRECIFE</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>18.1</b>	<b>30.5</b>	<b>34.3</b>	<b>9.5</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.4</b>	<b>8</b>	<b>113</b>	
FUERTEVENTURA	JET2.COM LTD	S	36	0	0	25.0	33.3	38.9	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.0	5	20	
FUERTEVENTURA	RYANAIR	S	18	0	0	5.6	44.4	33.3	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	12	16	
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	40.0	32	10	
FUERTEVENTURA	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	0	66.7	11	18	
<b>TOTAL FUERTEVENTURA</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>17.5</b>	<b>38.6</b>	<b>36.8</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>73.4</b>	<b>13</b>	<b>64</b>	
LAS PALMAS	JET2.COM LTD	S	40	0	0	25.0	35.0	37.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.0	7	20	
LAS PALMAS	RYANAIR	S	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	12	93.8	7	16	
LAS PALMAS	TUI AIRWAYS LTD	C	15	0	0	13.3	33.3	26.7	0.0	6.7	0.0	0.0	20.0	0.0	0.0	0.0	54	88.9	13	18	
<b>TOTAL LAS PALMAS</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>36.9</b>	<b>30.8</b>	<b>3.1</b>	<b>4.6</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.9</b>	<b>9</b>	<b>54</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	94	0	0	30.9	29.8	27.7	7.4	1.1	2.1	1.1	0.0	0.0	0.0	0.0	7	78.8	7	66	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	36	0	0	8.3	38.9	27.8	13.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	9	40	
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	70.8	9	24	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	36	0	0	2.8	19.4	61.1	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	86.1	11	36	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>19.9</b>	<b>29.5</b>	<b>34.9</b>	<b>9.0</b>	<b>4.8</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.6</b>	<b>9</b>	<b>167</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>393</b>	<b>0</b>	<b>0</b>	<b>19.1</b>	<b>32.3</b>	<b>34.4</b>	<b>7.4</b>	<b>4.3</b>	<b>1.5</b>	<b>0.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.4</b>	<b>9</b>	<b>398</b>	
STOCKHOLM (ARLANDA)	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	39	2	
STOCKHOLM (ARLANDA)	SAS	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	2	
<b>TOTAL STOCKHOLM (ARLANDA)</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>75.0</b>	<b>19</b>	<b>4</b>	
<b>TOTAL SWEDEN</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>75.0</b>	<b>19</b>	<b>4</b>	
<b>SWITZERLAND</b>																					
GENEVA	EASYJET SWITZERLAND	S	44	0	0	2.3	47.7	31.8	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	86.8	7	38	
GENEVA	EASYJET UK LTD	S	80	0	0	8.8	31.3	28.8	17.5	5.0	7.5	1.3	0.0	0.0	0.0	0.0	16	84.8	8	79	
GENEVA	FLYBE LTD	S	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	50.0	49	8	
GENEVA	JET2.COM LTD	S	24	0	0	0.0	33.3	50.0	8.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	12	100.0	2	16	
GENEVA	SWISS 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	
GENEVA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	8	
<b>TOTAL GENEVA</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>36.7</b>	<b>32.3</b>	<b>14.6</b>	<b>5.7</b>	<b>5.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.2</b>	<b>10</b>	<b>149</b>	
ZURICH	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
ZURICH	SWISS AIRLINES	S	116	0	0	3.4	29.3	43.1	14.7	6.0	3.4	0.0	0.0	0.0	0.0	0.0	11	65.0	18	117	
<b>TOTAL ZURICH</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>29.1</b>	<b>42.7</b>	<b>15.4</b>	<b>6.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>65.0</b>	<b>18</b>	<b>117</b>	
<b>TOTAL SWITZERLAND</b>			<b>275</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>33.5</b>	<b>36.7</b>	<b>14.9</b>	<b>5.8</b>	<b>4.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>76.3</b>	<b>13</b>	<b>266</b>	
<b>THAILAND</b>																					
U-TAPAO	TUI AIRWAYS LTD	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	21	50.0	26	4	
<b>TOTAL U-TAPAO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>50.0</b>	<b>26</b>	<b>4</b>	
<b>TOTAL THAILAND</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>50.0</b>	<b>26</b>	<b>4</b>	
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	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	16	62.5	14	8	
<b>TOTAL ENFIDHA - HAMMAMET INTL</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>62.5</b>	<b>14</b>	<b>8</b>	
<b>TOTAL TUNISIA</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>62.5</b>	<b>14</b>	<b>8</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	10	0	0	10.0	10.0	70.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	25	2	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
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 ANTALYA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</b>	<b>70.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>50.0</b>	<b>25</b>	<b>2</b>		
ISTANBUL	THY TURKISH AIRLINES	S	86	0	0	26.7	40.7	23.3	3.5	5.8	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
<b>TOTAL ISTANBUL</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>26.7</b>	<b>40.7</b>	<b>23.3</b>	<b>3.5</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</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	80.2	7	86		
<b>TOTAL ISTANBUL ATATURK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.2</b>	<b>7</b>	<b>86</b>		
<b>TOTAL TURKEY</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>37.5</b>	<b>28.1</b>	<b>4.2</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>79.5</b>	<b>8</b>	<b>88</b>		
<b>TURKMENISTAN</b>																					
ASHKHABAD	TURKMENISTAN AIRLINES	S	10	0	0	0.0	0.0	20.0	30.0	50.0	0.0	0.0	0.0	0.0	0.0	30	25.0	52	44		
<b>TOTAL ASHKHABAD</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>30.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>25.0</b>	<b>52</b>	<b>44</b>		
<b>TOTAL TURKMENISTAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>30.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>25.0</b>	<b>52</b>	<b>44</b>		
<b>UNITED ARAB EMIRATES</b>																					
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	36	2		
<b>TOTAL ABU DHABI 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>5</b>	<b>0.0</b>	<b>36</b>	<b>2</b>		
DUBAI	EMIRATES	S	124	0	0	4.0	23.4	32.3	18.5	14.5	1.6	0.8	4.8	0.0	0.0	29	57.6	16	125		
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>23.4</b>	<b>32.3</b>	<b>18.5</b>	<b>14.5</b>	<b>1.6</b>	<b>0.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>57.6</b>	<b>16</b>	<b>125</b>		
<b>TOTAL UNITED ARAB</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>23.2</b>	<b>32.8</b>	<b>18.4</b>	<b>14.4</b>	<b>1.6</b>	<b>0.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>56.7</b>	<b>16</b>	<b>127</b>		
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	127	0	0	26.0	43.3	24.4	1.6	1.6	3.1	0.0	0.0	0.0	0.0	4	90.6	5	138		
<b>TOTAL ABERDEEN</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>26.0</b>	<b>43.3</b>	<b>24.4</b>	<b>1.6</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>4</b>	<b>90.6</b>	<b>5</b>	<b>138</b>		
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	318	0	0	21.1	58.8	16.0	2.2	0.6	1.3	0.0	0.0	0.0	0.0	2	83.9	8	341		
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>318</b>	<b>0</b>	<b>0</b>	<b>21.1</b>	<b>58.8</b>	<b>16.0</b>	<b>2.2</b>	<b>0.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>83.9</b>	<b>8</b>	<b>341</b>		
BELFAST INTERNATIONAL	EASYJET UK LTD	S	155	0	0	7.7	50.3	25.2	7.7	3.2	4.5	1.3	0.0	0.0	0.0	10	86.4	9	154		
BELFAST INTERNATIONAL	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2		
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	1454	100.0	0	2		
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>50.0</b>	<b>25.0</b>	<b>7.7</b>	<b>3.2</b>	<b>4.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>19</b>	<b>86.7</b>	<b>9</b>	<b>158</b>		
BOURNEMOUTH	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	19	0.0	0	0		
<b>TOTAL BOURNEMOUTH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>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>		
BRISTOL	EASYJET UK 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	27	0.0	0	0		
BRISTOL	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	17	1		
<b>TOTAL BRISTOL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>17</b>	<b>1</b>		
CARDIFF WALES	FLYBE LTD	S	4	0	0	25.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	11	33.3	15	3		
CARDIFF WALES	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	95	1		
<b>TOTAL CARDIFF WALES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>25.0</b>	<b>35</b>	<b>4</b>		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	64	0.0	0	0		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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	111	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>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>88</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
EDINBURGH	EASYJET UK LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
EDINBURGH	FLYBE LTD	S	317	0	0	27.4	48.6	21.8	0.6	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	2	75.3	14	350
<b>TOTAL EDINBURGH</b>			<b>319</b>	<b>0</b>	<b>0</b>	<b>27.3</b>	<b>48.6</b>	<b>21.9</b>	<b>0.6</b>	<b>1.3</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>0.0</b>	<b>2</b>	<b>75.3</b>	<b>14</b>	<b>350</b>
EXETER	FLYBE LTD	S	7	0	0	28.6	14.3	14.3	14.3	0.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	37	60.0	34	15
<b>TOTAL EXETER</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>14.3</b>	<b>14.3</b>	<b>14.3</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>37</b>	<b>60.0</b>	<b>34</b>	<b>15</b>
GATWICK	BRITISH AIRWAYS PLC	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
GATWICK	EASYJET UK LTD	S	3	0	0	0.0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	0	0
GATWICK	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0
<b>TOTAL GATWICK</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>33.3</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GLASGOW	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	99	0.0	0	0
GLASGOW	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	100.0	2	1
GLASGOW	FLYBE LTD	S	276	0	0	23.6	56.5	15.6	1.8	1.4	1.1	0.0	0.0	0.0	0.0	0.0	0.0	3	83.4	9	306
GLASGOW	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	55	1
GLASGOW	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1
<b>TOTAL GLASGOW</b>			<b>277</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>56.3</b>	<b>15.5</b>	<b>1.8</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>82.9</b>	<b>9</b>	<b>309</b>
GUERNSEY	FLYBE LTD	S	39	0	0	7.7	59.0	23.1	5.1	2.6	2.6	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	40
<b>TOTAL GUERNSEY</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>59.0</b>	<b>23.1</b>	<b>5.1</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>0.0</b>	<b>6</b>	<b>100.0</b>	<b>2</b>	<b>40</b>
HEATHROW	FLYBE LTD	S	3	0	0	0.0	33.3	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
<b>TOTAL HEATHROW</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>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>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
INVERNESS	FLYBE LTD	S	34	0	0	17.6	47.1	26.5	5.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.9	5	44
<b>TOTAL INVERNESS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>47.1</b>	<b>26.5</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.9</b>	<b>5</b>	<b>44</b>
ISLE OF MAN	FLYBE LTD	S	57	0	0	7.0	38.6	40.4	7.0	3.5	1.8	0.0	1.8	0.0	0.0	0.0	0.0	10	85.5	7	58
<b>TOTAL ISLE OF MAN</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>38.6</b>	<b>40.4</b>	<b>7.0</b>	<b>3.5</b>	<b>1.8</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.5</b>	<b>7</b>	<b>58</b>
JERSEY	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
JERSEY	FLYBE LTD	S	62	0	1	25.4	28.6	36.5	3.2	0.0	3.2	1.6	0.0	0.0	0.0	1.6	0.0	7	87.9	6	58
<b>TOTAL JERSEY</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>25.0</b>	<b>28.1</b>	<b>37.5</b>	<b>3.1</b>	<b>0.0</b>	<b>3.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>8</b>	<b>87.9</b>	<b>6</b>	<b>58</b>
LEEDS BRADFORD	JET2.COM LTD	S	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL LEEDS BRADFORD</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>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</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	0.0	0	0.0	109	1

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	FLYBE LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>109</b>	<b>1</b>
LONDON CITY	BRITISH AIRWAYS PLC	S	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	77	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>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>77</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LUTON	TUI AIRWAYS 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	156	0.0	131	2
<b>TOTAL LUTON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>156</b>	<b>0.0</b>	<b>131</b>	<b>2</b>
MANCHESTER	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	20	1
MANCHESTER	ETIHAD AIRWAYS	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
MANCHESTER	FLYBE LTD	S	5	0	0	60.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	32	100.0	13	1
MANCHESTER	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
MANCHESTER	TUI AIRWAYS LTD	S	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	37	3
<b>TOTAL MANCHESTER</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>36.4</b>	<b>27.3</b>	<b>27.3</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>16</b>	<b>40.0</b>	<b>29</b>	<b>5</b>
NEWCASTLE	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	3	0.0	0	0
NEWCASTLE	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	50	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEWQUAY	FLYBE LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	11	6
<b>TOTAL NEWQUAY</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>66.7</b>	<b>11</b>	<b>6</b>
SOUTHAMPTON	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
<b>TOTAL SOUTHAMPTON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
STANSTED	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	10	0.0	0	0
<b>TOTAL STANSTED</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1441</b>	<b>0</b>	<b>1</b>	<b>21.0</b>	<b>49.8</b>	<b>21.6</b>	<b>3.1</b>	<b>1.9</b>	<b>2.0</b>	<b>0.5</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>6</b>	<b>82.6</b>	<b>10</b>	<b>1530</b>
<b>TOTAL BIRMINGHAM</b>			<b>6664</b>	<b>0</b>	<b>9</b>	<b>13.5</b>	<b>43.4</b>	<b>29.8</b>	<b>6.7</b>	<b>3.7</b>	<b>1.7</b>	<b>0.4</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>9</b>	<b>79.0</b>	<b>11</b>	<b>6928</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	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	15	33.3	52	3	
<b>TOTAL BRIDGETOWN</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>33.3</b>	<b>52</b>	<b>3</b>	
<b>TOTAL BARBADOS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>33.3</b>	<b>52</b>	<b>3</b>	
<b>CYPRUS</b>																					
PAPHOS	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	26.7	26	15	
PAPHOS	TUI AIRWAYS LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL PAPHOS</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>26.7</b>	<b>26</b>	<b>15</b>	
<b>TOTAL CYPRUS</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>26.7</b>	<b>26</b>	<b>15</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	RYANAIR	S	18	0	0	0.0	5.6	66.7	16.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>66.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>66.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FINLAND</b>																					
ENONTEKIO	ENTER AIR	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
<b>TOTAL ENONTEKIO</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</b>	<b>1</b>	
<b>TOTAL FINLAND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</b>	<b>1</b>	
<b>GERMANY</b>																					
NUREMBERG	FAI FLIGHT- AMBULANCE SERVICE	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL NUREMBERG</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ICELAND</b>																					
AKUREYRI	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 AKUREYRI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</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>0</b>	<b>2</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	RYANAIR	S	33	1	0	0.0	41.2	38.2	14.7	0.0	2.9	0.0	0.0	0.0	2.9	0.0	7	0.0	0	0	
<b>TOTAL DUBLIN</b>			<b>33</b>	<b>1</b>	<b>0</b>	<b>0.0</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>2.9</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>33</b>	<b>1</b>	<b>0</b>	<b>0.0</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>2.9</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ITALY</b>																					
TURIN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	8	
<b>TOTAL TURIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>8</b>	
<b>TOTAL ITALY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>8</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	DUCAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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>0</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>0</b>	<b>1</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early														
<b>MALTA</b>																					
MALTA	RYANAIR	S	18	0	0	22.2	50.0	22.2	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	5	83.3	4	18	
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>50.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>83.3</b>	<b>4</b>	<b>18</b>	
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>50.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>83.3</b>	<b>4</b>	<b>18</b>	
<b>NORWAY</b>																					
BERGEN	TITAN AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BERGEN</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 NORWAY</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>POLAND</b>																					
KRAKOW	RYANAIR	S	18	0	2	0.0	45.0	40.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	3	87.5	11	16	
<b>TOTAL KRAKOW</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>45.0</b>	<b>40.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>3</b>	<b>87.5</b>	<b>11</b>	<b>16</b>	
<b>TOTAL POLAND</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>45.0</b>	<b>40.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>3</b>	<b>87.5</b>	<b>11</b>	<b>16</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	RYANAIR	S	22	0	0	0.0	50.0	27.3	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	12	18	
<b>TOTAL FARO</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>27.3</b>	<b>13.6</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>66.7</b>	<b>12</b>	<b>18</b>	
<b>TOTAL PORTUGAL</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>27.3</b>	<b>13.6</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>66.7</b>	<b>12</b>	<b>18</b>	
<b>SPAIN</b>																					
ALICANTE	RYANAIR	S	28	0	0	17.9	53.6	21.4	3.6	0.0	0.0	0.0	0.0	3.6	0.0	0.0	17	81.3	20	32	
<b>TOTAL ALICANTE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>53.6</b>	<b>21.4</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>81.3</b>	<b>20</b>	<b>32</b>	
MALAGA	RYANAIR	S	20	0	0	15.0	60.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	68.2	17	22	
<b>TOTAL MALAGA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>60.0</b>	<b>20.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>68.2</b>	<b>17</b>	<b>22</b>	
<b>TOTAL SPAIN</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>56.3</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>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.9</b>	<b>19</b>	<b>54</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	TUI AIRWAYS LTD	C	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	5	94.4	4	18	
ARRECIFE	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>38.9</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
LAS PALMAS	RYANAIR	S	8	0	0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
LAS PALMAS	TUI AIRWAYS LTD	C	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	3	8	
<b>TOTAL LAS PALMAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>18.8</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.5</b>	<b>3</b>	<b>8</b>	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	10	0	0	10.0	60.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	70.0	15	10	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	0.0	44.4	27.8	11.1	5.6	11.1	0.0	0.0	0.0	0.0	0.0	17	83.3	7	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>50.0</b>	<b>25.0</b>	<b>7.1</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>78.6</b>	<b>10</b>	<b>28</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>46.8</b>	<b>27.4</b>	<b>11.3</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.2</b>	<b>7</b>	<b>54</b>	
<b>SWITZERLAND</b>																					
GENEVA	EASYJET SWITZERLAND	S	28	0	0	10.7	42.9	25.0	10.7	3.6	3.6	0.0	0.0	3.6	0.0	0.0	59	86.4	4	22	
GENEVA	EASYJET UK LTD	S	24	0	0	0.0	12.5	37.5	20.8	29.2	0.0	0.0	0.0	0.0	0.0	0.0	18	70.8	27	24	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: BOURNEMOUTH (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL GENEVA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>28.8</b>	<b>30.8</b>	<b>15.4</b>	<b>15.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>78.3</b>	<b>16</b>	<b>46</b>
<b>TOTAL SWITZERLAND</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>28.8</b>	<b>30.8</b>	<b>15.4</b>	<b>15.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>78.3</b>	<b>16</b>	<b>46</b>
<b>UNITED KINGDOM</b>																				
<b>BIRMINGHAM</b>	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>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>GATWICK</b>	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	4
<b>GATWICK</b>	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
<b>TOTAL GATWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.0</b>	<b>10</b>	<b>5</b>
<b>LEEDS BRADFORD</b>	ENTER AIR	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	1
<b>TOTAL LEEDS BRADFORD</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>LIVERPOOL (JOHN LENNON)</b>	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	72	2
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>72</b>	<b>2</b>
<b>LONDON CITY</b>	BA CITYFLYER LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
<b>TOTAL LONDON CITY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>NORWICH</b>	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
<b>NORWICH</b>	LOGANAIR LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL NORWICH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>STANSTED</b>	TITAN AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	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>10</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40.0</b>	<b>0.0</b>	<b>40.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.7</b>	<b>23</b>	<b>9</b>
<b>TOTAL BOURNEMOUTH</b>			<b>284</b>	<b>1</b>	<b>2</b>	<b>7.3</b>	<b>40.8</b>	<b>32.1</b>	<b>10.1</b>	<b>5.6</b>	<b>1.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>0.3</b>	<b>0.7</b>	<b>15</b>	<b>76.3</b>	<b>14</b>	<b>245</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
INNSBRUCK	AUSTRIAN AIRLINES	C	8	0	0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	68.8	27	16	
INNSBRUCK	EASYJET UK LTD	S	20	0	0	10.0	55.0	25.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	71.4	27	14	
INNSBRUCK	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	50.0	0.0	25.0	0.0	0.0	12.5	0.0	0.0	0.0	51	0.0	0	0	
<b>TOTAL INNSBRUCK</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>44.4</b>	<b>30.6</b>	<b>2.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>70.0</b>	<b>27</b>	<b>30</b>	
LINZ	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 LINZ</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</b>	<b>1</b>	
SALZBURG	EASYJET UK LTD	S	16	0	0	0.0	50.0	25.0	0.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	14	50.0	35	18	
SALZBURG	TUI AIRWAYS LTD	C	8	0	0	12.5	12.5	25.0	0.0	25.0	0.0	12.5	12.5	0.0	0.0	0.0	60	50.0	15	8	
<b>TOTAL SALZBURG</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>20.8</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>29</b>	<b>50.0</b>	<b>29</b>	<b>26</b>	
VIENNA	EASYJET UK LTD	S	18	0	0	0.0	50.0	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	9	18	
<b>TOTAL VIENNA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>27.8</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>66.7</b>	<b>9</b>	<b>18</b>	
<b>TOTAL AUSTRIA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>43.6</b>	<b>28.2</b>	<b>5.1</b>	<b>12.8</b>	<b>1.3</b>	<b>1.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>62.7</b>	<b>23</b>	<b>75</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL BRIDGETOWN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL BARBADOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>BELGIUM</b>																					
BRUSSELS	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.7	22	132	
BRUSSELS	BRUSSELS AIRLINES	S	94	0	1	0.0	42.1	41.1	5.3	5.3	4.2	0.0	1.1	0.0	0.0	1.1	10	0.0	0	0	
BRUSSELS	CITY JET	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
BRUSSELS	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	50.0	14	2	
<b>TOTAL BRUSSELS</b>			<b>95</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>41.7</b>	<b>41.7</b>	<b>5.2</b>	<b>5.2</b>	<b>4.2</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>10</b>	<b>69.4</b>	<b>22</b>	<b>134</b>	
<b>TOTAL BELGIUM</b>			<b>95</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>41.7</b>	<b>41.7</b>	<b>5.2</b>	<b>5.2</b>	<b>4.2</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>10</b>	<b>69.4</b>	<b>22</b>	<b>134</b>	
<b>BULGARIA</b>																					
SOFIA	EASYJET UK LTD	S	18	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	55.6	19	18	
SOFIA	ENTER AIR	C	11	0	0	9.1	27.3	45.5	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	12	9	
SOFIA	RYANAIR	S	10	0	0	20.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	14	8	
<b>TOTAL SOFIA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>46.2</b>	<b>35.9</b>	<b>0.0</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>62.9</b>	<b>16</b>	<b>35</b>	
<b>TOTAL BULGARIA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>46.2</b>	<b>35.9</b>	<b>0.0</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>62.9</b>	<b>16</b>	<b>35</b>	
<b>CAPE VERDE ISLANDS</b>																					
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	62.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	20	100.0	0	5	
ILHA DO SAL C.VERDE	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	60.0	11	5	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>62.5</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>80.0</b>	<b>6</b>	<b>10</b>	
<b>TOTAL CAPE VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>62.5</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>80.0</b>	<b>6</b>	<b>10</b>	
<b>CYPRUS</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
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	
LARNACA	EASYJET UK LTD	S	17	0	0	5.9	35.3	58.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	9	18	
<b>TOTAL LARNACA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>35.3</b>	<b>58.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
PAPHOS	EASYJET UK LTD	S	23	0	0	21.7	39.1	30.4	4.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	5	90.0	4	20	
PAPHOS	TUI AIRWAYS LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL PAPHOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>37.5</b>	<b>29.2</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.0</b>	<b>4</b>	<b>20</b>	
<b>TOTAL CYPRUS</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>17.1</b>	<b>36.6</b>	<b>41.5</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>86.8</b>	<b>6</b>	<b>38</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	40	0	0	0.0	32.5	32.5	15.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	17	58.7	29	46	
<b>TOTAL PRAGUE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.5</b>	<b>32.5</b>	<b>15.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>58.7</b>	<b>29</b>	<b>46</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.5</b>	<b>32.5</b>	<b>15.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>58.7</b>	<b>29</b>	<b>46</b>	
<b>DENMARK</b>																					
COPENHAGEN	EASYJET UK LTD	S	22	0	0	9.1	72.7	13.6	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	3	85.0	8	20	
<b>TOTAL COPENHAGEN</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>72.7</b>	<b>13.6</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>85.0</b>	<b>8</b>	<b>20</b>	
<b>TOTAL DENMARK</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>72.7</b>	<b>13.6</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>85.0</b>	<b>8</b>	<b>20</b>	
<b>EGYPT</b>																					
HURGHADA	EASYJET UK LTD	S	18	0	0	16.7	38.9	38.9	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0	18	0.0	0	0	
HURGHADA	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	8	8	
HURGHADA	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	37.5	0.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	28	77.8	22	9	
HURGHADA	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	8	
<b>TOTAL HURGHADA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>34.6</b>	<b>38.5</b>	<b>0.0</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>68.0</b>	<b>17</b>	<b>25</b>	
<b>TOTAL EGYPT</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>34.6</b>	<b>38.5</b>	<b>0.0</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>68.0</b>	<b>17</b>	<b>25</b>	
<b>FINLAND</b>																					
ENONTEKIO	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	8	2	
<b>TOTAL ENONTEKIO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>8</b>	<b>2</b>	
KITTILA	EASYJET UK LTD	C	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	62.5	21	8	
<b>TOTAL KITTILA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>62.5</b>	<b>21</b>	<b>8</b>	
<b>TOTAL FINLAND</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>60.0</b>	<b>19</b>	<b>10</b>	
<b>FRANCE</b>																					
BORDEAUX	EASYJET UK LTD	S	20	0	0	20.0	55.0	15.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10	66.7	13	18	
<b>TOTAL BORDEAUX</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>55.0</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>0.0</b>	<b>10</b>	<b>66.7</b>	<b>13</b>	<b>18</b>	
BREST	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL BREST</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>	
BRIVE-LA-GAILLARDE	AIR NOSTRUM	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 BRIVE-LA-GAILLARDE</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>	
CHAMBERY	ENTER AIR	C	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	20	42.9	25	7	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
CHAMBERY	TUI AIRWAYS LTD	C	8	0	0	12.5	0.0	12.5	0.0	12.5	37.5	0.0	25.0	0.0	0.0	0.0	92	75.0	6	8	
<b>TOTAL CHAMBERY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>56</b>	<b>60.0</b>	<b>14</b>	<b>15</b>	
CLERMONT FERRAND	CARPATAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
CLERMONT FERRAND	CARPATAIR	S	0	0	0	0.0	0.0	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 CLERMONT FERRAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
GRENOBLE	AIR NOSTRUM	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	
GRENOBLE	EASYJET UK LTD	S	24	0	0	8.3	33.3	45.8	8.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	25	24	
GRENOBLE	RYANAIR	S	6	0	0	33.3	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
GRENOBLE	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 GRENOBLE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>34.4</b>	<b>37.5</b>	<b>6.3</b>	<b>3.1</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>50.0</b>	<b>25</b>	<b>24</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	77.8	9	18	
<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>77.8</b>	<b>9</b>	<b>18</b>	
LYON	EASYJET UK LTD	S	18	0	0	0.0	61.1	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	8	8	
<b>TOTAL LYON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.1</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>8</b>	<b>8</b>	
NICE	EASYJET UK LTD	S	16	0	0	12.5	43.8	12.5	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	6	18	
<b>TOTAL NICE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>43.8</b>	<b>12.5</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>10</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
PARIS (CHARLES DE GAULLE)	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.5	26	109	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	114	0	0	6.1	55.3	25.4	6.1	5.3	1.8	0.0	0.0	0.0	0.0	0.0	6	65.6	17	61	
PARIS (CHARLES DE GAULLE)	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	0.0	18	1	
PARIS (CHARLES DE GAULLE)	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	1	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>54.8</b>	<b>26.1</b>	<b>6.1</b>	<b>5.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>69.6</b>	<b>23</b>	<b>171</b>	
TOULOUSE (BLAGNAC)	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	45.3	299	59	
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	38	0	0	13.2	34.2	36.8	5.3	10.5	0.0	0.0	0.0	0.0	0.0	0.0	8	56.8	16	37	
TOULOUSE (BLAGNAC)	LOGANAIR LTD	C	61	0	0	3.3	41.0	27.9	11.5	6.6	8.2	1.6	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>38.4</b>	<b>31.3</b>	<b>9.1</b>	<b>8.1</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>13</b>	<b>49.5</b>	<b>190</b>	<b>96</b>	
<b>TOTAL FRANCE</b>			<b>318</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>44.7</b>	<b>28.6</b>	<b>7.9</b>	<b>5.7</b>	<b>4.4</b>	<b>0.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>64.0</b>	<b>64</b>	<b>370</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	40	0	0	7.5	40.0	32.5	10.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	10	59.0	33	39	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>40.0</b>	<b>32.5</b>	<b>10.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>59.0</b>	<b>33</b>	<b>39</b>	
COLOGNE BONN	RYANAIR	S	36	0	0	2.8	69.4	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	91.2	4	34	
<b>TOTAL COLOGNE BONN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>69.4</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>91.2</b>	<b>4</b>	<b>34</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
DUSSELDORF	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	72.0	15	50
DUSSELDORF	JOTA AVIATION LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	62	2
<b>TOTAL DUSSELDORF</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>69.2</b>	<b>17</b>	<b>52</b>
FRANKFURT MAIN	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.4	12	153
<b>TOTAL FRANKFURT MAIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>78.4</b>	<b>12</b>	<b>153</b>
HAMBURG	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.9	22	35
HAMBURG	JOTA AVIATION LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	2
<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>59.5</b>	<b>24</b>	<b>37</b>
HANOVER	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	10	3
<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>66.7</b>	<b>10</b>	<b>3</b>
KARLSRUHE/BADEN BADEN	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	4	2
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>2</b>
MEMMINGEN ALLGAU	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	0.0	28	1
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>28</b>	<b>1</b>
MUNICH	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.3	24	85
<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>55.3</b>	<b>24</b>	<b>85</b>
<b>TOTAL GERMANY</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>53.9</b>	<b>25.0</b>	<b>10.5</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>69.7</b>	<b>18</b>	<b>406</b>
<b>GIBRALTAR</b>																				
GIBRALTAR	EASYJET UK LTD	S	20	0	0	10.0	60.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	82.1	9	28
<b>TOTAL GIBRALTAR</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>60.0</b>	<b>20.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>82.1</b>	<b>9</b>	<b>28</b>
<b>TOTAL GIBRALTAR</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>60.0</b>	<b>20.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>82.1</b>	<b>9</b>	<b>28</b>
<b>GREECE</b>																				
ATHENS	EASYJET UK LTD	S	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	5	81.3	9	16
<b>TOTAL ATHENS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.0</b>	<b>35.0</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>81.3</b>	<b>9</b>	<b>16</b>
<b>TOTAL GREECE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.0</b>	<b>35.0</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>81.3</b>	<b>9</b>	<b>16</b>
<b>HUNGARY</b>																				
BUDAPEST	RYANAIR	S	36	0	0	2.8	19.4	38.9	19.4	13.9	5.6	0.0	0.0	0.0	0.0	0.0	18	70.0	27	30
<b>TOTAL BUDAPEST</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>19.4</b>	<b>38.9</b>	<b>19.4</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>18</b>	<b>70.0</b>	<b>27</b>	<b>30</b>
<b>TOTAL HUNGARY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>19.4</b>	<b>38.9</b>	<b>19.4</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>18</b>	<b>70.0</b>	<b>27</b>	<b>30</b>
<b>ICELAND</b>																				
KEFLAVIK	EASYJET UK LTD	S	18	0	2	0.0	35.0	35.0	10.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0	67	80.0	12	20
KEFLAVIK	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
<b>TOTAL KEFLAVIK</b>			<b>21</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>30.4</b>	<b>39.1</b>	<b>8.7</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>	<b>0.0</b>	<b>8.7</b>	<b>61</b>	<b>80.0</b>	<b>12</b>	<b>20</b>
<b>TOTAL ICELAND</b>			<b>21</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>30.4</b>	<b>39.1</b>	<b>8.7</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>	<b>0.0</b>	<b>8.7</b>	<b>61</b>	<b>80.0</b>	<b>12</b>	<b>20</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	74.1	9	58

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	STOBART AIR	S	40	0	0	10.0	37.5	32.5	7.5	2.5	2.5	2.5	5.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL CORK</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>37.5</b>	<b>32.5</b>	<b>7.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>74.1</b>	<b>9</b>	<b>58</b>	
DUBLIN	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	89.1	5	150	
DUBLIN	FLYBE LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
DUBLIN	RYANAIR	S	174	0	0	9.2	46.0	29.3	8.6	3.4	2.3	1.1	0.0	0.0	0.0	0.0	8	86.5	8	170	
DUBLIN	STOBART AIR	S	142	0	0	4.9	60.6	26.8	3.5	1.4	1.4	1.4	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL DUBLIN</b>			<b>317</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>52.4</b>	<b>28.1</b>	<b>6.3</b>	<b>2.5</b>	<b>1.9</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>87.7</b>	<b>7</b>	<b>320</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	30	0	0	20.0	43.3	30.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	76.9	9	26	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>43.3</b>	<b>30.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>76.9</b>	<b>9</b>	<b>26</b>	
SHANNON	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
SHANNON	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	42	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>50.0</b>	<b>21</b>	<b>2</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>387</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>50.1</b>	<b>28.7</b>	<b>6.5</b>	<b>2.3</b>	<b>1.8</b>	<b>1.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>85.0</b>	<b>7</b>	<b>406</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	24	0	2	7.7	26.9	34.6	3.8	19.2	0.0	0.0	0.0	0.0	0.0	7.7	11	90.0	6	30	
<b>TOTAL BERGAMO</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>7.7</b>	<b>26.9</b>	<b>34.6</b>	<b>3.8</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>11</b>	<b>90.0</b>	<b>6</b>	<b>30</b>	
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	65.0	23	20	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>65.0</b>	<b>23</b>	<b>20</b>	
MILAN (MALPENSA)	EASYJET UK LTD	S	26	0	0	19.2	42.3	34.6	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
MILAN (MALPENSA)	RYANAIR	S	18	0	0	50.0	44.4	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL MILAN (MALPENSA)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>43.2</b>	<b>20.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NAPLES	EASYJET UK LTD	S	6	0	0	0.0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	80.0	19	20	
<b>TOTAL NAPLES</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>80.0</b>	<b>19</b>	<b>20</b>	
PISA	EASYJET UK LTD	S	6	0	0	16.7	16.7	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	28.6	56	14	
<b>TOTAL PISA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>28.6</b>	<b>56</b>	<b>14</b>	
ROME (FIUMICINO)	EASYJET UK LTD	S	40	0	0	7.5	52.5	25.0	7.5	2.5	5.0	0.0	0.0	0.0	0.0	0.0	9	74.4	10	39	
<b>TOTAL ROME (FIUMICINO)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>52.5</b>	<b>25.0</b>	<b>7.5</b>	<b>2.5</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>74.4</b>	<b>10</b>	<b>39</b>	
TURIN	EASYJET UK LTD	S	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	6	8	
TURIN	RYANAIR	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	0.0	0	0	
TURIN	TUI AIRWAYS LTD	C	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	24	87.5	3	8	
<b>TOTAL TURIN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>41.7</b>	<b>37.5</b>	<b>4.2</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>87.5</b>	<b>5</b>	<b>16</b>	
VENICE	EASYJET EUROPE	S	34	0	0	8.8	47.1	11.8	8.8	5.9	11.8	0.0	0.0	5.9	0.0	0.0	43	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	84.4	7	32	
VENICE	RYANAIR	S	44	0	0	2.3	52.3	27.3	6.8	11.4	0.0	0.0	0.0	0.0	0.0	0.0	7	92.9	3	42	
<b>TOTAL VENICE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>50.0</b>	<b>20.5</b>	<b>7.7</b>	<b>9.0</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>89.2</b>	<b>5</b>	<b>74</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: BRISTOL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	8	0	0	12.5	12.5	37.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	18	87.5	7	8	
<b>TOTAL VERONA VILLAFRANCA</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>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>87.5</b>	<b>7</b>	<b>8</b>	
<b>TOTAL ITALY</b>			<b>234</b>	<b>0</b>	<b>2</b>	<b>11.4</b>	<b>41.9</b>	<b>27.1</b>	<b>7.2</b>	<b>6.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>79.6</b>	<b>12</b>	<b>221</b>	
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	20	0	0	0.0	55.0	30.0	5.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	23	50.0	23	18	
<b>TOTAL KAUNAS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.0</b>	<b>30.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>50.0</b>	<b>23</b>	<b>18</b>	
<b>TOTAL LITHUANIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.0</b>	<b>30.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>50.0</b>	<b>23</b>	<b>18</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	30	0	0	6.7	50.0	26.7	10.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	67.9	14	28	
<b>TOTAL MALTA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>50.0</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>7</b>	<b>67.9</b>	<b>14</b>	<b>28</b>	
<b>TOTAL MALTA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>50.0</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>7</b>	<b>67.9</b>	<b>14</b>	<b>28</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET EUROPE	S	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
AMSTERDAM	EASYJET UK LTD	S	106	0	0	1.9	34.0	37.7	16.0	8.5	1.9	0.0	0.0	0.0	0.0	0.0	10	64.8	18	105	
AMSTERDAM	KLM	S	235	0	0	0.4	56.6	30.6	10.2	1.7	0.0	0.0	0.4	0.0	0.0	0.0	5	85.8	8	225	
<b>TOTAL AMSTERDAM</b>			<b>345</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>49.0</b>	<b>33.0</b>	<b>11.9</b>	<b>4.3</b>	<b>0.6</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>79.1</b>	<b>11</b>	<b>330</b>	
<b>TOTAL NETHERLANDS</b>			<b>345</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>49.0</b>	<b>33.0</b>	<b>11.9</b>	<b>4.3</b>	<b>0.6</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>79.1</b>	<b>11</b>	<b>330</b>	
<b>NORWAY</b>																					
BARDUFOSS	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	0.0	47	1	
<b>TOTAL BARDUFOSS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
BERGEN	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	10	1	
<b>TOTAL BERGEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>10</b>	<b>1</b>	
OSLO (GARDERMOEN)	SAS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	31	2	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>31</b>	<b>2</b>	
<b>TOTAL NORWAY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>50.0</b>	<b>30</b>	<b>4</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	22	0	0	9.1	59.1	22.7	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	6	18	
<b>TOTAL GDANSK</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>59.1</b>	<b>22.7</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
KATOWICE	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	241	0.0	0	0		
KATOWICE	WIZZ AIR	S	18	0	0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	55.0	20	20		
<b>TOTAL KATOWICE</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>21.1</b>	<b>31.6</b>	<b>31.6</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>55.0</b>	<b>20</b>	<b>20</b>		
KRAKOW	EASYJET UK LTD	S	28	0	0	0.0	28.6	42.9	25.0	3.6	0.0	0.0	0.0	0.0	0.0	9	69.2	29	38		
KRAKOW	RYANAIR	S	35	0	0	5.7	60.0	25.7	2.9	0.0	2.9	0.0	2.9	0.0	0.0	11	76.5	13	34		
<b>TOTAL KRAKOW</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>46.0</b>	<b>33.3</b>	<b>12.7</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>10</b>	<b>72.6</b>	<b>21</b>	<b>72</b>		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
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
POZNAN	RYANAIR	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	0	67.9	11	28
<b>TOTAL POZNAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>67.9</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>67.9</b>	<b>11</b>	<b>28</b>
RZESZOW	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	0.0	118	1
RZESZOW	RYANAIR	S	18	0	0	0.0	72.2	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	61.1	16	18
<b>TOTAL RZESZOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>72.2</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>57.9</b>	<b>21</b>	<b>19</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	36	0	0	11.1	55.6	19.4	8.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	94.7	3	38
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</b>	<b>19.4</b>	<b>8.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>94.7</b>	<b>3</b>	<b>38</b>
WROCLAW	RYANAIR	S	20	0	0	5.0	65.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	9	20
<b>TOTAL WROCLAW</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>65.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>80.0</b>	<b>9</b>	<b>20</b>
<b>TOTAL POLAND</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>54.9</b>	<b>26.2</b>	<b>6.8</b>	<b>1.9</b>	<b>0.5</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>74.5</b>	<b>14</b>	<b>215</b>
<b>PORTUGAL(EXCLUDING</b>																				
FARO	EASYJET UK LTD	S	42	0	0	9.5	54.8	21.4	7.1	2.4	4.8	0.0	0.0	0.0	0.0	0.0	7	85.0	10	40
FARO	RYANAIR	S	6	0	0	0.0	66.7	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	92.9	3	28
<b>TOTAL FARO</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>56.3</b>	<b>18.8</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>88.2</b>	<b>7</b>	<b>68</b>
LISBON	EASYJET UK LTD	S	40	0	0	0.0	40.0	17.5	25.0	15.0	2.5	0.0	0.0	0.0	0.0	0.0	16	65.0	23	40
<b>TOTAL LISBON</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>17.5</b>	<b>25.0</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>16</b>	<b>65.0</b>	<b>23</b>	<b>40</b>
OPORTO (PORTUGAL)	EASYJET UK LTD	S	20	0	0	20.0	35.0	30.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	76.2	11	21
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>35.0</b>	<b>30.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>76.2</b>	<b>11</b>	<b>21</b>
<b>TOTAL PORTUGAL</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>46.3</b>	<b>20.4</b>	<b>15.7</b>	<b>7.4</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>79.1</b>	<b>12</b>	<b>129</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	EASYJET UK LTD	S	28	0	0	14.3	57.1	21.4	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	13	65.0	11	20
<b>TOTAL FUNCHAL</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>57.1</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>65.0</b>	<b>11</b>	<b>20</b>
<b>TOTAL PORTUGAL</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>57.1</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>65.0</b>	<b>11</b>	<b>20</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	RYANAIR	S	20	0	0	0.0	70.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	7	20
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>70.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>80.0</b>	<b>7</b>	<b>20</b>
<b>TOTAL ROMANIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>70.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>80.0</b>	<b>7</b>	<b>20</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET UK LTD	S	50	0	0	6.0	48.0	28.0	8.0	4.0	4.0	0.0	2.0	0.0	0.0	0.0	13	85.4	7	48
ALICANTE	RYANAIR	S	52	0	0	13.5	44.2	26.9	1.9	3.8	3.8	1.9	1.9	1.9	0.0	0.0	24	82.1	8	56
<b>TOTAL ALICANTE</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>46.1</b>	<b>27.5</b>	<b>4.9</b>	<b>3.9</b>	<b>3.9</b>	<b>1.0</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>83.7</b>	<b>8</b>	<b>104</b>
BARCELONA	EASYJET UK LTD	S	74	0	0	9.5	64.9	25.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	82.9	6	70
BARCELONA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1
<b>TOTAL BARCELONA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>64.9</b>	<b>25.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</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>81.7</b>	<b>7</b>	<b>71</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
BILBAO	EASYJET UK LTD	S	18	0	0	0.0	77.8	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	8	18	
<b>TOTAL BILBAO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>77.8</b>	<b>16.7</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>83.3</b>	<b>8</b>	<b>18</b>	
LIEIDA	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	79	6	
<b>TOTAL LIEIDA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>79</b>	<b>6</b>	
MADRID	EASYJET UK LTD	S	44	0	0	0.0	40.9	45.5	9.1	0.0	0.0	2.3	2.3	0.0	0.0	0.0	13	67.4	19	43	
MADRID	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0	
<b>TOTAL MADRID</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>44.4</b>	<b>8.9</b>	<b>2.2</b>	<b>0.0</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>67.4</b>	<b>19</b>	<b>43</b>	
MALAGA	EASYJET UK LTD	S	42	0	0	14.3	54.8	14.3	9.5	4.8	0.0	2.4	0.0	0.0	0.0	0.0	9	92.7	5	41	
MALAGA	RYANAIR	S	52	0	0	11.5	46.2	34.6	3.8	1.9	1.9	0.0	0.0	0.0	0.0	0.0	6	90.4	4	52	
MALAGA	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	10	2	
<b>TOTAL MALAGA</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>12.6</b>	<b>50.5</b>	<b>25.3</b>	<b>6.3</b>	<b>3.2</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>90.5</b>	<b>4</b>	<b>95</b>	
MURCIA INTERNATIONAL	EASYJET UK LTD	S	18	0	0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	13	10	
MURCIA INTERNATIONAL	RYANAIR	S	2	0	0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	106	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>90.0</b>	<b>13</b>	<b>10</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	90.0	0	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>90.0</b>	<b>0</b>	<b>9</b>	
PALMA DE MALLORCA	EASYJET UK LTD	S	22	0	0	22.7	40.9	18.2	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	95.5	3	22	
<b>TOTAL PALMA DE MALLORCA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>22.7</b>	<b>40.9</b>	<b>18.2</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>95.5</b>	<b>3</b>	<b>22</b>	
REUS	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	55	2	
<b>TOTAL REUS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>55</b>	<b>2</b>	
SEVILLE	EASYJET UK LTD	S	18	0	0	27.8	55.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.9	4	28	
SEVILLE	RYANAIR	S	18	0	0	11.1	16.7	38.9	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	70.6	24	17	
<b>TOTAL SEVILLE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>36.1</b>	<b>25.0</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>84.4</b>	<b>12</b>	<b>45</b>	
VALENCIA	RYANAIR	S	19	0	1	5.0	20.0	35.0	15.0	15.0	5.0	0.0	0.0	0.0	0.0	5.0	17	56.3	23	16	
<b>TOTAL VALENCIA</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>5.0</b>	<b>20.0</b>	<b>35.0</b>	<b>15.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>17</b>	<b>56.3</b>	<b>23</b>	<b>16</b>	
<b>TOTAL SPAIN</b>			<b>431</b>	<b>0</b>	<b>1</b>	<b>11.1</b>	<b>47.9</b>	<b>27.3</b>	<b>6.5</b>	<b>3.5</b>	<b>1.6</b>	<b>0.9</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>10</b>	<b>81.7</b>	<b>10</b>	<b>441</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	16	0	0	6.3	37.5	25.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	11	18	
ARRECIFE	RYANAIR	S	30	0	0	3.3	50.0	36.7	0.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	8	84.6	7	26	
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	77.8	5	16	
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	22.2	38.9	16.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	5	18	
<b>TOTAL ARRECIFE</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>43.8</b>	<b>28.1</b>	<b>12.5</b>	<b>4.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>82.5</b>	<b>7</b>	<b>78</b>	
FUERTEVENTURA	EASYJET UK LTD	S	18	0	0	11.1	22.2	50.0	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	55.6	20	18	
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	0.0	0	10.0	33	9	
FUERTEVENTURA	TUI AIRWAYS LTD	C	8	0	0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	20	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL FUERTEVENTURA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>23.1</b>	<b>50.0</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>41.7</b>	<b>23</b>	<b>35</b>	
LAS PALMAS	EASYJET UK LTD	S	16	0	0	6.3	31.3	31.3	12.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	14	94.4	5	18	
LAS PALMAS	RYANAIR	S	10	0	0	0.0	30.0	50.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	8	8	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	83	8	
<b>TOTAL LAS PALMAS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>35.3</b>	<b>35.3</b>	<b>8.8</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>11</b>	<b>79.4</b>	<b>24</b>	<b>34</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	42	0	0	16.7	21.4	31.0	14.3	14.3	2.4	0.0	0.0	0.0	0.0	0.0	14	80.0	6	34	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	28	0	0	14.3	25.0	50.0	3.6	0.0	0.0	7.1	0.0	0.0	0.0	0.0	13	78.1	8	32	
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	66.7	8	15	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	26	0	0	7.7	46.2	30.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	10	88.9	6	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>29.2</b>	<b>36.5</b>	<b>9.4</b>	<b>6.3</b>	<b>3.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>78.6</b>	<b>7</b>	<b>99</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>33.6</b>	<b>35.5</b>	<b>10.0</b>	<b>7.3</b>	<b>2.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>74.7</b>	<b>12</b>	<b>246</b>	
OSTERSUND / FROSON	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	8	
<b>TOTAL OSTERSUND / FROSON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
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	75.0	8	4	
<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>75.0</b>	<b>8</b>	<b>4</b>	
<b>TOTAL SWEDEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>91.7</b>	<b>4</b>	<b>12</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET UK LTD	S	23	0	0	0.0	39.1	47.8	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	63.2	16	19	
<b>TOTAL BALE MULHOUSE</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.1</b>	<b>47.8</b>	<b>13.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>63.2</b>	<b>16</b>	<b>19</b>	
GENEVA	EASYJET UK LTD	S	186	0	0	1.6	41.4	33.3	11.3	10.2	2.2	0.0	0.0	0.0	0.0	0.0	10	78.1	9	183	
GENEVA	FLYBE LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	106	0.0	0	0	
GENEVA	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	22	6	
GENEVA	TUI AIRWAYS LTD	C	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	21	8	
<b>TOTAL GENEVA</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>41.5</b>	<b>33.8</b>	<b>10.8</b>	<b>9.7</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.4</b>	<b>10</b>	<b>197</b>	
<b>TOTAL SWITZERLAND</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>41.3</b>	<b>35.3</b>	<b>11.0</b>	<b>8.7</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>10</b>	<b>75.2</b>	<b>11</b>	<b>216</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.5	24	49	
ABERDEEN	JOTA AVIATION LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	4	
ABERDEEN	LOGANAIR LTD	S	52	0	0	7.7	55.8	34.6	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL ABERDEEN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>55.8</b>	<b>34.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>71.7</b>	<b>25</b>	<b>53</b>	
BELFAST INTERNATIONAL	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	1	0.0	0	0	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	168	0	0	8.9	53.0	28.6	7.7	1.8	0.0	0.0	0.0	0.0	0.0	0.0	4	75.6	13	168	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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 BELFAST INTERNATIONAL</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>52.9</b>	<b>28.8</b>	<b>7.6</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>0.0</b>	<b>4</b>	<b>75.6</b>	<b>13</b>	<b>168</b>	
BIRMINGHAM	EASYJET UK 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	28	0.0	0	0	
BIRMINGHAM	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	22	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	17	1	
<b>TOTAL BIRMINGHAM</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>17</b>	<b>1</b>	
BOURNEMOUTH	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL 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>	
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	100.0	4	2	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>2</b>	
DONCASTER SHEFFIELD	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 DONCASTER SHEFFIELD</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EDINBURGH	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
EDINBURGH	EASYJET UK LTD	S	218	0	2	7.3	58.2	24.1	5.9	0.9	1.8	0.9	0.0	0.0	0.0	0.9	6	82.2	10	213	
<b>TOTAL EDINBURGH</b>			<b>219</b>	<b>0</b>	<b>2</b>	<b>7.2</b>	<b>57.9</b>	<b>24.4</b>	<b>5.9</b>	<b>0.9</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>6</b>	<b>82.2</b>	<b>10</b>	<b>213</b>	
GATWICK	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
GATWICK	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
GATWICK	EASYJET UK LTD	S	4	0	0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
GATWICK	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	46	1	
<b>TOTAL GATWICK</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>0.0</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>8</b>	<b>66.7</b>	<b>15</b>	<b>3</b>	
GLASGOW	EASYJET UK LTD	S	194	0	0	3.6	58.8	20.6	7.7	5.7	3.1	0.5	0.0	0.0	0.0	0.0	9	76.6	11	188	
<b>TOTAL GLASGOW</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>58.8</b>	<b>20.6</b>	<b>7.7</b>	<b>5.7</b>	<b>3.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>76.6</b>	<b>11</b>	<b>188</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	35	0	4	2.6	61.5	23.1	0.0	0.0	0.0	2.6	0.0	0.0	0.0	10.3	7	70.6	17	34	
GUERNSEY	BLUE ISLANDS LIMITED	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	2	11	
GUERNSEY	FLYBE LTD	S	25	0	1	11.5	50.0	19.2	0.0	3.8	3.8	3.8	3.8	0.0	0.0	3.8	21	0.0	0	0	
<b>TOTAL GUERNSEY</b>			<b>60</b>	<b>0</b>	<b>5</b>	<b>6.2</b>	<b>56.9</b>	<b>21.5</b>	<b>0.0</b>	<b>1.5</b>	<b>1.5</b>	<b>3.1</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>13</b>	<b>75.6</b>	<b>14</b>	<b>45</b>	
HAWARDEN	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	254	41	
HAWARDEN	LOGANAIR LTD	C	47	0	0	10.6	42.6	25.5	6.4	6.4	6.4	0.0	2.1	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL HAWARDEN</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>42.6</b>	<b>25.5</b>	<b>6.4</b>	<b>6.4</b>	<b>6.4</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>37.5</b>	<b>254</b>	<b>41</b>	
HEATHROW	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	2	0.0	0	0	
<b>TOTAL HEATHROW</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
INVERNESS	EASYJET UK LTD	S	38	0	0	7.9	52.6	26.3	10.5	0.0	2.6	0.0	0.0	0.0	0.0	0.0	7	76.3	11	38	
<b>TOTAL INVERNESS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>52.6</b>	<b>26.3</b>	<b>10.5</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>76.3</b>	<b>11</b>	<b>38</b>	
ISLE OF MAN	EASYJET UK LTD	S	18	0	0	5.6	22.2	27.8	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	14	62.5	12	16	
<b>TOTAL ISLE OF MAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>27.8</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>62.5</b>	<b>12</b>	<b>16</b>	



Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
JERSEY	BLUE ISLANDS LIMITED	S	0	0	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	7	41
JERSEY	FLYBE LTD	S	28	0	1	10.3	48.3	20.7	3.4	3.4	3.4	3.4	3.4	0.0	0.0	3.4	18	0.0	0	0
<b>TOTAL JERSEY</b>			<b>28</b>	<b>0</b>	<b>1</b>	<b>10.3</b>	<b>48.3</b>	<b>20.7</b>	<b>3.4</b>	<b>3.4</b>	<b>3.4</b>	<b>3.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>18</b>	<b>90.2</b>	<b>7</b>	<b>41</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	100.0	2	3
LUTON	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL LUTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>4</b>
MANCHESTER	AURIGNY AIR SERVICES	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
MANCHESTER	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
MANCHESTER	EASYJET UK LTD	S	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	0.0	0	0
MANCHESTER	LOGANAIR LTD	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
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>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>0</b>	<b>3</b>
NEWCASTLE	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2
NEWCASTLE	EASYJET UK LTD	S	109	0	1	11.8	66.4	13.6	3.6	3.6	0.0	0.0	0.0	0.0	0.0	0.9	3	87.9	7	107
NEWCASTLE	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	75	1
<b>TOTAL NEWCASTLE</b>			<b>109</b>	<b>0</b>	<b>1</b>	<b>11.8</b>	<b>66.4</b>	<b>13.6</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>3</b>	<b>87.3</b>	<b>7</b>	<b>110</b>
NEWQUAY	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 NEWQUAY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SOUTHEND	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
SOUTHEND	JOTA AVIATION LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	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>66.7</b>	<b>9</b>	<b>2</b>
STANSTED	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	75	0.0	0	0
STANSTED	TITAN AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
<b>TOTAL STANSTED</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>75</b>	<b>33.3</b>	<b>2</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>954</b>	<b>0</b>	<b>9</b>	<b>7.5</b>	<b>55.2</b>	<b>24.1</b>	<b>6.4</b>	<b>3.0</b>	<b>1.8</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>8</b>	<b>76.9</b>	<b>22</b>	<b>930</b>
<b>TOTAL BRISTOL</b>			<b>4050</b>	<b>0</b>	<b>15</b>	<b>7.3</b>	<b>48.0</b>	<b>28.7</b>	<b>7.8</b>	<b>4.6</b>	<b>2.1</b>	<b>0.5</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>10</b>	<b>75.6</b>	<b>19</b>	<b>4500</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	1	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	50.0	25	2	
<b>TOTAL BRIDGETOWN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>50.0</b>	<b>25</b>	<b>2</b>	
<b>TOTAL BARBADOS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>50.0</b>	<b>25</b>	<b>2</b>	
<b>CYPRUS</b>																					
PAPHOS	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 PAPHOS</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 CYPRUS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
CHAMBERY	FLYBE LTD	S	6	0	0	0.0	0.0	0.0	16.7	16.7	16.7	50.0	0.0	0.0	0.0	0.0	101	87.5	6	8	
<b>TOTAL CHAMBERY</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</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>101</b>	<b>87.5</b>	<b>6</b>	<b>8</b>	
LYON	PAN EUROPEAN AIR SERVICE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL LYON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	70	0	0	0.0	30.0	58.6	4.3	4.3	2.9	0.0	0.0	0.0	0.0	0.0	8	86.2	10	58	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>58.6</b>	<b>4.3</b>	<b>4.3</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.2</b>	<b>10</b>	<b>58</b>	
PARIS (LE BOURGET)	BLUE ISLANDS LIMITED	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL PARIS (LE BOURGET)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
PAU	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	50.0	19	2	
<b>TOTAL PAU</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>19</b>	<b>2</b>	
TOULON / HYERES	VOLOTEA	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL TOULON / HYERES</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FRANCE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.2</b>	<b>52.6</b>	<b>6.4</b>	<b>5.1</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>16</b>	<b>84.7</b>	<b>9</b>	<b>71</b>	
<b>GERMANY</b>																					
BERLIN (TEGEL)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4	
<b>TOTAL BERLIN (TEGEL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>8</b>	<b>4</b>	
DUSSELDORF	EASYJET UK LTD	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
<b>TOTAL DUSSELDORF</b>			<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MUNICH	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	47	6	
<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>66.7</b>	<b>47</b>	<b>6</b>	
<b>TOTAL GERMANY</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>58.3</b>	<b>31</b>	<b>10</b>	
<b>ICELAND</b>																					
AKUREYRI	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 AKUREYRI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</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>0</b>	<b>2</b>	
<b>IRISH REPUBLIC</b>																					
CORK	FLYBE LTD	S	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	3	20	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
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	
CORK	STOBART AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
CORK	STOBART AIR	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 CORK</b>			<b>4</b>	<b>2</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>4</b>	<b>90.5</b>	<b>3</b>	<b>21</b>	
DUBLIN	FLYBE LTD	S	167	0	1	27.4	50.6	16.7	0.6	2.4	1.8	0.0	0.0	0.0	0.0	0.6	3	90.4	6	104	
<b>TOTAL DUBLIN</b>			<b>167</b>	<b>0</b>	<b>1</b>	<b>27.4</b>	<b>50.6</b>	<b>16.7</b>	<b>0.6</b>	<b>2.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>3</b>	<b>90.4</b>	<b>6</b>	<b>104</b>	
SHANNON	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 SHANNON</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 IRISH REPUBLIC</b>			<b>173</b>	<b>2</b>	<b>1</b>	<b>26.1</b>	<b>51.1</b>	<b>15.9</b>	<b>1.1</b>	<b>2.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.6</b>	<b>3</b>	<b>90.4</b>	<b>6</b>	<b>125</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	100.0	5	4	
<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>100.0</b>	<b>5</b>	<b>4</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	37.5	18	8	
<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>37.5</b>	<b>18</b>	<b>8</b>	
<b>TOTAL ITALY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>58.3</b>	<b>14</b>	<b>12</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	TUI AIRWAYS LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2	
<b>TOTAL MONTEGO BAY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>2</b>	
<b>TOTAL JAMAICA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>2</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	18	0	0	11.1	33.3	27.8	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>27.8</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>27.8</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	171	0	0	2.3	48.5	39.8	6.4	1.8	1.2	0.0	0.0	0.0	0.0	0.0	5	85.5	6	163	
<b>TOTAL AMSTERDAM</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>48.5</b>	<b>39.8</b>	<b>6.4</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>0.0</b>	<b>5</b>	<b>85.5</b>	<b>6</b>	<b>163</b>	
<b>TOTAL NETHERLANDS</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>48.5</b>	<b>39.8</b>	<b>6.4</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>0.0</b>	<b>5</b>	<b>85.5</b>	<b>6</b>	<b>163</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4	
<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>2</b>	<b>4</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>2</b>	<b>4</b>	
<b>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	44	0	0	11.4	38.6	34.1	9.1	6.8	0.0	0.0	0.0	0.0	0.0	0.0	8	88.6	5	44	
<b>TOTAL DOHA HAMAD</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>38.6</b>	<b>34.1</b>	<b>9.1</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.6</b>	<b>5</b>	<b>44</b>	
<b>TOTAL QATAR</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>38.6</b>	<b>34.1</b>	<b>9.1</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.6</b>	<b>5</b>	<b>44</b>	
<b>SPAIN</b>																					
ALICANTE	TUI AIRWAYS LTD	C	16	0	0	0.0	25.0	43.8	18.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	12	100.0	3	18	
ALICANTE	VUELING AIRLINES	S	26	0	0	11.5	19.2	34.6	30.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	12	70.0	10	20	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
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 ALICANTE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>21.4</b>	<b>38.1</b>	<b>26.2</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>84.2</b>	<b>7</b>	<b>38</b>	
MALAGA	TUI AIRWAYS LTD	C	8	0	0	12.5	37.5	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	6	87.5	6	8		
MALAGA	VUELING AIRLINES	S	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	20	18		
<b>TOTAL MALAGA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>25.0</b>	<b>58.3</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>61.5</b>	<b>15</b>	<b>26</b>		
<b>TOTAL SPAIN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>22.2</b>	<b>42.6</b>	<b>20.4</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.0</b>	<b>10</b>	<b>64</b>		
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	5.6	33.3	55.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	21	18		
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>55.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.9</b>	<b>21</b>	<b>18</b>		
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	12.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	24	87.5	6	8		
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>87.5</b>	<b>6</b>	<b>8</b>		
TENERIFE (SURREINA SOFIA)	RYANAIR	S	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	25	61.1	17	18		
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	26	0	0	0.0	30.8	42.3	15.4	11.5	0.0	0.0	0.0	0.0	0.0	9	76.9	13	26		
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>40.0</b>	<b>20.0</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>11</b>	<b>70.5</b>	<b>15</b>	<b>44</b>		
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>28.6</b>	<b>41.1</b>	<b>16.1</b>	<b>10.7</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.1</b>	<b>15</b>	<b>70</b>		
<b>UNITED KINGDOM</b>																					
GENEVA	FLYBE LTD	S	10	0	0	0.0	40.0	30.0	10.0	10.0	0.0	0.0	10.0	0.0	0.0	26	88.9	4	18		
<b>TOTAL GENEVA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>30.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>88.9</b>	<b>4</b>	<b>18</b>		
<b>TOTAL SWITZERLAND</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>30.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>88.9</b>	<b>4</b>	<b>18</b>		
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASTERN AIRWAYS	S	12	1	1	0.0	50.0	35.7	0.0	0.0	0.0	0.0	0.0	0.0	7.1	7.1	0	0.0	0	0	
<b>TOTAL ABERDEEN</b>			<b>12</b>	<b>1</b>	<b>1</b>	<b>0.0</b>	<b>50.0</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>7.1</b>	<b>7.1</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ANGLESEY (VALLEY)	EASTERN AIRWAYS	S	71	1	8	18.8	32.5	30.0	2.5	3.8	1.3	0.0	0.0	0.0	1.3	10.0	4	91.9	3	74	
<b>TOTAL ANGLESEY (VALLEY)</b>			<b>71</b>	<b>1</b>	<b>8</b>	<b>18.8</b>	<b>32.5</b>	<b>30.0</b>	<b>2.5</b>	<b>3.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>10.0</b>	<b>4</b>	<b>91.9</b>	<b>3</b>	<b>74</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	62	0	0	0.0	67.7	25.8	1.6	3.2	1.6	0.0	0.0	0.0	0.0	4	84.4	9	90		
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>67.7</b>	<b>25.8</b>	<b>1.6</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>84.4</b>	<b>9</b>	<b>90</b>		
BIGGIN HILL	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	6	2		
<b>TOTAL BIGGIN HILL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>2</b>		
BLACKPOOL	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL BLACKPOOL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
EDINBURGH	FLYBE LTD	S	156	0	2	5.1	62.7	21.5	3.2	3.8	2.5	0.0	0.0	0.0	1.3	6	86.9	9	84		
<b>TOTAL EDINBURGH</b>			<b>156</b>	<b>0</b>	<b>2</b>	<b>5.1</b>	<b>62.7</b>	<b>21.5</b>	<b>3.2</b>	<b>3.8</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>6</b>	<b>86.9</b>	<b>9</b>	<b>84</b>		
GATWICK	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	36	0.0	0	0		
<b>TOTAL GATWICK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</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>		
GLASGOW	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.2	14	38			

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL GLASGOW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>84.2</b>	<b>14</b>	<b>38</b>
JERSEY	FLYBE LTD	S	27	0	1	7.1	60.7	17.9	0.0	0.0	10.7	0.0	0.0	0.0	0.0	3.6	9	88.9	5	18
<b>TOTAL JERSEY</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>7.1</b>	<b>60.7</b>	<b>17.9</b>	<b>0.0</b>	<b>0.0</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>9</b>	<b>88.9</b>	<b>5</b>	<b>18</b>
LEEDS BRADFORD	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	15	2
<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>50.0</b>	<b>15</b>	<b>2</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	0.0	0	100.0	0	1
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
MANCHESTER	EASTERN AIRWAYS	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 MANCHESTER</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>
NEWCASTLE	EASTERN AIRWAYS	C	0	2	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	0	2
NEWCASTLE	EASTERN AIRWAYS	S	31	0	1	12.5	31.3	28.1	9.4	6.3	3.1	0.0	3.1	3.1	0.0	3.1	30	97.8	3	45
<b>TOTAL NEWCASTLE</b>			<b>31</b>	<b>2</b>	<b>1</b>	<b>11.8</b>	<b>29.4</b>	<b>26.5</b>	<b>8.8</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>2.9</b>	<b>5.9</b>	<b>2.9</b>	<b>30</b>	<b>97.9</b>	<b>3</b>	<b>47</b>
STANSTED	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2
<b>TOTAL STANSTED</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>2</b>
<b>TOTAL UNITED KINGDOM</b>			<b>360</b>	<b>5</b>	<b>13</b>	<b>7.7</b>	<b>53.2</b>	<b>24.6</b>	<b>2.9</b>	<b>3.7</b>	<b>2.6</b>	<b>0.0</b>	<b>0.3</b>	<b>0.3</b>	<b>1.3</b>	<b>3.4</b>	<b>7</b>	<b>88.6</b>	<b>7</b>	<b>359</b>
<b>TOTAL CARDIFF WALES</b>			<b>968</b>	<b>8</b>	<b>14</b>	<b>9.2</b>	<b>45.8</b>	<b>30.4</b>	<b>5.7</b>	<b>4.1</b>	<b>2.0</b>	<b>0.3</b>	<b>0.2</b>	<b>0.1</b>	<b>0.8</b>	<b>1.4</b>	<b>8</b>	<b>85.5</b>	<b>8</b>	<b>946</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
		CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>BARBADOS</b>																					
<b>BRIDGETOWN</b>	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	15	2	
<b>TOTAL BRIDGETOWN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>50.0</b>	<b>15</b>	<b>2</b>	
<b>TOTAL BARBADOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>50.0</b>	<b>15</b>	<b>2</b>	
<b>CYPRUS</b>																					
<b>PAPHOS</b>	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 PAPHOS</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 CYPRUS</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>FRANCE</b>																					
<b>PARIS (CHARLES DE GAULLE)</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	87.5	6	16	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
<b>TOTAL FRANCE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
<b>HUNGARY</b>																					
<b>BUDAPEST</b>	WIZZ AIR	S	16	0	0	6.3	25.0	50.0	6.3	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	75.0	10	20	
<b>TOTAL BUDAPEST</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>50.0</b>	<b>6.3</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.0</b>	<b>10</b>	<b>20</b>	
<b>DEBRECEN</b>	WIZZ AIR	S	18	0	0	16.7	38.9	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	36	18	
<b>TOTAL DEBRECEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>33.3</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>66.7</b>	<b>36</b>	<b>18</b>	
<b>TOTAL HUNGARY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>32.4</b>	<b>41.2</b>	<b>2.9</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>71.1</b>	<b>22</b>	<b>38</b>	
<b>IRISH REPUBLIC</b>																					
<b>DUBLIN</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	91.7	4	24	
<b>TOTAL DUBLIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>91.7</b>	<b>4</b>	<b>24</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>91.7</b>	<b>4</b>	<b>24</b>	
<b>LATVIA</b>																					
<b>RIGA</b>	WIZZ AIR	S	18	0	0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	11	20	
<b>TOTAL RIGA</b>			<b>18</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>7</b>	<b>75.0</b>	<b>11</b>	<b>20</b>	
<b>TOTAL LATVIA</b>			<b>18</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>7</b>	<b>75.0</b>	<b>11</b>	<b>20</b>	
<b>LITHUANIA</b>																					
<b>VILNIUS</b>	WIZZ AIR	S	20	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	68.8	12	16	
<b>TOTAL VILNIUS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>68.8</b>	<b>12</b>	<b>16</b>	
<b>TOTAL LITHUANIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>68.8</b>	<b>12</b>	<b>16</b>	
<b>NETHERLANDS</b>																					
<b>AMSTERDAM</b>	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.2	3	62	
<b>TOTAL AMSTERDAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>95.2</b>	<b>3</b>	<b>62</b>	
<b>TOTAL NETHERLANDS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>95.2</b>	<b>3</b>	<b>62</b>	
<b>PAKISTAN</b>																					
<b>ISLAMABAD INTERNATIONAL AIRPORT</b>	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
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 ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>	
<b>TOTAL PAKISTAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>	
<b>POLAND</b>																				
<b>GDANSK</b>	WIZZ AIR	S	36	0	0	13.9	61.1	19.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	2	72.2	17	36	
<b>TOTAL GDANSK</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>61.1</b>	<b>19.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>72.2</b>	<b>17</b>	<b>36</b>	
<b>KATOWICE</b>	WIZZ AIR	S	36	0	0	13.9	41.7	22.2	11.1	5.6	0.0	2.8	2.8	0.0	0.0	17	66.7	20	36	
<b>TOTAL KATOWICE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>41.7</b>	<b>22.2</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>66.7</b>	<b>20</b>	<b>36</b>	
<b>KRAKOW</b>	WIZZ AIR	S	16	0	2	0.0	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	11.1	9	0.0	0	0	
<b>TOTAL KRAKOW</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>POZNAN</b>	WIZZ AIR	S	26	0	0	7.7	69.2	11.5	3.8	0.0	0.0	0.0	7.7	0.0	0.0	23	89.3	6	28	
<b>TOTAL POZNAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>69.2</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>89.3</b>	<b>6</b>	<b>28</b>	
<b>WARSAW (CHOPIN)</b>	WIZZ AIR	S	22	0	0	13.6	27.3	50.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	7	95.0	2	20	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>27.3</b>	<b>50.0</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>95.0</b>	<b>2</b>	<b>20</b>	
<b>WROCLAW</b>	WIZZ AIR	S	18	0	0	11.1	55.6	16.7	5.6	0.0	0.0	0.0	11.1	0.0	0.0	26	87.5	6	16	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
<b>TOTAL POLAND</b>			<b>154</b>	<b>0</b>	<b>2</b>	<b>10.9</b>	<b>48.1</b>	<b>25.6</b>	<b>7.7</b>	<b>2.6</b>	<b>0.0</b>	<b>0.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>79.4</b>	<b>12</b>	<b>136</b>	
<b>ROMANIA</b>																				
<b>BUCHAREST (OTOPENI)</b>	WIZZ AIR	S	30	0	0	6.7	20.0	43.3	20.0	10.0	0.0	0.0	0.0	0.0	0.0	13	46.4	19	26	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>20.0</b>	<b>43.3</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>13</b>	<b>46.4</b>	<b>19</b>	<b>26</b>	
<b>CLUJ NAPOCA</b>	WIZZ AIR	S	16	0	2	22.2	16.7	27.8	0.0	11.1	11.1	0.0	0.0	0.0	11.1	20	77.3	9	22	
<b>TOTAL CLUJ NAPOCA</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>22.2</b>	<b>16.7</b>	<b>27.8</b>	<b>0.0</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>20</b>	<b>77.3</b>	<b>9</b>	<b>22</b>	
<b>TIMISOARA</b>	WIZZ AIR	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	0	0	
<b>TOTAL TIMISOARA</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</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ROMANIA</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>13.0</b>	<b>24.1</b>	<b>35.2</b>	<b>11.1</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>13</b>	<b>60.0</b>	<b>14</b>	<b>48</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	100.0	0	6	
<b>ALICANTE</b>	TUI AIRWAYS LTD	C	16	0	0	12.5	50.0	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	18	
<b>TOTAL ALICANTE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>1</b>	<b>24</b>	
<b>MALAGA</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	6	8	
<b>TOTAL MALAGA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>75.0</b>	<b>6</b>	<b>8</b>	
<b>TOTAL SPAIN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>54.2</b>	<b>29.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>93.8</b>	<b>2</b>	<b>32</b>	
<b>SPAIN(CANARY ISLANDS)</b>																				
<b>ARRECIFE</b>	TUI AIRWAYS LTD	C	18	0	0	11.1	50.0	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	2	18	
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>50.0</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.9</b>	<b>2</b>	<b>18</b>	
<b>LAS PALMAS</b>	TUI AIRWAYS LTD	C	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	8	
<b>TOTAL LAS PALMAS</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>100.0</b>	<b>0</b>	<b>8</b>	

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	26	0	0	7.7	34.6	26.9	15.4	11.5	0.0	3.8	0.0	0.0	0.0	0.0	15	92.3	5	26
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>34.6</b>	<b>26.9</b>	<b>15.4</b>	<b>11.5</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>92.3</b>	<b>5</b>	<b>26</b>
<b>TOTAL SPAIN(CANARY TURKEY)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>44.2</b>	<b>28.8</b>	<b>9.6</b>	<b>5.8</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>92.3</b>	<b>3</b>	<b>52</b>
ANTALYA	FREEBIRD AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
<b>TOTAL ANTALYA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>
<b>TOTAL 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>100.0</b>	<b>10</b>	<b>1</b>
ABERDEEN	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	0.0	0	0
<b>TOTAL ABERDEEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	6	38
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>89.5</b>	<b>6</b>	<b>38</b>
GATWICK	EASTERN AIRWAYS	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
GATWICK	FREEBIRD AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1
GATWICK	LOGANAIR LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL GATWICK</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>27</b>	<b>1</b>
INVERNESS	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2
<b>TOTAL INVERNESS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>2</b>
JERSEY	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
<b>TOTAL JERSEY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>4</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.9</b>	<b>6</b>	<b>45</b>
<b>TOTAL DONCASTER</b>			<b>361</b>	<b>0</b>	<b>4</b>	<b>11.5</b>	<b>41.1</b>	<b>31.0</b>	<b>7.9</b>	<b>4.4</b>	<b>1.1</b>	<b>0.5</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>11</b>	<b>82.2</b>	<b>9</b>	<b>493</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m early		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early														
<b>AUSTRIA</b>																					
SALZBURG	JET2.COM LTD	S	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	62.5	14	8	
SALZBURG	TUI AIRWAYS LTD	C	8	0	0	12.5	37.5	0.0	0.0	0.0	12.5	25.0	12.5	0.0	0.0	0.0	80	50.0	18	8	
<b>TOTAL SALZBURG</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>50.0</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>56.3</b>	<b>16</b>	<b>16</b>	
<b>TOTAL AUSTRIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>50.0</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>56.3</b>	<b>16</b>	<b>16</b>	
<b>BELGIUM</b>																					
BRUSSELS	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.7	9	84	
BRUSSELS	LOGANAIR LTD	S	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0	
<b>TOTAL BRUSSELS</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>51</b>	<b>83.7</b>	<b>9</b>	<b>84</b>	
<b>TOTAL BELGIUM</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>51</b>	<b>83.7</b>	<b>9</b>	<b>84</b>	
<b>BULGARIA</b>																					
SOPIA	JET2.COM LTD	C	8	0	0	25.0	50.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	87.5	5	8	
SOPIA	RYANAIR	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	0.0	0	0	
<b>TOTAL SOPIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>50.0</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.5</b>	<b>5</b>	<b>8</b>	
<b>TOTAL BULGARIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>50.0</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.5</b>	<b>5</b>	<b>8</b>	
<b>CYPRUS</b>																					
PAPHOS	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 PAPHOS</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 CYPRUS</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>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	18	0	0	27.8	50.0	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	4	4	
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>75.0</b>	<b>4</b>	<b>4</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>75.0</b>	<b>4</b>	<b>4</b>	
<b>EGYPT</b>																					
HURGHADA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	8	
<b>TOTAL HURGHADA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>13</b>	<b>8</b>	
<b>TOTAL EGYPT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>13</b>	<b>8</b>	
<b>FINLAND</b>																					
ENONTEKIO	ENTER AIR	C	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL ENONTEKIO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FINLAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
CHAMBERY	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	62.5	28	8	
CHAMBERY	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	37.5	0.0	12.5	0.0	0.0	50.0	0.0	0.0	0.0	137	62.5	20	8	
<b>TOTAL CHAMBERY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>137</b>	<b>62.5</b>	<b>24</b>	<b>16</b>	
LIMOGES	RYANAIR	S	20	0	0	20.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	81.8	7	22	
<b>TOTAL LIMOGES</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>50.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>81.8</b>	<b>7</b>	<b>22</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
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
PAU	WDL FLUGDIENST	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	31	0.0	0	0
<b>TOTAL PAU</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>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>36.7</b>	<b>30.0</b>	<b>0.0</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>73.7</b>	<b>14</b>	<b>38</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	RYANAIR	S	20	0	0	15.0	50.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	44.4	31	18
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>20</b>	<b>0</b>	<b>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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>44.4</b>	<b>31</b>	<b>18</b>
<b>TOTAL GERMANY</b>			<b>20</b>	<b>0</b>	<b>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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>44.4</b>	<b>31</b>	<b>18</b>
<b>GREECE</b>																				
ATHENS	EASYJET UK LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
<b>TOTAL ATHENS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>HUNGARY</b>																				
BUDAPEST	JET2.COM LTD	S	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	18	100.0	0	4
BUDAPEST	RYANAIR	S	22	0	0	0.0	40.9	22.7	4.5	22.7	9.1	0.0	0.0	0.0	0.0	0.0	18	80.0	7	20
<b>TOTAL BUDAPEST</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.3</b>	<b>23.1</b>	<b>3.8</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>18</b>	<b>83.3</b>	<b>6</b>	<b>24</b>
<b>TOTAL HUNGARY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.3</b>	<b>23.1</b>	<b>3.8</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>18</b>	<b>83.3</b>	<b>6</b>	<b>24</b>
<b>ICELAND</b>																				
KEFLAVIK	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 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>1</b>	<b>3</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>1</b>	<b>3</b>
<b>IRISH REPUBLIC</b>																				
DUBLIN	BRITISH AIRWAYS PLC	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0
DUBLIN	RYANAIR	S	99	0	0	17.2	50.5	25.3	3.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	5	70.8	11	96
<b>TOTAL DUBLIN</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>17.0</b>	<b>50.0</b>	<b>25.0</b>	<b>3.0</b>	<b>3.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>70.8</b>	<b>11</b>	<b>96</b>
IRELAND WEST(KNOCK)	RYANAIR	S	35	0	0	8.6	57.1	22.9	5.7	0.0	0.0	0.0	5.7	0.0	0.0	0.0	14	70.6	10	34
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>57.1</b>	<b>22.9</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>70.6</b>	<b>10</b>	<b>34</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>51.9</b>	<b>24.4</b>	<b>3.7</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>0.0</b>	<b>8</b>	<b>70.8</b>	<b>11</b>	<b>130</b>
<b>ITALY</b>																				
BERGAMO	RYANAIR	S	28	0	0	3.6	32.1	46.4	17.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	36.7	30	30
<b>TOTAL BERGAMO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>32.1</b>	<b>46.4</b>	<b>17.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>36.7</b>	<b>30</b>	<b>30</b>
FLORENCE	BRITISH AIRWAYS PLC	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	35	0.0	0	0
<b>TOTAL FLORENCE</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>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)	BRITISH AIRWAYS PLC	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
<b>TOTAL MILAN (LINATE)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
TREVISO	RYANAIR	S	16	0	0	0.0	43.8	25.0	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	8	20

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL TREVISO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>25.0</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.0</b>	<b>8</b>	<b>20</b>		
<b>TOTAL ITALY</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>34.0</b>	<b>36.2</b>	<b>21.3</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>10</b>	<b>52.0</b>	<b>21</b>	<b>50</b>		
<b>LATVIA</b>																					
RIGA	RYANAIR	S	34	0	0	20.6	50.0	23.5	0.0	5.9	0.0	0.0	0.0	0.0	0.0	3	71.4	12	28		
<b>TOTAL RIGA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>50.0</b>	<b>23.5</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>71.4</b>	<b>12</b>	<b>28</b>		
<b>TOTAL LATVIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>50.0</b>	<b>23.5</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>71.4</b>	<b>12</b>	<b>28</b>		
<b>MALTA</b>																					
MALTA	RYANAIR	S	28	0	0	3.6	64.3	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	9	28		
<b>TOTAL MALTA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>64.3</b>	<b>32.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>75.0</b>	<b>9</b>	<b>28</b>		
<b>TOTAL MALTA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>64.3</b>	<b>32.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>75.0</b>	<b>9</b>	<b>28</b>		
<b>MOROCCO</b>																					
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	100.0	15	1		
<b>TOTAL MARRAKESH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</b>	<b>1</b>		
<b>TOTAL MOROCCO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</b>	<b>1</b>		
<b>NETHERLANDS</b>																					
AMSTERDAM	BRITISH AIRWAYS PLC	C	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		
AMSTERDAM	FLYBE LTD	S	50	0	0	12.0	44.0	28.0	10.0	2.0	4.0	0.0	0.0	0.0	0.0	8	87.0	8	54		
<b>TOTAL AMSTERDAM</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>43.1</b>	<b>27.5</b>	<b>11.8</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>8</b>	<b>87.0</b>	<b>8</b>	<b>54</b>		
<b>TOTAL NETHERLANDS</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>43.1</b>	<b>27.5</b>	<b>11.8</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>8</b>	<b>87.0</b>	<b>8</b>	<b>54</b>		
<b>POLAND</b>																					
KRAKOW	RYANAIR	S	30	0	0	13.3	43.3	26.7	10.0	0.0	0.0	0.0	6.7	0.0	0.0	19	71.9	17	32		
<b>TOTAL KRAKOW</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>43.3</b>	<b>26.7</b>	<b>10.0</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>19</b>	<b>71.9</b>	<b>17</b>	<b>32</b>		
LODZ LUBLINEK	RYANAIR	S	24	0	0	12.5	50.0	33.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4	56.3	38	16		
<b>TOTAL LODZ LUBLINEK</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>56.3</b>	<b>38</b>	<b>16</b>		
RZESZOW	RYANAIR	S	28	0	0	10.7	39.3	17.9	10.7	17.9	0.0	0.0	3.6	0.0	0.0	18	71.9	12	32		
<b>TOTAL RZESZOW</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>39.3</b>	<b>17.9</b>	<b>10.7</b>	<b>17.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>71.9</b>	<b>12</b>	<b>32</b>		
WARSAW (MODLIN MASOVIA)	RYANAIR	S	24	0	0	4.2	54.2	29.2	0.0	12.5	0.0	0.0	0.0	0.0	0.0	7	93.8	4	32		
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>54.2</b>	<b>29.2</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>7</b>	<b>93.8</b>	<b>4</b>	<b>32</b>		
WROCLAW	RYANAIR	S	40	0	0	10.0	50.0	37.5	0.0	2.5	0.0	0.0	0.0	0.0	0.0	2	78.9	8	38		
<b>TOTAL WROCLAW</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>78.9</b>	<b>8</b>	<b>38</b>		
<b>TOTAL POLAND</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>47.3</b>	<b>29.5</b>	<b>4.8</b>	<b>6.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.7</b>	<b>13</b>	<b>150</b>		
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	JET2.COM LTD	S	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
FARO	RYANAIR	S	18	0	0	5.6	38.9	27.8	22.2	5.6	0.0	0.0	0.0	0.0	0.0	9	100.0	3	30		
<b>TOTAL FARO</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>36.4</b>	<b>27.3</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>7</b>	<b>100.0</b>	<b>3</b>	<b>34</b>		
OPORTO (PORTUGAL)	RYANAIR	C	1	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		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
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 OPORTO (PORTUGAL)</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>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>34.8</b>	<b>26.1</b>	<b>21.7</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>8</b>	<b>100.0</b>	<b>3</b>	<b>34</b>	
<b>FUNCHAL</b>	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	100.0	0	8	
<b>FUNCHAL</b>	TUI AIRWAYS LTD	C	8	0	0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	8	
<b>TOTAL FUNCHAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>62.5</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>0.0</b>	<b>2</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
<b>TOTAL PORTUGAL SPAIN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>62.5</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>0.0</b>	<b>2</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
<b>ALICANTE</b>	JET2.COM LTD	S	34	0	0	20.6	44.1	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	30	
<b>ALICANTE</b>	RYANAIR	S	56	0	0	16.1	48.2	23.2	3.6	3.6	3.6	1.8	0.0	0.0	0.0	9	81.8	10	66	
<b>ALICANTE</b>	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	10	100.0	3	10	
<b>TOTAL ALICANTE</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>16.3</b>	<b>45.9</b>	<b>29.6</b>	<b>2.0</b>	<b>3.1</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.7</b>	<b>7</b>	<b>106</b>	
<b>MALAGA</b>	JET2.COM LTD	S	30	0	0	20.0	53.3	16.7	6.7	3.3	0.0	0.0	0.0	0.0	0.0	4	100.0	1	24	
<b>MALAGA</b>	RYANAIR	S	46	0	0	8.7	56.5	26.1	2.2	2.2	4.3	0.0	0.0	0.0	0.0	7	92.9	4	42	
<b>MALAGA</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	8	
<b>TOTAL MALAGA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>53.6</b>	<b>26.2</b>	<b>3.6</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>95.9</b>	<b>3</b>	<b>74</b>	
<b>MURCIA INTERNATIONAL</b>	JET2.COM LTD	S	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50	0.0	0	0	
<b>MURCIA INTERNATIONAL</b>	RYANAIR	S	8	0	0	0.0	12.5	50.0	0.0	0.0	37.5	0.0	0.0	0.0	0.0	30	41.7	29	12	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>41.7</b>	<b>29</b>	<b>12</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	100.0	0	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</b>	<b>100.0</b>	<b>0</b>	<b>14</b>	
<b>SEVILLE</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	75.0	9	20	
<b>TOTAL SEVILLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>9</b>	<b>20</b>	
<b>TOTAL SPAIN SPAIN(CANARY ISLANDS)</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>47.9</b>	<b>28.6</b>	<b>2.6</b>	<b>2.6</b>	<b>4.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.1</b>	<b>6</b>	<b>226</b>	
<b>ARRECIFE</b>	JET2.COM LTD	S	40	0	0	17.5	57.5	20.0	2.5	2.5	0.0	0.0	0.0	0.0	0.0	2	80.0	9	30	
<b>ARRECIFE</b>	RYANAIR	S	36	0	0	11.1	44.4	25.0	13.9	5.6	0.0	0.0	0.0	0.0	0.0	6	73.8	10	42	
<b>ARRECIFE</b>	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	13	21	
<b>ARRECIFE</b>	TUI AIRWAYS LTD	C	10	0	0	20.0	30.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	9	10	
<b>TOTAL ARRECIFE</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>15.1</b>	<b>48.8</b>	<b>24.4</b>	<b>8.1</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>4</b>	<b>74.8</b>	<b>10</b>	<b>103</b>	
<b>FUERTEVENTURA</b>	JET2.COM LTD	S	18	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	94.4	4	18	
<b>FUERTEVENTURA</b>	RYANAIR	S	20	0	0	10.0	45.0	35.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	4	95.0	2	20	
<b>FUERTEVENTURA</b>	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	10	
<b>FUERTEVENTURA</b>	TUI AIRWAYS LTD	C	10	0	0	10.0	60.0	20.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	6	90.0	4	10	
<b>TOTAL FUERTEVENTURA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>56.3</b>	<b>27.1</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>3</b>	<b>94.8</b>	<b>3</b>	<b>58</b>	
<b>LAS PALMAS</b>	JET2.COM LTD	S	28	0	0	17.9	35.7	28.6	14.3	0.0	3.6	0.0	0.0	0.0	0.0	7	88.9	3	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LAS PALMAS	RYANAIR	S	10	0	0	20.0	30.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	10
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.7	11	11
LAS PALMAS	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	8
<b>TOTAL LAS PALMAS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>18.4</b>	<b>34.2</b>	<b>28.9</b>	<b>15.8</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>89.4</b>	<b>5</b>	<b>47</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	59	0	0	30.5	35.6	16.9	5.1	5.1	3.4	3.4	0.0	0.0	0.0	0.0	11	87.0	7	46
TENERIFE (SURREINA SOFIA)	RYANAIR	S	48	0	0	10.4	41.7	35.4	8.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	6	72.7	12	55
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	82.4	8	34
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	26	0	0	7.7	42.3	38.5	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	76.9	7	26
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>39.1</b>	<b>27.8</b>	<b>7.5</b>	<b>3.8</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>8</b>	<b>79.5</b>	<b>9</b>	<b>161</b>
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>305</b>	<b>0</b>	<b>0</b>	<b>16.4</b>	<b>43.9</b>	<b>26.9</b>	<b>7.9</b>	<b>3.0</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.8</b>	<b>8</b>	<b>369</b>
GENEVA	JET2.COM LTD	S	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	62.5	20	8
<b>TOTAL GENEVA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>62.5</b>	<b>20</b>	<b>8</b>
<b>TOTAL SWITZERLAND</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>62.5</b>	<b>20</b>	<b>8</b>
UNITED KINGDOM																				
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	157	0	0	8.3	76.4	10.2	3.2	0.6	1.3	0.0	0.0	0.0	0.0	0.0	2	96.7	3	184
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>76.4</b>	<b>10.2</b>	<b>3.2</b>	<b>0.6</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>2</b>	<b>96.7</b>	<b>3</b>	<b>184</b>
BELFAST INTERNATIONAL	EASYJET UK LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	52	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>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EDINBURGH	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.5	6	126
EDINBURGH	LOGANAIR LTD	S	149	0	0	4.7	48.3	26.2	4.7	4.7	8.1	3.4	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL EDINBURGH</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>48.3</b>	<b>26.2</b>	<b>4.7</b>	<b>4.7</b>	<b>8.1</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>90.5</b>	<b>6</b>	<b>126</b>
GLASGOW	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.2	11	144
GLASGOW	LOGANAIR LTD	S	94	0	0	3.2	52.1	39.4	2.1	2.1	0.0	0.0	1.1	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL GLASGOW</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>52.1</b>	<b>39.4</b>	<b>2.1</b>	<b>2.1</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>5</b>	<b>79.2</b>	<b>11</b>	<b>144</b>
GUERNSEY	AURIGNY AIR SERVICES	S	36	0	0	8.3	63.9	11.1	5.6	8.3	0.0	2.8	0.0	0.0	0.0	0.0	10	73.5	21	32
<b>TOTAL GUERNSEY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>63.9</b>	<b>11.1</b>	<b>5.6</b>	<b>8.3</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>73.5</b>	<b>21</b>	<b>32</b>
INVERNESS	LOGANAIR LTD	S	6	0	0	0.0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL INVERNESS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
JERSEY	FLYBE LTD	S	29	0	0	6.9	62.1	24.1	6.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.7	7	28
<b>TOTAL JERSEY</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>62.1</b>	<b>24.1</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>85.7</b>	<b>7</b>	<b>28</b>
NEWCASTLE	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL NEWCASTLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019					
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TOTAL UNITED KINGDOM			472	0	0	5.9	60.6	22.0	4.0	3.0	3.0	1.3	0.2	0.0	0.0	0.0	8	88.2	7	515
TOTAL EAST MIDLANDS			1587	0	0	11.0	50.7	25.7	5.4	3.5	2.3	0.7	0.7	0.0	0.0	0.0	8	82.0	9	1812

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
INNSBRUCK	AUSTRIAN AIRLINES	C	8	0	0	0.0	0.0	37.5	12.5	0.0	50.0	0.0	0.0	0.0	0.0	0.0	45	37.5	38	8	
INNSBRUCK	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	37.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	50	8	
<b>TOTAL INNSBRUCK</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>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>43.8</b>	<b>44</b>	<b>16</b>	
SALZBURG	BA CITYFLYER LTD	C	8	0	0	12.5	12.5	37.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25	75.0	8	8	
SALZBURG	JET2.COM LTD	S	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	2	75.0	9	8	
<b>TOTAL SALZBURG</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>43.8</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.0</b>	<b>8</b>	<b>16</b>	
VIENNA	EASYJET UK LTD	S	16	0	0	0.0	68.8	18.8	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12	77.8	13	18	
VIENNA	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	11	4	
VIENNA	LAUDA MOTION GMBH	S	26	0	0	0.0	0.0	46.2	30.8	7.7	15.4	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL VIENNA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.3</b>	<b>36.4</b>	<b>18.2</b>	<b>4.5</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>77.3</b>	<b>13</b>	<b>22</b>	
<b>TOTAL AUSTRIA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>26.3</b>	<b>34.2</b>	<b>15.8</b>	<b>5.3</b>	<b>15.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>66.7</b>	<b>21</b>	<b>54</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	91	0	0	5.5	49.5	33.0	8.8	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5	81.7	9	91	
<b>TOTAL BRUSSELS</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>49.5</b>	<b>33.0</b>	<b>8.8</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>81.7</b>	<b>9</b>	<b>91</b>	
CHARLEROI	RYANAIR	S	46	0	0	19.6	52.2	17.4	8.7	2.2	0.0	0.0	0.0	0.0	0.0	0.0	4	88.2	8	34	
<b>TOTAL CHARLEROI</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>19.6</b>	<b>52.2</b>	<b>17.4</b>	<b>8.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.2</b>	<b>8</b>	<b>34</b>	
<b>TOTAL BELGIUM</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>50.4</b>	<b>27.7</b>	<b>8.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>83.5</b>	<b>9</b>	<b>125</b>	
<b>BULGARIA</b>																					
SOFIA	EASYJET UK LTD	S	16	0	0	6.3	50.0	31.3	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	10	77.8	9	18	
SOFIA	RYANAIR	S	26	0	0	0.0	23.1	38.5	19.2	15.4	3.8	0.0	0.0	0.0	0.0	0.0	15	88.9	10	18	
<b>TOTAL SOFIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>33.3</b>	<b>35.7</b>	<b>14.3</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>83.3</b>	<b>10</b>	<b>36</b>	
<b>TOTAL BULGARIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>33.3</b>	<b>35.7</b>	<b>14.3</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>83.3</b>	<b>10</b>	<b>36</b>	
<b>CHINA</b>																					
BEIJING	HAINAN AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	18	
<b>TOTAL BEIJING</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
<b>TOTAL CHINA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
<b>CYPRUS</b>																					
PAPHOS	EASYJET UK LTD	S	18	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.4	3	18	
PAPHOS	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 PAPHOS</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>31.6</b>	<b>36.8</b>	<b>31.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>TOTAL CYPRUS</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>31.6</b>	<b>36.8</b>	<b>31.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	28	0	0	7.1	46.4	32.1	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	7	83.3	12	36	
PRAGUE	RYANAIR	S	36	0	0	8.3	47.2	22.2	8.3	8.3	5.6	0.0	0.0	0.0	0.0	0.0	12	64.3	28	28	
<b>TOTAL PRAGUE</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>46.9</b>	<b>26.6</b>	<b>7.8</b>	<b>4.7</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.0</b>	<b>19</b>	<b>64</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>46.9</b>	<b>26.6</b>	<b>7.8</b>	<b>4.7</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.0</b>	<b>19</b>	<b>64</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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>																					
COPENHAGEN	EASYJET UK LTD	S	38	0	0	5.3	26.3	47.4	15.8	0.0	0.0	5.3	0.0	0.0	0.0	0.0	14	82.5	8	40	
COPENHAGEN	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	1	50.0	15	4	
COPENHAGEN	RYANAIR	S	30	0	0	0.0	56.7	36.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	15	36	
COPENHAGEN	SAS	S	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	
<b>TOTAL COPENHAGEN</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>38.7</b>	<b>45.3</b>	<b>9.3</b>	<b>1.3</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>73.8</b>	<b>11</b>	<b>80</b>	
<b>TOTAL DENMARK</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>38.7</b>	<b>45.3</b>	<b>9.3</b>	<b>1.3</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>73.8</b>	<b>11</b>	<b>80</b>	
<b>ESTONIA</b>																					
TALLIN	RYANAIR	S	18	0	0	5.6	33.3	50.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	68.8	13	16	
<b>TOTAL TALLIN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</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>6</b>	<b>68.8</b>	<b>13</b>	<b>16</b>	
<b>TOTAL ESTONIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</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>6</b>	<b>68.8</b>	<b>13</b>	<b>16</b>	
<b>FAROE ISLANDS</b>																					
VAGAR	ATLANTIC AIRWAYS	S	17	0	2	10.5	57.9	10.5	10.5	0.0	0.0	0.0	0.0	0.0	0.0	10.5	3	100.0	0	2	
<b>TOTAL VAGAR</b>			<b>17</b>	<b>0</b>	<b>2</b>	<b>10.5</b>	<b>57.9</b>	<b>10.5</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>3</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL FAROE ISLANDS</b>			<b>17</b>	<b>0</b>	<b>2</b>	<b>10.5</b>	<b>57.9</b>	<b>10.5</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>3</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>FINLAND</b>																					
HELSINKI	FINNAIR	S	26	0	0	0.0	19.2	53.8	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	84.2	3	17	
<b>TOTAL HELSINKI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>53.8</b>	<b>26.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.2</b>	<b>3</b>	<b>17</b>	
<b>TOTAL FINLAND</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>53.8</b>	<b>26.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.2</b>	<b>3</b>	<b>17</b>	
<b>FRANCE</b>																					
BORDEAUX	WDL FLUGDIENST	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 BORDEAUX</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>	
CAEN	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 CAEN</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>	
CHAMBERY	BA CITYFLYER LTD	C	16	0	0	0.0	37.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	87.5	11	16	
<b>TOTAL CHAMBERY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.5</b>	<b>11</b>	<b>16</b>	
GRENOBLE	EASYJET UK LTD	S	8	0	0	0.0	0.0	37.5	25.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	53	62.5	31	8	
<b>TOTAL GRENOBLE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>62.5</b>	<b>31</b>	<b>8</b>	
LYON	EASYJET UK LTD	S	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	12	8	
<b>TOTAL LYON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>62.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>12</b>	<b>8</b>	
MARSEILLE	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	37	2	
MARSEILLE	RYANAIR	S	20	0	0	0.0	55.0	25.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	5	18	
<b>TOTAL MARSEILLE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.0</b>	<b>25.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.0</b>	<b>8</b>	<b>20</b>	
MONTPELLIER	RYANAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	30	2	
<b>TOTAL MONTPELLIER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>30</b>	<b>2</b>	
NANTES	RYANAIR	S	22	0	0	0.0	50.0	31.8	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	13	16	



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## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL NANTES</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>31.8</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>8</b>	<b>75.0</b>	<b>13</b>	<b>16</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	124	0	0	3.2	46.0	40.3	8.1	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4	85.6	9	132	
PARIS (CHARLES DE GAULLE)	ATLANTIC AIRWAYS	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	84	0	0	2.4	31.0	50.0	8.3	6.0	2.4	0.0	0.0	0.0	0.0	0.0	9	80.8	11	78	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>213</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>39.4</b>	<b>44.6</b>	<b>8.5</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>0.0</b>	<b>6</b>	<b>83.8</b>	<b>10</b>	<b>210</b>	
TOULOUSE (BLAGNAC)	BA CITYFLYER LTD	C	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	8	
TOULOUSE (BLAGNAC)	RYANAIR	S	22	0	0	0.0	45.5	31.8	4.5	0.0	18.2	0.0	0.0	0.0	0.0	0.0	20	94.4	3	18	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>53.3</b>	<b>30.0</b>	<b>3.3</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>15</b>	<b>96.2</b>	<b>2</b>	<b>26</b>	
<b>TOTAL FRANCE</b>			<b>320</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>40.9</b>	<b>40.3</b>	<b>9.7</b>	<b>4.7</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>9</b>	<b>83.7</b>	<b>10</b>	<b>306</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	RYANAIR	S	42	0	0	0.0	38.1	42.9	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.9	17	54	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.1</b>	<b>42.9</b>	<b>19.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.9</b>	<b>17</b>	<b>54</b>	
BERLIN (TEGEL)	EASYJET UK LTD	S	38	0	0	7.9	28.9	36.8	7.9	2.6	7.9	7.9	0.0	0.0	0.0	0.0	23	75.0	14	40	
<b>TOTAL BERLIN (TEGEL)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>28.9</b>	<b>36.8</b>	<b>7.9</b>	<b>2.6</b>	<b>7.9</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>75.0</b>	<b>14</b>	<b>40</b>	
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	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	3	75.0	10	4	
<b>TOTAL COLOGNE BONN</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>3</b>	<b>75.0</b>	<b>10</b>	<b>4</b>	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4	
<b>TOTAL DUSSELDORF</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>4</b>	
FRANKFURT MAIN	LUFTHANSA	S	70	0	0	0.0	20.0	57.1	14.3	7.1	1.4	0.0	0.0	0.0	0.0	0.0	12	61.4	15	68	
<b>TOTAL FRANKFURT MAIN</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>57.1</b>	<b>14.3</b>	<b>7.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>61.4</b>	<b>15</b>	<b>68</b>	
HAMBURG	EASYJET UK LTD	S	22	0	0	0.0	40.9	50.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	13	86.4	8	22	
HAMBURG	RYANAIR	S	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.7	8	36	
<b>TOTAL HAMBURG</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>46.7</b>	<b>6.7</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>11</b>	<b>79.7</b>	<b>8</b>	<b>58</b>	
MEMMINGEN ALLGAU	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	9	18	
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>9</b>	<b>18</b>	
MUNICH	EASYJET UK LTD	S	28	0	0	0.0	28.6	39.3	21.4	3.6	7.1	0.0	0.0	0.0	0.0	0.0	16	67.9	17	28	
MUNICH	EUROWINGS LUFTVERKEHRS	S	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	45.5	29	22	
MUNICH	LUFTHANSA	S	26	0	0	0.0	42.3	38.5	3.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	9	61.1	19	18	
<b>TOTAL MUNICH</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.8</b>	<b>41.4</b>	<b>13.8</b>	<b>8.6</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>58.8</b>	<b>21</b>	<b>68</b>	
STUTT GART	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	4	
<b>TOTAL STUTT GART</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>4</b>	
<b>TOTAL GERMANY</b>			<b>246</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>31.3</b>	<b>45.5</b>	<b>12.6</b>	<b>4.5</b>	<b>3.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>70.7</b>	<b>15</b>	<b>318</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
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>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	S	10	0	0	0.0	20.0	60.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	12	4	
ATHENS	EASYJET UK LTD	S	18	0	0	11.1	27.8	38.9	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	4	18	
<b>TOTAL ATHENS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>25.0</b>	<b>46.4</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>90.9</b>	<b>6</b>	<b>22</b>	
<b>TOTAL GREECE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>25.0</b>	<b>46.4</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>90.9</b>	<b>6</b>	<b>22</b>	
<b>HUNGARY</b>																					
BUDAPEST	JET2.COM LTD	S	18	0	0	5.6	61.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	9	18	
BUDAPEST	RYANAIR	S	64	0	0	1.6	23.4	46.9	15.6	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	20	16	
BUDAPEST	WIZZ AIR	S	26	0	0	7.7	26.9	46.2	15.4	0.0	3.8	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL BUDAPEST</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>30.6</b>	<b>42.6</b>	<b>14.8</b>	<b>7.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>64.7</b>	<b>14</b>	<b>34</b>	
<b>TOTAL HUNGARY</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>30.6</b>	<b>42.6</b>	<b>14.8</b>	<b>7.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>64.7</b>	<b>14</b>	<b>34</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET UK LTD	S	36	0	10	2.2	21.7	21.7	17.4	4.3	6.5	4.3	0.0	0.0	0.0	21.7	25	60.0	19	40	
<b>TOTAL KEFLAVIK</b>			<b>36</b>	<b>0</b>	<b>10</b>	<b>2.2</b>	<b>21.7</b>	<b>21.7</b>	<b>17.4</b>	<b>4.3</b>	<b>6.5</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21.7</b>	<b>25</b>	<b>60.0</b>	<b>19</b>	<b>40</b>	
<b>TOTAL ICELAND</b>			<b>36</b>	<b>0</b>	<b>10</b>	<b>2.2</b>	<b>21.7</b>	<b>21.7</b>	<b>17.4</b>	<b>4.3</b>	<b>6.5</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21.7</b>	<b>25</b>	<b>60.0</b>	<b>19</b>	<b>40</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	70	0	0	18.6	54.3	18.6	4.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	4	91.7	10	72	
<b>TOTAL CORK</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>18.6</b>	<b>54.3</b>	<b>18.6</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>91.7</b>	<b>10</b>	<b>72</b>	
DUBLIN	AER LINGUS	S	240	0	0	5.4	52.5	29.2	7.5	3.8	0.8	0.8	0.0	0.0	0.0	0.0	6	91.3	4	240	
DUBLIN	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	
DUBLIN	RYANAIR	S	222	0	0	24.8	52.3	18.0	3.6	1.4	0.0	0.0	0.0	0.0	0.0	0.0	2	87.6	6	210	
<b>TOTAL DUBLIN</b>			<b>463</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>52.5</b>	<b>23.8</b>	<b>5.6</b>	<b>2.6</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>89.6</b>	<b>5</b>	<b>450</b>	
IRELAND WEST(KNOCK)	FLYBE LTD	S	19	0	1	20.0	55.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	1	87.5	7	24	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>20.0</b>	<b>55.0</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>5.0</b>	<b>1</b>	<b>87.5</b>	<b>7</b>	<b>24</b>	
SHANNON	AER LINGUS	S	30	0	2	18.8	40.6	28.1	0.0	6.3	0.0	0.0	0.0	0.0	0.0	6.3	3	93.8	12	32	
<b>TOTAL SHANNON</b>			<b>30</b>	<b>0</b>	<b>2</b>	<b>18.8</b>	<b>40.6</b>	<b>28.1</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>3</b>	<b>93.8</b>	<b>12</b>	<b>32</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>582</b>	<b>0</b>	<b>3</b>	<b>15.6</b>	<b>52.1</b>	<b>23.2</b>	<b>5.0</b>	<b>2.9</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>4</b>	<b>90.0</b>	<b>6</b>	<b>578</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	68	0	0	17.6	47.1	25.0	7.4	0.0	2.9	0.0	0.0	0.0	0.0	0.0	6	86.4	12	44	
<b>TOTAL BERGAMO</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>47.1</b>	<b>25.0</b>	<b>7.4</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>6</b>	<b>86.4</b>	<b>12</b>	<b>44</b>	
BOLOGNA	RYANAIR	S	18	0	0	0.0	38.9	11.1	11.1	27.8	11.1	0.0	0.0	0.0	0.0	0.0	25	66.7	12	18	
<b>TOTAL BOLOGNA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>11.1</b>	<b>11.1</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>66.7</b>	<b>12</b>	<b>18</b>	
MILAN (MALPENSA)	EASYJET EUROPE	S	40	0	0	2.5	52.5	22.5	15.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
MILAN (MALPENSA)	EASYJET UK LTD	S	8	0	0	0.0	12.5	37.5	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	56	64.6	12	48	
<b>TOTAL MILAN (MALPENSA)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>45.8</b>	<b>25.0</b>	<b>12.5</b>	<b>10.4</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>16</b>	<b>64.6</b>	<b>12</b>	<b>48</b>	
NAPLES	EASYJET EUROPE	S	6	0	0	0.0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
NAPLES	EASYJET 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	62.5	20	14
<b>TOTAL NAPLES</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>62.5</b>	<b>20</b>	<b>14</b>
ROME (CIAMPINO)	RYANAIR	S	44	0	0	2.3	52.3	36.4	2.3	4.5	2.3	0.0	0.0	0.0	0.0	0.0	6	83.3	10	42
<b>TOTAL ROME (CIAMPINO)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>52.3</b>	<b>36.4</b>	<b>2.3</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.3</b>	<b>10</b>	<b>42</b>
TREVISO	RYANAIR	S	18	0	0	11.1	33.3	27.8	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.5	3	26
<b>TOTAL TREVISO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>27.8</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.5</b>	<b>3</b>	<b>26</b>
TURIN	JET2.COM 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	4	87.5	3	8
<b>TOTAL TURIN</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>4</b>	<b>87.5</b>	<b>3</b>	<b>8</b>
VENICE	EASYJET EUROPE	S	40	0	0	17.5	35.0	25.0	2.5	10.0	10.0	0.0	0.0	0.0	0.0	0.0	15	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	79.2	7	24
<b>TOTAL VENICE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>17.5</b>	<b>35.0</b>	<b>25.0</b>	<b>2.5</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>79.2</b>	<b>7</b>	<b>24</b>
VERONA VILLAFRANCA	BA CITYFLYER LTD	C	8	0	0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	4	8
VERONA VILLAFRANCA	EASYJET UK 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	4	0.0	0	0
<b>TOTAL VERONA VILLAFRANCA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>41.7</b>	<b>29.2</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>100.0</b>	<b>4</b>	<b>8</b>
<b>TOTAL ITALY</b>			<b>274</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>43.8</b>	<b>27.4</b>	<b>8.4</b>	<b>6.6</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>11</b>	<b>78.2</b>	<b>10</b>	<b>232</b>
LATVIA																				
RIGA	RYANAIR	S	26	0	0	0.0	42.3	50.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	70.0	8	10
<b>TOTAL RIGA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.3</b>	<b>50.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>70.0</b>	<b>8</b>	<b>10</b>
<b>TOTAL LATVIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.3</b>	<b>50.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>70.0</b>	<b>8</b>	<b>10</b>
LITHUANIA																				
KAUNAS	RYANAIR	S	16	0	0	6.3	62.5	12.5	6.3	0.0	12.5	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL KAUNAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>62.5</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LITHUANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>62.5</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LUXEMBOURG																				
LUXEMBOURG	RYANAIR	S	28	0	0	7.1	60.7	17.9	10.7	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL LUXEMBOURG</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>60.7</b>	<b>17.9</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LUXEMBOURG</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>60.7</b>	<b>17.9</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MALTA																				
MALTA	RYANAIR	S	24	0	0	0.0	41.7	33.3	20.8	4.2	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	17	18
<b>TOTAL MALTA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>33.3</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>9</b>	<b>66.7</b>	<b>17</b>	<b>18</b>
<b>TOTAL MALTA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>33.3</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>9</b>	<b>66.7</b>	<b>17</b>	<b>18</b>
NETHERLANDS																				
AMSTERDAM	EASYJET EUROPE	S	44	0	0	27.3	52.3	15.9	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
AMSTERDAM	EASYJET UK LTD	S	80	0	0	3.8	37.5	38.8	15.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	7	76.7	12	120
AMSTERDAM	KLM	S	196	0	0	3.1	51.0	33.7	6.6	5.1	0.5	0.0	0.0	0.0	0.0	0.0	6	82.9	10	195
<b>TOTAL AMSTERDAM</b>			<b>320</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>47.8</b>	<b>32.5</b>	<b>7.8</b>	<b>5.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.6</b>	<b>11</b>	<b>315</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
EINDHOVEN	RYANAIR	S	17	0	1	5.6	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	5.6	5	65.4	14	26	
<b>TOTAL EINDHOVEN</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>55.6</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>5.6</b>	<b>5</b>	<b>65.4</b>	<b>14</b>	<b>26</b>	
<b>TOTAL NETHERLANDS</b>			<b>337</b>	<b>0</b>	<b>1</b>	<b>6.5</b>	<b>48.2</b>	<b>32.0</b>	<b>7.4</b>	<b>5.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>6</b>	<b>79.4</b>	<b>11</b>	<b>341</b>	
<b>NORWAY</b>																					
BERGEN	LOGANAIR LTD	S	16	0	0	0.0	25.0	37.5	18.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL BERGEN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>18.8</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</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	65.2	15	46	
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	62	0	1	0.0	41.3	46.0	7.9	1.6	1.6	0.0	0.0	0.0	0.0	1.6	6	100.0	4	16	
OSLO (GARDERMOEN)	SAS	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	100.0	2	2	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>66</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>40.3</b>	<b>47.8</b>	<b>7.5</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>6</b>	<b>75.0</b>	<b>12</b>	<b>64</b>	
STAVANGER	LOGANAIR LTD	S	34	0	0	5.9	38.2	41.2	11.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL STAVANGER</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>38.2</b>	<b>41.2</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>	
<b>TOTAL NORWAY</b>			<b>116</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>37.6</b>	<b>44.4</b>	<b>10.3</b>	<b>4.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>7</b>	<b>75.0</b>	<b>12</b>	<b>64</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	48	0	0	8.3	39.6	43.8	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	53.3	17	30	
GDANSK	WIZZ AIR	S	26	0	0	15.4	30.8	30.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL GDANSK</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>36.5</b>	<b>39.2</b>	<b>8.1</b>	<b>2.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>53.3</b>	<b>17</b>	<b>30</b>	
KATOWICE	RYANAIR	S	20	0	0	5.0	55.0	25.0	0.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	9	56.3	20	16	
<b>TOTAL KATOWICE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>55.0</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>56.3</b>	<b>20</b>	<b>16</b>	
KRAKOW	EASYJET UK LTD	S	22	0	0	9.1	50.0	27.3	4.5	0.0	4.5	4.5	0.0	0.0	0.0	0.0	13	100.0	1	20	
KRAKOW	RYANAIR	S	45	0	1	8.7	45.7	28.3	10.9	2.2	2.2	0.0	0.0	0.0	0.0	2.2	6	72.7	12	44	
<b>TOTAL KRAKOW</b>			<b>67</b>	<b>0</b>	<b>1</b>	<b>8.8</b>	<b>47.1</b>	<b>27.9</b>	<b>8.8</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>1.5</b>	<b>8</b>	<b>81.3</b>	<b>8</b>	<b>64</b>	
POZNAN	RYANAIR	S	24	0	0	4.2	33.3	45.8	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	68.8	12	16	
<b>TOTAL POZNAN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>33.3</b>	<b>45.8</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>8</b>	<b>68.8</b>	<b>12</b>	<b>16</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	36	0	0	11.1	47.2	36.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>47.2</b>	<b>36.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	60	0	0	10.0	46.7	28.3	11.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6	86.8	5	38	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>46.7</b>	<b>28.3</b>	<b>11.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.8</b>	<b>5</b>	<b>38</b>	
WROCLAW	RYANAIR	S	18	0	0	0.0	61.1	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	9	20	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.1</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>75.0</b>	<b>9</b>	<b>20</b>	
<b>TOTAL POLAND</b>			<b>299</b>	<b>0</b>	<b>1</b>	<b>8.7</b>	<b>44.7</b>	<b>32.7</b>	<b>8.7</b>	<b>3.0</b>	<b>1.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>7</b>	<b>73.9</b>	<b>11</b>	<b>184</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	RYANAIR	S	20	0	0	10.0	30.0	45.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	13	80.0	12	20	
<b>TOTAL FARO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>45.0</b>	<b>5.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>80.0</b>	<b>12</b>	<b>20</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019			
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	
LISBON	EASYJET UK LTD	S	18	0	0	5.6	33.3	44.4	0.0	0.0	11.1	5.6	0.0	0.0	0.0	0.0	21	75.0	15	20	
LISBON	RYANAIR	S	18	0	0	0.0	22.2	22.2	16.7	11.1	16.7	11.1	0.0	0.0	0.0	0.0	42	18.8	36	16	
<b>TOTAL LISBON</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>27.8</b>	<b>33.3</b>	<b>8.3</b>	<b>5.6</b>	<b>13.9</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>50.0</b>	<b>24</b>	<b>36</b>	
OPORTO (PORTUGAL)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	20	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>11</b>	<b>20</b>	
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>28.6</b>	<b>37.5</b>	<b>7.1</b>	<b>3.6</b>	<b>12.5</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>64.5</b>	<b>18</b>	<b>76</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	87.5	4	8	
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.5</b>	<b>4</b>	<b>8</b>	
<b>TOTAL PORTUGAL QATAR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.5</b>	<b>4</b>	<b>8</b>	
DOHA HAMAD	QATAR AIRWAYS	S	62	0	0	1.6	35.5	38.7	17.7	3.2	0.0	3.2	0.0	0.0	0.0	0.0	13	67.7	14	62	
<b>TOTAL DOHA HAMAD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>35.5</b>	<b>38.7</b>	<b>17.7</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>67.7</b>	<b>14</b>	<b>62</b>	
<b>TOTAL QATAR ROMANIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>35.5</b>	<b>38.7</b>	<b>17.7</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>67.7</b>	<b>14</b>	<b>62</b>	
BUCHAREST (OTOPENI)	RYANAIR	S	28	0	0	0.0	7.1	28.6	35.7	25.0	3.6	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
BUCHAREST (OTOPENI)	WIZZ AIR	S	16	0	0	25.0	25.0	31.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>13.6</b>	<b>29.5</b>	<b>25.0</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>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ROMANIA SLOVAK REPUBLIC</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>13.6</b>	<b>29.5</b>	<b>25.0</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>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRATISLAVA	RYANAIR	S	20	0	0	25.0	60.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	10	18	
<b>TOTAL BRATISLAVA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>60.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>66.7</b>	<b>10</b>	<b>18</b>	
<b>TOTAL SLOVAK REPUBLIC SPAIN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>60.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>66.7</b>	<b>10</b>	<b>18</b>	
ALICANTE	EASYJET UK LTD	S	16	0	0	12.5	37.5	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	18	
ALICANTE	JET2.COM LTD	S	23	0	0	8.7	26.1	43.5	13.0	4.3	0.0	4.3	0.0	0.0	0.0	0.0	13	95.0	3	20	
ALICANTE	NORWEGIAN AIR INTERNATIONAL	S	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0	
ALICANTE	RYANAIR	S	44	0	0	2.3	61.4	25.0	4.5	2.3	4.5	0.0	0.0	0.0	0.0	0.0	8	80.4	7	46	
<b>TOTAL ALICANTE</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>45.9</b>	<b>32.9</b>	<b>5.9</b>	<b>4.7</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>10</b>	<b>88.1</b>	<b>5</b>	<b>84</b>	
BARCELONA	RYANAIR	S	54	0	0	3.7	55.6	33.3	3.7	1.9	1.9	0.0	0.0	0.0	0.0	0.0	4	82.7	6	52	
BARCELONA	VUELING AIRLINES	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	11	4	
<b>TOTAL BARCELONA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>53.4</b>	<b>34.5</b>	<b>5.2</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>4</b>	<b>82.1</b>	<b>6</b>	<b>56</b>	
BILBAO	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	6	
BILBAO	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 BILBAO</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>6</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MADRID	EASYJET UK LTD	S	52	0	0	13.5	38.5	28.8	3.8	5.8	9.6	0.0	0.0	0.0	0.0	0.0	14	82.7	11	52
<b>TOTAL MADRID</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>38.5</b>	<b>28.8</b>	<b>3.8</b>	<b>5.8</b>	<b>9.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>82.7</b>	<b>11</b>	<b>52</b>
MALAGA	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
MALAGA	JET2.COM LTD	S	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
MALAGA	RYANAIR	S	40	0	0	10.0	55.0	25.0	7.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	4	73.8	9	42
<b>TOTAL MALAGA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>48.9</b>	<b>33.3</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>5</b>	<b>73.8</b>	<b>9</b>	<b>42</b>
SANTANDER	RYANAIR	S	19	0	1	10.0	45.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5	72.2	15	18
<b>TOTAL SANTANDER</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>10.0</b>	<b>45.0</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>5.0</b>	<b>5</b>	<b>72.2</b>	<b>15</b>	<b>18</b>
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</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>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SEVILLE	EASYJET UK LTD	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	10	83.3	6	18
SEVILLE	RYANAIR	S	16	0	0	6.3	25.0	37.5	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	55.6	29	18
<b>TOTAL SEVILLE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>32.4</b>	<b>35.3</b>	<b>17.6</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>69.4</b>	<b>18</b>	<b>36</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	92.9	6	28
<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>92.9</b>	<b>6</b>	<b>28</b>
<b>TOTAL SPAIN</b>			<b>295</b>	<b>0</b>	<b>1</b>	<b>7.1</b>	<b>44.9</b>	<b>32.4</b>	<b>7.1</b>	<b>4.7</b>	<b>3.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>9</b>	<b>82.0</b>	<b>9</b>	<b>322</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	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	76.9	9	26
ARRECIFE	RYANAIR	S	14	0	0	0.0	42.9	35.7	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	68.2	11	22
ARRECIFE	TUI AIRWAYS LTD	C	10	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	70.0	17	10
<b>TOTAL ARRECIFE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>46.2</b>	<b>38.5</b>	<b>7.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>72.4</b>	<b>11</b>	<b>58</b>
FUERTEVENTURA	JET2.COM LTD	S	20	0	0	15.0	50.0	30.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	8	18
FUERTEVENTURA	RYANAIR	S	10	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	72.2	11	18
<b>TOTAL FUERTEVENTURA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>33.3</b>	<b>40.0</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>77.8</b>	<b>10</b>	<b>36</b>
LAS PALMAS	JET2.COM LTD	S	20	0	0	10.0	40.0	45.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	18
LAS PALMAS	RYANAIR	S	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	6	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	87.5	4	8
<b>TOTAL LAS PALMAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>46.4</b>	<b>39.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.9</b>	<b>4</b>	<b>44</b>
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	28	0	0	17.9	25.0	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	13	27
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	46	0	0	17.4	52.2	26.1	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.4	6	32
TENERIFE (SURREINA SOFIA)	RYANAIR	S	37	0	1	2.6	26.3	47.4	10.5	2.6	5.3	0.0	2.6	0.0	0.0	2.6	18	69.4	13	36
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	19	0	0	5.3	26.3	36.8	10.5	10.5	5.3	0.0	0.0	5.3	0.0	0.0	41	94.4	3	18

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019		
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 TENERIFE (SURREINA SOFIA)</b>			<b>130</b>	<b>0</b>	<b>1</b>	<b>11.5</b>	<b>35.1</b>	<b>37.4</b>	<b>9.2</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>77.0</b>	<b>10</b>	<b>113</b>
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>240</b>	<b>0</b>	<b>1</b>	<b>9.5</b>	<b>38.6</b>	<b>38.2</b>	<b>9.5</b>	<b>1.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>9</b>	<b>78.5</b>	<b>9</b>	<b>251</b>
<b>GOTEBORG (LANDVETTER)</b>	RYANAIR	S	18	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	62.5	15	16
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>62.5</b>	<b>15</b>	<b>16</b>
<b>STOCKHOLM (ARLANDA)</b>	NORWEGIAN AIR SHUTTLE	S	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	55.6	18	18
<b>STOCKHOLM (ARLANDA)</b>	SAS	S	24	0	0	0.0	33.3	54.2	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	70.8	13	24
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>60.7</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>6</b>	<b>64.3</b>	<b>15</b>	<b>42</b>
<b>STOCKHOLM (SKAVSTA)</b>	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	14	16
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>62.5</b>	<b>14</b>	<b>16</b>
<b>TOTAL SWEDEN</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.1</b>	<b>54.3</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>63.5</b>	<b>15</b>	<b>74</b>
<b>SWITZERLAND</b>																				
<b>BALE MULHOUSE</b>	EASYJET SWITZERLAND	S	22	0	0	4.5	54.5	27.3	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>BALE MULHOUSE</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	65.0	14	20
<b>TOTAL BALE MULHOUSE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>54.5</b>	<b>27.3</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>5</b>	<b>65.0</b>	<b>14</b>	<b>20</b>
<b>GENEVA</b>	EASYJET UK LTD	S	124	0	0	4.8	43.5	33.9	12.1	2.4	1.6	1.6	0.0	0.0	0.0	0.0	9	74.6	12	122
<b>GENEVA</b>	JET2.COM LTD	S	16	0	0	6.3	56.3	25.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	16
<b>GENEVA</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	37.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	62.5	23	8
<b>TOTAL GENEVA</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>43.2</b>	<b>33.1</b>	<b>12.2</b>	<b>4.1</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>76.7</b>	<b>11</b>	<b>146</b>
<b>ZURICH</b>	EDELWEISS AIR	S	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	62.5	14	8
<b>TOTAL ZURICH</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>62.5</b>	<b>14</b>	<b>8</b>
<b>TOTAL SWITZERLAND</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>44.8</b>	<b>32.2</b>	<b>12.6</b>	<b>3.4</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>74.7</b>	<b>12</b>	<b>174</b>
<b>TURKEY</b>																				
<b>ISTANBUL</b>	THY TURKISH AIRLINES	S	62	0	0	24.2	45.2	22.6	8.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL ISTANBUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>24.2</b>	<b>45.2</b>	<b>22.6</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>ISTANBUL ATATURK</b>	THY TURKISH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	59.1	16	44
<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>59.1</b>	<b>16</b>	<b>44</b>
<b>TOTAL TURKEY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>24.2</b>	<b>45.2</b>	<b>22.6</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>59.1</b>	<b>16</b>	<b>44</b>
<b>UNITED ARAB EMIRATES</b>																				
<b>DUBAI</b>	EMIRATES	S	62	0	0	0.0	33.9	41.9	8.1	11.3	4.8	0.0	0.0	0.0	0.0	0.0	12	70.0	10	50
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.9</b>	<b>41.9</b>	<b>8.1</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>12</b>	<b>70.0</b>	<b>10</b>	<b>50</b>
<b>TOTAL UNITED ARAB</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.9</b>	<b>41.9</b>	<b>8.1</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>12</b>	<b>70.0</b>	<b>10</b>	<b>50</b>
<b>UNITED KINGDOM</b>																				
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	134	0	0	9.7	59.0	23.9	3.0	2.2	2.2	0.0	0.0	0.0	0.0	0.0	5	86.9	8	197

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 15 m early	15 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>59.0</b>	<b>23.9</b>	<b>3.0</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>0.0</b>	<b>5</b>	<b>86.9</b>	<b>8</b>	<b>197</b>
BELFAST INTERNATIONAL	EASYJET UK LTD	S	168	0	0	11.3	52.4	23.2	9.5	1.8	0.6	1.2	0.0	0.0	0.0	0.0	6	84.6	9	175
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>52.4</b>	<b>23.2</b>	<b>9.5</b>	<b>1.8</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>84.6</b>	<b>9</b>	<b>175</b>
BIRMINGHAM	FLYBE LTD	S	316	0	0	11.4	68.4	17.1	1.6	1.3	0.3	0.0	0.0	0.0	0.0	0.0	2	73.4	14	351
<b>TOTAL BIRMINGHAM</b>			<b>316</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>68.4</b>	<b>17.1</b>	<b>1.6</b>	<b>1.3</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>2</b>	<b>73.4</b>	<b>14</b>	<b>351</b>
BRISTOL	EASYJET UK LTD	S	219	0	2	12.7	50.2	25.8	5.9	1.8	0.9	1.8	0.0	0.0	0.0	0.9	6	74.5	12	214
<b>TOTAL BRISTOL</b>			<b>219</b>	<b>0</b>	<b>2</b>	<b>12.7</b>	<b>50.2</b>	<b>25.8</b>	<b>5.9</b>	<b>1.8</b>	<b>0.9</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>6</b>	<b>74.5</b>	<b>12</b>	<b>214</b>
CARDIFF WALES	FLYBE LTD	S	152	0	2	13.6	53.9	22.1	1.9	2.6	4.5	0.0	0.0	0.0	0.0	1.3	7	81.0	10	84
<b>TOTAL CARDIFF WALES</b>			<b>152</b>	<b>0</b>	<b>2</b>	<b>13.6</b>	<b>53.9</b>	<b>22.1</b>	<b>1.9</b>	<b>2.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>7</b>	<b>81.0</b>	<b>10</b>	<b>84</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	44	0	0	15.9	45.5	20.5	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	90.5	5	42
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>45.5</b>	<b>20.5</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>90.5</b>	<b>5</b>	<b>42</b>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	8	126
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S	151	0	18	4.7	37.9	27.2	4.1	4.1	7.1	4.1	0.0	0.0	0.0	10.7	18	0.0	0	0
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>151</b>	<b>0</b>	<b>18</b>	<b>4.7</b>	<b>37.9</b>	<b>27.2</b>	<b>4.1</b>	<b>4.1</b>	<b>7.1</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.7</b>	<b>18</b>	<b>83.3</b>	<b>8</b>	<b>126</b>
EXETER	FLYBE LTD	S	46	0	0	10.9	58.7	28.3	0.0	0.0	0.0	0.0	2.2	0.0	0.0	0.0	6	77.1	15	48
<b>TOTAL EXETER</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>58.7</b>	<b>28.3</b>	<b>0.0</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>0.0</b>	<b>6</b>	<b>77.1</b>	<b>15</b>	<b>48</b>
GATWICK	BRITISH AIRWAYS PLC	S	188	0	0	13.8	68.1	14.4	1.6	2.1	0.0	0.0	0.0	0.0	0.0	0.0	2	91.5	4	188
GATWICK	EASYJET UK LTD	S	222	0	0	9.9	43.2	28.4	11.7	4.5	2.3	0.0	0.0	0.0	0.0	0.0	8	78.7	10	225
<b>TOTAL GATWICK</b>			<b>410</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>54.6</b>	<b>22.0</b>	<b>7.1</b>	<b>3.4</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>84.5</b>	<b>7</b>	<b>413</b>
GLASGOW	BRITISH AIRWAYS PLC	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
GLASGOW	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	40	2
GLASGOW	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1
GLASGOW	JET2.COM LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL GLASGOW</b>			<b>1</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>15</b>	<b>66.7</b>	<b>31</b>	<b>3</b>
GUERNSEY	LOGANAIR LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL GUERNSEY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
HEATHROW	BRITISH AIRWAYS PLC	S	518	0	2	8.3	62.9	21.2	4.8	1.3	1.2	0.0	0.0	0.0	0.0	0.4	3	91.6	4	461
HEATHROW	FLYBE LTD	S	357	0	1	14.0	50.8	27.7	3.1	2.8	0.8	0.0	0.6	0.0	0.0	0.3	5	82.9	8	210
<b>TOTAL HEATHROW</b>			<b>875</b>	<b>0</b>	<b>3</b>	<b>10.6</b>	<b>58.0</b>	<b>23.8</b>	<b>4.1</b>	<b>1.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>4</b>	<b>88.9</b>	<b>6</b>	<b>671</b>
ISLE OF MAN	LOGANAIR LTD	S	34	0	2	11.1	44.4	19.4	8.3	11.1	0.0	0.0	0.0	0.0	0.0	5.6	8	83.3	15	18
<b>TOTAL ISLE OF MAN</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>11.1</b>	<b>44.4</b>	<b>19.4</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>5.6</b>	<b>8</b>	<b>83.3</b>	<b>15</b>	<b>18</b>
JERSEY	EASYJET UK LTD	S	18	0	0	11.1	33.3	16.7	5.6	27.8	5.6	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
<b>TOTAL JERSEY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>16.7</b>	<b>5.6</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	LOGANAIR LTD	S	126	0	0	7.1	55.6	21.4	2.4	2.4	8.7	2.4	0.0	0.0	0.0	0.0	14	79.3	16	118
<b>TOTAL KIRKWALL</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>55.6</b>	<b>21.4</b>	<b>2.4</b>	<b>2.4</b>	<b>8.7</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>79.3</b>	<b>16</b>	<b>118</b>
LONDON CITY	BA CITYFLYER LTD	S	395	0	0	4.8	52.2	29.4	6.6	3.8	2.0	0.5	0.8	0.0	0.0	0.0	9	86.2	8	353
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	0.0	0	0
LONDON CITY	FLYBE LTD	S	167	0	3	6.5	44.1	31.2	10.6	4.1	1.8	0.0	0.0	0.0	0.0	1.8	8	84.4	8	208
<b>TOTAL LONDON CITY</b>			<b>562</b>	<b>0</b>	<b>10</b>	<b>5.2</b>	<b>49.1</b>	<b>29.5</b>	<b>7.7</b>	<b>3.8</b>	<b>1.9</b>	<b>0.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>8</b>	<b>85.5</b>	<b>8</b>	<b>561</b>
LUTON	EASYJET UK LTD	S	190	0	0	15.3	52.6	21.1	5.8	3.7	1.1	0.5	0.0	0.0	0.0	0.0	6	77.0	9	191
<b>TOTAL LUTON</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>15.3</b>	<b>52.6</b>	<b>21.1</b>	<b>5.8</b>	<b>3.7</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>6</b>	<b>77.0</b>	<b>9</b>	<b>191</b>
MANCHESTER	FLYBE LTD	S	130	0	0	12.3	48.5	32.3	2.3	2.3	2.3	0.0	0.0	0.0	0.0	0.0	5	79.7	10	156
<b>TOTAL MANCHESTER</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>48.5</b>	<b>32.3</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>79.7</b>	<b>10</b>	<b>156</b>
NORWICH	LOGANAIR LTD	S	94	0	0	7.4	54.3	30.9	5.3	1.1	1.1	0.0	0.0	0.0	0.0	0.0	3	87.4	8	95
<b>TOTAL NORWICH</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>54.3</b>	<b>30.9</b>	<b>5.3</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.4</b>	<b>8</b>	<b>95</b>
SOUTHAMPTON	FLYBE LTD	S	191	0	0	10.5	53.4	29.8	3.1	2.6	0.5	0.0	0.0	0.0	0.0	0.0	3	80.7	12	242
<b>TOTAL SOUTHAMPTON</b>			<b>191</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>53.4</b>	<b>29.8</b>	<b>3.1</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>0.0</b>	<b>3</b>	<b>80.7</b>	<b>12</b>	<b>242</b>
STANSTED	EASYJET UK LTD	S	228	0	0	14.5	48.2	23.2	7.0	2.6	4.4	0.0	0.0	0.0	0.0	0.0	7	87.6	7	242
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	89.9	5	288
<b>TOTAL STANSTED</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>48.2</b>	<b>23.2</b>	<b>7.0</b>	<b>2.6</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>7</b>	<b>88.9</b>	<b>6</b>	<b>530</b>
STORNOWAY	LOGANAIR LTD	S	68	0	0	19.1	44.1	17.6	5.9	2.9	4.4	5.9	0.0	0.0	0.0	0.0	17	61.2	15	57
<b>TOTAL STORNOWAY</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>19.1</b>	<b>44.1</b>	<b>17.6</b>	<b>5.9</b>	<b>2.9</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>17</b>	<b>61.2</b>	<b>15</b>	<b>57</b>
SUMBURGH	LOGANAIR LTD	S	114	0	1	10.4	47.0	26.1	8.7	3.5	3.5	0.0	0.0	0.0	0.0	0.9	8	79.5	23	127
<b>TOTAL SUMBURGH</b>			<b>114</b>	<b>0</b>	<b>1</b>	<b>10.4</b>	<b>47.0</b>	<b>26.1</b>	<b>8.7</b>	<b>3.5</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>8</b>	<b>79.5</b>	<b>23</b>	<b>127</b>
WICK JOHN O GROATS	LOGANAIR LTD	S	46	0	0	21.7	52.2	17.4	4.3	0.0	4.3	0.0	0.0	0.0	0.0	0.0	6	78.4	14	37
<b>TOTAL WICK JOHN O GROATS</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>21.7</b>	<b>52.2</b>	<b>17.4</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>0.0</b>	<b>6</b>	<b>78.4</b>	<b>14</b>	<b>37</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4319</b>	<b>0</b>	<b>39</b>	<b>10.6</b>	<b>53.4</b>	<b>24.4</b>	<b>5.2</b>	<b>2.8</b>	<b>2.0</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>6</b>	<b>83.1</b>	<b>9</b>	<b>4456</b>
<b>USA</b>																				
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	34	0	0	35.3	38.2	5.9	5.9	8.8	0.0	2.9	2.9	0.0	0.0	0.0	16	100.0	3	8
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>35.3</b>	<b>38.2</b>	<b>5.9</b>	<b>5.9</b>	<b>8.8</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>16</b>	<b>100.0</b>	<b>3</b>	<b>8</b>
NEW YORK (NEWARK)	UNITED AIRLINES	S	61	0	1	21.0	35.5	11.3	9.7	8.1	8.1	3.2	1.6	0.0	0.0	1.6	24	75.8	21	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>21.0</b>	<b>35.5</b>	<b>11.3</b>	<b>9.7</b>	<b>8.1</b>	<b>8.1</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>24</b>	<b>75.8</b>	<b>21</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	76.6	11	45
<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>76.6</b>	<b>11</b>	<b>45</b>
<b>TOTAL USA</b>			<b>95</b>	<b>0</b>	<b>1</b>	<b>26.0</b>	<b>36.5</b>	<b>9.4</b>	<b>8.3</b>	<b>8.3</b>	<b>5.2</b>	<b>3.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>21</b>	<b>77.8</b>	<b>16</b>	<b>115</b>
<b>TOTAL EDINBURGH</b>			<b>8397</b>	<b>0</b>	<b>60</b>	<b>9.4</b>	<b>48.0</b>	<b>28.5</b>	<b>7.2</b>	<b>3.5</b>	<b>2.1</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>8</b>	<b>81.0</b>	<b>10</b>	<b>8227</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
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	15 m late	16 m late	31 m late	61 m late	121 m late	181 m late								
<b>FINLAND</b>																					
ENONTEKIO	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	240	1	
<b>TOTAL ENONTEKIO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>240</b>	<b>1</b>	
<b>TOTAL FINLAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>240</b>	<b>1</b>	
<b>FRANCE</b>																					
CHAMBERY	FLYBE LTD	S	8	0	0	0.0	12.5	12.5	12.5	12.5	12.5	12.5	25.0	0.0	0.0	0.0	101	87.5	23	8	
CHAMBERY	TUI AIRWAYS LTD	C	7	0	0	14.3	0.0	28.6	14.3	0.0	14.3	14.3	14.3	0.0	0.0	0.0	71	75.0	8	8	
<b>TOTAL CHAMBERY</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>6.7</b>	<b>20.0</b>	<b>13.3</b>	<b>6.7</b>	<b>13.3</b>	<b>13.3</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>87</b>	<b>81.3</b>	<b>15</b>	<b>16</b>	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	81	0	0	7.4	51.9	34.6	4.9	0.0	1.2	0.0	0.0	0.0	0.0	0.0	3	80.2	13	116	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>51.9</b>	<b>34.6</b>	<b>4.9</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>80.2</b>	<b>13</b>	<b>116</b>	
<b>TOTAL FRANCE</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>44.8</b>	<b>32.3</b>	<b>6.3</b>	<b>1.0</b>	<b>3.1</b>	<b>2.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>80.3</b>	<b>13</b>	<b>132</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	FLYBE LTD	S	36	0	0	8.3	52.8	22.2	13.9	2.8	0.0	0.0	0.0	0.0	0.0	0.0	5	84.2	12	38	
<b>TOTAL DUBLIN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>52.8</b>	<b>22.2</b>	<b>13.9</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>84.2</b>	<b>12</b>	<b>38</b>	
SHANNON	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL 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>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>52.8</b>	<b>22.2</b>	<b>13.9</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>84.6</b>	<b>12</b>	<b>39</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	16	0	0	6.3	6.3	68.8	6.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>6.3</b>	<b>68.8</b>	<b>6.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>6.3</b>	<b>68.8</b>	<b>6.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	107	0	0	11.2	46.7	29.0	9.3	1.9	1.9	0.0	0.0	0.0	0.0	0.0	5	83.7	10	96	
<b>TOTAL AMSTERDAM</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>46.7</b>	<b>29.0</b>	<b>9.3</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>83.7</b>	<b>10</b>	<b>96</b>	
<b>TOTAL NETHERLANDS</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>46.7</b>	<b>29.0</b>	<b>9.3</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>83.7</b>	<b>10</b>	<b>96</b>	
<b>NORWAY</b>																					
BARDUFOSS	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	31	2	
<b>TOTAL BARDUFOSS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>31</b>	<b>2</b>	
<b>TOTAL NORWAY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>31</b>	<b>2</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	57	4	
<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>50.0</b>	<b>57</b>	<b>4</b>	
<b>TOTAL PORTUGAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>57</b>	<b>4</b>	
<b>ROMANIA</b>																					
CONSTANTA	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 CONSTANTA</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>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
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 ROMANIA</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>SPAIN</b>																					
ALICANTE	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	7	28	
ALICANTE	RYANAIR	S	20	0	0	5.0	30.0	55.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL ALICANTE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>30.0</b>	<b>55.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.7</b>	<b>7</b>	<b>28</b>	
MALAGA	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	16	
MALAGA	RYANAIR	S	20	0	0	0.0	35.0	35.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL MALAGA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.0</b>	<b>35.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
<b>TOTAL SPAIN</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>32.5</b>	<b>45.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>86.4</b>	<b>6</b>	<b>44</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	16.7	44.4	33.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	8	18	
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>44.4</b>	<b>33.3</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>77.8</b>	<b>8</b>	<b>18</b>	
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	100.0	4	8	
<b>TOTAL LAS PALMAS</b>			<b>8</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>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>100.0</b>	<b>4</b>	<b>8</b>	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	28	0	0	3.6	60.7	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.7	8	28	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>60.7</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>1</b>	<b>85.7</b>	<b>8</b>	<b>28</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>53.7</b>	<b>35.2</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.2</b>	<b>7</b>	<b>54</b>	
<b>SWITZERLAND</b>																					
GENEVA	FLYBE LTD	S	7	0	0	0.0	0.0	28.6	14.3	42.9	0.0	0.0	14.3	0.0	0.0	0.0	68	50.0	16	8	
<b>TOTAL GENEVA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>28.6</b>	<b>14.3</b>	<b>42.9</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>68</b>	<b>50.0</b>	<b>16</b>	<b>8</b>	
<b>TOTAL SWITZERLAND</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>28.6</b>	<b>14.3</b>	<b>42.9</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>68</b>	<b>50.0</b>	<b>16</b>	<b>8</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	24	0	0	4.2	50.0	45.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.0	10	40	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>50.0</b>	<b>45.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>85.0</b>	<b>10</b>	<b>40</b>	
EDINBURGH	FLYBE LTD	S	44	0	0	15.9	65.9	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.4	13	48	
<b>TOTAL EDINBURGH</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>65.9</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>85.4</b>	<b>13</b>	<b>48</b>	
GLASGOW	FLYBE 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	
GLASGOW	FLYBE LTD	S	26	0	0	19.2	42.3	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	78.1	11	32	
<b>TOTAL GLASGOW</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>46.4</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>0.0</b>	<b>3</b>	<b>78.1</b>	<b>11</b>	<b>32</b>	
GUERNSEY	FLYBE LTD	S	42	0	0	7.1	61.9	19.0	0.0	2.4	7.1	0.0	2.4	0.0	0.0	0.0	14	76.6	14	47	
<b>TOTAL GUERNSEY</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>61.9</b>	<b>19.0</b>	<b>0.0</b>	<b>2.4</b>	<b>7.1</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>76.6</b>	<b>14</b>	<b>47</b>	
HEATHROW	FLYBE LTD	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL HEATHROW</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>	
JERSEY	FLYBE LTD	S	46	0	0	2.2	58.7	23.9	6.5	0.0	4.3	4.3	0.0	0.0	0.0	0.0	13	79.2	6	47	
<b>TOTAL JERSEY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>58.7</b>	<b>23.9</b>	<b>6.5</b>	<b>0.0</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>79.2</b>	<b>6</b>	<b>47</b>	

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	23	0	0	13.0	69.6	13.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	3	84.3	8	51
<b>TOTAL LONDON CITY</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>69.6</b>	<b>13.0</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>84.3</b>	<b>8</b>	<b>51</b>
MANCHESTER	AURIGNY AIR SERVICES	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
MANCHESTER	FLYBE LTD	S	151	0	0	11.3	54.3	31.8	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	2	84.1	9	168
<b>TOTAL MANCHESTER</b>			<b>151</b>	<b>1</b>	<b>0</b>	<b>11.2</b>	<b>53.9</b>	<b>31.6</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>2</b>	<b>84.1</b>	<b>9</b>	<b>168</b>
NEWCASTLE	FLYBE LTD	S	32	0	0	12.5	71.9	9.4	3.1	3.1	0.0	0.0	0.0	0.0	0.0	0.0	2	86.1	7	36
<b>TOTAL NEWCASTLE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>71.9</b>	<b>9.4</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>86.1</b>	<b>7</b>	<b>36</b>
NEWQUAY	FLYBE LTD	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
<b>TOTAL NEWQUAY</b>			<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NORWICH	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.7	18	37
<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>73.7</b>	<b>18</b>	<b>37</b>
SOUTHEND	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	113	1
<b>TOTAL SOUTHEND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>113</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>390</b>	<b>3</b>	<b>0</b>	<b>10.4</b>	<b>58.0</b>	<b>25.4</b>	<b>2.0</b>	<b>1.3</b>	<b>1.3</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>4</b>	<b>82.0</b>	<b>10</b>	<b>507</b>
<b>TOTAL EXETER</b>			<b>747</b>	<b>3</b>	<b>0</b>	<b>9.2</b>	<b>51.2</b>	<b>29.3</b>	<b>4.9</b>	<b>2.1</b>	<b>1.6</b>	<b>0.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>7</b>	<b>81.7</b>	<b>11</b>	<b>887</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
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>ALBANIA</b>																				
TIRANA	BRITISH AIRWAYS PLC	S	66	0	0	21.2	42.4	28.8	3.0	1.5	1.5	0.0	1.5	0.0	0.0	0.0	8	93.9	2	66
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	0	1
<b>TOTAL TIRANA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>21.2</b>	<b>42.4</b>	<b>28.8</b>	<b>3.0</b>	<b>1.5</b>	<b>1.5</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>94.0</b>	<b>2</b>	<b>67</b>
<b>TOTAL ALBANIA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>21.2</b>	<b>42.4</b>	<b>28.8</b>	<b>3.0</b>	<b>1.5</b>	<b>1.5</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>94.0</b>	<b>2</b>	<b>67</b>
<b>ALGERIA</b>																				
ALGIERS	BRITISH AIRWAYS PLC	S	42	0	0	16.7	19.0	45.2	14.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	9	81.8	12	44
<b>TOTAL ALGIERS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>19.0</b>	<b>45.2</b>	<b>14.3</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.8</b>	<b>12</b>	<b>44</b>
<b>TOTAL ALGERIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>19.0</b>	<b>45.2</b>	<b>14.3</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.8</b>	<b>12</b>	<b>44</b>
<b>ANTIGUA AND BARBUDA</b>																				
ANTIGUA	BRITISH AIRWAYS PLC	S	9	0	0	33.3	22.2	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	10
ANTIGUA	VIRGIN ATLANTIC AIRWAYS LTD	S	36	0	0	19.4	38.9	27.8	2.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	48	35
<b>TOTAL ANTIGUA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>35.6</b>	<b>31.1</b>	<b>2.2</b>	<b>8.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.4</b>	<b>38</b>	<b>45</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>35.6</b>	<b>31.1</b>	<b>2.2</b>	<b>8.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.4</b>	<b>38</b>	<b>45</b>
<b>ARGENTINA</b>																				
BUENOS AIRES	NORWEGIAN AIR UK LTD	S	54	0	0	29.6	44.4	18.5	3.7	1.9	0.0	1.9	0.0	0.0	0.0	0.0	5	75.8	9	62
<b>TOTAL BUENOS AIRES</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>29.6</b>	<b>44.4</b>	<b>18.5</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.8</b>	<b>9</b>	<b>62</b>
<b>TOTAL ARGENTINA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>29.6</b>	<b>44.4</b>	<b>18.5</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.8</b>	<b>9</b>	<b>62</b>
<b>AUSTRIA</b>																				
INNSBRUCK	AUSTRIAN AIRLINES	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	5	100.0	7	1
INNSBRUCK	BRITISH AIRWAYS PLC	C	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	3	0.0	0	0
INNSBRUCK	BRITISH AIRWAYS PLC	S	44	0	0	25.0	40.9	22.7	0.0	2.3	4.5	0.0	0.0	4.5	0.0	0.0	64	80.5	13	40
INNSBRUCK	EASYJET UK LTD	S	142	0	0	9.9	43.7	33.1	6.3	3.5	1.4	1.4	0.0	0.7	0.0	0.0	11	72.1	17	145
INNSBRUCK	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	63.6	19	11
INNSBRUCK	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	47.6	44	20
INNSBRUCK	TUI AIRWAYS LTD	C	23	0	8	3.2	12.9	32.3	6.5	12.9	0.0	0.0	6.5	0.0	0.0	25.8	39	46.7	56	14
<b>TOTAL INNSBRUCK</b>			<b>219</b>	<b>0</b>	<b>8</b>	<b>11.5</b>	<b>38.3</b>	<b>32.6</b>	<b>4.8</b>	<b>4.4</b>	<b>1.8</b>	<b>0.9</b>	<b>0.9</b>	<b>1.3</b>	<b>0.0</b>	<b>3.5</b>	<b>24</b>	<b>69.5</b>	<b>21</b>	<b>231</b>
KLAGENFURT	EASYJET UK LTD	S	14	0	0	7.1	42.9	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.4	3	18
<b>TOTAL KLAGENFURT</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>42.9</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>94.4</b>	<b>3</b>	<b>18</b>
LINZ	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	98	3
<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>33.3</b>	<b>98</b>	<b>3</b>
SALZBURG	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	87.5	4	8
SALZBURG	BRITISH AIRWAYS PLC	S	92	0	0	19.6	50.0	22.8	5.4	2.2	0.0	0.0	0.0	0.0	0.0	0.0	3	83.8	11	80
SALZBURG	EASYJET UK LTD	S	26	0	0	7.7	26.9	53.8	3.8	0.0	3.8	3.8	0.0	0.0	0.0	0.0	12	83.3	13	36
SALZBURG	TUI AIRWAYS LTD	C	17	0	0	11.8	23.5	47.1	0.0	11.8	0.0	0.0	5.9	0.0	0.0	0.0	22	62.5	37	16
<b>TOTAL SALZBURG</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>16.3</b>	<b>42.2</b>	<b>31.9</b>	<b>4.4</b>	<b>3.0</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.4</b>	<b>14</b>	<b>140</b>

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## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019				
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	
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	89.7	7	58	
VIENNA	BRITISH AIRWAYS PLC	S	18	0	0	27.8	22.2	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	20	6	
VIENNA	EASYJET UK LTD	S	66	0	0	1.5	36.4	42.4	9.1	9.1	1.5	0.0	0.0	0.0	0.0	0.0	10	70.3	12	74	
<b>TOTAL VIENNA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>33.3</b>	<b>44.0</b>	<b>7.1</b>	<b>7.1</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>77.5</b>	<b>10</b>	<b>138</b>	
<b>TOTAL AUSTRIA</b>			<b>452</b>	<b>0</b>	<b>8</b>	<b>12.0</b>	<b>38.7</b>	<b>35.0</b>	<b>5.0</b>	<b>4.3</b>	<b>1.3</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>1.7</b>	<b>15</b>	<b>75.3</b>	<b>16</b>	<b>530</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	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	18	0.0	0	0	
BRIDGETOWN	BRITISH AIRWAYS PLC	S	106	0	0	6.6	44.3	25.5	10.4	4.7	2.8	1.9	3.8	0.0	0.0	0.0	22	74.5	14	106	
BRIDGETOWN	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.0	19	20	
BRIDGETOWN	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	59	8	
BRIDGETOWN	TUI AIRWAYS LTD	C	59	0	1	3.3	8.3	46.7	20.0	15.0	3.3	0.0	1.7	0.0	0.0	1.7	23	62.5	64	39	
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	C	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	16.7	37	6	
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	70	0	0	20.0	38.6	20.0	10.0	8.6	2.9	0.0	0.0	0.0	0.0	0.0	9	65.6	19	61	
<b>TOTAL BRIDGETOWN</b>			<b>239</b>	<b>0</b>	<b>1</b>	<b>10.0</b>	<b>32.9</b>	<b>29.6</b>	<b>12.9</b>	<b>8.3</b>	<b>2.9</b>	<b>0.8</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>18</b>	<b>66.0</b>	<b>26</b>	<b>240</b>	
<b>TOTAL BARBADOS</b>			<b>239</b>	<b>0</b>	<b>1</b>	<b>10.0</b>	<b>32.9</b>	<b>29.6</b>	<b>12.9</b>	<b>8.3</b>	<b>2.9</b>	<b>0.8</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>18</b>	<b>66.0</b>	<b>26</b>	<b>240</b>	
<b>BELARUS</b>																					
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	36	0	0	8.3	27.8	50.0	8.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	76.9	8	26	
<b>TOTAL MINSK INT'L</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>27.8</b>	<b>50.0</b>	<b>8.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.9</b>	<b>8</b>	<b>26</b>	
<b>TOTAL BELARUS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>27.8</b>	<b>50.0</b>	<b>8.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.9</b>	<b>8</b>	<b>26</b>	
<b>BERMUDA</b>																					
BERMUDA	BRITISH AIRWAYS PLC	S	46	0	0	8.7	58.7	15.2	6.5	2.2	8.7	0.0	0.0	0.0	0.0	0.0	10	88.9	5	45	
<b>TOTAL BERMUDA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>58.7</b>	<b>15.2</b>	<b>6.5</b>	<b>2.2</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>10</b>	<b>88.9</b>	<b>5</b>	<b>45</b>	
<b>TOTAL BERMUDA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>58.7</b>	<b>15.2</b>	<b>6.5</b>	<b>2.2</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>10</b>	<b>88.9</b>	<b>5</b>	<b>45</b>	
<b>BRAZIL</b>																					
MANAUS-EDUARDO GOMES	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	82	1	
<b>TOTAL MANAUS-EDUARDO GOMES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>82</b>	<b>1</b>	
RIO DE JANEIRO (GALEAO)	NORWEGIAN AIR UK LTD	S	35	0	0	20.0	28.6	48.6	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>28.6</b>	<b>48.6</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</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>20.0</b>	<b>28.6</b>	<b>48.6</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>82</b>	<b>1</b>	
<b>BULGARIA</b>																					
SOFIA	EASYJET UK LTD	S	90	0	0	18.9	47.8	24.4	3.3	2.2	1.1	1.1	1.1	0.0	0.0	0.0	8	90.2	6	82	
SOFIA	NORWEGIAN AIR INTERNATIONAL	C	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	62.5	14	8	
SOFIA	TUI AIRWAYS LTD	C	8	0	0	12.5	12.5	37.5	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	19	50.0	25	8	
<b>TOTAL SOFIA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>17.0</b>	<b>45.3</b>	<b>26.4</b>	<b>3.8</b>	<b>3.8</b>	<b>1.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>84.7</b>	<b>8</b>	<b>98</b>	

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ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL BULGARIA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>17.0</b>	<b>45.3</b>	<b>26.4</b>	<b>3.8</b>	<b>3.8</b>	<b>1.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>84.7</b>	<b>8</b>	<b>98</b>
<b>CANADA</b>																				
<b>CALGARY</b>	WEST JET AIRLINES	S	30	0	0	20.0	26.7	33.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	69.2	67	26
<b>TOTAL CALGARY</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>26.7</b>	<b>33.3</b>	<b>13.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>69.2</b>	<b>67</b>	<b>26</b>
<b>TORONTO</b>	AIR TRANSAT	S	62	0	0	1.6	16.1	35.5	27.4	12.9	6.5	0.0	0.0	0.0	0.0	0.0	19	51.6	61	62
<b>TORONTO</b>	WEST JET AIRLINES	S	62	0	0	29.0	21.0	32.3	8.1	4.8	1.6	0.0	3.2	0.0	0.0	0.0	12	62.9	34	62
<b>TOTAL TORONTO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>15.3</b>	<b>18.5</b>	<b>33.9</b>	<b>17.7</b>	<b>8.9</b>	<b>4.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>57.3</b>	<b>47</b>	<b>124</b>
<b>TOTAL CANADA</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>16.2</b>	<b>20.1</b>	<b>33.8</b>	<b>16.9</b>	<b>8.4</b>	<b>3.2</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>59.3</b>	<b>51</b>	<b>150</b>
<b>CAPE VERDE ISLANDS</b>																				
<b>BOA VISTA (RABIL)</b>	TUI AIRWAYS LTD	S	36	0	1	5.4	18.9	45.9	18.9	2.7	2.7	0.0	0.0	2.7	0.0	2.7	45	83.3	9	36
<b>TOTAL BOA VISTA (RABIL)</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>5.4</b>	<b>18.9</b>	<b>45.9</b>	<b>18.9</b>	<b>2.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>2.7</b>	<b>45</b>	<b>83.3</b>	<b>9</b>	<b>36</b>
<b>ILHA DO SAL C.VERDE</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	9	10
<b>ILHA DO SAL C.VERDE</b>	TUI AIRWAYS LTD	S	26	0	0	0.0	15.4	38.5	30.8	11.5	3.8	0.0	0.0	0.0	0.0	0.0	17	69.4	22	36
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>38.5</b>	<b>30.8</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>69.6</b>	<b>19</b>	<b>46</b>
<b>TOTAL CAPE VERDE</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>17.5</b>	<b>42.9</b>	<b>23.8</b>	<b>6.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>33</b>	<b>75.6</b>	<b>15</b>	<b>82</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	95.5	5	22
<b>TOTAL CHENGDU</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>95.5</b>	<b>5</b>	<b>22</b>
<b>SHANGHAI (PU DONG)</b>	AIR CHINA	S	34	0	0	2.9	47.1	35.3	8.8	2.9	2.9	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>SHANGHAI (PU DONG)</b>	CHINA EASTERN AIRLINES	S	58	0	0	25.9	53.4	15.5	1.7	3.4	0.0	0.0	0.0	0.0	0.0	0.0	3	96.2	2	26
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>51.1</b>	<b>22.8</b>	<b>4.3</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>0.0</b>	<b>5</b>	<b>96.2</b>	<b>2</b>	<b>26</b>
<b>WUHAN TIANHE INTERNATIONAL</b>	WAMOS 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
<b>TOTAL WUHAN TIANHE INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CHINA</b>			<b>92</b>	<b>0</b>	<b>1</b>	<b>17.2</b>	<b>50.5</b>	<b>22.6</b>	<b>4.3</b>	<b>3.2</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>5</b>	<b>95.8</b>	<b>3</b>	<b>48</b>
<b>COSTA RICA</b>																				
<b>LIBERIA</b>	TUI AIRWAYS LTD	C	8	0	0	12.5	12.5	50.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12	33.3	20	9
<b>TOTAL LIBERIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>50.0</b>	<b>12.5</b>	<b>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>33.3</b>	<b>20</b>	<b>9</b>
<b>SAN JOSE COST RICA</b>	BRITISH AIRWAYS PLC	S	27	0	0	11.1	37.0	29.6	11.1	3.7	7.4	0.0	0.0	0.0	0.0	0.0	11	59.3	32	27
<b>TOTAL SAN JOSE COST RICA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>37.0</b>	<b>29.6</b>	<b>11.1</b>	<b>3.7</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>59.3</b>	<b>32</b>	<b>27</b>
<b>TOTAL COSTA RICA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>31.4</b>	<b>34.3</b>	<b>11.4</b>	<b>2.9</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>52.8</b>	<b>29</b>	<b>36</b>
<b>CROATIA</b>																				
<b>DUBROVNIK</b>	BRITISH AIRWAYS PLC	S	12	0	0	16.7	41.7	8.3	16.7	0.0	8.3	0.0	8.3	0.0	0.0	0.0	32	66.7	20	6
<b>TOTAL DUBROVNIK</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>41.7</b>	<b>8.3</b>	<b>16.7</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>66.7</b>	<b>20</b>	<b>6</b>
<b>TOTAL CROATIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>41.7</b>	<b>8.3</b>	<b>16.7</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>66.7</b>	<b>20</b>	<b>6</b>
<b>CUBA</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
HAVANA	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	16.7	50.0	11.1	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	9	55.6	22	18	
<b>TOTAL HAVANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>55.6</b>	<b>22</b>	<b>18</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	30.0	27	10	
<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>30.0</b>	<b>27</b>	<b>10</b>	
<b>TOTAL CUBA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>46.4</b>	<b>24</b>	<b>28</b>	
<b>CYPRUS</b>																					
LARNACA	EASYJET UK LTD	S	38	0	1	2.6	30.8	51.3	10.3	2.6	0.0	0.0	0.0	0.0	0.0	2.6	8	76.3	14	38	
<b>TOTAL LARNACA</b>			<b>38</b>	<b>0</b>	<b>1</b>	<b>2.6</b>	<b>30.8</b>	<b>51.3</b>	<b>10.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>8</b>	<b>76.3</b>	<b>14</b>	<b>38</b>	
PAPHOS	EASYJET UK LTD	S	34	0	0	14.7	41.2	35.3	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	91.2	13	34	
PAPHOS	TUI AIRWAYS LTD	C	19	0	0	10.5	36.8	36.8	5.3	10.5	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	9	18	
<b>TOTAL PAPHOS</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>39.6</b>	<b>35.8</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>5</b>	<b>90.4</b>	<b>11</b>	<b>52</b>	
<b>TOTAL CYPRUS</b>			<b>91</b>	<b>0</b>	<b>1</b>	<b>8.7</b>	<b>35.9</b>	<b>42.4</b>	<b>8.7</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>1.1</b>	<b>6</b>	<b>84.4</b>	<b>12</b>	<b>90</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	94	0	0	5.3	37.2	40.4	7.4	6.4	2.1	1.1	0.0	0.0	0.0	0.0	11	71.3	17	108	
PRAGUE	SMARTWINGS	S	0	0	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	
<b>TOTAL PRAGUE</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>37.2</b>	<b>40.4</b>	<b>7.4</b>	<b>6.4</b>	<b>2.1</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>70.6</b>	<b>17</b>	<b>136</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>37.2</b>	<b>40.4</b>	<b>7.4</b>	<b>6.4</b>	<b>2.1</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>70.6</b>	<b>17</b>	<b>136</b>	
<b>DENMARK</b>																					
AARHUS (TIRSTRUP)	EASYJET UK LTD	S	18	0	0	16.7	77.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	16	
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>77.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
COPENHAGEN	EASYJET UK LTD	S	124	0	0	8.9	55.6	28.2	3.2	3.2	0.8	0.0	0.0	0.0	0.0	0.0	3	91.1	5	146	
COPENHAGEN	NORWEGIAN AIR INTERNATIONAL	S	275	0	0	5.1	50.5	34.5	6.2	3.3	0.4	0.0	0.0	0.0	0.0	0.0	5	79.3	9	308	
COPENHAGEN	TUI FLY NORDIC	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 COPENHAGEN</b>			<b>400</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>52.0</b>	<b>32.5</b>	<b>5.5</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>4</b>	<b>83.1</b>	<b>8</b>	<b>454</b>	
<b>TOTAL DENMARK</b>			<b>418</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>53.1</b>	<b>31.3</b>	<b>5.3</b>	<b>3.1</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>4</b>	<b>83.7</b>	<b>8</b>	<b>470</b>	
<b>DOMINICAN REPUBLIC</b>																					
PUNTA CANA	BRITISH AIRWAYS PLC	C	4	0	1	0.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	7	0.0	0	0	
PUNTA CANA	BRITISH AIRWAYS PLC	S	35	0	1	16.7	36.1	25.0	16.7	2.8	0.0	0.0	0.0	0.0	0.0	2.8	6	92.6	4	27	
PUNTA CANA	TUI AIRWAYS LTD	C	18	0	0	16.7	11.1	66.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	11	18	
PUNTA CANA	TUI FLY NORDIC	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	253	0.0	0	0	
<b>TOTAL PUNTA CANA</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>15.0</b>	<b>26.7</b>	<b>38.3</b>	<b>11.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>11</b>	<b>86.7</b>	<b>6</b>	<b>45</b>	
<b>TOTAL DOMINICAN</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>15.0</b>	<b>26.7</b>	<b>38.3</b>	<b>11.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>11</b>	<b>86.7</b>	<b>6</b>	<b>45</b>	
<b>EGYPT</b>																					
HURGHADA	EASYJET UK LTD	S	26	0	1	11.1	25.9	37.0	14.8	0.0	3.7	0.0	3.7	0.0	0.0	3.7	21	79.3	16	28	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
HURGHADA	ENTER AIR	S	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	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	73.3	12	30	
HURGHADA	TUI AIRWAYS LTD	S	21	0	0	4.8	23.8	57.1	4.8	9.5	0.0	0.0	0.0	0.0	0.0	0.0	8	55.0	17	20	
<b>TOTAL HURGHADA</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>7.7</b>	<b>23.1</b>	<b>48.1</b>	<b>9.6</b>	<b>5.8</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>15</b>	<b>70.9</b>	<b>15</b>	<b>78</b>	
MARSA ALAM	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	13	10	
MARSA ALAM	TUI AIRWAYS LTD	S	10	0	0	0.0	10.0	70.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	66	100.0	3	12	
<b>TOTAL MARSA ALAM</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>70.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66</b>	<b>90.9</b>	<b>7</b>	<b>22</b>	
SHARM EL SHEIKH (OPHIRA)	ENTER AIR	C	8	0	0	0.0	25.0	12.5	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>12.5</b>	<b>37.5</b>	<b>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>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL EGYPT</b>			<b>69</b>	<b>0</b>	<b>1</b>	<b>5.7</b>	<b>21.4</b>	<b>47.1</b>	<b>11.4</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>24</b>	<b>75.2</b>	<b>13</b>	<b>100</b>	
<b>ESTONIA</b>																					
TALLIN	AIR BALTIC	S	26	0	0	0.0	26.9	50.0	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	81.3	30	16	
TALLIN	EASYJET UK LTD	S	18	0	0	0.0	38.9	44.4	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	86.4	3	22	
<b>TOTAL TALLIN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.8</b>	<b>47.7</b>	<b>13.6</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>84.2</b>	<b>14</b>	<b>38</b>	
<b>TOTAL ESTONIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.8</b>	<b>47.7</b>	<b>13.6</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>84.2</b>	<b>14</b>	<b>38</b>	
<b>FINLAND</b>																					
ENONTEKIO	ENTER AIR	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	80.0	9	5	
<b>TOTAL ENONTEKIO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>80.0</b>	<b>9</b>	<b>5</b>	
HELSINKI	NORWEGIAN AIR INTERNATIONAL	S	122	0	1	4.1	26.0	35.8	11.4	13.8	6.5	0.8	0.8	0.0	0.0	0.8	19	75.8	13	124	
<b>TOTAL HELSINKI</b>			<b>122</b>	<b>0</b>	<b>1</b>	<b>4.1</b>	<b>26.0</b>	<b>35.8</b>	<b>11.4</b>	<b>13.8</b>	<b>6.5</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>19</b>	<b>75.8</b>	<b>13</b>	<b>124</b>	
IVALO	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	
IVALO	FINNAIR	S	18	0	0	5.6	44.4	27.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	11	18	
<b>TOTAL IVALO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>27.8</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.9</b>	<b>10</b>	<b>19</b>	
KITTILA	EASYJET UK LTD	C	8	0	0	12.5	25.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	85.7	14	7	
KITTILA	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
KITTILA	FINNAIR	S	8	0	0	12.5	50.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	1	8	
KITTILA	TUI AIRWAYS LTD	C	9	0	0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	55.6	12	9	
<b>TOTAL KITTILA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>16.0</b>	<b>36.0</b>	<b>28.0</b>	<b>12.0</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>80.0</b>	<b>9</b>	<b>25</b>	
KUUSAMO	TUI AIRWAYS LTD	C	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	8	
<b>TOTAL KUUSAMO</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>2</b>	<b>100.0</b>	<b>2</b>	<b>8</b>	
ROVANIEMI	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	0	0	
ROVANIEMI	EASYJET UK LTD	S	20	0	1	4.8	47.6	33.3	4.8	4.8	0.0	0.0	0.0	0.0	0.0	4.8	4	70.0	37	17	
ROVANIEMI	NORWEGIAN AIR INTERNATIONAL	S	28	0	0	10.7	53.6	25.0	7.1	3.6	0.0	0.0	0.0	0.0	0.0	0.0	4	96.2	3	26	
ROVANIEMI	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 ROVANIEMI</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>8.0</b>	<b>52.0</b>	<b>28.0</b>	<b>6.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>4</b>	<b>85.1</b>	<b>16</b>	<b>44</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL FINLAND</b>			<b>224</b>	<b>0</b>	<b>2</b>	<b>6.2</b>	<b>35.8</b>	<b>32.3</b>	<b>10.2</b>	<b>10.2</b>	<b>3.5</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>13</b>	<b>79.4</b>	<b>12</b>	<b>225</b>
<b>FRANCE</b>																				
<b>BORDEAUX</b>	BRITISH AIRWAYS PLC	S	50	0	0	24.0	50.0	22.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	3	94.8	2	58
<b>BORDEAUX</b>	EASYJET UK LTD	S	46	0	0	6.5	39.1	28.3	6.5	10.9	6.5	0.0	2.2	0.0	0.0	0.0	17	86.0	10	50
<b>TOTAL BORDEAUX</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>44.8</b>	<b>25.0</b>	<b>3.1</b>	<b>6.3</b>	<b>4.2</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>90.7</b>	<b>6</b>	<b>108</b>
<b>CHAMBERY</b>	TITAN AIRWAYS LTD	C	24	0	0	8.3	41.7	41.7	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	14	30
<b>CHAMBERY</b>	TUI AIRWAYS LTD	C	37	0	3	2.5	10.0	27.5	7.5	17.5	0.0	10.0	15.0	2.5	0.0	7.5	76	69.2	22	39
<b>TOTAL CHAMBERY</b>			<b>61</b>	<b>0</b>	<b>3</b>	<b>4.7</b>	<b>21.9</b>	<b>32.8</b>	<b>6.3</b>	<b>12.5</b>	<b>0.0</b>	<b>6.3</b>	<b>9.4</b>	<b>1.6</b>	<b>0.0</b>	<b>4.7</b>	<b>48</b>	<b>73.9</b>	<b>19</b>	<b>69</b>
<b>GRENOBLE</b>	BRITISH AIRWAYS PLC	C	48	0	0	27.1	37.5	35.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.4	10	48
<b>GRENOBLE</b>	BRITISH AIRWAYS PLC	S	20	0	0	30.0	20.0	40.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	9	83.3	9	24
<b>GRENOBLE</b>	EASYJET UK LTD	S	32	0	0	15.6	50.0	18.8	0.0	3.1	6.3	3.1	3.1	0.0	0.0	0.0	19	82.4	24	34
<b>GRENOBLE</b>	NORWEGIAN AIR INTERNATIONAL	C	8	0	0	0.0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	62.5	22	16
<b>GRENOBLE</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	30	10
<b>GRENOBLE</b>	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.7	15	11
<b>GRENOBLE</b>	TITAN AIRWAYS LTD	C	24	0	0	33.3	29.2	33.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	81.3	18	16
<b>GRENOBLE</b>	VUELING AIRLINES	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
<b>TOTAL GRENOBLE</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>24.1</b>	<b>33.8</b>	<b>34.6</b>	<b>3.0</b>	<b>0.8</b>	<b>2.3</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>78.6</b>	<b>16</b>	<b>159</b>
<b>LYON</b>	BRITISH AIRWAYS PLC	C	16	0	0	6.3	62.5	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	9	8
<b>LYON</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	1	16
<b>LYON</b>	EASYJET UK LTD	S	126	0	0	12.7	42.1	27.8	10.3	3.2	3.2	0.8	0.0	0.0	0.0	0.0	8	83.3	13	126
<b>LYON</b>	NORWEGIAN AIR INTERNATIONAL	C	16	0	0	0.0	31.3	43.8	18.8	0.0	6.3	0.0	0.0	0.0	0.0	0.0	11	87.5	9	8
<b>LYON</b>	TUI AIRWAYS LTD	C	5	0	0	0.0	20.0	20.0	0.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	67	100.0	1	8
<b>TOTAL LYON</b>			<b>163</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>42.3</b>	<b>29.4</b>	<b>9.8</b>	<b>2.5</b>	<b>4.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.5</b>	<b>11</b>	<b>166</b>
<b>MARSEILLE</b>	EASYJET UK LTD	S	56	0	0	1.8	28.6	46.4	10.7	5.4	7.1	0.0	0.0	0.0	0.0	0.0	13	73.9	11	46
<b>TOTAL MARSEILLE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>28.6</b>	<b>46.4</b>	<b>10.7</b>	<b>5.4</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>13</b>	<b>73.9</b>	<b>11</b>	<b>46</b>
<b>MONTPELLIER</b>	EASYJET UK LTD	S	48	0	0	8.3	41.7	37.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	80.4	10	46
<b>TOTAL MONTPELLIER</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>41.7</b>	<b>37.5</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.4</b>	<b>10</b>	<b>46</b>
<b>NANTES</b>	EASYJET UK LTD	S	80	0	0	7.5	37.5	36.3	6.3	7.5	5.0	0.0	0.0	0.0	0.0	0.0	10	84.6	7	78
<b>TOTAL NANTES</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>37.5</b>	<b>36.3</b>	<b>6.3</b>	<b>7.5</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.6</b>	<b>7</b>	<b>78</b>
<b>NICE</b>	BRITISH AIRWAYS PLC	S	73	0	0	12.3	50.7	28.8	6.8	1.4	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	8	72
<b>NICE</b>	EASYJET UK LTD	S	102	0	0	8.8	31.4	35.3	18.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	78.4	13	134
<b>NICE</b>	JETNETHERLANDS	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>NICE</b>	VISTAJET LTD MALTA	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 NICE</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>39.5</b>	<b>32.2</b>	<b>14.1</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>82.1</b>	<b>11</b>	<b>207</b>
<b>PARIS (CHARLES DE GAULLE)</b>	EASYJET UK LTD	S	160	0	0	4.4	45.6	32.5	8.1	6.3	2.5	0.6	0.0	0.0	0.0	0.0	10	85.7	7	140

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	170	0	2	4.7	47.1	30.8	8.7	7.0	0.6	0.0	0.0	0.0	0.0	1.2	7	62.3	20	122
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>330</b>	<b>0</b>	<b>2</b>	<b>4.5</b>	<b>46.4</b>	<b>31.6</b>	<b>8.4</b>	<b>6.6</b>	<b>1.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>74.8</b>	<b>13</b>	<b>262</b>
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	100	0	2	2.9	37.3	32.4	7.8	13.7	3.9	0.0	0.0	0.0	0.0	2.0	13	86.1	8	122
TOULOUSE (BLAGNAC)	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
TOULOUSE (BLAGNAC)	TITAN AIRWAYS LTD	C	8	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
TOULOUSE (BLAGNAC)	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25	100.0	1	8
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>117</b>	<b>0</b>	<b>2</b>	<b>4.2</b>	<b>35.3</b>	<b>35.3</b>	<b>6.7</b>	<b>11.8</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>13</b>	<b>86.9</b>	<b>7</b>	<b>130</b>
<b>TOTAL FRANCE</b>			<b>1261</b>	<b>0</b>	<b>7</b>	<b>9.1</b>	<b>39.7</b>	<b>32.8</b>	<b>8.0</b>	<b>5.8</b>	<b>2.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>11</b>	<b>81.2</b>	<b>11</b>	<b>1271</b>
<b>GAMBIA</b>																				
BANJUL	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	58.3	41	36
BANJUL	TITAN AIRWAYS LTD	C	27	0	0	14.8	33.3	44.4	3.7	0.0	3.7	0.0	0.0	0.0	0.0	0.0	6	84.2	8	19
<b>TOTAL BANJUL</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>33.3</b>	<b>44.4</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>67.3</b>	<b>30</b>	<b>55</b>
<b>TOTAL GAMBIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>33.3</b>	<b>44.4</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>67.3</b>	<b>30</b>	<b>55</b>
<b>GEORGIA</b>																				
TBILISI	GEORGIAN AIRWAYS	S	8	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.8	4	22
<b>TOTAL TBILISI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>80.8</b>	<b>4</b>	<b>22</b>
<b>TOTAL GEORGIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>80.8</b>	<b>4</b>	<b>22</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	EASYJET UK LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	2
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	86	0	0	12.8	41.9	30.2	7.0	7.0	1.2	0.0	0.0	0.0	0.0	0.0	8	75.0	15	84
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>41.9</b>	<b>30.2</b>	<b>7.0</b>	<b>7.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.6</b>	<b>15</b>	<b>86</b>
BERLIN (TEGEL)	EASYJET UK LTD	S	146	0	0	19.9	37.7	36.3	2.1	2.7	1.4	0.0	0.0	0.0	0.0	0.0	4	82.1	8	162
<b>TOTAL BERLIN (TEGEL)</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>19.9</b>	<b>37.7</b>	<b>36.3</b>	<b>2.1</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>0.0</b>	<b>4</b>	<b>82.1</b>	<b>8</b>	<b>162</b>
COLOGNE BONN	BRITISH AIRWAYS PLC	S	32	0	0	3.1	75.0	12.5	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.2	5	34
<b>TOTAL COLOGNE BONN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>75.0</b>	<b>12.5</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.2</b>	<b>5</b>	<b>34</b>
DRESDEN	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL DRESDEN</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>
DUSSELDORF	EASYJET UK LTD	S	94	0	0	22.3	40.4	27.7	6.4	2.1	0.0	1.1	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL DUSSELDORF</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>22.3</b>	<b>40.4</b>	<b>27.7</b>	<b>6.4</b>	<b>2.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
FRIEDRICHSHAFEN	BRITISH AIRWAYS PLC	C	16	0	0	37.5	43.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	91.7	14	24
FRIEDRICHSHAFEN	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	3	8
FRIEDRICHSHAFEN	EASYJET UK LTD	S	22	0	0	13.6	45.5	18.2	9.1	4.5	9.1	0.0	0.0	0.0	0.0	0.0	14	92.3	7	26

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
FRIEDRICHSHAFEN	NORWEGIAN AIR INTERNATIONAL	C	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
FRIEDRICHSHAFEN	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	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 FRIEDRICHSHAFEN</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>21.7</b>	<b>47.8</b>	<b>19.6</b>	<b>4.3</b>	<b>2.2</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>89.8</b>	<b>10</b>	<b>59</b>
HAMBURG	EASYJET UK LTD	S	50	0	0	0.0	28.0	46.0	20.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	9	78.8	10	66
<b>TOTAL HAMBURG</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.0</b>	<b>46.0</b>	<b>20.0</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>0.0</b>	<b>9</b>	<b>78.8</b>	<b>10</b>	<b>66</b>
MUNICH	BRITISH AIRWAYS PLC	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
MUNICH	EASYJET UK LTD	S	108	0	0	4.6	44.4	28.7	7.4	6.5	8.3	0.0	0.0	0.0	0.0	0.0	12	74.6	11	122
MUNICH	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	69	1
MUNICH	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	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 MUNICH</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>44.0</b>	<b>28.4</b>	<b>7.3</b>	<b>6.4</b>	<b>9.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>74.2</b>	<b>11</b>	<b>124</b>
NUREMBERG	BRITISH AIRWAYS PLC	S	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	6
<b>TOTAL NUREMBERG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>6</b>
STUTTGART	EASYJET UK LTD	S	44	0	0	11.4	22.7	38.6	20.5	4.5	2.3	0.0	0.0	0.0	0.0	0.0	11	73.8	18	42
<b>TOTAL STUTTGART</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>22.7</b>	<b>38.6</b>	<b>20.5</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>11</b>	<b>73.8</b>	<b>18</b>	<b>42</b>
<b>TOTAL GERMANY</b>			<b>615</b>	<b>0</b>	<b>1</b>	<b>13.3</b>	<b>41.1</b>	<b>31.0</b>	<b>7.6</b>	<b>3.9</b>	<b>2.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>7</b>	<b>79.8</b>	<b>11</b>	<b>579</b>
<b>GHANA</b>																				
ACCRA	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1
<b>TOTAL ACCRA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>17</b>	<b>1</b>
<b>TOTAL GHANA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>17</b>	<b>1</b>
<b>GIBRALTAR</b>																				
GIBRALTAR	EASYJET UK LTD	S	40	0	0	20.0	30.0	35.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	7	40
<b>TOTAL GIBRALTAR</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>30.0</b>	<b>35.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>7</b>	<b>40</b>
<b>TOTAL GIBRALTAR</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>30.0</b>	<b>35.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>7</b>	<b>40</b>
<b>GREECE</b>																				
ATHENS	AEGEAN AIRLINES	S	28	0	0	7.1	21.4	50.0	17.9	3.6	0.0	0.0	0.0	0.0	0.0	0.0	9	73.3	20	30
ATHENS	EASYJET UK LTD	S	53	0	1	7.4	25.9	50.0	7.4	7.4	0.0	0.0	0.0	0.0	0.0	1.9	8	80.8	8	52
<b>TOTAL ATHENS</b>			<b>81</b>	<b>0</b>	<b>1</b>	<b>7.3</b>	<b>24.4</b>	<b>50.0</b>	<b>11.0</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>8</b>	<b>78.0</b>	<b>12</b>	<b>82</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	60.0	15	5
<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>60.0</b>	<b>15</b>	<b>5</b>
SALONIKA	EASYJET UK LTD	S	42	0	0	14.3	23.8	40.5	19.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	7	84.2	9	36
<b>TOTAL SALONIKA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>23.8</b>	<b>40.5</b>	<b>19.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>84.2</b>	<b>9</b>	<b>36</b>
<b>TOTAL GREECE</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>9.7</b>	<b>24.2</b>	<b>46.8</b>	<b>13.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>8</b>	<b>79.2</b>	<b>11</b>	<b>123</b>
<b>GRENADA</b>																				
GRENADA	BRITISH AIRWAYS PLC	S	18	0	0	11.1	33.3	38.9	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	61.1	17	18
GRENADA	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	17.6	17.6	35.3	11.8	5.9	11.8	0.0	0.0	0.0	0.0	0.0	15	61.1	68	17

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL GRENADA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>25.7</b>	<b>37.1</b>	<b>8.6</b>	<b>8.6</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>61.1</b>	<b>42</b>	<b>35</b>	
<b>TOTAL GRENADA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>25.7</b>	<b>37.1</b>	<b>8.6</b>	<b>8.6</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>61.1</b>	<b>42</b>	<b>35</b>	
<b>HONG KONG</b>																					
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	56	0	0	7.1	50.0	19.6	10.7	8.9	1.8	1.8	0.0	0.0	0.0	0.0	12	91.1	5	56	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>50.0</b>	<b>19.6</b>	<b>10.7</b>	<b>8.9</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>12</b>	<b>91.1</b>	<b>5</b>	<b>56</b>	
<b>TOTAL HONG KONG</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>50.0</b>	<b>19.6</b>	<b>10.7</b>	<b>8.9</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>12</b>	<b>91.1</b>	<b>5</b>	<b>56</b>	
<b>HUNGARY</b>																					
BUDAPEST	EASYJET UK LTD	S	102	0	0	1.0	29.4	47.1	11.8	2.9	6.9	1.0	0.0	0.0	0.0	0.0	14	62.2	19	82	
BUDAPEST	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	1	
BUDAPEST	WIZZ AIR	S	54	0	2	0.0	19.6	39.3	10.7	21.4	1.8	3.6	0.0	0.0	0.0	3.6	23	0.0	0	0	
<b>TOTAL BUDAPEST</b>			<b>156</b>	<b>0</b>	<b>2</b>	<b>0.6</b>	<b>25.9</b>	<b>44.3</b>	<b>11.4</b>	<b>9.5</b>	<b>5.1</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>17</b>	<b>62.7</b>	<b>19</b>	<b>83</b>	
<b>TOTAL HUNGARY</b>			<b>156</b>	<b>0</b>	<b>2</b>	<b>0.6</b>	<b>25.9</b>	<b>44.3</b>	<b>11.4</b>	<b>9.5</b>	<b>5.1</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>17</b>	<b>62.7</b>	<b>19</b>	<b>83</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET UK LTD	S	66	0	4	4.3	24.3	44.3	12.9	8.6	0.0	0.0	0.0	0.0	0.0	5.7	9	91.0	6	78	
KEFLAVIK	ICELANDAIR	S	52	0	6	13.8	27.6	39.7	5.2	1.7	1.7	0.0	0.0	0.0	0.0	10.3	6	77.9	11	68	
KEFLAVIK	NORWEGIAN AIR INTERNATIONAL	S	2	0	1	0.0	0.0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	33.3	118	0.0	0	0	
KEFLAVIK	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	38.9	11.1	11.1	16.7	5.6	0.0	0.0	0.0	0.0	29	94.4	4	18	
KEFLAVIK	WOW AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.0	8	88	
<b>TOTAL KEFLAVIK</b>			<b>138</b>	<b>0</b>	<b>11</b>	<b>7.4</b>	<b>24.2</b>	<b>40.9</b>	<b>9.4</b>	<b>6.0</b>	<b>3.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>12</b>	<b>84.6</b>	<b>8</b>	<b>252</b>	
<b>TOTAL ICELAND</b>			<b>138</b>	<b>0</b>	<b>11</b>	<b>7.4</b>	<b>24.2</b>	<b>40.9</b>	<b>9.4</b>	<b>6.0</b>	<b>3.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>12</b>	<b>84.6</b>	<b>8</b>	<b>252</b>	
<b>INDIA</b>																					
GOA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.0	23	27	
GOA	TUI AIRWAYS LTD	C	18	0	2	0.0	5.0	20.0	15.0	40.0	5.0	5.0	0.0	0.0	0.0	10.0	33	62.5	28	8	
<b>TOTAL GOA</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>5.0</b>	<b>20.0</b>	<b>15.0</b>	<b>40.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>33</b>	<b>62.9</b>	<b>24</b>	<b>35</b>	
<b>TOTAL INDIA</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>5.0</b>	<b>20.0</b>	<b>15.0</b>	<b>40.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>33</b>	<b>62.9</b>	<b>24</b>	<b>35</b>	
<b>IRAQ</b>																					
BAGHDAD (GECA)	IRAQI AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
BAGHDAD (GECA)	IRAQI AIRWAYS	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	41.7	28	12	
<b>TOTAL BAGHDAD (GECA)</b>			<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>46.2</b>	<b>27</b>	<b>13</b>	
SULAYMANIYAH INT	IRAQI AIRWAYS	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	66.7	24	6	
<b>TOTAL SULAYMANIYAH INT</b>			<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>66.7</b>	<b>24</b>	<b>6</b>	
<b>TOTAL IRAQ</b>			<b>0</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>52.6</b>	<b>26</b>	<b>19</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	64	0	0	18.8	46.9	28.1	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	4	93.5	3	62	
<b>TOTAL CORK</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>46.9</b>	<b>28.1</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>93.5</b>	<b>3</b>	<b>62</b>	
DUBLIN	AER LINGUS	S	304	0	0	15.1	64.5	16.1	3.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	2	90.0	6	340	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
DUBLIN	RYANAIR	S	406	0	2	21.8	48.5	21.3	3.7	3.4	0.7	0.0	0.0	0.0	0.0	0.5	4	90.9	4	494	
<b>TOTAL DUBLIN</b>			<b>710</b>	<b>0</b>	<b>2</b>	<b>19.0</b>	<b>55.3</b>	<b>19.1</b>	<b>3.4</b>	<b>2.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>3</b>	<b>90.5</b>	<b>5</b>	<b>834</b>	
IRELAND WEST(KNOCK)	AER LINGUS	S	47	0	3	20.0	48.0	14.0	8.0	0.0	2.0	2.0	0.0	0.0	0.0	6.0	8	94.4	4	54	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>47</b>	<b>0</b>	<b>3</b>	<b>20.0</b>	<b>48.0</b>	<b>14.0</b>	<b>8.0</b>	<b>0.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>8</b>	<b>94.4</b>	<b>4</b>	<b>54</b>	
SHANNON	RYANAIR	S	51	0	0	7.8	72.5	9.8	3.9	0.0	2.0	0.0	3.9	0.0	0.0	0.0	11	94.2	3	52	
<b>TOTAL SHANNON</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>72.5</b>	<b>9.8</b>	<b>3.9</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>94.2</b>	<b>3</b>	<b>52</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>872</b>	<b>0</b>	<b>5</b>	<b>18.4</b>	<b>55.3</b>	<b>18.9</b>	<b>3.4</b>	<b>2.4</b>	<b>0.7</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>4</b>	<b>91.1</b>	<b>4</b>	<b>1002</b>	
ISRAEL																					
TEL AVIV	EASYJET UK LTD	S	18	0	0	5.6	16.7	55.6	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	13	50.0	18	20	
<b>TOTAL TEL AVIV</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>55.6</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>50.0</b>	<b>18</b>	<b>20</b>	
<b>TOTAL ISRAEL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>55.6</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>50.0</b>	<b>18</b>	<b>20</b>	
ITALY																					
ANCONA	EASYJET UK LTD	S	15	0	1	25.0	37.5	18.8	6.3	0.0	0.0	0.0	6.3	0.0	0.0	6.3	18	0.0	0	0	
<b>TOTAL ANCONA</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>25.0</b>	<b>37.5</b>	<b>18.8</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>6.3</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BARI (PALESE)	EASYJET UK LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	83.3	6	18	
<b>TOTAL BARI (PALESE)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
BERGAMO	BRITISH AIRWAYS PLC	S	46	0	0	34.8	43.5	17.4	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL BERGAMO</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>34.8</b>	<b>43.5</b>	<b>17.4</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BOLOGNA	EASYJET UK LTD	S	32	0	0	3.1	40.6	34.4	6.3	9.4	3.1	3.1	0.0	0.0	0.0	0.0	16	80.0	13	40	
BOLOGNA	SIRIO	C	0	0	0	0.0	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 BOLOGNA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>40.6</b>	<b>34.4</b>	<b>6.3</b>	<b>9.4</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>81.0</b>	<b>13</b>	<b>42</b>	
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	24	0	0	4.2	20.8	54.2	12.5	4.2	0.0	0.0	4.2	0.0	0.0	0.0	17	83.3	14	24	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>20.8</b>	<b>54.2</b>	<b>12.5</b>	<b>4.2</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>17</b>	<b>83.3</b>	<b>14</b>	<b>24</b>	
FLORENCE	VUELING AIRLINES	S	86	0	2	6.8	42.0	26.1	8.0	4.5	2.3	5.7	0.0	2.3	0.0	2.3	26	75.3	10	78	
<b>TOTAL FLORENCE</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>6.8</b>	<b>42.0</b>	<b>26.1</b>	<b>8.0</b>	<b>4.5</b>	<b>2.3</b>	<b>5.7</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>26</b>	<b>75.3</b>	<b>10</b>	<b>78</b>	
GENOA	BRITISH AIRWAYS PLC	S	30	0	0	23.3	46.7	23.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	5	24	
<b>TOTAL GENOA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>46.7</b>	<b>23.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.5</b>	<b>5</b>	<b>24</b>	
MILAN (LINATE)	EASYJET UK LTD	S	150	0	0	8.0	61.3	24.7	4.0	0.7	0.7	0.7	0.0	0.0	0.0	0.0	4	89.0	6	162	
<b>TOTAL MILAN (LINATE)</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>61.3</b>	<b>24.7</b>	<b>4.0</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>89.0</b>	<b>6</b>	<b>162</b>	
MILAN (MALPENSA)	EASYJET UK LTD	S	256	0	1	5.4	42.0	33.5	10.5	5.1	2.3	0.8	0.0	0.0	0.0	0.4	9	75.9	14	280	
<b>TOTAL MILAN (MALPENSA)</b>			<b>256</b>	<b>0</b>	<b>1</b>	<b>5.4</b>	<b>42.0</b>	<b>33.5</b>	<b>10.5</b>	<b>5.1</b>	<b>2.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>9</b>	<b>75.9</b>	<b>14</b>	<b>280</b>	
NAPLES	BRITISH AIRWAYS PLC	S	52	0	0	3.8	44.2	38.5	5.8	0.0	3.8	3.8	0.0	0.0	0.0	0.0	12	87.5	6	48	
NAPLES	EASYJET UK LTD	S	56	0	0	8.9	33.9	37.5	17.9	1.8	0.0	0.0	0.0	0.0	0.0	0.0	7	87.1	6	62	
<b>TOTAL NAPLES</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>38.9</b>	<b>38.0</b>	<b>12.0</b>	<b>0.9</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.3</b>	<b>6</b>	<b>110</b>	
OLBIA	EASYJET UK LTD	S	16	0	0	6.3	56.3	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	5	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL OLBIA</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>3</b>	<b>83.3</b>	<b>5</b>	<b>18</b>
PALERMO	EASYJET UK LTD	S	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	61.1	13	18
<b>TOTAL PALERMO</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>18</b>	<b>61.1</b>	<b>13</b>	<b>18</b>
PISA	EASYJET UK LTD	S	52	0	0	13.5	36.5	32.7	9.6	3.8	0.0	0.0	3.8	0.0	0.0	0.0	13	90.6	5	64
PISA	VUELING AIRLINES	S	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	465	0.0	0	0
<b>TOTAL PISA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>35.2</b>	<b>31.5</b>	<b>9.3</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>90.6</b>	<b>5</b>	<b>64</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	55	0	2	15.8	36.8	36.8	1.8	3.5	1.8	0.0	0.0	0.0	0.0	3.5	5	83.3	7	54
ROME (FIUMICINO)	EASYJET UK LTD	S	138	0	0	11.6	46.4	32.6	3.6	3.6	0.7	1.4	0.0	0.0	0.0	0.0	6	88.6	5	166
ROME (FIUMICINO)	VUELING AIRLINES	S	134	0	2	9.6	44.9	27.2	11.0	5.9	0.0	0.0	0.0	0.0	0.0	1.5	6	74.6	10	120
<b>TOTAL ROME (FIUMICINO)</b>			<b>327</b>	<b>0</b>	<b>4</b>	<b>11.5</b>	<b>44.1</b>	<b>31.1</b>	<b>6.3</b>	<b>4.5</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>6</b>	<b>82.6</b>	<b>7</b>	<b>340</b>
TURIN	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8
TURIN	BRITISH AIRWAYS PLC	S	130	0	0	17.7	50.8	23.1	4.6	3.1	0.8	0.0	0.0	0.0	0.0	0.0	4	93.5	4	124
TURIN	EASYJET UK LTD	S	42	0	0	4.8	38.1	28.6	14.3	7.1	2.4	2.4	2.4	0.0	0.0	0.0	20	72.7	11	44
TURIN	TITAN AIRWAYS LTD	C	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	26	68.8	21	16
TURIN	TUI AIRWAYS LTD	C	16	0	0	6.3	31.3	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	16
TURIN	VISTAJET LTD MALTA	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL TURIN</b>			<b>197</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>44.7</b>	<b>27.9</b>	<b>6.6</b>	<b>4.1</b>	<b>2.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.0</b>	<b>6</b>	<b>208</b>
VENICE	BRITISH AIRWAYS PLC	S	136	0	2	14.5	50.7	27.5	2.9	1.4	1.4	0.0	0.0	0.0	0.0	1.4	4	88.1	6	134
VENICE	EASYJET UK LTD	S	144	0	0	8.3	38.2	31.3	10.4	6.3	3.5	1.4	0.7	0.0	0.0	0.0	13	80.0	9	140
<b>TOTAL VENICE</b>			<b>280</b>	<b>0</b>	<b>2</b>	<b>11.3</b>	<b>44.3</b>	<b>29.4</b>	<b>6.7</b>	<b>3.9</b>	<b>2.5</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>9</b>	<b>83.9</b>	<b>8</b>	<b>274</b>
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	56	0	0	17.9	50.0	25.0	1.8	1.8	3.6	0.0	0.0	0.0	0.0	0.0	5	92.6	3	54
VERONA VILLAFRANCA	EASYJET UK LTD	S	34	0	0	2.9	41.2	47.1	5.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	5	87.2	8	38
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	37.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	87.5	10	8
<b>TOTAL VERONA VILLAFRANCA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>43.9</b>	<b>33.7</b>	<b>5.1</b>	<b>4.1</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.1</b>	<b>6</b>	<b>100</b>
<b>TOTAL ITALY</b>			<b>1725</b>	<b>0</b>	<b>10</b>	<b>10.6</b>	<b>44.2</b>	<b>30.5</b>	<b>7.4</b>	<b>3.7</b>	<b>1.6</b>	<b>0.9</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.6</b>	<b>9</b>	<b>83.5</b>	<b>8</b>	<b>1760</b>
<b>JAMAICA</b>																				
KINGSTON	BRITISH AIRWAYS PLC	S	27	0	0	3.7	33.3	51.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	40.7	26	27
<b>TOTAL KINGSTON</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>33.3</b>	<b>51.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>40.7</b>	<b>26</b>	<b>27</b>
MONTEGO BAY	TUI AIRWAYS LTD	C	28	0	0	0.0	3.6	32.1	39.3	7.1	14.3	3.6	0.0	0.0	0.0	0.0	30	46.7	37	30
MONTEGO BAY	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	23.1	42.3	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.6	8	26
<b>TOTAL MONTEGO BAY</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>33.3</b>	<b>20.4</b>	<b>3.7</b>	<b>7.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>64.3</b>	<b>24</b>	<b>56</b>
<b>TOTAL JAMAICA</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>25.9</b>	<b>39.5</b>	<b>17.3</b>	<b>2.5</b>	<b>4.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>56.6</b>	<b>24</b>	<b>83</b>
<b>JORDAN</b>																				
AQABA	EASYJET UK LTD	S	15	0	1	18.8	31.3	37.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	6.3	7	75.0	11	8
<b>TOTAL AQABA</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>18.8</b>	<b>31.3</b>	<b>37.5</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>7</b>	<b>75.0</b>	<b>11</b>	<b>8</b>
<b>TOTAL JORDAN</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>18.8</b>	<b>31.3</b>	<b>37.5</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>7</b>	<b>75.0</b>	<b>11</b>	<b>8</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2019		
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>KENYA</b>																				
NAIROBI	NETJETS TRANSPORTES AEREOS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
<b>TOTAL NAIROBI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 KENYA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>KUWAIT</b>																				
KUWAIT	JAZEERA AIRWAYS K.S.C.P	S	62	0	0	14.5	16.1	37.1	16.1	12.9	0.0	0.0	3.2	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL KUWAIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>16.1</b>	<b>37.1</b>	<b>16.1</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL KUWAIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>16.1</b>	<b>37.1</b>	<b>16.1</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>LATVIA</b>																				
RIGA	AIR BALTIC	S	96	0	0	6.3	44.8	35.4	9.4	4.2	0.0	0.0	0.0	0.0	0.0	0.0	6	91.0	6	100
<b>TOTAL RIGA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>44.8</b>	<b>35.4</b>	<b>9.4</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>91.0</b>	<b>6</b>	<b>100</b>
<b>TOTAL LATVIA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>44.8</b>	<b>35.4</b>	<b>9.4</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>91.0</b>	<b>6</b>	<b>100</b>
<b>LUXEMBOURG</b>																				
LUXEMBOURG	EASYJET UK LTD	S	40	0	0	5.0	17.5	57.5	12.5	2.5	5.0	0.0	0.0	0.0	0.0	0.0	11	60.5	17	38
<b>TOTAL LUXEMBOURG</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>17.5</b>	<b>57.5</b>	<b>12.5</b>	<b>2.5</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>60.5</b>	<b>17</b>	<b>38</b>
<b>TOTAL LUXEMBOURG</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>17.5</b>	<b>57.5</b>	<b>12.5</b>	<b>2.5</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>60.5</b>	<b>17</b>	<b>38</b>
<b>MALAYSIA</b>																				
LANGKAWI	TUI AIRWAYS LTD	C	6	0	0	0.0	0.0	66.7	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	31	50.0	23	6
<b>TOTAL LANGKAWI</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>50.0</b>	<b>23</b>	<b>6</b>
<b>TOTAL MALAYSIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>50.0</b>	<b>23</b>	<b>6</b>
<b>MALDIVE ISLANDS</b>																				
MALE INTERNATIONAL	BRITISH AIRWAYS PLC	S	27	0	0	3.7	25.9	18.5	7.4	37.0	7.4	0.0	0.0	0.0	0.0	0.0	25	50.0	20	26
<b>TOTAL MALE INTERNATIONAL</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>25.9</b>	<b>18.5</b>	<b>7.4</b>	<b>37.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>50.0</b>	<b>20</b>	<b>26</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>25.9</b>	<b>18.5</b>	<b>7.4</b>	<b>37.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>50.0</b>	<b>20</b>	<b>26</b>
<b>MALTA</b>																				
MALTA	AIR MALTA	S	66	0	0	1.5	28.8	50.0	15.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	9	71.9	10	64
MALTA	BRITISH AIRWAYS PLC	S	24	0	0	8.3	54.2	33.3	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4	96.4	4	28
MALTA	EASYJET UK LTD	S	40	0	0	12.5	40.0	37.5	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.0	5	50
MALTA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1
<b>TOTAL MALTA</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>36.9</b>	<b>43.1</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>0.0</b>	<b>7</b>	<b>80.4</b>	<b>7</b>	<b>143</b>
<b>TOTAL MALTA</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>36.9</b>	<b>43.1</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>0.0</b>	<b>7</b>	<b>80.4</b>	<b>7</b>	<b>143</b>
<b>MAURITIUS</b>																				
MAURITIUS	BRITISH AIRWAYS PLC	S	45	0	0	24.4	26.7	33.3	2.2	6.7	2.2	2.2	0.0	2.2	0.0	0.0	42	90.9	5	44
MAURITIUS	TUI AIRWAYS LTD	S	8	0	0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	32	8
<b>TOTAL MAURITIUS</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>24.5</b>	<b>28.3</b>	<b>30.2</b>	<b>5.7</b>	<b>5.7</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>84.6</b>	<b>9</b>	<b>52</b>
<b>TOTAL MAURITIUS</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>24.5</b>	<b>28.3</b>	<b>30.2</b>	<b>5.7</b>	<b>5.7</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>84.6</b>	<b>9</b>	<b>52</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
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>MEXICO</b>																					
CANCUN	BRITISH AIRWAYS PLC	S	44	0	0	9.1	38.6	34.1	11.4	0.0	4.5	0.0	0.0	2.3	0.0	0.0	35	63.0	17	27	
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	18.2	63	11	
CANCUN	TUI AIRWAYS LTD	S	28	0	0	3.6	28.6	28.6	25.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	14	51.7	33	28	
CANCUN	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	25.0	52	4	
CANCUN	VIRGIN ATLANTIC AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	17	8	
<b>TOTAL CANCUN</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>34.7</b>	<b>31.9</b>	<b>16.7</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>50.6</b>	<b>31</b>	<b>78</b>	
LOS CABOS	TUI AIRWAYS LTD	C	9	0	1	0.0	20.0	20.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	10.0	19	0.0	0	0	
<b>TOTAL LOS CABOS</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PUERTO VALLARTA	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	50.0	16	8		
<b>TOTAL PUERTO VALLARTA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>16</b>	<b>8</b>		
<b>TOTAL MEXICO</b>			<b>81</b>	<b>0</b>	<b>1</b>	<b>6.1</b>	<b>32.9</b>	<b>30.5</b>	<b>17.1</b>	<b>8.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>1.2</b>	<b>26</b>	<b>50.6</b>	<b>29</b>	<b>86</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	EASYJET UK LTD	S	28	0	0	10.7	32.1	42.9	10.7	3.6	0.0	0.0	0.0	0.0	0.0	0.0	7	85.7	7	28	
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	10	0	0	10.0	10.0	50.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	15	83.3	10	18	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>26.3</b>	<b>44.7</b>	<b>13.2</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>84.8</b>	<b>8</b>	<b>46</b>	
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	56	0	0	1.8	17.9	25.0	21.4	21.4	8.9	0.0	3.6	0.0	0.0	0.0	33	41.1	26	56	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>17.9</b>	<b>25.0</b>	<b>21.4</b>	<b>21.4</b>	<b>8.9</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>41.1</b>	<b>26</b>	<b>56</b>	
ERRACHIDIA	TAG AVIATION (UK) LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	89	1		
<b>TOTAL ERRACHIDIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>89</b>	<b>1</b>		
FEZ	AIR ARABIA MAROC	S	18	0	0	0.0	66.7	22.2	0.0	0.0	5.6	5.6	0.0	0.0	0.0	0.0	16	72.2	9	18	
<b>TOTAL FEZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>72.2</b>	<b>9</b>	<b>18</b>	
MARRAKESH	AIR ARABIA MAROC	S	18	0	0	11.1	50.0	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	11	18	
MARRAKESH	BRITISH AIRWAYS PLC	S	54	0	0	16.7	51.9	22.2	3.7	3.7	0.0	0.0	0.0	1.9	0.0	0.0	13	88.6	8	44	
MARRAKESH	EASYJET UK LTD	S	94	0	0	14.9	30.9	38.3	10.6	2.1	1.1	2.1	0.0	0.0	0.0	0.0	9	89.5	7	86	
MARRAKESH	TUI AIRWAYS LTD	S	18	0	0	0.0	22.2	50.0	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	91.7	7	12	
<b>TOTAL MARRAKESH</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>38.0</b>	<b>33.2</b>	<b>9.8</b>	<b>3.3</b>	<b>0.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.8</b>	<b>8</b>	<b>160</b>	
TANGIERS (IBN BATUTA)	AIR ARABIA MAROC	S	18	0	0	0.0	33.3	22.2	22.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	18	56.3	15	16	
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>22.2</b>	<b>22.2</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>56.3</b>	<b>15</b>	<b>16</b>	
<b>TOTAL MOROCCO</b>			<b>314</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>34.4</b>	<b>31.8</b>	<b>12.4</b>	<b>7.3</b>	<b>2.5</b>	<b>1.0</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>76.1</b>	<b>12</b>	<b>297</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	BRITISH AIRWAYS PLC	S	206	0	0	9.2	59.2	24.8	4.9	1.9	0.0	0.0	0.0	0.0	0.0	0.0	3	91.2	6	204	
AMSTERDAM	EASYJET UK LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
AMSTERDAM	EASYJET UK LTD	S	384	0	0	9.6	46.9	29.4	7.6	4.4	1.8	0.0	0.3	0.0	0.0	0.0	7	81.4	9	398	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
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 AMSTERDAM</b>			<b>590</b>	<b>0</b>	<b>1</b>	<b>9.5</b>	<b>51.1</b>	<b>27.7</b>	<b>6.6</b>	<b>3.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>6</b>	<b>84.7</b>	<b>8</b>	<b>602</b>
<b>TOTAL NETHERLANDS</b>			<b>590</b>	<b>0</b>	<b>1</b>	<b>9.5</b>	<b>51.1</b>	<b>27.7</b>	<b>6.6</b>	<b>3.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>6</b>	<b>84.7</b>	<b>8</b>	<b>602</b>
<b>NIGERIA</b>																				
<b>LAGOS</b>	EVELOP	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	132	0.0	0	0
<b>TOTAL LAGOS</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>132</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NIGERIA</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>132</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>NORWAY</b>																				
<b>BERGEN</b>	NORWEGIAN AIR SHUTTLE	S	116	0	0	7.8	50.9	31.9	6.9	0.9	0.9	0.0	0.9	0.0	0.0	0.0	6	75.9	16	108
<b>BERGEN</b>	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	100.0	0	2
<b>TOTAL BERGEN</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>51.3</b>	<b>31.6</b>	<b>6.8</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>76.4</b>	<b>15</b>	<b>110</b>
<b>OSLO (GARDERMOEN)</b>	NORWEGIAN AIR INTERNATIONAL	S	237	0	0	6.8	39.7	38.0	11.4	4.2	0.0	0.0	0.0	0.0	0.0	0.0	7	79.2	11	221
<b>OSLO (GARDERMOEN)</b>	NORWEGIAN AIR SHUTTLE	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	80.9	12	47
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>39.5</b>	<b>37.8</b>	<b>11.3</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>0.0</b>	<b>7</b>	<b>79.5</b>	<b>11</b>	<b>268</b>
<b>STAVANGER</b>	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	46	2
<b>STAVANGER</b>	NORWEGIAN AIR SHUTTLE	S	52	0	2	13.0	57.4	11.1	11.1	3.7	0.0	0.0	0.0	0.0	0.0	3.7	5	92.6	7	54
<b>TOTAL STAVANGER</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>13.0</b>	<b>57.4</b>	<b>11.1</b>	<b>11.1</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>5</b>	<b>89.3</b>	<b>8</b>	<b>56</b>
<b>TROMSOE</b>	NORWEGIAN AIR INTERNATIONAL	S	36	0	0	8.3	50.0	16.7	16.7	5.6	0.0	2.8	0.0	0.0	0.0	0.0	11	82.4	9	34
<b>TOTAL TROMSOE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>50.0</b>	<b>16.7</b>	<b>16.7</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>11</b>	<b>82.4</b>	<b>9</b>	<b>34</b>
<b>TRONDHEIM (VAERNES)</b>	NORWEGIAN AIR INTERNATIONAL	S	26	0	0	3.8	53.8	30.8	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	74.1	16	54
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>53.8</b>	<b>30.8</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>74.1</b>	<b>16</b>	<b>54</b>
<b>TOTAL NORWAY</b>			<b>469</b>	<b>0</b>	<b>2</b>	<b>7.6</b>	<b>46.1</b>	<b>31.2</b>	<b>10.6</b>	<b>3.4</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>7</b>	<b>79.5</b>	<b>12</b>	<b>522</b>
<b>PAKISTAN</b>																				
<b>BENAZIR BHUTTO INTERNATIONAL AIRPORT</b>	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	57	1
<b>TOTAL BENAZIR BHUTTO INTERNATIONAL AIRPORT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>57</b>	<b>1</b>
<b>TOTAL PAKISTAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>57</b>	<b>1</b>
<b>POLAND</b>																				
<b>GDANSK</b>	WIZZ AIR	S	52	0	4	7.1	35.7	33.9	3.6	5.4	7.1	0.0	0.0	0.0	0.0	7.1	11	0.0	0	0
<b>TOTAL GDANSK</b>			<b>52</b>	<b>0</b>	<b>4</b>	<b>7.1</b>	<b>35.7</b>	<b>33.9</b>	<b>3.6</b>	<b>5.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>KRAKOW</b>	EASYJET UK LTD	S	92	0	0	5.4	42.4	39.1	8.7	2.2	0.0	0.0	2.2	0.0	0.0	0.0	9	75.0	11	80
<b>KRAKOW</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	100.0	9	1
<b>TOTAL KRAKOW</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>41.5</b>	<b>39.4</b>	<b>9.6</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>75.3</b>	<b>11</b>	<b>81</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	19	34
<b>TOTAL WARSAW (CHOPIN)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>19</b>	<b>34</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>146</b>	<b>0</b>	<b>4</b>	<b>6.0</b>	<b>39.3</b>	<b>37.3</b>	<b>7.3</b>	<b>3.3</b>	<b>2.7</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>10</b>	<b>67.8</b>	<b>13</b>	<b>115</b>	
<b>PORTUGAL(EXCLUDING</b>																					
<b>FARO</b>	BRITISH AIRWAYS PLC	S	66	0	0	19.7	42.4	28.8	4.5	1.5	3.0	0.0	0.0	0.0	0.0	0.0	5	95.3	3	64	
<b>FARO</b>	EASYJET UK LTD	S	80	0	0	16.3	31.3	28.8	11.3	5.0	7.5	0.0	0.0	0.0	0.0	0.0	12	87.8	7	74	
<b>TOTAL FARO</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>17.8</b>	<b>36.3</b>	<b>28.8</b>	<b>8.2</b>	<b>3.4</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>91.3</b>	<b>5</b>	<b>138</b>	
<b>LISBON</b>	AIR PORTUGAL	S	106	0	0	1.9	34.0	27.4	14.2	16.0	5.7	0.0	0.9	0.0	0.0	0.0	19	62.5	17	96	
<b>LISBON</b>	EASYJET UK LTD	S	88	0	0	13.6	27.3	45.5	10.2	1.1	1.1	0.0	0.0	1.1	0.0	0.0	12	82.6	9	86	
<b>TOTAL LISBON</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>7.2</b>	<b>30.9</b>	<b>35.6</b>	<b>12.4</b>	<b>9.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>72.0</b>	<b>13</b>	<b>182</b>	
<b>OPORTO (PORTUGAL)</b>	AIR PORTUGAL	S	116	0	0	6.0	47.4	25.0	10.3	6.9	3.4	0.9	0.0	0.0	0.0	0.0	11	84.7	8	124	
<b>OPORTO (PORTUGAL)</b>	BRITISH AIRWAYS PLC	S	44	0	0	11.4	38.6	36.4	6.8	4.5	0.0	0.0	2.3	0.0	0.0	0.0	10	97.1	3	34	
<b>OPORTO (PORTUGAL)</b>	EASYJET UK LTD	S	46	0	2	2.1	29.2	41.7	16.7	6.3	0.0	0.0	0.0	0.0	0.0	4.2	9	69.6	24	46	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>206</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>41.3</b>	<b>31.3</b>	<b>11.1</b>	<b>6.3</b>	<b>1.9</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>10</b>	<b>83.3</b>	<b>10</b>	<b>204</b>	
<b>TOTAL PORTUGAL</b>			<b>546</b>	<b>0</b>	<b>2</b>	<b>9.7</b>	<b>36.3</b>	<b>32.1</b>	<b>10.8</b>	<b>6.6</b>	<b>3.5</b>	<b>0.2</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>12</b>	<b>81.5</b>	<b>10</b>	<b>524</b>	
<b>PORTUGAL(MADEIRA)</b>																					
<b>FUNCHAL</b>	BRITISH AIRWAYS PLC	S	48	0	0	25.0	41.7	27.1	2.1	4.2	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	3	52	
<b>FUNCHAL</b>	EASYJET UK LTD	S	58	0	0	8.6	34.5	43.1	8.6	3.4	1.7	0.0	0.0	0.0	0.0	0.0	8	82.9	8	70	
<b>FUNCHAL</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	50.0	0.0	12.5	0.0	0.0	0.0	25.0	0.0	0.0	115	75.0	10	8	
<b>TOTAL FUNCHAL</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>14.9</b>	<b>36.0</b>	<b>36.8</b>	<b>5.3</b>	<b>4.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>86.2</b>	<b>6</b>	<b>130</b>	
<b>TOTAL PORTUGAL</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>14.9</b>	<b>36.0</b>	<b>36.8</b>	<b>5.3</b>	<b>4.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>86.2</b>	<b>6</b>	<b>130</b>	
<b>QATAR</b>																					
<b>DOHA HAMAD</b>	QATAR AIRWAYS	S	160	0	0	15.6	40.6	37.5	5.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	4	81.4	9	140	
<b>TOTAL DOHA HAMAD</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>40.6</b>	<b>37.5</b>	<b>5.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.4</b>	<b>9</b>	<b>140</b>	
<b>TOTAL QATAR</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>40.6</b>	<b>37.5</b>	<b>5.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.4</b>	<b>9</b>	<b>140</b>	
<b>REPUBLIC OF SOUTH</b>																					
<b>CAPE TOWN</b>	BRITISH AIRWAYS PLC	S	26	0	0	0.0	34.6	57.7	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	73.1	21	26	
<b>CAPE TOWN</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	44.0	40	25	
<b>TOTAL CAPE TOWN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>57.7</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>58.8</b>	<b>31</b>	<b>51</b>	
<b>TOTAL REPUBLIC OF</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>57.7</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>58.8</b>	<b>31</b>	<b>51</b>	
<b>ROMANIA</b>																					
<b>BUCHAREST (OTOPENI)</b>	WIZZ AIR	S	50	0	6	3.6	23.2	37.5	17.9	7.1	0.0	0.0	0.0	0.0	0.0	10.7	11	77.6	15	58	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>50</b>	<b>0</b>	<b>6</b>	<b>3.6</b>	<b>23.2</b>	<b>37.5</b>	<b>17.9</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.7</b>	<b>11</b>	<b>77.6</b>	<b>15</b>	<b>58</b>	
<b>CLUJ NAPOCA</b>	WIZZ AIR	S	48	0	2	14.0	20.0	24.0	12.0	16.0	10.0	0.0	0.0	0.0	0.0	4.0	20	0.0	0	0	
<b>TOTAL CLUJ NAPOCA</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>14.0</b>	<b>20.0</b>	<b>24.0</b>	<b>12.0</b>	<b>16.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ROMANIA</b>			<b>98</b>	<b>0</b>	<b>8</b>	<b>8.5</b>	<b>21.7</b>	<b>31.1</b>	<b>15.1</b>	<b>11.3</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>16</b>	<b>77.6</b>	<b>15</b>	<b>58</b>	
<b>RUSSIA</b>																					
<b>ST PETERSBURG</b>	ROSSIYA AIRLINES	S	62	0	1	14.3	58.7	22.2	1.6	1.6	0.0	0.0	0.0	0.0	0.0	1.6	3	88.7	5	62	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL ST PETERSBURG</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>14.3</b>	<b>58.7</b>	<b>22.2</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>3</b>	<b>88.7</b>	<b>5</b>	<b>62</b>	
<b>TOTAL RUSSIA</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>14.3</b>	<b>58.7</b>	<b>22.2</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>3</b>	<b>88.7</b>	<b>5</b>	<b>62</b>	
<b>RWANDA</b>																					
<b>KIGALI</b>	RWANDAIR EXPRESS	S	26	0	1	37.0	14.8	22.2	3.7	0.0	11.1	0.0	7.4	0.0	0.0	3.7	29	78.1	6	32	
<b>TOTAL KIGALI</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>37.0</b>	<b>14.8</b>	<b>22.2</b>	<b>3.7</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>29</b>	<b>78.1</b>	<b>6</b>	<b>32</b>	
<b>TOTAL RWANDA</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>37.0</b>	<b>14.8</b>	<b>22.2</b>	<b>3.7</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>29</b>	<b>78.1</b>	<b>6</b>	<b>32</b>	
<b>SAINT KITTS AND NEVIS</b>																					
<b>ST KITTS</b>	BRITISH AIRWAYS PLC	S	18	0	0	11.1	33.3	16.7	11.1	11.1	5.6	5.6	5.6	0.0	0.0	0.0	33	72.2	20	18	
<b>TOTAL ST KITTS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>16.7</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>72.2</b>	<b>20</b>	<b>18</b>	
<b>TOTAL SAINT KITTS AND SEYCHELLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>16.7</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>72.2</b>	<b>20</b>	<b>18</b>	
<b>SEYCHELLES</b>	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1	
<b>TOTAL SEYCHELLES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 SEYCHELLES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>SIERRA LEONE</b>																					
<b>FREETOWN</b>	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	64	0.0	0	0	
<b>TOTAL FREETOWN</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>64</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SIERRA LEONE</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>64</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SINGAPORE</b>																					
<b>SINGAPORE</b>	NORWEGIAN AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	18	14	
<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>57.1</b>	<b>18</b>	<b>14</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>57.1</b>	<b>18</b>	<b>14</b>	
<b>SLOVENIA</b>																					
<b>LJUBLJANA</b>	EASYJET UK LTD	S	28	0	0	14.3	46.4	35.7	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	3	85.3	7	34	
<b>TOTAL LJUBLJANA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>46.4</b>	<b>35.7</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>85.3</b>	<b>7</b>	<b>34</b>	
<b>TOTAL SLOVENIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>46.4</b>	<b>35.7</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>85.3</b>	<b>7</b>	<b>34</b>	
<b>SPAIN</b>																					
<b>ALICANTE</b>	BRITISH AIRWAYS PLC	S	28	0	0	21.4	35.7	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	6	32	
<b>ALICANTE</b>	EASYJET UK LTD	S	108	0	2	13.6	30.9	30.9	13.6	6.4	2.7	0.0	0.0	0.0	0.0	1.8	10	84.8	5	99	
<b>ALICANTE</b>	NORWEGIAN AIR INTERNATIONAL	S	34	0	0	8.8	47.1	35.3	5.9	0.0	0.0	0.0	2.9	0.0	0.0	0.0	14	97.8	2	45	
<b>ALICANTE</b>	RYANAIR	S	53	0	1	11.1	38.9	35.2	5.6	0.0	5.6	0.0	0.0	1.9	0.0	1.9	16	79.6	9	54	
<b>ALICANTE</b>	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	10	
<b>ALICANTE</b>	VUELING AIRLINES	S	30	0	3	24.2	39.4	18.2	6.1	3.0	0.0	0.0	0.0	0.0	0.0	9.1	4	0.0	0	0	
<b>TOTAL ALICANTE</b>			<b>253</b>	<b>0</b>	<b>6</b>	<b>14.7</b>	<b>36.3</b>	<b>30.5</b>	<b>10.0</b>	<b>3.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>2.3</b>	<b>11</b>	<b>87.1</b>	<b>5</b>	<b>240</b>	
<b>ALMERIA</b>	EASYJET UK LTD	S	28	0	0	17.9	42.9	32.1	3.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	4	96.7	2	30	
<b>TOTAL ALMERIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>42.9</b>	<b>32.1</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>96.7</b>	<b>2</b>	<b>30</b>	
<b>ASTURIAS</b>	VUELING AIRLINES	S	28	0	0	3.6	53.6	35.7	3.6	0.0	3.6	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL ASTURIAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>53.6</b>	<b>35.7</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BARCELONA	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.9	4	66
BARCELONA	EASYJET UK LTD	S	204	0	0	9.3	45.1	32.8	7.8	2.5	2.5	0.0	0.0	0.0	0.0	0.0	7	87.8	7	238
BARCELONA	NORWEGIAN AIR INTERNATIONAL	S	124	0	0	4.0	35.5	38.7	10.5	8.1	0.8	2.4	0.0	0.0	0.0	0.0	12	80.6	8	124
BARCELONA	VUELING AIRLINES	S	335	0	0	11.0	43.3	29.0	8.1	6.0	2.4	0.3	0.0	0.0	0.0	0.0	8	76.7	12	258
<b>TOTAL BARCELONA</b>			<b>663</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>42.4</b>	<b>32.0</b>	<b>8.4</b>	<b>5.3</b>	<b>2.1</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>82.9</b>	<b>9</b>	<b>686</b>
BILBAO	BRITISH AIRWAYS PLC	S	56	0	0	28.6	55.4	10.7	0.0	0.0	3.6	0.0	1.8	0.0	0.0	0.0	8	0.0	0	0
BILBAO	VUELING AIRLINES	S	68	0	0	2.9	35.3	45.6	8.8	4.4	2.9	0.0	0.0	0.0	0.0	0.0	10	86.7	9	60
<b>TOTAL BILBAO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>44.4</b>	<b>29.8</b>	<b>4.8</b>	<b>2.4</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>9</b>	<b>86.7</b>	<b>9</b>	<b>60</b>
GRANADA	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	7	90.0	4	20
<b>TOTAL GRANADA</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>7</b>	<b>90.0</b>	<b>4</b>	<b>20</b>
LIEIDA	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	57.1	22	7
<b>TOTAL LIEIDA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>57.1</b>	<b>22</b>	<b>7</b>
MADRID	AIR EUROPA	S	124	0	1	6.4	36.0	45.6	8.0	3.2	0.0	0.0	0.0	0.0	0.0	0.8	6	74.6	11	126
MADRID	EASYJET UK LTD	S	184	0	1	9.7	40.5	38.4	5.4	4.3	1.1	0.0	0.0	0.0	0.0	0.5	6	87.0	6	208
MADRID	GESTAIR EXECUTIVE JET	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
MADRID	IBERIA EXPRESS	S	122	0	0	9.0	34.4	40.2	12.3	4.1	0.0	0.0	0.0	0.0	0.0	0.0	7	83.1	7	124
MADRID	NORWEGIAN AIR INTERNATIONAL	S	54	0	0	1.9	53.7	24.1	13.0	5.6	1.9	0.0	0.0	0.0	0.0	0.0	8	85.6	7	104
<b>TOTAL MADRID</b>			<b>485</b>	<b>0</b>	<b>2</b>	<b>7.8</b>	<b>39.2</b>	<b>39.2</b>	<b>8.6</b>	<b>4.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>6</b>	<b>83.1</b>	<b>7</b>	<b>562</b>
MAHON	EASYJET UK LTD	S	16	0	0	12.5	56.3	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	18
<b>TOTAL MAHON</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>56.3</b>	<b>31.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>1</b>	<b>18</b>
MALAGA	BRITISH AIRWAYS PLC	S	86	0	1	9.2	47.1	33.3	4.6	0.0	3.4	0.0	0.0	1.1	0.0	1.1	18	93.9	3	81
MALAGA	EASYJET UK LTD	S	122	0	0	13.9	36.1	38.5	6.6	3.3	0.0	0.0	1.6	0.0	0.0	0.0	8	89.9	5	138
MALAGA	NORWEGIAN AIR INTERNATIONAL	S	98	0	0	2.0	48.0	35.7	7.1	6.1	1.0	0.0	0.0	0.0	0.0	0.0	7	75.0	17	132
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	6	75.0	16	8
<b>TOTAL MALAGA</b>			<b>314</b>	<b>0</b>	<b>1</b>	<b>8.6</b>	<b>42.2</b>	<b>37.1</b>	<b>6.3</b>	<b>3.2</b>	<b>1.3</b>	<b>0.0</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>11</b>	<b>84.8</b>	<b>9</b>	<b>359</b>
MURCIA INTERNATIONAL	EASYJET UK LTD	S	45	0	0	17.8	37.8	26.7	6.7	4.4	4.4	0.0	2.2	0.0	0.0	0.0	14	87.5	4	16
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>17.8</b>	<b>37.8</b>	<b>26.7</b>	<b>6.7</b>	<b>4.4</b>	<b>4.4</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>87.5</b>	<b>4</b>	<b>16</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	90.9	28	22
<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>90.9</b>	<b>28</b>	<b>22</b>
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	26	0	0	3.8	61.5	30.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	88.5	13	26
PALMA DE MALLORCA	EASYJET UK LTD	S	60	0	0	20.0	40.0	28.3	8.3	1.7	0.0	1.7	0.0	0.0	0.0	0.0	6	93.2	4	74
PALMA DE MALLORCA	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	88.9	6	54

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>86</b>	<b>0</b>	<b>0</b>	<b>15.1</b>	<b>46.5</b>	<b>29.1</b>	<b>5.8</b>	<b>2.3</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.9</b>	<b>6</b>	<b>154</b>
REUS	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 REUS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
SEVILLE	BRITISH AIRWAYS PLC	S	50	0	0	12.0	46.0	22.0	12.0	6.0	2.0	0.0	0.0	0.0	0.0	0.0	8	89.3	6	56
SEVILLE	EASYJET UK LTD	S	46	0	0	10.9	39.1	37.0	8.7	2.2	2.2	0.0	0.0	0.0	0.0	0.0	7	88.6	6	44
<b>TOTAL SEVILLE</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>42.7</b>	<b>29.2</b>	<b>10.4</b>	<b>4.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>89.0</b>	<b>6</b>	<b>100</b>
VALENCIA	BRITISH AIRWAYS PLC	S	2	0	0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	89	97.2	2	36
VALENCIA	EASYJET UK LTD	S	97	0	1	5.1	29.6	43.9	16.3	1.0	2.0	1.0	0.0	0.0	0.0	1.0	9	82.1	8	95
VALENCIA	VUELING AIRLINES	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	59	0.0	0	0
<b>TOTAL VALENCIA</b>			<b>100</b>	<b>0</b>	<b>1</b>	<b>5.0</b>	<b>28.7</b>	<b>42.6</b>	<b>15.8</b>	<b>3.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>12</b>	<b>86.3</b>	<b>6</b>	<b>131</b>
<b>TOTAL SPAIN</b>			<b>2244</b>	<b>0</b>	<b>10</b>	<b>10.1</b>	<b>40.8</b>	<b>34.2</b>	<b>8.3</b>	<b>3.9</b>	<b>1.7</b>	<b>0.3</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>9</b>	<b>85.1</b>	<b>8</b>	<b>2406</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	BRITISH AIRWAYS PLC	S	44	0	0	18.2	40.9	29.5	4.5	4.5	2.3	0.0	0.0	0.0	0.0	0.0	7	91.2	4	34
ARRECIFE	EASYJET UK LTD	S	65	0	1	6.1	24.2	50.0	15.2	3.0	0.0	0.0	0.0	0.0	0.0	1.5	8	77.3	9	66
ARRECIFE	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.2	13	22
ARRECIFE	TUI AIRWAYS LTD	C	20	0	0	0.0	10.0	55.0	25.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	72.4	11	29
<b>TOTAL ARRECIFE</b>			<b>129</b>	<b>0</b>	<b>1</b>	<b>9.2</b>	<b>27.7</b>	<b>43.8</b>	<b>13.1</b>	<b>4.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>8</b>	<b>78.1</b>	<b>9</b>	<b>151</b>
FUERTEVENTURA	EASYJET UK LTD	S	42	0	0	14.3	23.8	42.9	14.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	7	91.7	4	48
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	60.0	19	10
FUERTEVENTURA	TUI AIRWAYS LTD	C	16	0	0	0.0	18.8	62.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	52.4	29	21
<b>TOTAL FUERTEVENTURA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>22.4</b>	<b>48.3</b>	<b>13.8</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>77.2</b>	<b>12</b>	<b>79</b>
LAS PALMAS	BRITISH AIRWAYS PLC	S	20	0	0	15.0	30.0	40.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
LAS PALMAS	EASYJET UK LTD	S	52	0	0	7.7	23.1	50.0	13.5	3.8	1.9	0.0	0.0	0.0	0.0	0.0	11	89.3	4	56
LAS PALMAS	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
LAS PALMAS	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	0.0	72.2	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	5	18
LAS PALMAS	NORWEGIAN AIR SHUTTLE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	5	8
LAS PALMAS	TUI AIRWAYS LTD	C	30	0	0	0.0	20.0	53.3	13.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	14	73.5	16	34
<b>TOTAL LAS PALMAS</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>31.4</b>	<b>43.8</b>	<b>12.4</b>	<b>4.1</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.5</b>	<b>8</b>	<b>117</b>
SANTA CRUZ DE LA PALMA	EASYJET UK LTD	S	16	0	0	6.3	43.8	31.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	8	18
SANTA CRUZ DE LA PALMA	TUI AIRWAYS LTD	C	10	0	0	20.0	20.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	10
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>34.6</b>	<b>30.8</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>89.3</b>	<b>6</b>	<b>28</b>
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	14	3
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	S	90	0	0	15.6	30.0	37.8	12.2	2.2	1.1	1.1	0.0	0.0	0.0	0.0	8	87.2	5	78

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	EASYJET UK LTD	S	107	0	0	11.2	29.0	39.3	13.1	6.5	0.9	0.0	0.0	0.0	0.0	0.0	9	89.2	5	102	
TENERIFE (SURREINA SOFIA)	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	
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	S	36	0	1	2.7	56.8	18.9	10.8	5.4	2.7	0.0	0.0	0.0	0.0	2.7	8	75.0	7	36	
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR SHUTTLE	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	43	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	75.0	8	36	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	49	0	0	0.0	6.1	46.9	14.3	18.4	14.3	0.0	0.0	0.0	0.0	0.0	27	79.6	10	54	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>284</b>	<b>0</b>	<b>1</b>	<b>9.5</b>	<b>29.1</b>	<b>37.2</b>	<b>12.6</b>	<b>7.4</b>	<b>3.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>12</b>	<b>83.2</b>	<b>6</b>	<b>309</b>	
<b>TOTAL SPAIN(CANARY)</b>			<b>618</b>	<b>0</b>	<b>2</b>	<b>8.9</b>	<b>28.9</b>	<b>40.6</b>	<b>12.9</b>	<b>6.0</b>	<b>2.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>10</b>	<b>82.0</b>	<b>8</b>	<b>684</b>	
<b>SRI LANKA</b>																					
COLOMBO	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	13	2	
COLOMBO	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	10	10	
<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>58.3</b>	<b>11</b>	<b>12</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>58.3</b>	<b>11</b>	<b>12</b>	
<b>ST LUCIA</b>																					
ST LUCIA (HEWANORRA)	TUI AIRWAYS LTD	C	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	78.6	9	14	
ST LUCIA (HEWANORRA)	TUI AIRWAYS LTD	S	9	0	0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	11	8	
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>33.3</b>	<b>33.3</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>77.3</b>	<b>10</b>	<b>22</b>	
<b>TOTAL ST LUCIA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>33.3</b>	<b>33.3</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>77.3</b>	<b>10</b>	<b>22</b>	
<b>SWEDEN</b>																					
GOTEBORG (LANDVETTER)	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.8	5	24	
GOTEBORG (LANDVETTER)	NORWEGIAN AIR SHUTTLE	S	90	0	0	4.4	56.7	32.2	5.6	1.1	0.0	0.0	0.0	0.0	0.0	0.0	3	92.4	5	92	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>56.7</b>	<b>32.2</b>	<b>5.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>93.1</b>	<b>5</b>	<b>116</b>	
OSTERSUND / FROSON	EASYJET UK LTD	S	12	0	0	0.0	41.7	33.3	8.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	23	18	
<b>TOTAL OSTERSUND / FROSON</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>33.3</b>	<b>8.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.3</b>	<b>23</b>	<b>18</b>	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR INTERNATIONAL	S	223	0	0	11.7	52.0	23.8	6.7	3.1	1.8	0.9	0.0	0.0	0.0	0.0	7	88.7	6	275	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>223</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>52.0</b>	<b>23.8</b>	<b>6.7</b>	<b>3.1</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.7</b>	<b>6</b>	<b>275</b>	
<b>TOTAL SWEDEN</b>			<b>325</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>52.9</b>	<b>26.5</b>	<b>6.5</b>	<b>3.1</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>89.7</b>	<b>7</b>	<b>409</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET UK LTD	S	126	0	0	4.8	33.3	42.1	9.5	9.5	0.8	0.0	0.0	0.0	0.0	0.0	9	77.0	11	126	

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		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>126</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>33.3</b>	<b>42.1</b>	<b>9.5</b>	<b>9.5</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>9</b>	<b>77.0</b>	<b>11</b>	<b>126</b>	
GENEVA	BRITISH AIRWAYS PLC	S	220	0	0	8.2	55.9	25.9	5.0	3.6	0.9	0.5	0.0	0.0	0.0	0.0	5	92.6	4	204	
GENEVA	EASYJET UK LTD	S	510	0	1	4.7	36.4	40.7	9.6	6.1	1.4	0.4	0.6	0.0	0.0	0.2	10	79.1	10	512	
GENEVA	SWISS AIRLINES	S	8	0	0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	19	62.5	19	8	
GENEVA	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	8	
GENEVA	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	62.5	21	16	
<b>TOTAL GENEVA</b>			<b>746</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>41.8</b>	<b>36.1</b>	<b>8.7</b>	<b>5.6</b>	<b>1.2</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>9</b>	<b>82.4</b>	<b>9</b>	<b>748</b>	
ZURICH	ACM AIR CHARTER LUFTFAHT	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	
ZURICH	EASYJET UK LTD	S	77	0	1	10.3	37.2	34.6	7.7	9.0	0.0	0.0	0.0	0.0	0.0	1.3	8	80.5	8	82	
ZURICH	SWISS AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL ZURICH</b>			<b>78</b>	<b>0</b>	<b>1</b>	<b>10.1</b>	<b>36.7</b>	<b>35.4</b>	<b>7.6</b>	<b>8.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>8</b>	<b>80.7</b>	<b>8</b>	<b>83</b>	
<b>TOTAL SWITZERLAND</b>			<b>950</b>	<b>0</b>	<b>2</b>	<b>5.9</b>	<b>40.2</b>	<b>36.9</b>	<b>8.7</b>	<b>6.4</b>	<b>1.1</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>9</b>	<b>81.5</b>	<b>9</b>	<b>957</b>	
<b>TAIWAN</b>																					
TAIPEI	CHINA AIRLINES	S	36	0	0	2.8	55.6	16.7	5.6	16.7	2.8	0.0	0.0	0.0	0.0	0.0	12	91.2	3	34	
<b>TOTAL TAIPEI</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>55.6</b>	<b>16.7</b>	<b>5.6</b>	<b>16.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>91.2</b>	<b>3</b>	<b>34</b>	
<b>TOTAL TAIWAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>55.6</b>	<b>16.7</b>	<b>5.6</b>	<b>16.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>91.2</b>	<b>3</b>	<b>34</b>	
<b>THAILAND</b>																					
BANGKOK SUVARNABHUMI	NORWEGIAN AIR UK LTD	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>TOTAL BANGKOK SUVARNABHUMI</b>			<b>0</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PHUKET	TUI AIRWAYS LTD	C	9	0	0	0.0	11.1	44.4	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	4	8	
<b>TOTAL PHUKET</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</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>21</b>	<b>100.0</b>	<b>4</b>	<b>8</b>	
U-TAPAO	TUI AIRWAYS LTD	C	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	25.0	18	4	
<b>TOTAL U-TAPAO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>25.0</b>	<b>18</b>	<b>4</b>	
<b>TOTAL THAILAND</b>			<b>13</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>16.7</b>	<b>27.8</b>	<b>5.6</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27.8</b>	<b>20</b>	<b>75.0</b>	<b>9</b>	<b>12</b>	
<b>TRINIDAD AND TOBAGO</b>																					
PORT OF SPAIN	BRITISH AIRWAYS PLC	S	44	0	0	31.8	18.2	43.2	4.5	2.3	0.0	0.0	0.0	0.0	0.0	0.0	4	72.7	18	44	
<b>TOTAL PORT OF SPAIN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>18.2</b>	<b>43.2</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>72.7</b>	<b>18</b>	<b>44</b>	
TOBAGO	BRITISH AIRWAYS PLC	S	17	0	0	17.6	29.4	35.3	5.9	0.0	5.9	5.9	0.0	0.0	0.0	0.0	15	64.7	17	17	
TOBAGO	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	22.2	44.4	22.2	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	83.3	7	18	
<b>TOTAL TOBAGO</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>37.1</b>	<b>28.6</b>	<b>5.7</b>	<b>0.0</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.3</b>	<b>12</b>	<b>35</b>	
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>26.6</b>	<b>26.6</b>	<b>36.7</b>	<b>5.1</b>	<b>1.3</b>	<b>2.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>73.4</b>	<b>15</b>	<b>79</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	70.0	13	20	
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	10	0	0	10.0	20.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	8	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
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 ENFIDHA - HAMMAMET INTL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>20.0</b>	<b>50.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>78.6</b>	<b>10</b>	<b>28</b>	
TUNIS	TUNISAIR	S	24	0	0	0.0	16.7	41.7	20.8	20.8	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	67	18	
<b>TOTAL TUNIS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>41.7</b>	<b>20.8</b>	<b>20.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>67</b>	<b>18</b>	
<b>TOTAL TUNISIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>17.6</b>	<b>44.1</b>	<b>20.6</b>	<b>14.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>45.8</b>	<b>32</b>	<b>46</b>	
<b>TURKEY</b>																					
ANKARA (ESENBOGA)	THY TURKISH AIRLINES	S	16	0	0	18.8	37.5	31.3	0.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	11	78.6	16	14	
<b>TOTAL ANKARA (ESENBOGA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>37.5</b>	<b>31.3</b>	<b>0.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.6</b>	<b>16</b>	<b>14</b>	
ANTALYA	EASYJET UK LTD	S	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	27	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	80.0	52	10	
<b>TOTAL ANTALYA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>80.0</b>	<b>52</b>	<b>10</b>	
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	16.7	57	6	
<b>TOTAL DALAMAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>57</b>	<b>6</b>	
ISTANBUL	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1	
ISTANBUL	THY TURKISH AIRLINES	S	122	0	2	21.0	39.5	27.4	5.6	3.2	0.8	0.8	0.0	0.0	0.0	1.6	6	72.6	10	124	
<b>TOTAL ISTANBUL</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>21.0</b>	<b>39.5</b>	<b>27.4</b>	<b>5.6</b>	<b>3.2</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>6</b>	<b>72.0</b>	<b>10</b>	<b>125</b>	
ISTANBUL (SABIHA GOKCEN)	THY TURKISH AIRLINES	S	46	0	0	17.4	50.0	28.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.9	5	44	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>50.0</b>	<b>28.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.9</b>	<b>5</b>	<b>44</b>	
<b>TOTAL TURKEY</b>			<b>188</b>	<b>0</b>	<b>2</b>	<b>19.5</b>	<b>41.1</b>	<b>27.9</b>	<b>5.3</b>	<b>3.7</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>6</b>	<b>75.4</b>	<b>13</b>	<b>199</b>	
<b>TURKS AND CAICOS</b>																					
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	18	0	0	22.2	38.9	33.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	76.5	6	17	
<b>TOTAL PROVIDENCIALES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>38.9</b>	<b>33.3</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>76.5</b>	<b>6</b>	<b>17</b>	
<b>TOTAL TURKS AND CAICOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>38.9</b>	<b>33.3</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>76.5</b>	<b>6</b>	<b>17</b>	
<b>UKRAINE</b>																					
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLINES	S	118	0	0	5.9	40.7	23.7	22.0	7.6	0.0	0.0	0.0	0.0	0.0	0.0	9	53.7	23	121	
<b>TOTAL KIEV (BORISPOL)</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>40.7</b>	<b>23.7</b>	<b>22.0</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>0.0</b>	<b>9</b>	<b>53.7</b>	<b>23</b>	<b>121</b>	
<b>TOTAL UKRAINE</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>40.7</b>	<b>23.7</b>	<b>22.0</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>0.0</b>	<b>9</b>	<b>53.7</b>	<b>23</b>	<b>121</b>	
<b>UNITED ARAB EMIRATES</b>																					
ABU DHABI INTERNATIONAL	TUI AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DUBAI	EMIRATES	S	187	0	0	4.8	34.8	32.1	14.4	7.5	2.7	2.1	1.6	0.0	0.0	0.0	18	75.5	11	188	
<b>TOTAL DUBAI</b>			<b>187</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>34.8</b>	<b>32.1</b>	<b>14.4</b>	<b>7.5</b>	<b>2.7</b>	<b>2.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>75.5</b>	<b>11</b>	<b>188</b>	
<b>TOTAL UNITED ARAB</b>			<b>187</b>	<b>0</b>	<b>1</b>	<b>4.8</b>	<b>34.6</b>	<b>31.9</b>	<b>14.4</b>	<b>7.4</b>	<b>2.7</b>	<b>2.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>18</b>	<b>75.5</b>	<b>11</b>	<b>188</b>	
<b>UNITED KINGDOM</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
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	
ABERDEEN	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.0	6	54	
<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>87.0</b>	<b>6</b>	<b>54</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	344	0	0	9.6	46.8	32.0	5.2	4.9	0.6	0.6	0.3	0.0	0.0	0.0	7	78.5	12	340	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>344</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>46.8</b>	<b>32.0</b>	<b>5.2</b>	<b>4.9</b>	<b>0.6</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>78.5</b>	<b>12</b>	<b>340</b>	
BRISTOL	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL BRISTOL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DONCASTER SHEFFIELD	EASTERN AIRWAYS	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	
DONCASTER SHEFFIELD	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	
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>3</b>	<b>0</b>	<b>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>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EDINBURGH	BRITISH AIRWAYS PLC	S	187	0	0	18.7	61.0	15.0	2.7	1.6	0.5	0.0	0.5	0.0	0.0	0.0	3	92.6	4	188	
EDINBURGH	EASYJET UK LTD	S	221	0	1	10.8	39.6	32.0	9.5	5.4	1.8	0.5	0.0	0.0	0.0	0.5	8	81.3	8	224	
<b>TOTAL EDINBURGH</b>			<b>408</b>	<b>0</b>	<b>1</b>	<b>14.4</b>	<b>49.4</b>	<b>24.2</b>	<b>6.4</b>	<b>3.7</b>	<b>1.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>6</b>	<b>86.4</b>	<b>6</b>	<b>412</b>	
GLASGOW	BRITISH AIRWAYS PLC	S	214	0	0	17.8	66.8	11.2	1.9	1.9	0.5	0.0	0.0	0.0	0.0	0.0	2	91.0	4	210	
GLASGOW	EASYJET UK LTD	S	170	0	0	13.5	49.4	25.3	6.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	81.8	10	170	
<b>TOTAL GLASGOW</b>			<b>384</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>59.1</b>	<b>17.4</b>	<b>3.9</b>	<b>3.4</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>3</b>	<b>86.8</b>	<b>6</b>	<b>380</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	302	0	12	2.5	45.5	30.3	7.3	6.4	0.3	1.0	2.9	0.0	0.0	3.8	15	83.2	10	294	
<b>TOTAL GUERNSEY</b>			<b>302</b>	<b>0</b>	<b>12</b>	<b>2.5</b>	<b>45.5</b>	<b>30.3</b>	<b>7.3</b>	<b>6.4</b>	<b>0.3</b>	<b>1.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>15</b>	<b>83.2</b>	<b>10</b>	<b>294</b>	
HEATHROW	BRITISH AIRWAYS PLC	C	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
HEATHROW	BRITISH AIRWAYS PLC	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL HEATHROW</b>			<b>3</b>	<b>0</b>	<b>2</b>	<b>0.0</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>40.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HUMBERSIDE	EASTERN AIRWAYS	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
HUMBERSIDE	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	37	0.0	0	0	
<b>TOTAL HUMBERSIDE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
INVERNESS	EASYJET UK LTD	S	122	0	0	4.1	54.9	30.3	4.9	4.1	1.6	0.0	0.0	0.0	0.0	0.0	6	87.7	5	130	
<b>TOTAL INVERNESS</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>54.9</b>	<b>30.3</b>	<b>4.9</b>	<b>4.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.7</b>	<b>5</b>	<b>130</b>	
ISLE OF MAN	EASYJET UK LTD	S	84	0	3	5.7	33.3	31.0	11.5	12.6	0.0	1.1	1.1	0.0	0.0	3.4	15	78.6	10	84	
<b>TOTAL ISLE OF MAN</b>			<b>84</b>	<b>0</b>	<b>3</b>	<b>5.7</b>	<b>33.3</b>	<b>31.0</b>	<b>11.5</b>	<b>12.6</b>	<b>0.0</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>15</b>	<b>78.6</b>	<b>10</b>	<b>84</b>	
JERSEY	BRITISH AIRWAYS PLC	S	301	0	1	25.2	61.3	9.9	2.3	0.7	0.0	0.0	0.3	0.0	0.0	0.3	2	94.4	4	302	
JERSEY	EASYJET UK LTD	S	136	0	0	10.3	40.4	30.9	8.1	7.4	2.9	0.0	0.0	0.0	0.0	0.0	10	93.4	3	152	
<b>TOTAL JERSEY</b>			<b>437</b>	<b>0</b>	<b>1</b>	<b>20.5</b>	<b>54.8</b>	<b>16.4</b>	<b>4.1</b>	<b>2.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>4</b>	<b>94.1</b>	<b>4</b>	<b>454</b>	
LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL LIVERPOOL (JOHN LENNON)</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>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LUTON	RYANAIR	S	1	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 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>38</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MANCHESTER	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
MANCHESTER	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
MANCHESTER	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
MANCHESTER	TUI AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<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>100.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>4</b>	
NEWCASTLE	JOTA AVIATION LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL NEWCASTLE</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>
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	92.3	6	166
<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>92.3</b>	<b>6</b>	<b>166</b>
PRESTWICK	NORWEGIAN AIR UK LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL PRESTWICK</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SOUTHEND	EASYJET UK LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
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	50.0	16	2	
<b>TOTAL SOUTHEND</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>50.0</b>	<b>16</b>	<b>2</b>	
STANSTED	TITAN AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
STANSTED	VUELING AIRLINES	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL STANSTED</b>			<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>2094</b>	<b>0</b>	<b>24</b>	<b>12.5</b>	<b>50.7</b>	<b>24.1</b>	<b>5.5</b>	<b>4.5</b>	<b>0.7</b>	<b>0.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>7</b>	<b>86.5</b>	<b>7</b>	<b>2320</b>
<b>USA</b>																				
BOSTON	NORWEGIAN AIR UK LTD	S	50	0	0	16.0	50.0	26.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4	78.1	13	62
<b>TOTAL BOSTON</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>16.0</b>	<b>50.0</b>	<b>26.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>78.1</b>	<b>13</b>	<b>62</b>
CHICAGO (O'HARE)	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	62.9	21	35
<b>TOTAL CHICAGO (O'HARE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>62.9</b>	<b>21</b>	<b>35</b>
DENVER INTERNATIONAL	NORWEGIAN AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	48.1	42	27
<b>TOTAL DENVER INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>48.1</b>	<b>42</b>	<b>27</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	45	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	58.1	24	62
<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>63.6</b>	<b>30</b>	<b>88</b>
LAS VEGAS	BRITISH AIRWAYS PLC	S	28	0	0	14.3	32.1	28.6	14.3	3.6	3.6	0.0	3.6	0.0	0.0	0.0	14	55.6	26	27
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	79.4	8	34
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	74.3	10	35
<b>TOTAL LAS VEGAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>32.1</b>	<b>28.6</b>	<b>14.3</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>70.8</b>	<b>14</b>	<b>96</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LOS ANGELES INTERNATIONAL	NORWEGIAN AIR UK LTD	S	58	0	0	12.1	31.0	41.4	6.9	3.4	5.2	0.0	0.0	0.0	0.0	0.0	10	80.6	9	62
LOS ANGELES INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>32.2</b>	<b>40.7</b>	<b>6.8</b>	<b>3.4</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>10</b>	<b>80.6</b>	<b>9</b>	<b>62</b>
MIAMI INTERNATIONAL	NORWEGIAN AIR UK LTD	S	50	0	0	8.0	26.0	54.0	6.0	0.0	4.0	2.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>26.0</b>	<b>54.0</b>	<b>6.0</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>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	25	0	0	12.0	12.0	48.0	20.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	11	82.1	6	37
NEW YORK (JF KENNEDY)	NORWEGIAN AIR UK LTD	S	144	0	19	15.3	32.5	27.6	8.0	3.7	1.2	0.0	0.0	0.0	0.0	11.7	6	71.3	12	160
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>169</b>	<b>0</b>	<b>19</b>	<b>14.9</b>	<b>29.8</b>	<b>30.3</b>	<b>9.6</b>	<b>3.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.1</b>	<b>7</b>	<b>73.4</b>	<b>11</b>	<b>197</b>
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	74.1	10	27
<b>TOTAL OAKLAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>74.1</b>	<b>10</b>	<b>27</b>
ORLANDO	BRITISH AIRWAYS PLC	S	62	0	0	9.7	32.3	45.2	3.2	6.5	0.0	3.2	0.0	0.0	0.0	0.0	9	67.7	20	62
ORLANDO	NORWEGIAN AIR UK LTD	S	36	0	0	5.6	52.8	30.6	2.8	2.8	5.6	0.0	0.0	0.0	0.0	0.0	9	86.7	5	45
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	25.8	32.3	30.6	4.8	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	70.6	13	68
<b>TOTAL ORLANDO</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>36.9</b>	<b>36.3</b>	<b>3.8</b>	<b>5.6</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>8</b>	<b>73.7</b>	<b>14</b>	<b>175</b>
SAN FRANCISCO	NORWEGIAN AIR UK LTD	S	36	0	0	22.2	33.3	36.1	2.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL SAN FRANCISCO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>33.3</b>	<b>36.1</b>	<b>2.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
TAMPA	BRITISH AIRWAYS PLC	S	48	0	0	8.3	50.0	37.5	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.8	7	52
TAMPA	NORWEGIAN AIR UK LTD	S	22	0	0	13.6	54.5	18.2	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	12	18
<b>TOTAL TAMPA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>51.4</b>	<b>31.4</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>0.0</b>	<b>4</b>	<b>77.1</b>	<b>9</b>	<b>70</b>
<b>TOTAL USA</b>			<b>622</b>	<b>0</b>	<b>19</b>	<b>14.0</b>	<b>35.7</b>	<b>34.6</b>	<b>6.6</b>	<b>3.7</b>	<b>1.7</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>7</b>	<b>72.1</b>	<b>15</b>	<b>839</b>
<b>VIETNAM</b>																				
PHU QUOC INTERNATIONAL	TUI AIRWAYS LTD	C	9	0	0	0.0	11.1	44.4	0.0	33.3	11.1	0.0	0.0	0.0	0.0	0.0	22	77.8	10	9
<b>TOTAL PHU QUOC INTERNATIONAL</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>0.0</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>77.8</b>	<b>10</b>	<b>9</b>
<b>TOTAL VIETNAM</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>0.0</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>77.8</b>	<b>10</b>	<b>9</b>
<b>TOTAL GATWICK</b>			<b>18330</b>	<b>0</b>	<b>146</b>	<b>10.8</b>	<b>41.2</b>	<b>31.7</b>	<b>8.1</b>	<b>4.9</b>	<b>1.7</b>	<b>0.4</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.8</b>	<b>9</b>	<b>81.2</b>	<b>10</b>	<b>19463</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
LINZ	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	94	2	
<b>TOTAL LINZ</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>94</b>	<b>2</b>	
SALZBURG	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	32	6		
<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</b>	<b>0.0</b>	<b>32</b>	<b>6</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</b>	<b>0.0</b>	<b>47</b>	<b>8</b>		
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	24	25.0	25	4	
<b>TOTAL BRIDGETOWN</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>25.0</b>	<b>25</b>	<b>4</b>	
<b>TOTAL BARBADOS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>25.0</b>	<b>25</b>	<b>4</b>	
<b>CANADA</b>																					
TORONTO	AIR TRANSAT	S	14	0	0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	20	12	
<b>TOTAL TORONTO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>57.1</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>66.7</b>	<b>20</b>	<b>12</b>	
<b>TOTAL CANADA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>57.1</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>66.7</b>	<b>20</b>	<b>12</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	18	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	12	18		
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>66.7</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>72.2</b>	<b>12</b>	<b>18</b>		
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>66.7</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>72.2</b>	<b>12</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	13	2		
<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>13</b>	<b>2</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>13</b>	<b>2</b>		
<b>FRANCE</b>																					
CAEN	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	46	0.0	0	0	
<b>TOTAL CAEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CHAMBERY	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	25.0	0.0	12.5	0.0	0.0	37.5	0.0	0.0	0.0	104	50.0	25	8	
<b>TOTAL CHAMBERY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>104</b>	<b>50.0</b>	<b>25</b>	<b>8</b>	
GRENOBLE	JET2.COM LTD	S	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	12	8	
<b>TOTAL GRENOBLE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>62.5</b>	<b>12.5</b>	<b>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>50.0</b>	<b>12</b>	<b>8</b>	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	42	0	0	0.0	47.6	35.7	9.5	2.4	4.8	0.0	0.0	0.0	0.0	0.0	9	70.8	12	48	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.6</b>	<b>35.7</b>	<b>9.5</b>	<b>2.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>70.8</b>	<b>12</b>	<b>48</b>	
<b>TOTAL FRANCE</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.0</b>	<b>37.3</b>	<b>8.5</b>	<b>6.8</b>	<b>3.4</b>	<b>0.0</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>65.6</b>	<b>13</b>	<b>64</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	30	0	0	16.7	60.0	20.0	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	5	85.0	7	40	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>60.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.0</b>	<b>7</b>	<b>40</b>	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.2	5	56		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
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	
DUSSELDORF	LOGANAIR LTD	S	26	0	0	0.0	30.8	42.3	11.5	3.8	11.5	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL DUSSELDORF</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>42.3</b>	<b>11.5</b>	<b>3.8</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>86.2</b>	<b>5</b>	<b>56</b>	
FRANKFURT MAIN	LUFTHANSA	S	52	0	2	0.0	59.3	31.5	3.7	1.9	0.0	0.0	0.0	0.0	0.0	3.7	3	82.3	7	60	
<b>TOTAL FRANKFURT MAIN</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>59.3</b>	<b>31.5</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>3</b>	<b>82.3</b>	<b>7</b>	<b>60</b>	
MUNICH	LUFTHANSA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	54.8	20	40	
<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>54.8</b>	<b>20</b>	<b>40</b>	
<b>TOTAL GERMANY</b>			<b>108</b>	<b>0</b>	<b>2</b>	<b>4.5</b>	<b>52.7</b>	<b>30.9</b>	<b>4.5</b>	<b>1.8</b>	<b>2.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>7</b>	<b>78.2</b>	<b>9</b>	<b>196</b>	
<b>HUNGARY</b>																					
BUDAPEST	WIZZ AIR	S	18	0	0	5.6	5.6	22.2	16.7	27.8	22.2	0.0	0.0	0.0	0.0	0.0	34	72.2	15	18	
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>5.6</b>	<b>22.2</b>	<b>16.7</b>	<b>27.8</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>72.2</b>	<b>15</b>	<b>18</b>	
<b>TOTAL HUNGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>5.6</b>	<b>22.2</b>	<b>16.7</b>	<b>27.8</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>72.2</b>	<b>15</b>	<b>18</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1	
KEFLAVIK	ICELANDAIR	S	50	0	4	11.1	57.4	5.6	5.6	3.7	1.9	0.0	3.7	3.7	0.0	7.4	32	92.9	6	56	
<b>TOTAL KEFLAVIK</b>			<b>50</b>	<b>0</b>	<b>4</b>	<b>11.1</b>	<b>57.4</b>	<b>5.6</b>	<b>5.6</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>7.4</b>	<b>32</b>	<b>91.2</b>	<b>6</b>	<b>57</b>	
<b>TOTAL ICELAND</b>			<b>50</b>	<b>0</b>	<b>4</b>	<b>11.1</b>	<b>57.4</b>	<b>5.6</b>	<b>5.6</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>7.4</b>	<b>32</b>	<b>91.2</b>	<b>6</b>	<b>57</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	25	0	1	3.8	53.8	26.9	3.8	7.7	0.0	0.0	0.0	0.0	0.0	3.8	6	90.0	4	30	
<b>TOTAL CORK</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>3.8</b>	<b>53.8</b>	<b>26.9</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>3.8</b>	<b>6</b>	<b>90.0</b>	<b>4</b>	<b>30</b>	
DONEGAL	LOGANAIR LTD	S	27	0	0	14.8	18.5	22.2	3.7	14.8	18.5	7.4	0.0	0.0	0.0	0.0	37	76.9	17	26	
<b>TOTAL DONEGAL</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>18.5</b>	<b>22.2</b>	<b>3.7</b>	<b>14.8</b>	<b>18.5</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>76.9</b>	<b>17</b>	<b>26</b>	
DUBLIN	AER LINGUS	S	223	0	1	21.9	58.5	12.1	3.1	2.7	1.3	0.0	0.0	0.0	0.0	0.4	4	95.2	3	248	
DUBLIN	RYANAIR	S	180	0	0	23.3	56.7	12.2	5.6	1.7	0.6	0.0	0.0	0.0	0.0	0.0	3	90.3	6	176	
<b>TOTAL DUBLIN</b>			<b>403</b>	<b>0</b>	<b>1</b>	<b>22.5</b>	<b>57.7</b>	<b>12.1</b>	<b>4.2</b>	<b>2.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>3</b>	<b>93.2</b>	<b>4</b>	<b>424</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>455</b>	<b>0</b>	<b>2</b>	<b>21.0</b>	<b>55.1</b>	<b>13.6</b>	<b>4.2</b>	<b>3.3</b>	<b>2.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>6</b>	<b>92.1</b>	<b>5</b>	<b>480</b>	
<b>ITALY</b>																					
ROME (FIUMICINO)	JET2.COM LTD	S	18	0	0	16.7	83.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>83.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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	TUI AIRWAYS LTD	C	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	10	87.5	6	8	
<b>TOTAL TURIN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>87.5</b>	<b>6</b>	<b>8</b>	
VENICE	EASYJET UK LTD	S	16	0	0	25.0	37.5	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	18	
<b>TOTAL VENICE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>37.5</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>0</b>	<b>18</b>	
<b>TOTAL ITALY</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>57.1</b>	<b>16.7</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>3</b>	<b>96.2</b>	<b>2</b>	<b>26</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	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	3	33.3	61	3	
<b>TOTAL MONTEGO BAY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>33.3</b>	<b>61</b>	<b>3</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
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 JAMAICA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>33.3</b>	<b>61</b>	<b>3</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET UK LTD	S	36	0	0	0.0	30.6	44.4	5.6	11.1	2.8	0.0	5.6	0.0	0.0	0.0	26	88.2	10	34	
AMSTERDAM	KLM	S	130	0	2	3.0	53.0	34.1	4.5	3.0	0.8	0.0	0.0	0.0	0.0	1.5	5	87.3	6	130	
AMSTERDAM	KLM CITYHOPPER	S	62	0	0	0.0	48.4	40.3	9.7	1.6	0.0	0.0	0.0	0.0	0.0	0.0	5	93.5	5	62	
<b>TOTAL AMSTERDAM</b>			<b>228</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>48.3</b>	<b>37.4</b>	<b>6.1</b>	<b>3.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>8</b>	<b>89.1</b>	<b>6</b>	<b>226</b>	
<b>TOTAL NETHERLANDS</b>			<b>228</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>48.3</b>	<b>37.4</b>	<b>6.1</b>	<b>3.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>8</b>	<b>89.1</b>	<b>6</b>	<b>226</b>	
<b>POLAND</b>																					
KRAKOW	JET2.COM LTD	S	18	0	0	5.6	44.4	44.4	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	24	0.0	0	0	
KRAKOW	RYANAIR	S	18	0	0	11.1	22.2	27.8	16.7	5.6	5.6	0.0	11.1	0.0	0.0	0.0	42	55.6	19	18	
<b>TOTAL KRAKOW</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>33.3</b>	<b>36.1</b>	<b>8.3</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>55.6</b>	<b>19</b>	<b>18</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	18	0	0	5.6	27.8	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
WROCLAW	RYANAIR	S	20	0	0	10.0	50.0	30.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	43.8	29	16	
<b>TOTAL WROCLAW</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>50.0</b>	<b>30.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>43.8</b>	<b>29</b>	<b>16</b>	
<b>TOTAL POLAND</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>36.5</b>	<b>36.5</b>	<b>8.1</b>	<b>2.7</b>	<b>4.1</b>	<b>0.0</b>	<b>2.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>50.0</b>	<b>24</b>	<b>34</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	EASYJET UK LTD	S	18	0	0	11.1	33.3	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	5	21	
<b>TOTAL FARO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>38.9</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.7</b>	<b>5</b>	<b>21</b>	
<b>TOTAL PORTUGAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>38.9</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.7</b>	<b>5</b>	<b>21</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	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	0	75.0	7	8	
<b>TOTAL FUNCHAL</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>0</b>	<b>75.0</b>	<b>7</b>	<b>8</b>	
<b>TOTAL PORTUGAL</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>0</b>	<b>75.0</b>	<b>7</b>	<b>8</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	18	0	0	27.8	44.4	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	80.8	10	26	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>44.4</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.8</b>	<b>10</b>	<b>26</b>	
<b>TOTAL ROMANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>44.4</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.8</b>	<b>10</b>	<b>26</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET UK LTD	S	32	0	0	12.5	37.5	31.3	9.4	6.3	3.1	0.0	0.0	0.0	0.0	0.0	8	92.1	4	38	
ALICANTE	JET2.COM LTD	S	30	0	0	10.0	36.7	36.7	6.7	0.0	6.7	3.3	0.0	0.0	0.0	0.0	13	90.0	8	30	
ALICANTE	TUI AIRWAYS LTD	C	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	20	50.0	18	10	
<b>TOTAL ALICANTE</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>37.1</b>	<b>34.3</b>	<b>8.6</b>	<b>2.9</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>11</b>	<b>85.9</b>	<b>7</b>	<b>78</b>	
BARCELONA	JET2.COM LTD	S	18	0	0	16.7	22.2	44.4	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	88.9	6	18	
<b>TOTAL BARCELONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>22.2</b>	<b>44.4</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.9</b>	<b>6</b>	<b>18</b>	
MALAGA	EASYJET UK LTD	S	36	0	0	11.1	30.6	27.8	11.1	13.9	0.0	5.6	0.0	0.0	0.0	0.0	18	76.5	14	34	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MALAGA	JET2.COM LTD	S	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	50.0	19	4
MALAGA	RYANAIR	S	18	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL MALAGA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>34.5</b>	<b>31.0</b>	<b>13.8</b>	<b>8.6</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>14</b>	<b>73.7</b>	<b>14</b>	<b>38</b>
<b>TOTAL SPAIN</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>34.2</b>	<b>34.2</b>	<b>10.3</b>	<b>5.5</b>	<b>3.4</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>82.8</b>	<b>9</b>	<b>134</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	50	0	0	28.0	38.0	32.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	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	72.2	11	18
ARRECIFE	TUI AIRWAYS LTD	C	10	0	0	10.0	40.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	40.0	26	5
<b>TOTAL ARRECIFE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>38.3</b>	<b>35.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>86.0</b>	<b>6</b>	<b>57</b>
FUERTEVENTURA	JET2.COM LTD	S	28	0	0	28.6	50.0	10.7	0.0	7.1	3.6	0.0	0.0	0.0	0.0	0.0	6	80.0	11	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	94.4	5	18
<b>TOTAL FUERTEVENTURA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>50.0</b>	<b>10.7</b>	<b>0.0</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>6</b>	<b>86.8</b>	<b>8</b>	<b>38</b>
LAS PALMAS	JET2.COM LTD	S	36	0	0	16.7	47.2	19.4	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	6	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	0.0	0	87.5	9	8
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	5
<b>TOTAL LAS PALMAS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>45.5</b>	<b>20.5</b>	<b>15.9</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.5</b>	<b>6</b>	<b>41</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	72	0	0	18.1	48.6	30.6	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	74.0	14	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	70.0	12	50
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	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	6	43.8	105	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>14.9</b>	<b>47.1</b>	<b>33.3</b>	<b>3.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>68.1</b>	<b>26</b>	<b>116</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>219</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>44.7</b>	<b>28.3</b>	<b>5.0</b>	<b>2.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>77.0</b>	<b>15</b>	<b>252</b>
<b>SWITZERLAND</b>																				
GENEVA	EASYJET UK LTD	S	24	0	0	0.0	25.0	45.8	12.5	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	95.8	3	24
<b>TOTAL GENEVA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>45.8</b>	<b>12.5</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>95.8</b>	<b>3</b>	<b>24</b>
<b>TOTAL SWITZERLAND</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>45.8</b>	<b>12.5</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>95.8</b>	<b>3</b>	<b>24</b>
<b>TURKEY</b>																				
ANTALYA	JET2.COM LTD	S	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	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	87.5	4	8
<b>TOTAL ANTALYA</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>87.5</b>	<b>4</b>	<b>8</b>
<b>TOTAL TURKEY</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>87.5</b>	<b>4</b>	<b>8</b>
<b>UNITED ARAB EMIRATES</b>																				
DUBAI	EMIRATES	S	124	0	0	7.3	32.3	33.1	12.1	7.3	5.6	0.8	1.6	0.0	0.0	0.0	18	67.7	17	124
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>32.3</b>	<b>33.1</b>	<b>12.1</b>	<b>7.3</b>	<b>5.6</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>67.7</b>	<b>17</b>	<b>124</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>32.3</b>	<b>33.1</b>	<b>12.1</b>	<b>7.3</b>	<b>5.6</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>67.7</b>	<b>17</b>	<b>124</b>
<b>UNITED KINGDOM</b>																				



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
BARRA	LOGANAIR LTD	S	89	0	15	8.7	27.9	27.9	6.7	8.7	1.9	3.8	0.0	0.0	0.0	14.4	15	66.3	20	84	
<b>TOTAL BARRA</b>			<b>89</b>	<b>0</b>	<b>15</b>	<b>8.7</b>	<b>27.9</b>	<b>27.9</b>	<b>6.7</b>	<b>8.7</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.4</b>	<b>15</b>	<b>66.3</b>	<b>20</b>	<b>84</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	156	0	0	7.7	70.5	16.7	0.6	2.6	0.6	0.0	1.3	0.0	0.0	0.0	6	89.4	6	180	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>70.5</b>	<b>16.7</b>	<b>0.6</b>	<b>2.6</b>	<b>0.6</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>89.4</b>	<b>6</b>	<b>180</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	186	0	0	14.0	56.5	16.7	3.2	2.7	5.4	1.6	0.0	0.0	0.0	0.0	9	85.2	7	182	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>56.5</b>	<b>16.7</b>	<b>3.2</b>	<b>2.7</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>9</b>	<b>85.2</b>	<b>7</b>	<b>182</b>	
BENBECULA	LOGANAIR LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
BENBECULA	LOGANAIR LTD	S	76	0	4	8.8	42.5	23.8	8.8	7.5	1.3	1.3	1.3	0.0	0.0	5.0	13	73.4	27	79	
<b>TOTAL BENBECULA</b>			<b>77</b>	<b>0</b>	<b>4</b>	<b>8.6</b>	<b>42.0</b>	<b>24.7</b>	<b>8.6</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>4.9</b>	<b>13</b>	<b>73.4</b>	<b>27</b>	<b>79</b>	
BIRMINGHAM	FLYBE LTD	S	276	0	0	11.6	66.7	17.8	1.1	1.4	1.1	0.4	0.0	0.0	0.0	0.0	3	82.4	10	305	
<b>TOTAL BIRMINGHAM</b>			<b>276</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>66.7</b>	<b>17.8</b>	<b>1.1</b>	<b>1.4</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>82.4</b>	<b>10</b>	<b>305</b>	
BRISTOL	EASYJET UK LTD	S	193	0	1	10.3	53.1	20.1	8.2	4.6	2.6	0.5	0.0	0.0	0.0	0.5	8	76.3	12	190	
<b>TOTAL BRISTOL</b>			<b>193</b>	<b>0</b>	<b>1</b>	<b>10.3</b>	<b>53.1</b>	<b>20.1</b>	<b>8.2</b>	<b>4.6</b>	<b>2.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>8</b>	<b>76.3</b>	<b>12</b>	<b>190</b>	
CAMPBELTOWN	LOGANAIR LTD	S	62	0	22	7.1	38.1	20.2	1.2	2.4	2.4	0.0	2.4	0.0	0.0	26.2	11	70.7	20	73	
<b>TOTAL CAMPBELTOWN</b>			<b>62</b>	<b>0</b>	<b>22</b>	<b>7.1</b>	<b>38.1</b>	<b>20.2</b>	<b>1.2</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>26.2</b>	<b>11</b>	<b>70.7</b>	<b>20</b>	<b>73</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	81.6	15	38	
<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>81.6</b>	<b>15</b>	<b>38</b>	
CITY OF DERRY (EGLINTON)	LOGANAIR LTD	S	33	0	4	8.1	45.9	13.5	8.1	0.0	8.1	2.7	2.7	0.0	0.0	10.8	27	70.5	22	44	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>33</b>	<b>0</b>	<b>4</b>	<b>8.1</b>	<b>45.9</b>	<b>13.5</b>	<b>8.1</b>	<b>0.0</b>	<b>8.1</b>	<b>2.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>10.8</b>	<b>27</b>	<b>70.5</b>	<b>22</b>	<b>44</b>	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.7	13	144	
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S	95	0	1	7.3	62.5	22.9	4.2	1.0	0.0	0.0	1.0	0.0	0.0	1.0	5	0.0	0	0	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>95</b>	<b>0</b>	<b>1</b>	<b>7.3</b>	<b>62.5</b>	<b>22.9</b>	<b>4.2</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>1.0</b>	<b>5</b>	<b>75.7</b>	<b>13</b>	<b>144</b>	
EDINBURGH	BRITISH AIRWAYS PLC	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL EDINBURGH</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>	
EXETER	FLYBE LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
EXETER	FLYBE LTD	S	26	0	0	3.8	42.3	46.2	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	78.1	10	32	
<b>TOTAL EXETER</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>3</b>	<b>78.1</b>	<b>10</b>	<b>32</b>	
GATWICK	BRITISH AIRWAYS PLC	S	214	0	0	18.2	66.4	12.6	1.4	0.9	0.5	0.0	0.0	0.0	0.0	0.0	2	91.9	4	210	
GATWICK	EASYJET UK LTD	S	170	0	0	12.9	60.6	17.1	4.7	4.7	0.0	0.0	0.0	0.0	0.0	0.0	4	78.8	12	170	
<b>TOTAL GATWICK</b>			<b>384</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>63.8</b>	<b>14.6</b>	<b>2.9</b>	<b>2.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>86.1</b>	<b>8</b>	<b>380</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	565	0	0	5.7	65.5	22.3	4.6	1.6	0.4	0.0	0.0	0.0	0.0	0.0	3	87.7	7	452	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL HEATHROW</b>			<b>565</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>65.5</b>	<b>22.3</b>	<b>4.6</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>0.0</b>	<b>3</b>	<b>87.7</b>	<b>7</b>	<b>452</b>
INVERNESS	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1
INVERNESS	LOGANAIR LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	78	100.0	6	2
<b>TOTAL INVERNESS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>78</b>	<b>100.0</b>	<b>8</b>	<b>3</b>
ISLAY	LOGANAIR LTD	S	90	0	12	13.7	48.0	16.7	3.9	1.0	3.9	0.0	1.0	0.0	0.0	11.8	9	54.8	28	88
<b>TOTAL ISLAY</b>			<b>90</b>	<b>0</b>	<b>12</b>	<b>13.7</b>	<b>48.0</b>	<b>16.7</b>	<b>3.9</b>	<b>1.0</b>	<b>3.9</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.8</b>	<b>9</b>	<b>54.8</b>	<b>28</b>	<b>88</b>
JERSEY	EASYJET UK LTD	S	18	0	0	22.2	61.1	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	85.0	17	20
<b>TOTAL JERSEY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>61.1</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>85.0</b>	<b>17</b>	<b>20</b>
KIRKWALL	LOGANAIR LTD	S	61	0	0	18.0	34.4	27.9	4.9	3.3	8.2	3.3	0.0	0.0	0.0	0.0	16	79.6	17	53
<b>TOTAL KIRKWALL</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>18.0</b>	<b>34.4</b>	<b>27.9</b>	<b>4.9</b>	<b>3.3</b>	<b>8.2</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>79.6</b>	<b>17</b>	<b>53</b>
LONDON CITY	BA CITYFLYER LTD	S	282	0	0	8.2	60.3	18.4	8.2	2.8	2.1	0.0	0.0	0.0	0.0	0.0	6	86.0	6	255
LONDON CITY	BRITISH AIRWAYS PLC	S	0	0	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL LONDON CITY</b>			<b>282</b>	<b>0</b>	<b>6</b>	<b>8.0</b>	<b>59.0</b>	<b>18.1</b>	<b>8.0</b>	<b>2.8</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>6</b>	<b>86.0</b>	<b>6</b>	<b>255</b>
LUTON	EASYJET UK LTD	S	144	0	0	16.0	48.6	19.4	7.6	3.5	2.1	1.4	1.4	0.0	0.0	0.0	11	85.4	10	144
<b>TOTAL LUTON</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>16.0</b>	<b>48.6</b>	<b>19.4</b>	<b>7.6</b>	<b>3.5</b>	<b>2.1</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>85.4</b>	<b>10</b>	<b>144</b>
MANCHESTER	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.1	10	103
MANCHESTER	ICELANDAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	2
<b>TOTAL MANCHESTER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>76.6</b>	<b>10</b>	<b>105</b>
PRESTWICK	LOGANAIR LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL PRESTWICK</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>
SOUTHAMPTON	FLYBE LTD	S	210	0	0	20.5	60.0	13.3	3.3	2.9	0.0	0.0	0.0	0.0	0.0	0.0	2	86.4	8	241
<b>TOTAL SOUTHAMPTON</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>60.0</b>	<b>13.3</b>	<b>3.3</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>86.4</b>	<b>8</b>	<b>241</b>
SOUTHEND	LOGANAIR LTD	S	6	0	1	0.0	14.3	42.9	0.0	28.6	0.0	0.0	0.0	0.0	0.0	14.3	13	0.0	0	0
<b>TOTAL SOUTHEND</b>			<b>6</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>14.3</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>14.3</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
STANSTED	EASYJET UK LTD	S	160	0	0	14.4	56.3	16.9	4.4	3.8	2.5	0.0	1.9	0.0	0.0	0.0	10	77.6	13	174
<b>TOTAL STANSTED</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>56.3</b>	<b>16.9</b>	<b>4.4</b>	<b>3.8</b>	<b>2.5</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>77.6</b>	<b>13</b>	<b>174</b>
STORNOWAY	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	3	0.0	0	0
STORNOWAY	LOGANAIR LTD	S	161	0	0	1.2	42.9	39.1	11.8	3.1	1.9	0.0	0.0	0.0	0.0	0.0	7	87.5	11	168
<b>TOTAL STORNOWAY</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>42.6</b>	<b>39.5</b>	<b>11.7</b>	<b>3.1</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>87.5</b>	<b>11</b>	<b>168</b>
SUMBURGH	LOGANAIR LTD	S	61	0	1	4.8	29.0	33.9	16.1	4.8	9.7	0.0	0.0	0.0	0.0	1.6	16	86.1	9	71
<b>TOTAL SUMBURGH</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>4.8</b>	<b>29.0</b>	<b>33.9</b>	<b>16.1</b>	<b>4.8</b>	<b>9.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>16</b>	<b>86.1</b>	<b>9</b>	<b>71</b>
TIREE	LOGANAIR LTD	S	83	0	23	5.7	38.7	20.8	2.8	3.8	2.8	1.9	1.9	0.0	0.0	21.7	18	68.0	24	90
<b>TOTAL TIREE</b>			<b>83</b>	<b>0</b>	<b>23</b>	<b>5.7</b>	<b>38.7</b>	<b>20.8</b>	<b>2.8</b>	<b>3.8</b>	<b>2.8</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>21.7</b>	<b>18</b>	<b>68.0</b>	<b>24</b>	<b>90</b>
WICK JOHN O GROATS	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1
<b>TOTAL WICK JOHN O GROATS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 UNITED KINGDOM</b>			<b>3423</b>	<b>0</b>	<b>91</b>	<b>10.5</b>	<b>56.0</b>	<b>20.3</b>	<b>4.9</b>	<b>2.9</b>	<b>1.8</b>	<b>0.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>7</b>	<b>81.6</b>	<b>11</b>	<b>3596</b>

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
USA																				
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
TOTAL ORLANDO			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
TOTAL USA			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
TOTAL GLASGOW			5061	0	101	11.2	52.9	22.2	5.4	3.3	2.0	0.5	0.5	0.1	0.0	2.0	8	81.8	11	5341

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>ALGERIA</b>																					
ALGIERS	AIR ALGERIE	S	42	0	0	7.1	38.1	23.8	16.7	11.9	2.4	0.0	0.0	0.0	0.0	0.0	11	52.4	19	42	
<b>TOTAL ALGIERS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>38.1</b>	<b>23.8</b>	<b>16.7</b>	<b>11.9</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>11</b>	<b>52.4</b>	<b>19</b>	<b>42</b>	
<b>TOTAL ALGERIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>38.1</b>	<b>23.8</b>	<b>16.7</b>	<b>11.9</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>11</b>	<b>52.4</b>	<b>19</b>	<b>42</b>	
<b>ARGENTINA</b>																					
BUENOS AIRES	BRITISH AIRWAYS PLC	S	59	0	0	15.3	55.9	27.1	0.0	1.7	0.0	0.0	0.0	0.0	0.0	2	87.1	6	62		
<b>TOTAL BUENOS AIRES</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>15.3</b>	<b>55.9</b>	<b>27.1</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.1</b>	<b>6</b>	<b>62</b>		
<b>TOTAL ARGENTINA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>15.3</b>	<b>55.9</b>	<b>27.1</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.1</b>	<b>6</b>	<b>62</b>		
<b>AUSTRALIA</b>																					
MELBOURNE	QANTAS	S	62	0	0	0.0	21.0	45.2	14.5	9.7	4.8	3.2	1.6	0.0	0.0	23	58.1	53	60		
<b>TOTAL MELBOURNE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.0</b>	<b>45.2</b>	<b>14.5</b>	<b>9.7</b>	<b>4.8</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>58.1</b>	<b>53</b>	<b>60</b>		
SYDNEY	BRITISH AIRWAYS PLC	S	62	0	0	0.0	40.3	38.7	11.3	4.8	1.6	3.2	0.0	0.0	0.0	13	74.2	13	62		
SYDNEY	QANTAS	S	62	0	0	0.0	12.9	35.5	25.8	14.5	6.5	1.6	3.2	0.0	0.0	29	64.5	19	62		
<b>TOTAL SYDNEY</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.6</b>	<b>37.1</b>	<b>18.5</b>	<b>9.7</b>	<b>4.0</b>	<b>2.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>69.4</b>	<b>16</b>	<b>124</b>		
<b>TOTAL AUSTRALIA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.7</b>	<b>39.8</b>	<b>17.2</b>	<b>9.7</b>	<b>4.3</b>	<b>2.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>65.6</b>	<b>28</b>	<b>184</b>		
<b>AUSTRIA</b>																					
INNSBRUCK	BRITISH AIRWAYS PLC	S	42	0	0	11.9	28.6	38.1	0.0	14.3	0.0	4.8	2.4	0.0	0.0	24	82.1	12	63		
<b>TOTAL INNSBRUCK</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>28.6</b>	<b>38.1</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>82.1</b>	<b>12</b>	<b>63</b>		
SALZBURG	BRITISH AIRWAYS PLC	S	34	0	0	17.6	64.7	14.7	2.9	0.0	0.0	0.0	0.0	0.0	0.0	2	93.8	3	32		
<b>TOTAL SALZBURG</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>64.7</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>0.0</b>	<b>2</b>	<b>93.8</b>	<b>3</b>	<b>32</b>		
VIENNA	AUSTRIAN AIRLINES	S	233	0	0	4.3	27.9	48.5	11.6	6.0	1.7	0.0	0.0	0.0	0.0	9	72.5	12	171		
VIENNA	BRITISH AIRWAYS PLC	S	264	0	0	11.0	45.5	29.2	8.3	4.5	1.1	0.4	0.0	0.0	0.0	7	91.3	4	241		
<b>TOTAL VIENNA</b>			<b>497</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>37.2</b>	<b>38.2</b>	<b>9.9</b>	<b>5.2</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.5</b>	<b>7</b>	<b>412</b>		
<b>TOTAL AUSTRIA</b>			<b>573</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>38.2</b>	<b>36.8</b>	<b>8.7</b>	<b>5.6</b>	<b>1.2</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>84.0</b>	<b>8</b>	<b>507</b>		
<b>AZERBAIJAN</b>																					
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	26	0	0	19.2	30.8	30.8	11.5	3.8	3.8	0.0	0.0	0.0	0.0	9	82.1	7	28		
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>30.8</b>	<b>30.8</b>	<b>11.5</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>82.1</b>	<b>7</b>	<b>28</b>		
<b>TOTAL AZERBAIJAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>30.8</b>	<b>30.8</b>	<b>11.5</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>82.1</b>	<b>7</b>	<b>28</b>		
<b>BAHRAIN</b>																					
BAHRAIN	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	91.9	5	62		
BAHRAIN	GULF AIR	S	124	0	0	3.2	49.2	24.2	8.1	8.9	3.2	0.8	1.6	0.8	0.0	18	65.3	19	124		
<b>TOTAL BAHRAIN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>49.2</b>	<b>24.2</b>	<b>8.1</b>	<b>8.9</b>	<b>3.2</b>	<b>0.8</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>18</b>	<b>74.2</b>	<b>14</b>	<b>186</b>		
<b>TOTAL BAHRAIN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>49.2</b>	<b>24.2</b>	<b>8.1</b>	<b>8.9</b>	<b>3.2</b>	<b>0.8</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>18</b>	<b>74.2</b>	<b>14</b>	<b>186</b>		
<b>BANGLADESH</b>																					
DHAKHA	BIMAN BANGLADESH AIRLINES	S	37	0	0	2.7	8.1	29.7	27.0	21.6	0.0	5.4	5.4	0.0	0.0	36	54.0	30	50		
<b>TOTAL DHAKHA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>8.1</b>	<b>29.7</b>	<b>27.0</b>	<b>21.6</b>	<b>0.0</b>	<b>5.4</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>54.0</b>	<b>30</b>	<b>50</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
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 BANGLADESH</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>8.1</b>	<b>29.7</b>	<b>27.0</b>	<b>21.6</b>	<b>0.0</b>	<b>5.4</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>54.0</b>	<b>30</b>	<b>50</b>	
<b>BARBADOS</b>																					
<b>BRIDGETOWN</b>	VIRGIN ATLANTIC AIRWAYS LTD	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	5	94.4	3	18	
<b>TOTAL BRIDGETOWN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>TOTAL BARBADOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>BELGIUM</b>																					
<b>BRUSSELS</b>	BRITISH AIRWAYS PLC	S	289	0	1	12.1	51.4	26.2	6.2	2.8	0.7	0.3	0.0	0.0	0.0	0.3	5	89.8	5	302	
<b>BRUSSELS</b>	BRUSSELS AIRLINES	S	178	0	0	3.4	36.0	38.8	12.4	9.0	0.6	0.0	0.0	0.0	0.0	0.0	9	83.7	9	178	
<b>TOTAL BRUSSELS</b>			<b>467</b>	<b>0</b>	<b>1</b>	<b>8.8</b>	<b>45.5</b>	<b>31.0</b>	<b>8.5</b>	<b>5.1</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>7</b>	<b>87.6</b>	<b>7</b>	<b>480</b>	
<b>TOTAL BELGIUM</b>			<b>467</b>	<b>0</b>	<b>1</b>	<b>8.8</b>	<b>45.5</b>	<b>31.0</b>	<b>8.5</b>	<b>5.1</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>7</b>	<b>87.6</b>	<b>7</b>	<b>480</b>	
<b>BRAZIL</b>																					
<b>RIO DE JANEIRO (GALEAO)</b>	BRITISH AIRWAYS PLC	S	61	0	0	14.8	26.2	47.5	4.9	3.3	3.3	0.0	0.0	0.0	0.0	0.0	8	82.3	9	62	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>26.2</b>	<b>47.5</b>	<b>4.9</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>82.3</b>	<b>9</b>	<b>62</b>	
<b>SAO PAULO (GUARULHOS)</b>	BRITISH AIRWAYS PLC	S	62	0	0	45.2	14.5	24.2	6.5	4.8	4.8	0.0	0.0	0.0	0.0	0.0	8	75.0	26	80	
<b>SAO PAULO (GUARULHOS)</b>	TAM LINHAS AEREAS	S	62	0	0	17.7	51.6	16.1	6.5	3.2	4.8	0.0	0.0	0.0	0.0	0.0	7	71.0	13	62	
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>31.5</b>	<b>33.1</b>	<b>20.2</b>	<b>6.5</b>	<b>4.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>73.2</b>	<b>20</b>	<b>142</b>	
<b>TOTAL BRAZIL</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>25.9</b>	<b>30.8</b>	<b>29.2</b>	<b>5.9</b>	<b>3.8</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.0</b>	<b>17</b>	<b>204</b>	
<b>BRUNEI</b>																					
<b>BANDAR SERI BEGAWAN</b>	ROYAL BRUNEI AIRLINES	S	62	0	0	3.2	40.3	17.7	9.7	9.7	16.1	0.0	1.6	1.6	0.0	0.0	34	51.6	32	62	
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>40.3</b>	<b>17.7</b>	<b>9.7</b>	<b>9.7</b>	<b>16.1</b>	<b>0.0</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>51.6</b>	<b>32</b>	<b>62</b>	
<b>TOTAL BRUNEI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>40.3</b>	<b>17.7</b>	<b>9.7</b>	<b>9.7</b>	<b>16.1</b>	<b>0.0</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>51.6</b>	<b>32</b>	<b>62</b>	
<b>BULGARIA</b>																					
<b>SOFIA</b>	BRITISH AIRWAYS PLC	S	66	0	0	22.7	42.4	25.8	7.6	1.5	0.0	0.0	0.0	0.0	0.0	0.0	3	94.3	12	70	
<b>SOFIA</b>	BULGARIA AIR	S	40	0	0	17.5	45.0	30.0	2.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	69.6	8	46	
<b>TOTAL SOFIA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>43.4</b>	<b>27.4</b>	<b>5.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>84.5</b>	<b>10</b>	<b>116</b>	
<b>TOTAL BULGARIA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>43.4</b>	<b>27.4</b>	<b>5.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>84.5</b>	<b>10</b>	<b>116</b>	
<b>CANADA</b>																					
<b>CALGARY</b>	AIR CANADA	S	62	0	0	11.3	33.9	35.5	9.7	3.2	3.2	0.0	3.2	0.0	0.0	0.0	17	71.0	17	62	
<b>TOTAL CALGARY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>33.9</b>	<b>35.5</b>	<b>9.7</b>	<b>3.2</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>17</b>	<b>71.0</b>	<b>17</b>	<b>62</b>	
<b>HALIFAX INT</b>	AIR CANADA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.5	11	34	
<b>TOTAL HALIFAX INT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>76.5</b>	<b>11</b>	<b>34</b>	
<b>MONTREAL (DORVAL)</b>	AIR CANADA	S	60	0	2	1.6	29.0	33.9	14.5	9.7	3.2	1.6	3.2	0.0	0.0	3.2	22	74.2	13	62	
<b>MONTREAL (DORVAL)</b>	AIR FRANCE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
<b>MONTREAL (DORVAL)</b>	BRITISH AIRWAYS PLC	S	62	0	0	11.3	22.6	38.7	9.7	9.7	4.8	1.6	1.6	0.0	0.0	0.0	17	58.1	26	62	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
<b>TOTAL MONTREAL (DORVAL)</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>6.5</b>	<b>25.8</b>	<b>36.3</b>	<b>12.1</b>	<b>9.7</b>	<b>4.0</b>	<b>1.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>20</b>	<b>66.4</b>	<b>19</b>	<b>125</b>
OTTAWA INTERNATIONAL	AIR CANADA	S	50	0	0	16.0	46.0	14.0	8.0	8.0	4.0	4.0	0.0	0.0	0.0	0.0	16	69.2	18	51
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>16.0</b>	<b>46.0</b>	<b>14.0</b>	<b>8.0</b>	<b>8.0</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>16</b>	<b>69.2</b>	<b>18</b>	<b>51</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	70.0	9	18
<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>70.0</b>	<b>9</b>	<b>18</b>
TORONTO	AIR CANADA	S	231	0	5	8.1	31.4	29.7	15.7	5.5	4.2	1.3	2.1	0.0	0.0	2.1	18	66.8	18	237
TORONTO	BRITISH AIRWAYS PLC	S	97	0	2	4.0	30.3	42.4	12.1	5.1	4.0	0.0	0.0	0.0	0.0	2.0	11	64.5	22	122
<b>TOTAL TORONTO</b>			<b>328</b>	<b>0</b>	<b>7</b>	<b>6.9</b>	<b>31.0</b>	<b>33.4</b>	<b>14.6</b>	<b>5.4</b>	<b>4.2</b>	<b>0.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>16</b>	<b>66.0</b>	<b>19</b>	<b>359</b>
VANCOUVER	AIR CANADA	S	58	0	0	6.9	32.8	41.4	10.3	3.4	3.4	1.7	0.0	0.0	0.0	0.0	10	83.3	7	60
VANCOUVER	BRITISH AIRWAYS PLC	S	60	0	0	18.3	35.0	25.0	8.3	6.7	5.0	0.0	1.7	0.0	0.0	0.0	13	66.1	21	62
<b>TOTAL VANCOUVER</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>33.9</b>	<b>33.1</b>	<b>9.3</b>	<b>5.1</b>	<b>4.2</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>74.6</b>	<b>14</b>	<b>122</b>
<b>TOTAL CANADA</b>			<b>680</b>	<b>0</b>	<b>9</b>	<b>8.9</b>	<b>31.9</b>	<b>32.7</b>	<b>12.3</b>	<b>6.1</b>	<b>4.1</b>	<b>1.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>16</b>	<b>68.6</b>	<b>18</b>	<b>771</b>
<b>CAYMAN ISLANDS</b>																				
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	35	0	0	14.3	42.9	34.3	2.9	2.9	2.9	0.0	0.0	0.0	0.0	0.0	7	79.4	10	34
<b>TOTAL GRAND CAYMAN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>42.9</b>	<b>34.3</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>0.0</b>	<b>7</b>	<b>79.4</b>	<b>10</b>	<b>34</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>42.9</b>	<b>34.3</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>0.0</b>	<b>7</b>	<b>79.4</b>	<b>10</b>	<b>34</b>
<b>CHILE</b>																				
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	43	0	0	23.3	41.9	23.3	0.0	4.7	2.3	0.0	0.0	4.7	0.0	0.0	39	77.8	15	45
<b>TOTAL SANTIAGO DE CHILE</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>41.9</b>	<b>23.3</b>	<b>0.0</b>	<b>4.7</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>77.8</b>	<b>15</b>	<b>45</b>
<b>TOTAL CHILE</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>41.9</b>	<b>23.3</b>	<b>0.0</b>	<b>4.7</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>77.8</b>	<b>15</b>	<b>45</b>
<b>CHINA</b>																				
BEIJING	AIR CHINA	S	134	0	0	20.1	34.3	28.4	8.2	5.2	1.5	1.5	0.7	0.0	0.0	0.0	11	83.1	6	148
BEIJING	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.7	13	62
<b>TOTAL BEIJING</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>20.1</b>	<b>34.3</b>	<b>28.4</b>	<b>8.2</b>	<b>5.2</b>	<b>1.5</b>	<b>1.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>84.8</b>	<b>8</b>	<b>210</b>
BEIJING DAXING INTERNATIONAL AIRPORT	BRITISH AIRWAYS PLC	S	53	0	5	19.0	34.5	13.8	8.6	3.4	6.9	1.7	3.4	0.0	0.0	8.6	22	0.0	0	0
<b>TOTAL BEIJING DAXING INTERNATIONAL AIRPORT</b>			<b>53</b>	<b>0</b>	<b>5</b>	<b>19.0</b>	<b>34.5</b>	<b>13.8</b>	<b>8.6</b>	<b>3.4</b>	<b>6.9</b>	<b>1.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>8.6</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CHANGSHA HUANGHUA INTERNATIONAL AIRPORT	HAINAN AIRLINES	S	18	0	0	0.0	55.6	22.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	88.5	5	26
<b>TOTAL CHANGSHA HUANGHUA INTERNATIONAL AIRPORT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>22.2</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.5</b>	<b>5</b>	<b>26</b>
CHENGDU	AIR CHINA	S	26	0	0	23.1	34.6	19.2	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL CHENGDU</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>34.6</b>	<b>19.2</b>	<b>7.7</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GUANGZHOU BAIYUN INTERNATIONAL	CHINA SOUTHERN	S	80	0	0	23.8	45.0	17.5	3.8	7.5	2.5	0.0	0.0	0.0	0.0	0.0	7	95.8	3	72
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>23.8</b>	<b>45.0</b>	<b>17.5</b>	<b>3.8</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>7</b>	<b>95.8</b>	<b>3</b>	<b>72</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
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	
QINGDAO	BEIJING CAPITAL AIRLINES	S	18	0	0	33.3	50.0	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	11	14	
<b>TOTAL QINGDAO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>50.0</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.7</b>	<b>11</b>	<b>14</b>	
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	57	0	5	11.3	22.6	48.4	6.5	1.6	1.6	0.0	0.0	0.0	0.0	8.1	6	85.7	8	84	
SHANGHAI (PU DONG)	CHINA EASTERN AIRLINES	S	62	0	0	12.9	40.3	33.9	8.1	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5	72.6	12	62	
SHANGHAI (PU DONG)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	19.4	40.3	32.3	4.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	95.2	4	62	
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>181</b>	<b>0</b>	<b>5</b>	<b>14.5</b>	<b>34.4</b>	<b>38.2</b>	<b>6.5</b>	<b>3.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>5</b>	<b>84.6</b>	<b>8</b>	<b>208</b>	
SHENZHEN (HUANGTIAN)	SHENZHEN AIRLINES	S	26	0	0	7.7	42.3	30.8	7.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	8	64.3	18	28	
<b>TOTAL SHENZHEN (HUANGTIAN)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>42.3</b>	<b>30.8</b>	<b>7.7</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>64.3</b>	<b>18</b>	<b>28</b>	
TIANJIN	TIANJIN AIRLINES	S	36	0	0	0.0	25.0	16.7	13.9	22.2	19.4	2.8	0.0	0.0	0.0	0.0	33	76.9	11	52	
<b>TOTAL TIANJIN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>16.7</b>	<b>13.9</b>	<b>22.2</b>	<b>19.4</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>76.9</b>	<b>11</b>	<b>52</b>	
WUHAN TIANHE INTERNATIONAL	CHINA SOUTHERN	S	20	0	4	12.5	45.8	16.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	16.7	5	92.3	4	26	
<b>TOTAL WUHAN TIANHE INTERNATIONAL</b>			<b>20</b>	<b>0</b>	<b>4</b>	<b>12.5</b>	<b>45.8</b>	<b>16.7</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>5</b>	<b>92.3</b>	<b>4</b>	<b>26</b>	
ZHENGZHOU XINZHENG	CHINA SOUTHERN	S	16	0	0	0.0	37.5	18.8	0.0	18.8	18.8	6.3	0.0	0.0	0.0	0.0	36	0.0	0	0	
<b>TOTAL ZHENGZHOU XINZHENG</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>18.8</b>	<b>0.0</b>	<b>18.8</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CHINA</b>			<b>608</b>	<b>0</b>	<b>14</b>	<b>16.2</b>	<b>37.1</b>	<b>26.2</b>	<b>6.9</b>	<b>6.6</b>	<b>3.4</b>	<b>0.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>11</b>	<b>84.9</b>	<b>8</b>	<b>636</b>	
<b>COLOMBIA</b>																					
BOGOTA	AVIANCA COLOMBIA	S	62	0	0	29.0	48.4	16.1	1.6	1.6	1.6	0.0	1.6	0.0	0.0	0.0	6	74.2	15	62	
<b>TOTAL BOGOTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>29.0</b>	<b>48.4</b>	<b>16.1</b>	<b>1.6</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>0.0</b>	<b>6</b>	<b>74.2</b>	<b>15</b>	<b>62</b>	
<b>TOTAL COLOMBIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>29.0</b>	<b>48.4</b>	<b>16.1</b>	<b>1.6</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>0.0</b>	<b>6</b>	<b>74.2</b>	<b>15</b>	<b>62</b>	
<b>CROATIA</b>																					
ZAGREB	BRITISH AIRWAYS PLC	S	50	0	0	28.0	38.0	30.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	3	92.9	5	42	
ZAGREB	CROATIA AIRLINES	S	36	0	0	8.3	30.6	55.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.5	9	34	
<b>TOTAL ZAGREB</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>19.8</b>	<b>34.9</b>	<b>40.7</b>	<b>3.5</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>85.5</b>	<b>7</b>	<b>76</b>	
<b>TOTAL CROATIA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>19.8</b>	<b>34.9</b>	<b>40.7</b>	<b>3.5</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>85.5</b>	<b>7</b>	<b>76</b>	
<b>CYPRUS</b>																					
LARNACA	BRITISH AIRWAYS PLC	S	86	0	0	14.0	36.0	40.7	7.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	5	77.5	8	80	
<b>TOTAL LARNACA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>36.0</b>	<b>40.7</b>	<b>7.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.5</b>	<b>8</b>	<b>80</b>	
<b>TOTAL CYPRUS</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>36.0</b>	<b>40.7</b>	<b>7.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.5</b>	<b>8</b>	<b>80</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	BRITISH AIRWAYS PLC	S	258	0	0	20.2	43.4	29.8	3.5	1.2	1.6	0.4	0.0	0.0	0.0	0.0	5	91.7	3	240	
<b>TOTAL PRAGUE</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>20.2</b>	<b>43.4</b>	<b>29.8</b>	<b>3.5</b>	<b>1.2</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>91.7</b>	<b>3</b>	<b>240</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>20.2</b>	<b>43.4</b>	<b>29.8</b>	<b>3.5</b>	<b>1.2</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>91.7</b>	<b>3</b>	<b>240</b>	
<b>DENMARK</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>BILLUND</b>	BRITISH AIRWAYS PLC	S	60	0	0	23.3	48.3	23.3	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.1	3	72	
<b>TOTAL BILLUND</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>48.3</b>	<b>23.3</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>93.1</b>	<b>3</b>	<b>72</b>	
<b>COPENHAGEN</b>	BRITISH AIRWAYS PLC	S	310	0	2	15.7	50.0	24.0	3.5	2.9	2.2	0.6	0.3	0.0	0.0	0.6	7	93.6	3	298	
<b>COPENHAGEN</b>	SAS	S	133	0	2	4.4	51.9	34.8	4.4	0.7	0.7	1.5	0.0	0.0	0.0	1.5	6	82.4	7	163	
<b>COPENHAGEN</b>	SCANDINAVIAN AIRLINES IRELAND LTD	S	120	0	0	11.7	49.2	28.3	6.7	3.3	0.8	0.0	0.0	0.0	0.0	0.0	5	88.2	6	152	
<b>TOTAL COPENHAGEN</b>			<b>563</b>	<b>0</b>	<b>4</b>	<b>12.2</b>	<b>50.3</b>	<b>27.5</b>	<b>4.4</b>	<b>2.5</b>	<b>1.6</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>6</b>	<b>89.3</b>	<b>5</b>	<b>613</b>	
<b>TOTAL DENMARK</b>			<b>623</b>	<b>0</b>	<b>4</b>	<b>13.2</b>	<b>50.1</b>	<b>27.1</b>	<b>4.5</b>	<b>2.2</b>	<b>1.4</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>6</b>	<b>89.7</b>	<b>5</b>	<b>685</b>	
<b>EGYPT</b>																					
<b>CAIRO</b>	BRITISH AIRWAYS PLC	S	62	0	0	4.8	25.8	50.0	9.7	4.8	4.8	0.0	0.0	0.0	0.0	0.0	11	64.5	19	62	
<b>CAIRO</b>	EGYPT AIR	S	124	0	0	8.1	31.5	38.7	13.7	5.6	2.4	0.0	0.0	0.0	0.0	0.0	10	81.5	10	124	
<b>TOTAL CAIRO</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>29.6</b>	<b>42.5</b>	<b>12.4</b>	<b>5.4</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.8</b>	<b>13</b>	<b>186</b>	
<b>LUXOR</b>	EGYPT AIR	S	8	0	0	0.0	25.0	25.0	25.0	12.5	0.0	0.0	0.0	12.5	0.0	0.0	146	50.0	63	8	
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>146</b>	<b>50.0</b>	<b>63</b>	<b>8</b>	
<b>TOTAL EGYPT</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>29.4</b>	<b>41.8</b>	<b>12.9</b>	<b>5.7</b>	<b>3.1</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>74.7</b>	<b>15</b>	<b>194</b>	
<b>ESTONIA</b>																					
<b>TALLIN</b>	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.8	10	16	
<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>68.8</b>	<b>10</b>	<b>16</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>68.8</b>	<b>10</b>	<b>16</b>	
<b>ETHIOPIA</b>																					
<b>ADDIS ABABA</b>	ETHIOPIAN AIRLINES	S	86	0	0	19.8	22.1	47.7	7.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	6	68.8	15	80	
<b>TOTAL ADDIS ABABA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>19.8</b>	<b>22.1</b>	<b>47.7</b>	<b>7.0</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>68.8</b>	<b>15</b>	<b>80</b>	
<b>TOTAL ETHIOPIA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>19.8</b>	<b>22.1</b>	<b>47.7</b>	<b>7.0</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>68.8</b>	<b>15</b>	<b>80</b>	
<b>FINLAND</b>																					
<b>HELSINKI</b>	BRITISH AIRWAYS PLC	S	62	0	0	21.0	48.4	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.1	7	100	
<b>HELSINKI</b>	FINNAIR	S	371	0	0	6.7	37.7	35.8	12.9	5.9	0.8	0.0	0.0	0.0	0.0	0.0	8	70.6	15	303	
<b>TOTAL HELSINKI</b>			<b>433</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>39.3</b>	<b>35.1</b>	<b>11.1</b>	<b>5.1</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>7</b>	<b>74.9</b>	<b>13</b>	<b>403</b>	
<b>TOTAL FINLAND</b>			<b>433</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>39.3</b>	<b>35.1</b>	<b>11.1</b>	<b>5.1</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>7</b>	<b>74.9</b>	<b>13</b>	<b>403</b>	
<b>FRANCE</b>																					
<b>GRENOBLE</b>	BRITISH AIRWAYS PLC	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	87.5	8	8	
<b>TOTAL GRENOBLE</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>87.5</b>	<b>8</b>	<b>8</b>	
<b>LYON</b>	BRITISH AIRWAYS PLC	S	170	0	2	5.2	43.0	33.7	9.9	4.1	2.3	0.6	0.0	0.0	0.0	1.2	8	90.5	5	148	
<b>TOTAL LYON</b>			<b>170</b>	<b>0</b>	<b>2</b>	<b>5.2</b>	<b>43.0</b>	<b>33.7</b>	<b>9.9</b>	<b>4.1</b>	<b>2.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>8</b>	<b>90.5</b>	<b>5</b>	<b>148</b>	
<b>MARSEILLE</b>	BRITISH AIRWAYS PLC	S	134	0	2	2.9	42.6	32.4	14.7	3.7	0.7	0.7	0.7	0.0	0.0	1.5	11	92.1	4	126	
<b>TOTAL MARSEILLE</b>			<b>134</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>42.6</b>	<b>32.4</b>	<b>14.7</b>	<b>3.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>11</b>	<b>92.1</b>	<b>4</b>	<b>126</b>	
<b>NICE</b>	BRITISH AIRWAYS PLC	S	246	0	4	10.8	38.8	33.2	8.8	5.6	0.8	0.0	0.4	0.0	0.0	1.6	8	88.8	5	229	
<b>TOTAL NICE</b>			<b>246</b>	<b>0</b>	<b>4</b>	<b>10.8</b>	<b>38.8</b>	<b>33.2</b>	<b>8.8</b>	<b>5.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>8</b>	<b>88.8</b>	<b>5</b>	<b>229</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	364	0	0	5.8	44.0	32.4	13.2	3.6	0.8	0.3	0.0	0.0	0.0	0.0	7	85.8	6	397	
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	389	0	2	3.3	42.2	39.6	8.4	4.6	1.3	0.0	0.0	0.0	0.0	0.5	7	88.5	7	354	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>753</b>	<b>0</b>	<b>2</b>	<b>4.5</b>	<b>43.0</b>	<b>36.2</b>	<b>10.7</b>	<b>4.1</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>7</b>	<b>87.0</b>	<b>6</b>	<b>751</b>	
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	171	0	7	8.4	48.9	27.0	7.3	3.4	1.1	0.0	0.0	0.0	0.0	3.9	6	92.5	4	186	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>171</b>	<b>0</b>	<b>7</b>	<b>8.4</b>	<b>48.9</b>	<b>27.0</b>	<b>7.3</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>3.9</b>	<b>6</b>	<b>92.5</b>	<b>4</b>	<b>186</b>	
<b>TOTAL FRANCE</b>			<b>1482</b>	<b>0</b>	<b>17</b>	<b>6.0</b>	<b>43.1</b>	<b>33.9</b>	<b>10.2</b>	<b>4.2</b>	<b>1.1</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>7</b>	<b>88.8</b>	<b>5</b>	<b>1448</b>	
<b>GERMANY</b>																					
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	360	0	0	11.4	51.9	29.7	5.6	0.6	0.8	0.0	0.0	0.0	0.0	0.0	4	91.0	4	411	
BERLIN (TEGEL)	EUROWINGS LUFTVERKEHRS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.8	5	170	
<b>TOTAL BERLIN (TEGEL)</b>			<b>360</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>51.9</b>	<b>29.7</b>	<b>5.6</b>	<b>0.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.4</b>	<b>4</b>	<b>581</b>	
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	160	0	0	25.6	48.1	20.0	3.8	2.5	0.0	0.0	0.0	0.0	0.0	0.0	3	83.1	9	152	
<b>TOTAL COLOGNE BONN</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>25.6</b>	<b>48.1</b>	<b>20.0</b>	<b>3.8</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>83.1</b>	<b>9</b>	<b>152</b>	
DUSSELDORF	BRITISH AIRWAYS PLC	S	323	0	0	15.2	54.5	23.5	3.1	2.8	0.9	0.0	0.0	0.0	0.0	0.0	4	88.5	4	295	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	238	0	0	18.1	53.8	22.7	2.1	2.9	0.4	0.0	0.0	0.0	0.0	0.0	3	84.9	5	230	
<b>TOTAL DUSSELDORF</b>			<b>561</b>	<b>0</b>	<b>0</b>	<b>16.4</b>	<b>54.2</b>	<b>23.2</b>	<b>2.7</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>0.0</b>	<b>4</b>	<b>86.9</b>	<b>5</b>	<b>525</b>	
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	328	0	0	9.5	43.9	34.5	7.9	2.4	1.5	0.3	0.0	0.0	0.0	0.0	6	85.9	6	327	
FRANKFURT MAIN	LUFTHANSA	S	637	0	6	7.6	47.6	32.0	8.1	2.6	0.9	0.2	0.0	0.0	0.0	0.9	6	83.1	6	635	
<b>TOTAL FRANKFURT MAIN</b>			<b>965</b>	<b>0</b>	<b>6</b>	<b>8.2</b>	<b>46.3</b>	<b>32.9</b>	<b>8.0</b>	<b>2.6</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>6</b>	<b>84.0</b>	<b>6</b>	<b>962</b>	
HAMBURG	BRITISH AIRWAYS PLC	S	278	0	0	18.3	48.2	25.2	5.0	2.9	0.4	0.0	0.0	0.0	0.0	0.0	4	91.1	4	253	
HAMBURG	EUROWINGS LUFTVERKEHRS	S	168	0	0	11.9	47.6	31.0	7.1	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4	84.1	6	168	
<b>TOTAL HAMBURG</b>			<b>446</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>48.0</b>	<b>27.4</b>	<b>5.8</b>	<b>2.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.3</b>	<b>5</b>	<b>421</b>	
HANOVER	BRITISH AIRWAYS PLC	S	94	0	0	8.5	51.1	34.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	89.5	5	122	
<b>TOTAL HANOVER</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>51.1</b>	<b>34.0</b>	<b>6.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>89.5</b>	<b>5</b>	<b>122</b>	
MUNICH	BRITISH AIRWAYS PLC	S	371	0	0	15.1	48.5	28.8	4.0	3.0	0.3	0.3	0.0	0.0	0.0	0.0	4	86.0	7	413	
MUNICH	LUFTHANSA	S	511	0	2	7.6	41.5	34.7	9.0	5.7	0.8	0.4	0.0	0.0	0.0	0.4	7	75.4	13	454	
<b>TOTAL MUNICH</b>			<b>882</b>	<b>0</b>	<b>2</b>	<b>10.7</b>	<b>44.5</b>	<b>32.2</b>	<b>6.9</b>	<b>4.5</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>6</b>	<b>80.5</b>	<b>10</b>	<b>867</b>	
STUTT GART	BRITISH AIRWAYS PLC	S	86	0	0	15.1	54.7	23.3	4.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	3	84.9	5	82	
STUTT GART	EUROWINGS LUFTVERKEHRS	S	160	0	0	15.0	51.3	25.0	4.4	3.1	1.3	0.0	0.0	0.0	0.0	0.0	5	89.4	6	158	
<b>TOTAL STUTT GART</b>			<b>246</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>52.4</b>	<b>24.4</b>	<b>4.5</b>	<b>2.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>87.8</b>	<b>5</b>	<b>240</b>	
<b>TOTAL GERMANY</b>			<b>3714</b>	<b>0</b>	<b>8</b>	<b>12.5</b>	<b>48.4</b>	<b>29.2</b>	<b>6.0</b>	<b>2.8</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>5</b>	<b>85.4</b>	<b>6</b>	<b>3870</b>	
<b>GHANA</b>																					
ACCRA	BRITISH AIRWAYS PLC	S	62	0	0	8.1	9.7	35.5	24.2	8.1	12.9	0.0	1.6	0.0	0.0	0.0	27	67.7	14	62	
<b>TOTAL ACCRA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>9.7</b>	<b>35.5</b>	<b>24.2</b>	<b>8.1</b>	<b>12.9</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>67.7</b>	<b>14</b>	<b>62</b>	
<b>TOTAL GHANA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>9.7</b>	<b>35.5</b>	<b>24.2</b>	<b>8.1</b>	<b>12.9</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>67.7</b>	<b>14</b>	<b>62</b>	
<b>GIBRALTAR</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GIBRALTAR	BRITISH AIRWAYS PLC	S	70	0	0	17.1	38.6	27.1	11.4	2.9	1.4	0.0	1.4	0.0	0.0	0.0	9	91.8	3	98	
<b>TOTAL GIBRALTAR</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>17.1</b>	<b>38.6</b>	<b>27.1</b>	<b>11.4</b>	<b>2.9</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>9</b>	<b>91.8</b>	<b>3</b>	<b>98</b>	
<b>TOTAL GIBRALTAR</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>17.1</b>	<b>38.6</b>	<b>27.1</b>	<b>11.4</b>	<b>2.9</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>9</b>	<b>91.8</b>	<b>3</b>	<b>98</b>	
<b>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	S	160	0	0	16.9	39.4	32.5	7.5	2.5	0.0	1.3	0.0	0.0	0.0	0.0	6	92.5	4	160	
ATHENS	BRITISH AIRWAYS PLC	S	156	0	0	12.2	39.7	33.3	9.6	3.8	1.3	0.0	0.0	0.0	0.0	0.0	6	85.5	8	173	
<b>TOTAL ATHENS</b>			<b>316</b>	<b>0</b>	<b>0</b>	<b>14.6</b>	<b>39.6</b>	<b>32.9</b>	<b>8.5</b>	<b>3.2</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.9</b>	<b>6</b>	<b>333</b>	
<b>TOTAL GREECE</b>			<b>316</b>	<b>0</b>	<b>0</b>	<b>14.6</b>	<b>39.6</b>	<b>32.9</b>	<b>8.5</b>	<b>3.2</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.9</b>	<b>6</b>	<b>333</b>	
<b>HONG KONG</b>																					
HONG KONG (CHEK LAP KOK)	BRITISH AIRWAYS PLC	S	112	0	0	1.8	42.9	36.6	6.3	9.8	0.0	0.9	0.0	1.8	0.0	0.0	24	84.7	9	124	
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	300	0	0	11.7	36.7	29.0	14.0	7.7	1.0	0.0	0.0	0.0	0.0	0.0	9	82.4	9	296	
HONG KONG (CHEK LAP KOK)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	0.0	71.0	27.4	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.4	11	62	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>474</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>42.6</b>	<b>30.6</b>	<b>10.5</b>	<b>7.2</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>82.4</b>	<b>9</b>	<b>482</b>	
<b>TOTAL HONG KONG</b>			<b>474</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>42.6</b>	<b>30.6</b>	<b>10.5</b>	<b>7.2</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>82.4</b>	<b>9</b>	<b>482</b>	
<b>HUNGARY</b>																					
BUDAPEST	BRITISH AIRWAYS PLC	S	172	0	0	10.5	39.0	32.6	9.9	5.2	2.3	0.6	0.0	0.0	0.0	0.0	9	88.2	6	176	
<b>TOTAL BUDAPEST</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>39.0</b>	<b>32.6</b>	<b>9.9</b>	<b>5.2</b>	<b>2.3</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>88.2</b>	<b>6</b>	<b>176</b>	
<b>TOTAL HUNGARY</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>39.0</b>	<b>32.6</b>	<b>9.9</b>	<b>5.2</b>	<b>2.3</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>88.2</b>	<b>6</b>	<b>176</b>	
<b>ICELAND</b>																					
KEFLAVIK	BRITISH AIRWAYS PLC	S	48	0	0	14.6	37.5	31.3	8.3	4.2	0.0	2.1	0.0	2.1	0.0	0.0	39	91.7	2	60	
KEFLAVIK	ICELANDAIR	S	113	0	10	16.3	27.6	26.0	10.6	4.9	0.8	3.3	0.8	1.6	0.0	8.1	32	88.7	4	124	
<b>TOTAL KEFLAVIK</b>			<b>161</b>	<b>0</b>	<b>10</b>	<b>15.8</b>	<b>30.4</b>	<b>27.5</b>	<b>9.9</b>	<b>4.7</b>	<b>0.6</b>	<b>2.9</b>	<b>0.6</b>	<b>1.8</b>	<b>0.0</b>	<b>5.8</b>	<b>34</b>	<b>89.7</b>	<b>4</b>	<b>184</b>	
<b>TOTAL ICELAND</b>			<b>161</b>	<b>0</b>	<b>10</b>	<b>15.8</b>	<b>30.4</b>	<b>27.5</b>	<b>9.9</b>	<b>4.7</b>	<b>0.6</b>	<b>2.9</b>	<b>0.6</b>	<b>1.8</b>	<b>0.0</b>	<b>5.8</b>	<b>34</b>	<b>89.7</b>	<b>4</b>	<b>184</b>	
<b>INDIA</b>																					
AHMEDABAD	AIR INDIA	S	35	0	0	0.0	11.4	31.4	14.3	22.9	20.0	0.0	0.0	0.0	0.0	0.0	33	48.6	38	35	
<b>TOTAL AHMEDABAD</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.4</b>	<b>31.4</b>	<b>14.3</b>	<b>22.9</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>48.6</b>	<b>38</b>	<b>35</b>	
BANGALORE (BENGALURU)	AIR INDIA	S	27	0	0	0.0	14.8	18.5	14.8	33.3	14.8	3.7	0.0	0.0	0.0	0.0	36	55.6	27	27	
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	62	0	0	12.9	16.1	46.8	9.7	8.1	6.5	0.0	0.0	0.0	0.0	0.0	14	58.1	27	62	
<b>TOTAL BANGALORE (BENGALURU)</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>15.7</b>	<b>38.2</b>	<b>11.2</b>	<b>15.7</b>	<b>9.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>57.3</b>	<b>27</b>	<b>89</b>	
CHENNAI	BRITISH AIRWAYS PLC	S	62	0	0	1.6	22.6	41.9	8.1	17.7	6.5	0.0	1.6	0.0	0.0	0.0	21	69.4	16	62	
<b>TOTAL CHENNAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>22.6</b>	<b>41.9</b>	<b>8.1</b>	<b>17.7</b>	<b>6.5</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>69.4</b>	<b>16</b>	<b>62</b>	
DELHI	AIR INDIA	S	124	0	0	1.6	19.4	37.9	16.9	11.3	8.9	4.0	0.0	0.0	0.0	0.0	24	66.1	26	124	
DELHI	BRITISH AIRWAYS PLC	S	124	0	0	15.3	27.4	36.3	12.1	4.8	1.6	1.6	0.8	0.0	0.0	0.0	11	79.0	11	124	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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	88.7	5	62
DELHI	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	4.8	29.0	41.9	12.9	11.3	0.0	0.0	0.0	0.0	0.0	0.0	10	75.8	13	62
<b>TOTAL DELHI</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>24.5</b>	<b>38.1</b>	<b>14.2</b>	<b>8.7</b>	<b>4.2</b>	<b>2.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.8</b>	<b>15</b>	<b>372</b>
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	62	0	0	3.2	22.6	53.2	9.7	6.5	4.8	0.0	0.0	0.0	0.0	0.0	12	67.7	22	62
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>22.6</b>	<b>53.2</b>	<b>9.7</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>12</b>	<b>67.7</b>	<b>22</b>	<b>62</b>
MUMBAI	AIR INDIA	S	62	0	0	0.0	1.6	1.6	6.5	27.4	32.3	24.2	6.5	0.0	0.0	0.0	89	53.2	36	62
MUMBAI	BRITISH AIRWAYS PLC	S	150	0	2	2.6	26.3	45.4	9.2	11.8	2.6	0.0	0.0	0.7	0.0	1.3	27	71.8	13	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	65.6	21	186
MUMBAI	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	4.8	19.4	43.5	8.1	12.9	6.5	4.8	0.0	0.0	0.0	0.0	23	0.0	0	0
<b>TOTAL MUMBAI</b>			<b>274</b>	<b>0</b>	<b>2</b>	<b>2.5</b>	<b>19.2</b>	<b>35.1</b>	<b>8.3</b>	<b>15.6</b>	<b>10.1</b>	<b>6.5</b>	<b>1.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.7</b>	<b>40</b>	<b>65.6</b>	<b>21</b>	<b>372</b>
<b>TOTAL INDIA</b>			<b>832</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>21.0</b>	<b>38.2</b>	<b>11.2</b>	<b>12.8</b>	<b>7.6</b>	<b>3.1</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>25</b>	<b>68.4</b>	<b>20</b>	<b>992</b>
<b>INDONESIA</b>																				
BALI INTERNATIONAL	GARUDA INDONESIA	S	20	0	0	0.0	5.0	10.0	10.0	25.0	35.0	10.0	5.0	0.0	0.0	0.0	69	40.0	27	5
<b>TOTAL BALI INTERNATIONAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.0</b>	<b>10.0</b>	<b>10.0</b>	<b>25.0</b>	<b>35.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>69</b>	<b>40.0</b>	<b>27</b>	<b>5</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	26.1	39	23
<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>26.1</b>	<b>39</b>	<b>23</b>
<b>TOTAL INDONESIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.0</b>	<b>10.0</b>	<b>10.0</b>	<b>25.0</b>	<b>35.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>69</b>	<b>28.6</b>	<b>37</b>	<b>28</b>
<b>IRAN</b>																				
TEHRAN IMAM KHOMEINI	IRAN AIR	S	26	0	0	11.5	34.6	26.9	3.8	7.7	15.4	0.0	0.0	0.0	0.0	0.0	21	60.7	34	28
<b>TOTAL TEHRAN IMAM KHOMEINI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>34.6</b>	<b>26.9</b>	<b>3.8</b>	<b>7.7</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>60.7</b>	<b>34</b>	<b>28</b>
<b>TOTAL IRAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>34.6</b>	<b>26.9</b>	<b>3.8</b>	<b>7.7</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>60.7</b>	<b>34</b>	<b>28</b>
<b>IRISH REPUBLIC</b>																				
CORK	AER LINGUS	S	242	0	0	24.0	58.7	10.3	4.1	2.1	0.8	0.0	0.0	0.0	0.0	0.0	3	95.9	2	244
<b>TOTAL CORK</b>			<b>242</b>	<b>0</b>	<b>0</b>	<b>24.0</b>	<b>58.7</b>	<b>10.3</b>	<b>4.1</b>	<b>2.1</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>3</b>	<b>95.9</b>	<b>2</b>	<b>244</b>
DUBLIN	AER LINGUS	S	613	0	0	9.3	60.4	20.9	5.5	3.3	0.7	0.0	0.0	0.0	0.0	0.0	4	94.7	3	632
DUBLIN	BRITISH AIRWAYS PLC	S	424	0	2	11.0	46.7	31.0	6.8	3.3	0.5	0.2	0.0	0.0	0.0	0.5	5	91.2	4	418
<b>TOTAL DUBLIN</b>			<b>1037</b>	<b>0</b>	<b>2</b>	<b>10.0</b>	<b>54.8</b>	<b>25.0</b>	<b>6.1</b>	<b>3.3</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>5</b>	<b>93.3</b>	<b>3</b>	<b>1050</b>
SHANNON	AER LINGUS	S	162	0	2	18.9	45.7	19.5	11.6	0.0	3.0	0.0	0.0	0.0	0.0	1.2	6	97.6	1	168
<b>TOTAL SHANNON</b>			<b>162</b>	<b>0</b>	<b>2</b>	<b>18.9</b>	<b>45.7</b>	<b>19.5</b>	<b>11.6</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>6</b>	<b>97.6</b>	<b>1</b>	<b>168</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1441</b>	<b>0</b>	<b>4</b>	<b>13.4</b>	<b>54.4</b>	<b>21.9</b>	<b>6.4</b>	<b>2.7</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>4</b>	<b>94.2</b>	<b>3</b>	<b>1462</b>
<b>ISRAEL</b>																				
TEL AVIV	BRITISH AIRWAYS PLC	S	123	0	1	6.5	29.8	40.3	11.3	5.6	4.0	0.8	0.8	0.0	0.0	0.8	13	87.1	18	124
TEL AVIV	EL AL	S	97	0	0	24.7	48.5	21.6	4.1	1.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	5	100

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	0.0	33.9	46.8	8.1	9.7	1.6	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL TEL AVIV</b>			<b>282</b>	<b>0</b>	<b>1</b>	<b>11.3</b>	<b>37.1</b>	<b>35.3</b>	<b>8.1</b>	<b>4.9</b>	<b>2.1</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>9</b>	<b>88.4</b>	<b>12</b>	<b>224</b>
<b>TOTAL ISRAEL</b>			<b>282</b>	<b>0</b>	<b>1</b>	<b>11.3</b>	<b>37.1</b>	<b>35.3</b>	<b>8.1</b>	<b>4.9</b>	<b>2.1</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>9</b>	<b>88.4</b>	<b>12</b>	<b>224</b>
<b>ITALY</b>																				
BOLOGNA	BRITISH AIRWAYS PLC	S	180	0	0	9.4	43.3	31.7	7.2	6.7	1.7	0.0	0.0	0.0	0.0	0.0	8	89.8	6	184
<b>TOTAL BOLOGNA</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>43.3</b>	<b>31.7</b>	<b>7.2</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>89.8</b>	<b>6</b>	<b>184</b>
MILAN (LINATE)	ALITALIA (CAI)	S	124	0	0	12.9	49.2	33.1	4.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	3	88.7	4	124
MILAN (LINATE)	BRITISH AIRWAYS PLC	S	434	0	8	12.4	45.9	28.7	6.1	3.6	1.4	0.0	0.0	0.0	0.0	1.8	6	92.9	3	360
<b>TOTAL MILAN (LINATE)</b>			<b>558</b>	<b>0</b>	<b>8</b>	<b>12.5</b>	<b>46.6</b>	<b>29.7</b>	<b>5.7</b>	<b>3.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>5</b>	<b>91.8</b>	<b>3</b>	<b>484</b>
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	114	0	0	7.0	40.4	41.2	6.1	4.4	0.9	0.0	0.0	0.0	0.0	0.0	6	85.7	6	163
<b>TOTAL MILAN (MALPENSA)</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>40.4</b>	<b>41.2</b>	<b>6.1</b>	<b>4.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>85.7</b>	<b>6</b>	<b>163</b>
PISA	BRITISH AIRWAYS PLC	S	48	0	0	10.4	54.2	16.7	6.3	6.3	4.2	0.0	2.1	0.0	0.0	0.0	12	84.2	6	38
<b>TOTAL PISA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>54.2</b>	<b>16.7</b>	<b>6.3</b>	<b>6.3</b>	<b>4.2</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>84.2</b>	<b>6</b>	<b>38</b>
ROME (FIUMICINO)	ALITALIA (CAI)	S	184	0	0	20.1	51.6	20.7	6.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3	89.8	5	246
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	278	0	2	15.0	45.0	27.5	8.2	2.9	0.7	0.0	0.0	0.0	0.0	0.7	5	89.5	5	288
<b>TOTAL ROME (FIUMICINO)</b>			<b>462</b>	<b>0</b>	<b>2</b>	<b>17.0</b>	<b>47.6</b>	<b>24.8</b>	<b>7.3</b>	<b>2.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>4</b>	<b>89.6</b>	<b>5</b>	<b>534</b>
VENICE	BRITISH AIRWAYS PLC	S	78	0	0	23.1	39.7	23.1	5.1	9.0	0.0	0.0	0.0	0.0	0.0	0.0	6	91.5	4	117
<b>TOTAL VENICE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>39.7</b>	<b>23.1</b>	<b>5.1</b>	<b>9.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>91.5</b>	<b>4</b>	<b>117</b>
<b>TOTAL ITALY</b>			<b>1440</b>	<b>0</b>	<b>10</b>	<b>13.7</b>	<b>45.9</b>	<b>28.5</b>	<b>6.4</b>	<b>3.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>5</b>	<b>89.9</b>	<b>5</b>	<b>1520</b>
<b>JAPAN</b>																				
OSAKA (KANSAI)	BRITISH AIRWAYS PLC	S	27	0	0	0.0	44.4	37.0	0.0	14.8	0.0	0.0	3.7	0.0	0.0	0.0	19	0.0	0	0
<b>TOTAL OSAKA (KANSAI)</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>37.0</b>	<b>0.0</b>	<b>14.8</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>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
TOKYO (HANEDA)	ALL NIPPON AIRWAYS	S	62	0	0	9.7	43.5	38.7	8.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	93.5	2	62
TOKYO (HANEDA)	BRITISH AIRWAYS PLC	S	54	0	0	5.6	38.9	38.9	5.6	7.4	3.7	0.0	0.0	0.0	0.0	0.0	9	90.3	3	61
TOKYO (HANEDA)	JAPAN AIRLINES	S	124	0	0	8.1	35.5	40.3	12.1	1.6	0.8	0.8	0.8	0.0	0.0	0.0	9	96.0	2	124
<b>TOTAL TOKYO (HANEDA)</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>38.3</b>	<b>39.6</b>	<b>9.6</b>	<b>2.5</b>	<b>1.3</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>94.0</b>	<b>3</b>	<b>247</b>
TOKYO (NARITA)	AEROFLOT	S	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	4	93.3	7	15
TOKYO (NARITA)	BRITISH AIRWAYS PLC	S	55	0	0	1.8	29.1	49.1	7.3	7.3	1.8	1.8	1.8	0.0	0.0	0.0	16	83.6	10	61
<b>TOTAL TOKYO (NARITA)</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>31.9</b>	<b>44.9</b>	<b>7.2</b>	<b>5.8</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.5</b>	<b>9</b>	<b>76</b>
<b>TOTAL JAPAN</b>			<b>336</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>37.5</b>	<b>40.5</b>	<b>8.3</b>	<b>4.2</b>	<b>1.2</b>	<b>0.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>92.0</b>	<b>4</b>	<b>323</b>
<b>JORDAN</b>																				
AMMAN	BRITISH AIRWAYS PLC	S	46	0	0	32.6	26.1	37.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	82.5	10	40
AMMAN	ROYAL JORDANIAN	S	69	0	0	11.6	36.2	27.5	18.8	4.3	1.4	0.0	0.0	0.0	0.0	0.0	8	89.1	6	64
<b>TOTAL AMMAN</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>32.2</b>	<b>31.3</b>	<b>13.0</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.5</b>	<b>8</b>	<b>104</b>
<b>TOTAL JORDAN</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>32.2</b>	<b>31.3</b>	<b>13.0</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.5</b>	<b>8</b>	<b>104</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>KAZAKHSTAN</b>																					
ASTANA	AIR ASTANA	S	34	0	0	5.9	26.5	23.5	23.5	14.7	0.0	0.0	5.9	0.0	0.0	0.0	33	82.5	17	40	
<b>TOTAL ASTANA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>26.5</b>	<b>23.5</b>	<b>23.5</b>	<b>14.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>82.5</b>	<b>17</b>	<b>40</b>	
<b>TOTAL KAZAKHSTAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>26.5</b>	<b>23.5</b>	<b>23.5</b>	<b>14.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>82.5</b>	<b>17</b>	<b>40</b>	
<b>KENYA</b>																					
NAIROBI	BRITISH AIRWAYS PLC	S	62	0	0	3.2	41.9	35.5	8.1	8.1	3.2	0.0	0.0	0.0	0.0	0.0	9	80.6	11	62	
NAIROBI	KENYA AIRWAYS	S	62	0	0	9.7	30.6	29.0	11.3	11.3	1.6	3.2	3.2	0.0	0.0	0.0	22	83.9	13	62	
<b>TOTAL NAIROBI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>36.3</b>	<b>32.3</b>	<b>9.7</b>	<b>9.7</b>	<b>2.4</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>82.3</b>	<b>12</b>	<b>124</b>	
<b>TOTAL KENYA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>36.3</b>	<b>32.3</b>	<b>9.7</b>	<b>9.7</b>	<b>2.4</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>82.3</b>	<b>12</b>	<b>124</b>	
<b>KUWAIT</b>																					
KUWAIT	BRITISH AIRWAYS PLC	S	62	0	0	3.2	37.1	29.0	9.7	16.1	3.2	0.0	1.6	0.0	0.0	0.0	18	83.9	48	62	
KUWAIT	KUWAIT AIRWAYS	S	108	0	0	21.3	25.9	36.1	13.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	6	56.8	24	88	
<b>TOTAL KUWAIT</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>30.0</b>	<b>33.5</b>	<b>11.8</b>	<b>8.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>68.0</b>	<b>34</b>	<b>150</b>	
<b>TOTAL KUWAIT</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>30.0</b>	<b>33.5</b>	<b>11.8</b>	<b>8.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>68.0</b>	<b>34</b>	<b>150</b>	
<b>LEBANON</b>																					
BEIRUT	BRITISH AIRWAYS PLC	S	46	0	0	19.6	30.4	37.0	6.5	4.3	2.2	0.0	0.0	0.0	0.0	0.0	7	86.7	5	45	
BEIRUT	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	124	0	0	12.1	29.8	28.2	18.5	11.3	0.0	0.0	0.0	0.0	0.0	0.0	11	92.7	4	124	
<b>TOTAL BEIRUT</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>30.0</b>	<b>30.6</b>	<b>15.3</b>	<b>9.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>91.1</b>	<b>4</b>	<b>169</b>	
<b>TOTAL LEBANON</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>30.0</b>	<b>30.6</b>	<b>15.3</b>	<b>9.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>91.1</b>	<b>4</b>	<b>169</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	BRITISH AIRWAYS PLC	S	136	0	0	8.1	54.4	30.9	5.9	0.7	0.0	0.0	0.0	0.0	0.0	0.0	3	84.7	5	122	
<b>TOTAL LUXEMBOURG</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>54.4</b>	<b>30.9</b>	<b>5.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>84.7</b>	<b>5</b>	<b>122</b>	
<b>TOTAL LUXEMBOURG</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>54.4</b>	<b>30.9</b>	<b>5.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>84.7</b>	<b>5</b>	<b>122</b>	
<b>MALAYSIA</b>																					
KUALA LUMPUR (SEPANG)	BRITISH AIRWAYS PLC	S	62	0	0	8.1	33.9	43.5	8.1	3.2	1.6	0.0	1.6	0.0	0.0	0.0	13	79.0	11	62	
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MAS	S	124	0	0	13.7	39.5	32.3	5.6	6.5	1.6	0.8	0.0	0.0	0.0	0.0	8	81.5	10	124	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>37.6</b>	<b>36.0</b>	<b>6.5</b>	<b>5.4</b>	<b>1.6</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.6</b>	<b>11</b>	<b>186</b>	
<b>TOTAL MALAYSIA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>37.6</b>	<b>36.0</b>	<b>6.5</b>	<b>5.4</b>	<b>1.6</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.6</b>	<b>11</b>	<b>186</b>	
<b>MALTA</b>																					
MALTA	AIR MALTA	S	128	0	2	4.6	31.5	36.9	11.5	13.1	0.8	0.0	0.0	0.0	0.0	1.5	11	63.7	17	124	
<b>TOTAL MALTA</b>			<b>128</b>	<b>0</b>	<b>2</b>	<b>4.6</b>	<b>31.5</b>	<b>36.9</b>	<b>11.5</b>	<b>13.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>11</b>	<b>63.7</b>	<b>17</b>	<b>124</b>	
<b>TOTAL MALTA</b>			<b>128</b>	<b>0</b>	<b>2</b>	<b>4.6</b>	<b>31.5</b>	<b>36.9</b>	<b>11.5</b>	<b>13.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>11</b>	<b>63.7</b>	<b>17</b>	<b>124</b>	
<b>MAURITIUS</b>																					
MAURITIUS	AIR MAURITIUS LTD	S	30	0	0	16.7	23.3	36.7	0.0	10.0	3.3	3.3	6.7	0.0	0.0	0.0	37	82.1	8	28	
<b>TOTAL MAURITIUS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>23.3</b>	<b>36.7</b>	<b>0.0</b>	<b>10.0</b>	<b>3.3</b>	<b>3.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>82.1</b>	<b>8</b>	<b>28</b>	
<b>TOTAL MAURITIUS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>23.3</b>	<b>36.7</b>	<b>0.0</b>	<b>10.0</b>	<b>3.3</b>	<b>3.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>82.1</b>	<b>8</b>	<b>28</b>	

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ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>MEXICO</b>																					
<b>MEXICO CITY</b>	AEROMEXICO	S	62	0	0	14.5	45.2	21.0	6.5	4.8	3.2	1.6	1.6	1.6	0.0	0.0	26	87.1	8	62	
<b>MEXICO CITY</b>	BRITISH AIRWAYS PLC	S	43	0	0	18.6	20.9	30.2	14.0	9.3	7.0	0.0	0.0	0.0	0.0	0.0	13	67.4	24	43	
<b>TOTAL MEXICO CITY</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>16.2</b>	<b>35.2</b>	<b>24.8</b>	<b>9.5</b>	<b>6.7</b>	<b>4.8</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>79.0</b>	<b>15</b>	<b>105</b>	
<b>TOTAL MEXICO</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>16.2</b>	<b>35.2</b>	<b>24.8</b>	<b>9.5</b>	<b>6.7</b>	<b>4.8</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>79.0</b>	<b>15</b>	<b>105</b>	
<b>MOROCCO</b>																					
<b>CASABLANCA MOHAMED V</b>	ROYAL AIR MAROC	S	61	0	0	0.0	29.5	27.9	26.2	8.2	8.2	0.0	0.0	0.0	0.0	0.0	18	71.0	12	62	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.5</b>	<b>27.9</b>	<b>26.2</b>	<b>8.2</b>	<b>8.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>71.0</b>	<b>12</b>	<b>62</b>	
<b>MARRAKESH</b>	BRITISH AIRWAYS PLC	S	36	0	0	16.7	27.8	44.4	2.8	2.8	5.6	0.0	0.0	0.0	0.0	0.0	7	66.7	9	18	
<b>TOTAL MARRAKESH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>44.4</b>	<b>2.8</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>7</b>	<b>66.7</b>	<b>9</b>	<b>18</b>	
<b>RABAT</b>	ROYAL AIR MAROC	S	16	0	0	0.0	6.3	62.5	18.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	16	72.2	8	17	
<b>TOTAL RABAT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>62.5</b>	<b>18.8</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>72.2</b>	<b>8</b>	<b>17</b>	
<b>TOTAL MOROCCO</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>25.7</b>	<b>38.1</b>	<b>17.7</b>	<b>6.2</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>70.4</b>	<b>11</b>	<b>97</b>	
<b>NETHERLANDS</b>																					
<b>AMSTERDAM</b>	BRITISH AIRWAYS PLC	S	539	0	1	13.7	49.1	30.7	3.1	2.4	0.4	0.0	0.4	0.0	0.0	0.2	4	88.6	6	534	
<b>AMSTERDAM</b>	KLM	S	594	0	0	10.6	51.7	25.3	7.7	3.5	0.8	0.3	0.0	0.0	0.0	0.0	6	86.8	5	572	
<b>TOTAL AMSTERDAM</b>			<b>1133</b>	<b>0</b>	<b>1</b>	<b>12.1</b>	<b>50.4</b>	<b>27.9</b>	<b>5.6</b>	<b>3.0</b>	<b>0.6</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>5</b>	<b>87.6</b>	<b>5</b>	<b>1106</b>	
<b>TOTAL NETHERLANDS</b>			<b>1133</b>	<b>0</b>	<b>1</b>	<b>12.1</b>	<b>50.4</b>	<b>27.9</b>	<b>5.6</b>	<b>3.0</b>	<b>0.6</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>5</b>	<b>87.6</b>	<b>5</b>	<b>1106</b>	
<b>NEW ZEALAND</b>																					
<b>AUCKLAND INTERNATIONAL</b>	AIR NEW ZEALAND LTD	S	61	0	0	21.3	36.1	31.1	8.2	1.6	0.0	1.6	0.0	0.0	0.0	0.0	7	82.3	9	62	
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>21.3</b>	<b>36.1</b>	<b>31.1</b>	<b>8.2</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>7</b>	<b>82.3</b>	<b>9</b>	<b>62</b>	
<b>TOTAL NEW ZEALAND</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>21.3</b>	<b>36.1</b>	<b>31.1</b>	<b>8.2</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>7</b>	<b>82.3</b>	<b>9</b>	<b>62</b>	
<b>NIGERIA</b>																					
<b>ABUJA</b>	BRITISH AIRWAYS PLC	S	62	0	0	16.1	45.2	30.6	6.5	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3	85.5	8	62	
<b>TOTAL ABUJA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>45.2</b>	<b>30.6</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>85.5</b>	<b>8</b>	<b>62</b>	
<b>LAGOS</b>	BRITISH AIRWAYS PLC	S	62	0	0	0.0	16.1	37.1	21.0	17.7	3.2	0.0	0.0	4.8	0.0	0.0	59	59.7	18	62	
<b>LAGOS</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	17.7	53.2	16.1	9.7	1.6	0.0	1.6	0.0	0.0	0.0	0.0	6	85.5	6	62	
<b>TOTAL LAGOS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>34.7</b>	<b>26.6</b>	<b>15.3</b>	<b>9.7</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>72.6</b>	<b>12</b>	<b>124</b>	
<b>TOTAL NIGERIA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>38.2</b>	<b>28.0</b>	<b>12.4</b>	<b>7.0</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>76.9</b>	<b>11</b>	<b>186</b>	
<b>NORWAY</b>																					
<b>OSLO (GARDERMOEN)</b>	BRITISH AIRWAYS PLC	S	186	0	0	21.0	39.8	30.1	5.4	3.2	0.5	0.0	0.0	0.0	0.0	0.0	5	90.3	10	184	
<b>OSLO (GARDERMOEN)</b>	SAS	S	210	0	5	9.3	40.5	29.3	10.7	7.0	0.0	0.9	0.0	0.0	0.0	2.3	9	86.8	6	182	
<b>OSLO (GARDERMOEN)</b>	SCANDINAVIAN AIRLINES IRELAND LTD	S	60	0	0	10.0	38.3	31.7	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	83.1	8	59	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>456</b>	<b>0</b>	<b>5</b>	<b>14.1</b>	<b>39.9</b>	<b>29.9</b>	<b>8.5</b>	<b>5.9</b>	<b>0.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>7</b>	<b>87.8</b>	<b>8</b>	<b>425</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
STAVANGER	SAS	S	52	0	0	3.8	46.2	36.5	3.8	7.7	1.9	0.0	0.0	0.0	0.0	0.0	8	83.3	9	66	
<b>TOTAL STAVANGER</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>46.2</b>	<b>36.5</b>	<b>3.8</b>	<b>7.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.3</b>	<b>9</b>	<b>66</b>	
<b>TOTAL NORWAY</b>			<b>508</b>	<b>0</b>	<b>5</b>	<b>13.1</b>	<b>40.5</b>	<b>30.6</b>	<b>8.0</b>	<b>6.0</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>7</b>	<b>87.2</b>	<b>8</b>	<b>491</b>	
<b>OMAN</b>																					
MUSCAT	BRITISH AIRWAYS PLC	S	35	0	0	0.0	22.9	17.1	11.4	25.7	20.0	0.0	0.0	2.9	0.0	0.0	74	80.0	9	35	
MUSCAT	OMAN AIR	S	124	0	0	18.5	48.4	19.4	8.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	75.8	12	124	
<b>TOTAL MUSCAT</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>42.8</b>	<b>18.9</b>	<b>8.8</b>	<b>10.1</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>76.7</b>	<b>12</b>	<b>159</b>	
<b>TOTAL OMAN</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>42.8</b>	<b>18.9</b>	<b>8.8</b>	<b>10.1</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>76.7</b>	<b>12</b>	<b>159</b>	
<b>PAKISTAN</b>																					
BENAZIR BHUTTO INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.1	11	43	
<b>TOTAL BENAZIR BHUTTO INTERNATIONAL AIRPORT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>72.1</b>	<b>11</b>	<b>43</b>	
ISLAMABAD INTERNATIONAL AIRPORT	BRITISH AIRWAYS PLC	S	26	0	0	7.7	19.2	15.4	11.5	15.4	11.5	11.5	7.7	0.0	0.0	0.0	54	0.0	0	0	
ISLAMABAD INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	44	0	0	0.0	22.7	34.1	18.2	15.9	6.8	2.3	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>21.4</b>	<b>27.1</b>	<b>15.7</b>	<b>15.7</b>	<b>8.6</b>	<b>5.7</b>	<b>2.9</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>	
KARACHI	PAKISTAN INTL AIRLINES	S	8	0	0	0.0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	25	50.0	29	18	
<b>TOTAL KARACHI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>50.0</b>	<b>29</b>	<b>18</b>	
LAHORE	PAKISTAN INTL AIRLINES	S	28	0	0	0.0	3.6	28.6	21.4	35.7	7.1	0.0	3.6	0.0	0.0	0.0	36	51.9	22	27	
<b>TOTAL LAHORE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.6</b>	<b>28.6</b>	<b>21.4</b>	<b>35.7</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>36</b>	<b>51.9</b>	<b>22</b>	<b>27</b>	
SIALKOT	PAKISTAN INTL AIRLINES	S	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	34	0.0	0	0	
<b>TOTAL SIALKOT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL PAKISTAN</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>16.7</b>	<b>29.8</b>	<b>17.5</b>	<b>19.3</b>	<b>7.9</b>	<b>3.5</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>61.4</b>	<b>18</b>	<b>88</b>	
<b>PHILIPPINES</b>																					
MANILA	PHILIPPINE AIRLINES	S	44	0	0	29.5	34.1	13.6	6.8	9.1	6.8	0.0	0.0	0.0	0.0	0.0	13	53.7	57	52	
<b>TOTAL MANILA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>29.5</b>	<b>34.1</b>	<b>13.6</b>	<b>6.8</b>	<b>9.1</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>53.7</b>	<b>57</b>	<b>52</b>	
<b>TOTAL PHILIPPINES</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>29.5</b>	<b>34.1</b>	<b>13.6</b>	<b>6.8</b>	<b>9.1</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>53.7</b>	<b>57</b>	<b>52</b>	
<b>POLAND</b>																					
KRAKOW	BRITISH AIRWAYS PLC	S	38	0	0	10.5	47.4	39.5	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	26	89.1	4	46	
<b>TOTAL KRAKOW</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>47.4</b>	<b>39.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>89.1</b>	<b>4</b>	<b>46</b>	
WARSAW (CHOPIN)	BRITISH AIRWAYS PLC	S	114	0	0	4.4	50.0	32.5	6.1	5.3	0.0	1.8	0.0	0.0	0.0	0.0	7	83.7	6	104	
WARSAW (CHOPIN)	LOT-POLISH AIRLINES	S	181	0	0	7.2	35.4	31.5	10.5	12.2	3.3	0.0	0.0	0.0	0.0	0.0	12	80.4	10	179	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>295</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>41.0</b>	<b>31.9</b>	<b>8.8</b>	<b>9.5</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>10</b>	<b>81.6</b>	<b>9</b>	<b>283</b>	
<b>TOTAL POLAND</b>			<b>333</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>41.7</b>	<b>32.7</b>	<b>7.8</b>	<b>8.4</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>82.7</b>	<b>8</b>	<b>329</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	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	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL FARO</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>
LISBON	AIR PORTUGAL	S	338	0	0	6.5	29.6	32.0	10.9	13.3	6.2	1.2	0.3	0.0	0.0	0.0	17	79.0	12	334
LISBON	BRITISH AIRWAYS PLC	S	154	0	0	7.1	36.4	38.3	9.1	6.5	1.3	1.3	0.0	0.0	0.0	0.0	10	84.3	8	176
<b>TOTAL LISBON</b>			<b>492</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>31.7</b>	<b>33.9</b>	<b>10.4</b>	<b>11.2</b>	<b>4.7</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>80.9</b>	<b>10</b>	<b>510</b>
<b>TOTAL PORTUGAL</b>			<b>493</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>31.8</b>	<b>33.9</b>	<b>10.3</b>	<b>11.2</b>	<b>4.7</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>80.9</b>	<b>10</b>	<b>510</b>
<b>QATAR</b>																				
DOHA HAMAD	BRITISH AIRWAYS PLC	S	62	0	0	1.6	16.1	41.9	14.5	12.9	4.8	4.8	3.2	0.0	0.0	0.0	30	74.2	13	62
DOHA HAMAD	QATAR AIRWAYS	S	371	0	1	9.4	36.0	35.5	9.4	6.7	2.2	0.5	0.0	0.0	0.0	0.3	10	82.3	10	372
<b>TOTAL DOHA HAMAD</b>			<b>433</b>	<b>0</b>	<b>1</b>	<b>8.3</b>	<b>33.2</b>	<b>36.4</b>	<b>10.1</b>	<b>7.6</b>	<b>2.5</b>	<b>1.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>13</b>	<b>81.1</b>	<b>10</b>	<b>434</b>
<b>TOTAL QATAR</b>			<b>433</b>	<b>0</b>	<b>1</b>	<b>8.3</b>	<b>33.2</b>	<b>36.4</b>	<b>10.1</b>	<b>7.6</b>	<b>2.5</b>	<b>1.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>13</b>	<b>81.1</b>	<b>10</b>	<b>434</b>
<b>REPUBLIC OF KOREA</b>																				
SEOUL (INCHEON)	ASIANA AIRLINES	S	44	0	0	4.5	27.3	38.6	18.2	9.1	2.3	0.0	0.0	0.0	0.0	0.0	11	85.5	5	62
SEOUL (INCHEON)	BRITISH AIRWAYS PLC	S	58	0	0	19.0	25.9	34.5	8.6	3.4	3.4	3.4	1.7	0.0	0.0	0.0	16	91.9	3	62
SEOUL (INCHEON)	KOREAN AIR	S	62	0	0	6.5	40.3	40.3	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	82.3	7	62
<b>TOTAL SEOUL (INCHEON)</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>31.7</b>	<b>37.8</b>	<b>11.6</b>	<b>4.9</b>	<b>1.8</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>86.6</b>	<b>5</b>	<b>186</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>31.7</b>	<b>37.8</b>	<b>11.6</b>	<b>4.9</b>	<b>1.8</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>86.6</b>	<b>5</b>	<b>186</b>
<b>REPUBLIC OF SERBIA</b>																				
BELGRADE	AIR SERBIA	S	66	0	0	12.1	48.5	27.3	4.5	4.5	3.0	0.0	0.0	0.0	0.0	0.0	6	79.0	14	62
<b>TOTAL BELGRADE</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>48.5</b>	<b>27.3</b>	<b>4.5</b>	<b>4.5</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>79.0</b>	<b>14</b>	<b>62</b>
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>48.5</b>	<b>27.3</b>	<b>4.5</b>	<b>4.5</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>79.0</b>	<b>14</b>	<b>62</b>
<b>REPUBLIC OF SOUTH AFRICA</b>																				
CAPE TOWN	BRITISH AIRWAYS PLC	S	124	0	0	13.7	41.1	29.8	6.5	5.6	3.2	0.0	0.0	0.0	0.0	0.0	8	83.9	8	123
CAPE TOWN	SOUTH AFRICAN 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	6	0.0	0	0
<b>TOTAL CAPE TOWN</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>40.8</b>	<b>30.4</b>	<b>6.4</b>	<b>5.6</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>83.9</b>	<b>8</b>	<b>123</b>
DURBAN	BRITISH AIRWAYS PLC	S	26	0	0	30.8	23.1	26.9	7.7	0.0	0.0	7.7	3.8	0.0	0.0	0.0	24	88.5	5	26
<b>TOTAL DURBAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>30.8</b>	<b>23.1</b>	<b>26.9</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>88.5</b>	<b>5</b>	<b>26</b>
JOHANNESBURG	BRITISH AIRWAYS PLC	S	124	0	0	24.2	24.2	22.6	8.1	10.5	3.2	3.2	0.8	3.2	0.0	0.0	46	79.7	11	158
JOHANNESBURG	SOUTH AFRICAN AIRWAYS	S	63	0	0	0.0	46.0	33.3	7.9	9.5	0.0	0.0	1.6	1.6	0.0	0.0	27	69.4	16	62
JOHANNESBURG	VIRGIN ATLANTIC AIRWAYS LTD	S	104	0	0	6.7	52.9	35.6	1.9	1.9	1.0	0.0	0.0	0.0	0.0	0.0	4	84.7	6	124
<b>TOTAL JOHANNESBURG</b>			<b>291</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>39.2</b>	<b>29.6</b>	<b>5.8</b>	<b>7.2</b>	<b>1.7</b>	<b>1.4</b>	<b>0.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>79.7</b>	<b>10</b>	<b>344</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>442</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>38.7</b>	<b>29.6</b>	<b>6.1</b>	<b>6.3</b>	<b>2.0</b>	<b>1.4</b>	<b>0.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>81.2</b>	<b>10</b>	<b>493</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	112	0	0	8.0	31.3	42.9	11.6	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	86.5	7	111
BUCHAREST (OTOPENI)	TAROM	S	62	0	0	11.3	25.8	50.0	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	81.0	15	58
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>29.3</b>	<b>45.4</b>	<b>10.9</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>84.6</b>	<b>10</b>	<b>169</b>
<b>TOTAL ROMANIA</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>29.3</b>	<b>45.4</b>	<b>10.9</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>84.6</b>	<b>10</b>	<b>169</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>RUSSIA</b>																					
<b>MOSCOW (DOMODEDOVO)</b>	BRITISH AIRWAYS PLC	S	102	0	0	3.9	30.4	43.1	6.9	8.8	2.0	3.9	1.0	0.0	0.0	0.0	19	87.7	6	114	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>30.4</b>	<b>43.1</b>	<b>6.9</b>	<b>8.8</b>	<b>2.0</b>	<b>3.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>87.7</b>	<b>6</b>	<b>114</b>	
<b>MOSCOW (SHEREMETYEVO)</b>	AEROFLOT	S	268	0	0	14.6	51.9	22.0	7.5	2.2	1.9	0.0	0.0	0.0	0.0	0.0	5	92.5	3	263	
<b>MOSCOW (SHEREMETYEVO)</b>	BRITISH AIRWAYS PLC	S	46	0	0	6.5	39.1	37.0	6.5	6.5	4.3	0.0	0.0	0.0	0.0	0.0	10	85.4	7	48	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>314</b>	<b>0</b>	<b>0</b>	<b>13.4</b>	<b>50.0</b>	<b>24.2</b>	<b>7.3</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>0.0</b>	<b>6</b>	<b>91.4</b>	<b>4</b>	<b>311</b>	
<b>ST PETERSBURG</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	95.8	3	48	
<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>95.8</b>	<b>3</b>	<b>48</b>	
<b>TOTAL RUSSIA</b>			<b>416</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>45.2</b>	<b>28.8</b>	<b>7.2</b>	<b>4.3</b>	<b>2.2</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>90.9</b>	<b>4</b>	<b>473</b>	
<b>SAUDI ARABIA</b>																					
<b>DAMMAM</b>	BRITISH AIRWAYS PLC	S	62	0	0	0.0	16.1	48.4	25.8	4.8	3.2	0.0	0.0	1.6	0.0	0.0	26	0.0	0	0	
<b>TOTAL DAMMAM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.1</b>	<b>48.4</b>	<b>25.8</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>JEDDAH</b>	BRITISH AIRWAYS PLC	S	35	0	0	14.3	37.1	40.0	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.2	5	51	
<b>JEDDAH</b>	SAUDI ARABIAN AIRLINES	S	62	0	0	0.0	14.5	37.1	25.8	21.0	1.6	0.0	0.0	0.0	0.0	0.0	18	64.5	12	62	
<b>TOTAL JEDDAH</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>22.7</b>	<b>38.1</b>	<b>19.6</b>	<b>13.4</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.2</b>	<b>9</b>	<b>113</b>	
<b>RIYADH</b>	BRITISH AIRWAYS PLC	S	62	0	1	15.9	28.6	38.1	9.5	1.6	1.6	0.0	3.2	0.0	0.0	1.6	13	90.3	8	62	
<b>RIYADH</b>	SAUDI ARABIAN AIRLINES	S	62	0	0	0.0	24.2	27.4	19.4	21.0	8.1	0.0	0.0	0.0	0.0	0.0	21	43.5	23	62	
<b>TOTAL RIYADH</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>8.0</b>	<b>26.4</b>	<b>32.8</b>	<b>14.4</b>	<b>11.2</b>	<b>4.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>17</b>	<b>66.9</b>	<b>16</b>	<b>124</b>	
<b>TOTAL SAUDI ARABIA</b>			<b>283</b>	<b>0</b>	<b>1</b>	<b>5.3</b>	<b>22.9</b>	<b>38.0</b>	<b>18.7</b>	<b>10.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>18</b>	<b>70.9</b>	<b>13</b>	<b>237</b>	
<b>SEYCHELLES</b>																					
<b>SEYCHELLES</b>	BRITISH AIRWAYS PLC	S	14	0	0	28.6	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	3	18	
<b>TOTAL SEYCHELLES</b>			<b>14</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>0</b>	<b>88.9</b>	<b>3</b>	<b>18</b>	
<b>TOTAL SEYCHELLES</b>			<b>14</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>0</b>	<b>88.9</b>	<b>3</b>	<b>18</b>	
<b>SINGAPORE</b>																					
<b>SINGAPORE</b>	BRITISH AIRWAYS PLC	S	52	0	0	0.0	19.2	38.5	19.2	15.4	3.8	3.8	0.0	0.0	0.0	0.0	20	66.1	52	62	
<b>SINGAPORE</b>	SINGAPORE AIRLINES	S	248	0	0	8.5	41.1	27.4	10.9	6.5	3.6	1.2	0.8	0.0	0.0	0.0	14	79.8	10	248	
<b>TOTAL SINGAPORE</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>37.3</b>	<b>29.3</b>	<b>12.3</b>	<b>8.0</b>	<b>3.7</b>	<b>1.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>77.1</b>	<b>18</b>	<b>310</b>	
<b>TOTAL SINGAPORE</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>37.3</b>	<b>29.3</b>	<b>12.3</b>	<b>8.0</b>	<b>3.7</b>	<b>1.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>77.1</b>	<b>18</b>	<b>310</b>	
<b>SPAIN</b>																					
<b>A CORUNA</b>	VUELING AIRLINES	S	60	0	2	6.5	61.3	17.7	8.1	0.0	3.2	0.0	0.0	0.0	0.0	3.2	6	82.3	39	60	
<b>TOTAL A CORUNA</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>6.5</b>	<b>61.3</b>	<b>17.7</b>	<b>8.1</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>6</b>	<b>82.3</b>	<b>39</b>	<b>60</b>	
<b>BARCELONA</b>	BRITISH AIRWAYS PLC	S	474	0	2	8.4	44.3	32.8	7.1	5.7	1.3	0.0	0.0	0.0	0.0	0.4	6	91.9	5	414	
<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	74.2	12	62	
<b>TOTAL BARCELONA</b>			<b>474</b>	<b>0</b>	<b>2</b>	<b>8.4</b>	<b>44.3</b>	<b>32.8</b>	<b>7.1</b>	<b>5.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>6</b>	<b>89.6</b>	<b>6</b>	<b>476</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	90.9	2	66	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>90.9</b>	<b>2</b>	<b>66</b>
MADRID	BRITISH AIRWAYS PLC	S	292	0	0	3.8	41.4	41.4	9.2	3.4	0.7	0.0	0.0	0.0	0.0	0.0	6	86.4	7	304
MADRID	IBERIA	S	466	0	8	15.2	45.1	27.4	6.5	2.5	0.8	0.4	0.2	0.0	0.0	1.7	6	88.7	6	465
<b>TOTAL MADRID</b>			<b>758</b>	<b>0</b>	<b>8</b>	<b>10.8</b>	<b>43.7</b>	<b>32.8</b>	<b>7.6</b>	<b>2.9</b>	<b>0.8</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>6</b>	<b>87.8</b>	<b>6</b>	<b>769</b>
MALAGA	BRITISH AIRWAYS PLC	S	32	0	0	9.4	34.4	46.9	6.3	3.1	0.0	0.0	0.0	0.0	0.0	0.0	6	85.3	7	34
<b>TOTAL MALAGA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>34.4</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>6</b>	<b>85.3</b>	<b>7</b>	<b>34</b>
SANTIAGO DE COMPOSTELA (SPAIN)	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	56	2
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>56</b>	<b>2</b>
VALENCIA	BRITISH AIRWAYS PLC	S	28	0	0	10.7	35.7	32.1	10.7	10.7	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL VALENCIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>35.7</b>	<b>32.1</b>	<b>10.7</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>1352</b>	<b>0</b>	<b>12</b>	<b>9.8</b>	<b>44.4</b>	<b>32.4</b>	<b>7.5</b>	<b>3.9</b>	<b>1.0</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>6</b>	<b>88.1</b>	<b>7</b>	<b>1407</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
LAS PALMAS	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	7	16
<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>81.3</b>	<b>7</b>	<b>16</b>
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	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	87.5	3	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</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>87.5</b>	<b>3</b>	<b>8</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</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>83.3</b>	<b>5</b>	<b>24</b>
<b>SRI LANKA</b>																				
COLOMBO	SRILANKAN AIRLINES	S	84	0	0	0.0	19.0	39.3	23.8	15.5	2.4	0.0	0.0	0.0	0.0	0.0	16	61.3	17	80
<b>TOTAL COLOMBO</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.0</b>	<b>39.3</b>	<b>23.8</b>	<b>15.5</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>16</b>	<b>61.3</b>	<b>17</b>	<b>80</b>
<b>TOTAL SRI LANKA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.0</b>	<b>39.3</b>	<b>23.8</b>	<b>15.5</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>16</b>	<b>61.3</b>	<b>17</b>	<b>80</b>
<b>SWEDEN</b>																				
GOTEBORG (LANDVETTER)	BRITISH AIRWAYS PLC	S	168	0	0	16.7	47.6	25.0	3.6	4.8	1.8	0.0	0.6	0.0	0.0	0.0	7	88.1	8	143
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>47.6</b>	<b>25.0</b>	<b>3.6</b>	<b>4.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.1</b>	<b>8</b>	<b>143</b>
KIRUNA	SAS	C	3	0	0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	5
<b>TOTAL KIRUNA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>2</b>	<b>5</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	235	0	1	14.8	42.8	30.9	7.6	2.5	0.8	0.0	0.0	0.0	0.0	0.4	5	81.6	7	228
STOCKHOLM (ARLANDA)	SAS	S	219	0	2	5.0	45.2	33.0	12.2	3.2	0.0	0.0	0.5	0.0	0.0	0.9	7	89.5	6	228
STOCKHOLM (ARLANDA)	SCANDINAVIAN AIRLINES IRELAND LTD	S	102	0	0	2.9	42.2	30.4	14.7	7.8	2.0	0.0	0.0	0.0	0.0	0.0	10	80.4	9	97
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>556</b>	<b>0</b>	<b>3</b>	<b>8.8</b>	<b>43.6</b>	<b>31.7</b>	<b>10.7</b>	<b>3.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>7</b>	<b>84.6</b>	<b>7</b>	<b>553</b>
<b>TOTAL SWEDEN</b>			<b>727</b>	<b>0</b>	<b>3</b>	<b>10.7</b>	<b>44.4</b>	<b>30.3</b>	<b>9.0</b>	<b>4.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>7</b>	<b>85.4</b>	<b>7</b>	<b>701</b>
<b>SWITZERLAND</b>																				
BALE MULHOUSE	BRITISH AIRWAYS PLC	S	208	0	0	10.6	49.5	34.6	3.8	1.4	0.0	0.0	0.0	0.0	0.0	0.0	3	92.6	4	200

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>208</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>49.5</b>	<b>34.6</b>	<b>3.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>92.6</b>	<b>4</b>	<b>200</b>	
GENEVA	BRITISH AIRWAYS PLC	S	671	0	2	6.1	44.3	35.2	8.9	4.5	0.7	0.0	0.0	0.0	0.0	0.3	6	90.3	5	654	
GENEVA	SWISS AIRLINES	S	308	0	2	2.9	43.9	34.2	8.1	9.0	1.3	0.0	0.0	0.0	0.0	0.6	9	81.2	9	302	
<b>TOTAL GENEVA</b>			<b>979</b>	<b>0</b>	<b>4</b>	<b>5.1</b>	<b>44.2</b>	<b>34.9</b>	<b>8.6</b>	<b>5.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>7</b>	<b>87.4</b>	<b>6</b>	<b>956</b>	
ZURICH	BRITISH AIRWAYS PLC	S	354	0	0	4.8	47.5	37.3	6.5	2.5	1.1	0.3	0.0	0.0	0.0	0.0	6	82.6	7	324	
ZURICH	SWISS AIRLINES	S	432	0	2	3.0	40.6	40.1	10.4	4.8	0.5	0.2	0.0	0.0	0.0	0.5	8	77.5	10	422	
<b>TOTAL ZURICH</b>			<b>786</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>43.7</b>	<b>38.8</b>	<b>8.6</b>	<b>3.8</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>7</b>	<b>79.7</b>	<b>9</b>	<b>746</b>	
<b>TOTAL SWITZERLAND</b>			<b>1973</b>	<b>0</b>	<b>6</b>	<b>5.2</b>	<b>44.5</b>	<b>36.4</b>	<b>8.1</b>	<b>4.6</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>7</b>	<b>84.9</b>	<b>7</b>	<b>1902</b>	
<b>TAIWAN</b>																					
TAIPEI	EVA AIR	S	62	0	0	4.8	9.7	33.9	22.6	25.8	1.6	1.6	0.0	0.0	0.0	0.0	23	41.9	26	62	
<b>TOTAL TAIPEI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>9.7</b>	<b>33.9</b>	<b>22.6</b>	<b>25.8</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>23</b>	<b>41.9</b>	<b>26</b>	<b>62</b>	
<b>TOTAL TAIWAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>9.7</b>	<b>33.9</b>	<b>22.6</b>	<b>25.8</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>23</b>	<b>41.9</b>	<b>26</b>	<b>62</b>	
<b>THAILAND</b>																					
BANGKOK SUVARNABHUMI	BRITISH AIRWAYS PLC	S	62	0	0	21.0	12.9	38.7	22.6	3.2	0.0	0.0	1.6	0.0	0.0	0.0	13	72.6	16	62	
BANGKOK SUVARNABHUMI	THAI AIRWAYS INTERNATIONAL	S	124	0	0	5.6	35.5	37.9	14.5	4.8	1.6	0.0	0.0	0.0	0.0	0.0	9	87.1	9	124	
<b>TOTAL BANGKOK SUVARNABHUMI</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>28.0</b>	<b>38.2</b>	<b>17.2</b>	<b>4.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>82.3</b>	<b>11</b>	<b>186</b>	
<b>TOTAL THAILAND</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>28.0</b>	<b>38.2</b>	<b>17.2</b>	<b>4.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>82.3</b>	<b>11</b>	<b>186</b>	
<b>TUNISIA</b>																					
TUNIS	TUNISAIR	S	34	0	0	0.0	14.7	32.4	29.4	11.8	0.0	11.8	0.0	0.0	0.0	0.0	33	11.8	50	34	
<b>TOTAL TUNIS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.7</b>	<b>32.4</b>	<b>29.4</b>	<b>11.8</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>33</b>	<b>11.8</b>	<b>50</b>	<b>34</b>	
<b>TOTAL TUNISIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.7</b>	<b>32.4</b>	<b>29.4</b>	<b>11.8</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>33</b>	<b>11.8</b>	<b>50</b>	<b>34</b>	
<b>TURKEY</b>																					
ISTANBUL	BRITISH AIRWAYS PLC	S	104	0	0	10.6	32.7	38.5	12.5	5.8	0.0	0.0	0.0	0.0	0.0	0.0	7	79.8	9	104	
ISTANBUL	THY TURKISH AIRLINES	S	328	0	0	25.3	33.5	32.0	4.0	3.7	1.2	0.3	0.0	0.0	0.0	0.0	6	84.1	7	328	
<b>TOTAL ISTANBUL</b>			<b>432</b>	<b>0</b>	<b>0</b>	<b>21.8</b>	<b>33.3</b>	<b>33.6</b>	<b>6.0</b>	<b>4.2</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>6</b>	<b>83.1</b>	<b>8</b>	<b>432</b>	
<b>TOTAL TURKEY</b>			<b>432</b>	<b>0</b>	<b>0</b>	<b>21.8</b>	<b>33.3</b>	<b>33.6</b>	<b>6.0</b>	<b>4.2</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>6</b>	<b>83.1</b>	<b>8</b>	<b>432</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	0.0	70	8	
<b>TOTAL ASHKHABAD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>70</b>	<b>8</b>	
<b>TOTAL TURKMENISTAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>70</b>	<b>8</b>	
<b>UKRAINE</b>																					
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	4	52	
<b>TOTAL KIEV (BORISPOL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>92.3</b>	<b>4</b>	<b>52</b>	
<b>TOTAL UKRAINE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>92.3</b>	<b>4</b>	<b>52</b>	
<b>UNITED ARAB EMIRATES</b>																					
ABU DHABI INTERNATIONAL	BRITISH AIRWAYS PLC	S	49	0	0	0.0	18.4	26.5	10.2	18.4	14.3	6.1	6.1	0.0	0.0	0.0	47	87.1	5	60	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2019		
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	248	0	0	9.7	31.0	37.9	11.3	7.7	2.4	0.0	0.0	0.0	0.0	0.0	10	84.3	6	210
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>297</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>29.0</b>	<b>36.0</b>	<b>11.1</b>	<b>9.4</b>	<b>4.4</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>84.9</b>	<b>6</b>	<b>270</b>
DUBAI	BRITISH AIRWAYS PLC	S	186	0	0	4.3	24.7	29.0	10.2	12.9	13.4	3.8	0.5	1.1	0.0	0.0	39	80.0	10	185
DUBAI	EMIRATES	S	370	0	1	7.3	27.5	35.8	13.5	9.4	4.0	1.1	0.8	0.3	0.0	0.3	19	76.1	9	377
DUBAI	VIRGIN ATLANTIC AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.3	6	60
<b>TOTAL DUBAI</b>			<b>556</b>	<b>0</b>	<b>1</b>	<b>6.3</b>	<b>26.6</b>	<b>33.6</b>	<b>12.4</b>	<b>10.6</b>	<b>7.2</b>	<b>2.0</b>	<b>0.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.2</b>	<b>26</b>	<b>78.5</b>	<b>9</b>	<b>622</b>
<b>TOTAL UNITED ARAB UNITED KINGDOM</b>			<b>853</b>	<b>0</b>	<b>1</b>	<b>6.9</b>	<b>27.4</b>	<b>34.4</b>	<b>11.9</b>	<b>10.2</b>	<b>6.2</b>	<b>1.6</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1</b>	<b>22</b>	<b>80.4</b>	<b>8</b>	<b>892</b>
ABERDEEN	BRITISH AIRWAYS PLC	S	414	0	0	12.8	57.0	22.7	5.6	1.4	0.5	0.0	0.0	0.0	0.0	0.0	3	89.9	5	290
ABERDEEN	FLYBE LTD	S	156	0	0	14.7	38.5	28.2	10.3	3.2	3.8	1.3	0.0	0.0	0.0	0.0	10	94.3	5	158
<b>TOTAL ABERDEEN</b>			<b>570</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>51.9</b>	<b>24.2</b>	<b>6.8</b>	<b>1.9</b>	<b>1.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>91.4</b>	<b>5</b>	<b>448</b>
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	185	0	1	17.7	55.4	18.8	3.8	2.2	0.0	1.1	0.5	0.0	0.0	0.5	6	94.1	2	186
BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S	236	0	1	10.1	53.6	27.8	5.1	3.0	0.0	0.0	0.0	0.0	0.0	0.4	4	93.8	3	236
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>421</b>	<b>0</b>	<b>2</b>	<b>13.5</b>	<b>54.4</b>	<b>23.9</b>	<b>4.5</b>	<b>2.6</b>	<b>0.0</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>5</b>	<b>93.9</b>	<b>3</b>	<b>422</b>
BELFAST INTERNATIONAL	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	117	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>117</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	518	0	2	16.0	50.2	25.8	5.4	1.5	0.8	0.0	0.0	0.0	0.0	0.4	4	92.0	3	460
EDINBURGH	FLYBE LTD	S	357	0	1	16.2	50.0	26.3	3.4	2.8	0.6	0.0	0.6	0.0	0.0	0.3	5	84.8	6	210
<b>TOTAL EDINBURGH</b>			<b>875</b>	<b>0</b>	<b>3</b>	<b>16.1</b>	<b>50.1</b>	<b>26.0</b>	<b>4.6</b>	<b>2.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>4</b>	<b>89.8</b>	<b>4</b>	<b>670</b>
GLASGOW	BRITISH AIRWAYS PLC	S	564	0	0	10.5	53.5	28.5	4.8	2.3	0.4	0.0	0.0	0.0	0.0	0.0	4	88.6	6	450
<b>TOTAL GLASGOW</b>			<b>564</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>53.5</b>	<b>28.5</b>	<b>4.8</b>	<b>2.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.6</b>	<b>6</b>	<b>450</b>
GUERNSEY	FLYBE LTD	S	60	0	3	3.2	63.5	25.4	0.0	0.0	1.6	1.6	0.0	0.0	0.0	4.8	5	0.0	0	0
<b>TOTAL GUERNSEY</b>			<b>60</b>	<b>0</b>	<b>3</b>	<b>3.2</b>	<b>63.5</b>	<b>25.4</b>	<b>0.0</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>4.8</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
INVERNESS	BRITISH AIRWAYS PLC	S	98	0	0	7.1	58.2	25.5	5.1	3.1	1.0	0.0	0.0	0.0	0.0	0.0	5	97.2	2	36
<b>TOTAL INVERNESS</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>58.2</b>	<b>25.5</b>	<b>5.1</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>0.0</b>	<b>5</b>	<b>97.2</b>	<b>2</b>	<b>36</b>
LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	89	0	0	7.9	39.3	36.0	12.4	2.2	1.1	0.0	1.1	0.0	0.0	0.0	9	96.6	3	88
<b>TOTAL LEEDS BRADFORD</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>39.3</b>	<b>36.0</b>	<b>12.4</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>96.6</b>	<b>3</b>	<b>88</b>
MANCHESTER	BIMAN BANGLADESH AIRLINES	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0
MANCHESTER	BRITISH AIRWAYS PLC	S	331	0	0	8.5	44.1	34.1	7.3	4.5	1.5	0.0	0.0	0.0	0.0	0.0	6	85.6	7	400
MANCHESTER	SINGAPORE 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	67	1

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	253	1
<b>TOTAL MANCHESTER</b>			<b>332</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>44.0</b>	<b>34.0</b>	<b>7.2</b>	<b>4.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.2</b>	<b>7</b>	<b>402</b>
NEWCASTLE	BRITISH AIRWAYS PLC	S	236	0	0	4.7	48.7	34.3	8.1	3.4	0.4	0.4	0.0	0.0	0.0	0.0	6	85.8	7	238
<b>TOTAL NEWCASTLE</b>			<b>236</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>48.7</b>	<b>34.3</b>	<b>8.1</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>0.0</b>	<b>6</b>	<b>85.8</b>	<b>7</b>	<b>238</b>
NEWQUAY	FLYBE LTD	S	242	0	2	5.3	55.3	30.3	4.1	2.0	2.0	0.0	0.0	0.0	0.0	0.8	5	0.0	0	0
<b>TOTAL NEWQUAY</b>			<b>242</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>55.3</b>	<b>30.3</b>	<b>4.1</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>0.8</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3488</b>	<b>0</b>	<b>10</b>	<b>11.5</b>	<b>51.3</b>	<b>27.7</b>	<b>5.5</b>	<b>2.5</b>	<b>0.9</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>5</b>	<b>89.8</b>	<b>5</b>	<b>2754</b>
<b>USA</b>																				
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	14.5	25.8	41.9	14.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7	79.0	13	62
ATLANTA	DELTA AIRLINES	S	122	0	0	9.8	51.6	27.9	4.9	4.9	0.8	0.0	0.0	0.0	0.0	0.0	6	87.8	6	90
ATLANTA	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	21.7	30.0	31.7	10.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	9	75.8	16	62
<b>TOTAL ATLANTA</b>			<b>244</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>39.8</b>	<b>32.4</b>	<b>8.6</b>	<b>4.1</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.8</b>	<b>11</b>	<b>214</b>
AUSTIN (BERGSTROM)	BRITISH AIRWAYS PLC	S	62	0	0	22.6	29.0	29.0	12.9	4.8	0.0	0.0	0.0	1.6	0.0	0.0	26	88.7	4	60
<b>TOTAL AUSTIN (BERGSTROM)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>22.6</b>	<b>29.0</b>	<b>29.0</b>	<b>12.9</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>26</b>	<b>88.7</b>	<b>4</b>	<b>60</b>
BALTIMORE	BRITISH AIRWAYS PLC	S	62	0	0	4.8	21.0	35.5	19.4	17.7	1.6	0.0	0.0	0.0	0.0	0.0	15	75.0	15	58
<b>TOTAL BALTIMORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>21.0</b>	<b>35.5</b>	<b>19.4</b>	<b>17.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.0</b>	<b>15</b>	<b>58</b>
BOSTON	BRITISH AIRWAYS PLC	S	213	0	0	18.8	35.7	25.4	9.4	7.0	3.3	0.5	0.0	0.0	0.0	0.0	10	76.7	12	212
BOSTON	DELTA AIRLINES	S	62	0	0	16.1	56.5	21.0	1.6	3.2	1.6	0.0	0.0	0.0	0.0	0.0	4	85.5	19	62
BOSTON	UNITED AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	122	0	1	17.1	48.8	22.8	4.9	4.1	0.8	0.8	0.0	0.0	0.0	0.8	6	78.3	13	60
<b>TOTAL BOSTON</b>			<b>397</b>	<b>0</b>	<b>1</b>	<b>17.8</b>	<b>43.0</b>	<b>23.9</b>	<b>6.8</b>	<b>5.5</b>	<b>2.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>8</b>	<b>78.7</b>	<b>14</b>	<b>335</b>
CHARLOTTE	AMERICAN AIRLINES	S	124	0	0	20.2	50.8	17.7	6.5	4.0	0.0	0.8	0.0	0.0	0.0	0.0	6	83.1	25	89
CHARLOTTE	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	0.0	17	1
<b>TOTAL CHARLOTTE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>20.2</b>	<b>50.8</b>	<b>17.7</b>	<b>6.5</b>	<b>4.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.2</b>	<b>25</b>	<b>90</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	138	0	0	17.4	56.5	9.4	5.1	3.6	5.8	1.4	0.7	0.0	0.0	0.0	12	83.3	12	136
CHICAGO (O'HARE)	BRITISH AIRWAYS PLC	S	117	0	5	7.4	29.5	40.2	8.2	5.7	1.6	1.6	0.0	1.6	0.0	4.1	35	75.4	10	115
CHICAGO (O'HARE)	UNITED AIRLINES	S	162	0	0	22.2	50.6	18.5	3.7	2.5	0.6	0.0	1.2	0.6	0.0	0.0	9	86.5	13	163
<b>TOTAL CHICAGO (O'HARE)</b>			<b>417</b>	<b>0</b>	<b>5</b>	<b>16.4</b>	<b>46.4</b>	<b>21.8</b>	<b>5.5</b>	<b>3.8</b>	<b>2.6</b>	<b>0.9</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>1.2</b>	<b>17</b>	<b>82.3</b>	<b>12</b>	<b>414</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	212	0	0	17.5	50.5	18.9	7.1	0.9	3.8	0.5	0.0	0.9	0.0	0.0	19	72.4	15	210
DALLAS/FORT WORTH	BRITISH AIRWAYS PLC	S	59	0	0	20.3	25.4	28.8	15.3	8.5	1.7	0.0	0.0	0.0	0.0	0.0	10	78.8	9	52
DALLAS/FORT WORTH	DELTA AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.5	6	62
<b>TOTAL DALLAS/FORT WORTH</b>			<b>271</b>	<b>0</b>	<b>0</b>	<b>18.1</b>	<b>45.0</b>	<b>21.0</b>	<b>8.9</b>	<b>2.6</b>	<b>3.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>75.9</b>	<b>12</b>	<b>324</b>
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	60	0	0	16.7	25.0	28.3	13.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	15	80.6	11	62

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
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	
DENVER INTERNATIONAL	UNITED AIRLINES	S	60	0	0	35.0	33.3	15.0	5.0	5.0	1.7	5.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL DENVER INTERNATIONAL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>25.8</b>	<b>29.2</b>	<b>21.7</b>	<b>9.2</b>	<b>6.7</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>14</b>	<b>80.6</b>	<b>11</b>	<b>62</b>	
DETROIT	DELTA AIRLINES	S	62	0	0	11.3	50.0	25.8	6.5	4.8	1.6	0.0	0.0	0.0	0.0	0.0	5	81.3	10	96	
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>50.0</b>	<b>25.8</b>	<b>6.5</b>	<b>4.8</b>	<b>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>81.3</b>	<b>10</b>	<b>96</b>	
HOUSTON	BRITISH AIRWAYS PLC	S	105	0	0	13.3	39.0	25.7	7.6	7.6	4.8	1.9	0.0	0.0	0.0	0.0	13	81.4	9	100	
HOUSTON	SINGAPORE 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	14	1	
HOUSTON	UNITED AIRLINES	S	124	0	2	21.4	53.2	16.7	4.0	2.4	0.0	0.0	0.8	0.0	0.0	1.6	5	92.7	8	124	
<b>TOTAL HOUSTON</b>			<b>229</b>	<b>0</b>	<b>2</b>	<b>17.7</b>	<b>46.8</b>	<b>20.8</b>	<b>5.6</b>	<b>4.8</b>	<b>2.2</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>8</b>	<b>87.7</b>	<b>8</b>	<b>225</b>	
LAS VEGAS	BRITISH AIRWAYS PLC	S	60	0	0	10.0	31.7	30.0	6.7	11.7	8.3	0.0	1.7	0.0	0.0	0.0	19	72.6	18	62	
LAS VEGAS	DELTA AIRLINES	S	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	27	0.0	0	0	
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	70	0	0	11.4	41.4	32.9	2.9	8.6	2.9	0.0	0.0	0.0	0.0	0.0	8	87.5	6	8	
<b>TOTAL LAS VEGAS</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>37.3</b>	<b>31.3</b>	<b>4.5</b>	<b>9.7</b>	<b>6.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>74.3</b>	<b>17</b>	<b>70</b>	
LOS ANGELES INTERNATIONAL	AIR NEW ZEALAND 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	285	0.0	0	0	
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	100	0	0	31.0	46.0	17.0	5.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	6	81.4	23	102	
LOS ANGELES INTERNATIONAL	BRITISH AIRWAYS PLC	S	173	0	0	13.3	19.7	39.9	13.3	10.4	2.3	0.0	1.2	0.0	0.0	0.0	14	75.6	11	178	
LOS ANGELES INTERNATIONAL	UNITED AIRLINES	S	62	0	0	29.0	45.2	21.0	0.0	1.6	0.0	3.2	0.0	0.0	0.0	0.0	6	88.7	6	60	
LOS ANGELES INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	122	0	0	16.4	35.2	33.6	9.0	3.3	0.0	1.6	0.8	0.0	0.0	0.0	10	81.9	8	116	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>458</b>	<b>0</b>	<b>0</b>	<b>20.1</b>	<b>33.0</b>	<b>30.6</b>	<b>8.5</b>	<b>5.0</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>80.2</b>	<b>12</b>	<b>456</b>	
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	124	0	0	32.3	35.5	21.0	5.6	4.0	0.8	0.8	0.0	0.0	0.0	0.0	6	77.4	13	62	
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	124	0	0	17.7	32.3	29.0	8.9	8.1	3.2	0.0	0.8	0.0	0.0	0.0	12	71.5	17	186	
MIAMI INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	85	0	0	36.5	30.6	23.5	3.5	3.5	1.2	1.2	0.0	0.0	0.0	0.0	6	95.2	3	105	
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>333</b>	<b>0</b>	<b>0</b>	<b>27.9</b>	<b>33.0</b>	<b>24.6</b>	<b>6.3</b>	<b>5.4</b>	<b>1.8</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.6</b>	<b>12</b>	<b>353</b>	
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	60	0	2	22.6	43.5	17.7	4.8	1.6	4.8	0.0	1.6	0.0	0.0	3.2	9	96.8	3	62	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>22.6</b>	<b>43.5</b>	<b>17.7</b>	<b>4.8</b>	<b>1.6</b>	<b>4.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>9</b>	<b>96.8</b>	<b>3</b>	<b>62</b>	
NASHVILLE METROPOLITAN	BRITISH AIRWAYS PLC	S	43	0	0	23.3	34.9	30.2	7.0	2.3	2.3	0.0	0.0	0.0	0.0	0.0	6	70.6	18	34	
<b>TOTAL NASHVILLE METROPOLITAN</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>34.9</b>	<b>30.2</b>	<b>7.0</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>6</b>	<b>70.6</b>	<b>18</b>	<b>34</b>	
NEW ORLEANS	BRITISH AIRWAYS PLC	S	44	0	0	9.1	40.9	38.6	6.8	0.0	0.0	0.0	4.5	0.0	0.0	0.0	15	81.0	8	42	
<b>TOTAL NEW ORLEANS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>40.9</b>	<b>38.6</b>	<b>6.8</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>0.0</b>	<b>15</b>	<b>81.0</b>	<b>8</b>	<b>42</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	204	0	0	18.6	50.5	18.1	5.9	1.5	4.4	0.5	0.5	0.0	0.0	0.0	8	92.2	4	206
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	450	0	2	24.1	29.2	30.3	5.8	6.4	2.2	1.1	0.2	0.2	0.0	0.4	10	78.7	12	450
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	124	0	0	21.0	53.2	18.5	0.0	4.8	1.6	0.8	0.0	0.0	0.0	0.0	6	83.9	10	122
NEW YORK (JF KENNEDY)	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	488	1
NEW YORK (JF KENNEDY)	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	11	2
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	292	0	2	22.8	41.8	28.6	2.0	2.0	1.7	0.3	0.0	0.0	0.0	0.7	5	84.9	7	335
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1070</b>	<b>0</b>	<b>4</b>	<b>22.3</b>	<b>39.5</b>	<b>26.2</b>	<b>4.1</b>	<b>4.1</b>	<b>2.4</b>	<b>0.7</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>83.5</b>	<b>9</b>	<b>1116</b>
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	122	0	2	9.7	41.9	33.1	8.9	4.8	0.0	0.0	0.0	0.0	0.0	1.6	6	75.2	15	95
NEW YORK (NEWARK)	UNITED AIRLINES	S	266	0	2	13.4	53.0	21.3	3.7	4.5	2.2	0.0	1.1	0.0	0.0	0.7	8	90.6	8	288
NEW YORK (NEWARK)	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	2	11.7	43.3	35.0	5.0	1.7	0.0	0.0	0.0	0.0	0.0	3.3	4	82.3	6	57
<b>TOTAL NEW YORK (NEWARK)</b>			<b>446</b>	<b>0</b>	<b>6</b>	<b>12.2</b>	<b>48.7</b>	<b>26.3</b>	<b>5.3</b>	<b>4.2</b>	<b>1.3</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>7</b>	<b>85.9</b>	<b>9</b>	<b>440</b>
ORLANDO	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	13	1
<b>TOTAL ORLANDO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>13</b>	<b>1</b>
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	32.3	38.7	24.2	1.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	87.4	7	119
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	98	0	2	27.0	24.0	32.0	5.0	6.0	3.0	1.0	0.0	0.0	0.0	2.0	10	69.4	20	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>160</b>	<b>0</b>	<b>2</b>	<b>29.0</b>	<b>29.6</b>	<b>29.0</b>	<b>3.7</b>	<b>4.9</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>7</b>	<b>81.2</b>	<b>12</b>	<b>181</b>
PHOENIX	AMERICAN AIRLINES	S	62	0	0	17.7	58.1	16.1	4.8	1.6	0.0	0.0	0.0	1.6	0.0	0.0	24	0.0	0	0
PHOENIX	BRITISH AIRWAYS PLC	S	62	0	0	30.6	25.8	22.6	11.3	8.1	1.6	0.0	0.0	0.0	0.0	0.0	8	75.8	12	62
<b>TOTAL PHOENIX</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>24.2</b>	<b>41.9</b>	<b>19.4</b>	<b>8.1</b>	<b>4.8</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>16</b>	<b>75.8</b>	<b>12</b>	<b>62</b>
PITTSBURGH	BRITISH AIRWAYS PLC	S	36	0	0	13.9	52.8	5.6	8.3	11.1	8.3	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL PITTSBURGH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>52.8</b>	<b>5.6</b>	<b>8.3</b>	<b>11.1</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
RALEIGH	AMERICAN AIRLINES	S	62	0	0	17.7	46.8	19.4	8.1	4.8	0.0	1.6	1.6	0.0	0.0	0.0	12	93.5	3	62
<b>TOTAL RALEIGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>46.8</b>	<b>19.4</b>	<b>8.1</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>12</b>	<b>93.5</b>	<b>3</b>	<b>62</b>
SALT LAKE CITY	DELTA AIRLINES	S	52	0	0	32.7	44.2	15.4	1.9	1.9	1.9	1.9	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL SALT LAKE CITY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>32.7</b>	<b>44.2</b>	<b>15.4</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	58	0	1	23.7	23.7	32.2	8.5	5.1	1.7	1.7	1.7	0.0	0.0	1.7	15	75.4	16	61
<b>TOTAL SAN DIEGO</b>			<b>58</b>	<b>0</b>	<b>1</b>	<b>23.7</b>	<b>23.7</b>	<b>32.2</b>	<b>8.5</b>	<b>5.1</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>15</b>	<b>75.4</b>	<b>16</b>	<b>61</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	119	0	0	18.5	30.3	29.4	10.1	6.7	5.0	0.0	0.0	0.0	0.0	0.0	11	75.8	11	124
SAN FRANCISCO	UNITED AIRLINES	S	122	0	0	25.4	43.4	19.7	5.7	3.3	2.5	0.0	0.0	0.0	0.0	0.0	5	82.8	10	122
SAN FRANCISCO	VIRGIN ATLANTIC AIRWAYS LTD	S	83	0	0	20.5	47.0	22.9	4.8	3.6	0.0	1.2	0.0	0.0	0.0	0.0	6	84.6	10	116
<b>TOTAL SAN FRANCISCO</b>			<b>324</b>	<b>0</b>	<b>0</b>	<b>21.6</b>	<b>39.5</b>	<b>24.1</b>	<b>7.1</b>	<b>4.6</b>	<b>2.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.0</b>	<b>10</b>	<b>362</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
SAN JOSE	BRITISH AIRWAYS PLC	S	58	0	0	24.1	34.5	32.8	6.9	1.7	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	38	60	
<b>TOTAL SAN JOSE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>24.1</b>	<b>34.5</b>	<b>32.8</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>0.0</b>	<b>4</b>	<b>80.0</b>	<b>38</b>	<b>60</b>	
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	87	0	2	14.6	37.1	28.1	7.9	6.7	0.0	1.1	0.0	2.2	0.0	2.2	28	92.0	4	87	
SEATTLE (TACOMA)	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	8.6	44.8	37.9	3.4	3.4	0.0	1.7	0.0	0.0	0.0	0.0	8	91.7	2	58	
<b>TOTAL SEATTLE (TACOMA)</b>			<b>145</b>	<b>0</b>	<b>2</b>	<b>12.2</b>	<b>40.1</b>	<b>32.0</b>	<b>6.1</b>	<b>5.4</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>20</b>	<b>91.8</b>	<b>3</b>	<b>145</b>	
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	117	0	4	5.8	30.6	41.3	11.6	3.3	2.5	1.7	0.0	0.0	0.0	3.3	12	68.8	18	137	
WASHINGTON (DULLES)	UNITED AIRLINES	S	184	0	0	19.6	53.3	19.6	3.3	2.7	0.5	0.0	1.1	0.0	0.0	0.0	6	89.7	9	184	
WASHINGTON (DULLES)	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	33.3	18	2	
WASHINGTON (DULLES)	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	15.5	65.5	12.1	5.2	1.7	0.0	0.0	0.0	0.0	0.0	0.0	3	91.1	4	55	
<b>TOTAL WASHINGTON (DULLES)</b>			<b>359</b>	<b>0</b>	<b>4</b>	<b>14.3</b>	<b>47.7</b>	<b>25.6</b>	<b>6.3</b>	<b>2.8</b>	<b>1.1</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>7</b>	<b>81.8</b>	<b>12</b>	<b>378</b>	
<b>TOTAL USA</b>			<b>5954</b>	<b>0</b>	<b>29</b>	<b>19.1</b>	<b>40.7</b>	<b>25.6</b>	<b>6.4</b>	<b>4.6</b>	<b>2.0</b>	<b>0.6</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>10</b>	<b>82.1</b>	<b>11</b>	<b>5763</b>	
<b>UZBEKISTAN</b>																					
TASHKENT	UZBEKISTAN AIRLINES	S	18	0	0	0.0	22.2	38.9	16.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	72.2	19	18	
<b>TOTAL TASHKENT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>38.9</b>	<b>16.7</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>72.2</b>	<b>19</b>	<b>18</b>	
<b>TOTAL UZBEKISTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>38.9</b>	<b>16.7</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>72.2</b>	<b>19</b>	<b>18</b>	
<b>VIETNAM</b>																					
HANOI	VIETNAM AIRLINES	S	36	0	0	13.9	25.0	38.9	8.3	5.6	5.6	0.0	0.0	2.8	0.0	0.0	22	58.3	22	36	
<b>TOTAL HANOI</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>25.0</b>	<b>38.9</b>	<b>8.3</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>58.3</b>	<b>22</b>	<b>36</b>	
HO CHI MINH CITY	VIETNAM AIRLINES	S	26	0	0	15.4	38.5	30.8	3.8	7.7	0.0	0.0	0.0	3.8	0.0	0.0	22	76.9	13	26	
<b>TOTAL HO CHI MINH CITY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>38.5</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>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>76.9</b>	<b>13</b>	<b>26</b>	
<b>TOTAL VIETNAM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>30.6</b>	<b>35.5</b>	<b>6.5</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>66.1</b>	<b>18</b>	<b>62</b>	
<b>TOTAL HEATHROW</b>			<b>37764</b>	<b>0</b>	<b>151</b>	<b>12.0</b>	<b>41.8</b>	<b>30.3</b>	<b>7.9</b>	<b>4.9</b>	<b>1.8</b>	<b>0.5</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>9</b>	<b>83.7</b>	<b>9</b>	<b>37482</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: ISLE OF MAN (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	86	0	0	23.3	48.8	15.1	4.7	2.3	3.5	0.0	2.3	0.0	0.0	0.0	12	100.0	0	94
<b>TOTAL DUBLIN</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>48.8</b>	<b>15.1</b>	<b>4.7</b>	<b>2.3</b>	<b>3.5</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>0</b>	<b>94</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>48.8</b>	<b>15.1</b>	<b>4.7</b>	<b>2.3</b>	<b>3.5</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>0</b>	<b>94</b>
<b>SWITZERLAND</b>																				
GENEVA	FLYBE LTD	C	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
GENEVA	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	24	8
<b>TOTAL GENEVA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>87.5</b>	<b>24</b>	<b>8</b>
<b>TOTAL SWITZERLAND</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>87.5</b>	<b>24</b>	<b>8</b>
<b>UNITED KINGDOM</b>																				
BELFAST INTERNATIONAL	EASYJET UK LTD	S	18	0	0	27.8	72.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	16
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>72.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>16</b>
BIRMINGHAM	FLYBE LTD	S	51	0	0	3.9	51.0	39.2	2.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	9	87.1	6	58
<b>TOTAL BIRMINGHAM</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>51.0</b>	<b>39.2</b>	<b>2.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.1</b>	<b>6</b>	<b>58</b>
BRISTOL	EASYJET UK LTD	S	18	0	0	5.6	22.2	38.9	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	62.5	12	16
<b>TOTAL BRISTOL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>38.9</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>62.5</b>	<b>12</b>	<b>16</b>
EDINBURGH	LOGANAIR LTD	S	34	0	2	16.7	47.2	8.3	13.9	5.6	2.8	0.0	0.0	0.0	0.0	5.6	10	77.8	15	18
<b>TOTAL EDINBURGH</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>16.7</b>	<b>47.2</b>	<b>8.3</b>	<b>13.9</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>10</b>	<b>77.8</b>	<b>15</b>	<b>18</b>
GATWICK	EASYJET UK LTD	S	84	0	4	9.1	35.2	28.4	3.4	13.6	0.0	0.0	2.3	3.4	0.0	4.5	65	82.1	9	84
<b>TOTAL GATWICK</b>			<b>84</b>	<b>0</b>	<b>4</b>	<b>9.1</b>	<b>35.2</b>	<b>28.4</b>	<b>3.4</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>3.4</b>	<b>0.0</b>	<b>4.5</b>	<b>65</b>	<b>82.1</b>	<b>9</b>	<b>84</b>
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	76	0	0	13.2	67.1	9.2	6.6	2.6	1.3	0.0	0.0	0.0	0.0	0.0	4	93.3	35	88
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	162	0	7	3.0	42.0	42.6	4.1	2.4	1.2	0.0	0.0	0.6	0.0	4.1	14	90.0	4	217
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>238</b>	<b>0</b>	<b>7</b>	<b>6.1</b>	<b>49.8</b>	<b>32.2</b>	<b>4.9</b>	<b>2.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>2.9</b>	<b>10</b>	<b>91.0</b>	<b>13</b>	<b>305</b>
LONDON CITY	BA CITYFLYER LTD	S	126	0	11	8.0	24.1	45.3	10.2	2.9	1.5	0.0	0.0	0.0	0.0	8.0	7	81.3	12	138
<b>TOTAL LONDON CITY</b>			<b>126</b>	<b>0</b>	<b>11</b>	<b>8.0</b>	<b>24.1</b>	<b>45.3</b>	<b>10.2</b>	<b>2.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>7</b>	<b>81.3</b>	<b>12</b>	<b>138</b>
MANCHESTER	FLYBE LTD	S	226	0	12	11.8	34.9	39.5	3.8	2.9	1.7	0.0	0.4	0.0	0.0	5.0	7	77.8	8	272
<b>TOTAL MANCHESTER</b>			<b>226</b>	<b>0</b>	<b>12</b>	<b>11.8</b>	<b>34.9</b>	<b>39.5</b>	<b>3.8</b>	<b>2.9</b>	<b>1.7</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>7</b>	<b>77.8</b>	<b>8</b>	<b>272</b>
NEWCASTLE	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	49	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>49</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>797</b>	<b>0</b>	<b>36</b>	<b>9.1</b>	<b>39.5</b>	<b>34.8</b>	<b>5.9</b>	<b>4.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>4.3</b>	<b>14</b>	<b>83.9</b>	<b>10</b>	<b>907</b>
<b>TOTAL ISLE OF MAN</b>			<b>891</b>	<b>0</b>	<b>36</b>	<b>10.4</b>	<b>40.3</b>	<b>33.0</b>	<b>5.9</b>	<b>3.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>3.9</b>	<b>14</b>	<b>85.4</b>	<b>10</b>	<b>1009</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: JERSEY (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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>																					
<b>GRENOBLE</b>	BLUE ISLANDS LIMITED	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1	
<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>0.0</b>	<b>27</b>	<b>1</b>	
<b>TOTAL FRANCE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>27</b>	<b>1</b>	
<b>PORTUGAL(MADEIRA)</b>																					
<b>FUNCHAL</b>	EUROPE AIRPOST	C	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	5	0.0	0	0	
<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	0.0	0	55.0	17	20	
<b>TOTAL FUNCHAL</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.3</b>	<b>47.1</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>55.0</b>	<b>17</b>	<b>20</b>	
<b>TOTAL PORTUGAL</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.3</b>	<b>47.1</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>55.0</b>	<b>17</b>	<b>20</b>	
<b>SWITZERLAND</b>																					
<b>GENEVA</b>	FLYBE 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	23	75.0	9	8	
<b>TOTAL GENEVA</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>23</b>	<b>75.0</b>	<b>9</b>	<b>8</b>	
<b>TOTAL SWITZERLAND</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>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>23</b>	<b>75.0</b>	<b>9</b>	<b>8</b>	
<b>UNITED KINGDOM</b>																					
<b>BIRMINGHAM</b>	FLYBE LTD	S	101	0	1	8.8	65.7	15.7	2.9	1.0	2.9	2.0	0.0	0.0	0.0	1.0	7	98.6	2	71	
<b>TOTAL BIRMINGHAM</b>			<b>101</b>	<b>0</b>	<b>1</b>	<b>8.8</b>	<b>65.7</b>	<b>15.7</b>	<b>2.9</b>	<b>1.0</b>	<b>2.9</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>7</b>	<b>98.6</b>	<b>2</b>	<b>71</b>	
<b>BRISTOL</b>	BLUE ISLANDS LIMITED	S	53	0	0	20.8	45.3	15.1	5.7	1.9	1.9	5.7	3.8	0.0	0.0	0.0	20	92.3	6	52	
<b>TOTAL BRISTOL</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>45.3</b>	<b>15.1</b>	<b>5.7</b>	<b>1.9</b>	<b>1.9</b>	<b>5.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>92.3</b>	<b>6</b>	<b>52</b>	
<b>CARDIFF WALES</b>	FLYBE LTD	S	28	0	0	7.1	78.6	7.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	7	88.9	5	18	
<b>TOTAL CARDIFF WALES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>78.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
<b>DONCASTER SHEFFIELD</b>	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4	
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>4</b>	
<b>EAST MIDLANDS INTERNATIONAL</b>	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	56	0.0	0	0	
<b>EAST MIDLANDS INTERNATIONAL</b>	BLUE ISLANDS LIMITED	S	28	0	0	10.7	57.1	28.6	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>EAST MIDLANDS INTERNATIONAL</b>	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	5	28	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>55.2</b>	<b>27.6</b>	<b>0.0</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>4</b>	<b>85.7</b>	<b>5</b>	<b>28</b>	
<b>EDINBURGH</b>	EASYJET UK LTD	S	18	0	0	16.7	27.8	22.2	5.6	22.2	5.6	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL EDINBURGH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>22.2</b>	<b>5.6</b>	<b>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>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>EXETER</b>	FLYBE LTD	S	71	0	0	5.6	66.2	12.7	5.6	1.4	5.6	1.4	1.4	0.0	0.0	0.0	13	81.1	11	74	
<b>TOTAL EXETER</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>66.2</b>	<b>12.7</b>	<b>5.6</b>	<b>1.4</b>	<b>5.6</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>81.1</b>	<b>11</b>	<b>74</b>	
<b>GATWICK</b>	BRITISH AIRWAYS PLC	S	302	0	0	21.9	66.2	9.6	1.3	0.3	0.0	0.0	0.7	0.0	0.0	0.0	3	95.4	4	302	
<b>GATWICK</b>	EASYJET UK LTD	S	136	0	0	14.7	46.3	20.6	9.6	5.1	3.7	0.0	0.0	0.0	0.0	0.0	9	94.7	2	152	
<b>TOTAL GATWICK</b>			<b>438</b>	<b>0</b>	<b>0</b>	<b>19.6</b>	<b>60.0</b>	<b>13.0</b>	<b>3.9</b>	<b>1.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>95.2</b>	<b>3</b>	<b>454</b>	
<b>GLASGOW</b>	EASYJET UK LTD	S	18	0	0	22.2	61.1	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	85.0	17	20	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: JERSEY (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL GLASGOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>61.1</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.0</b>	<b>17</b>	<b>20</b>
GUERNSEY	AURIGNY AIR SERVICES	S	81	0	12	0.0	34.4	36.6	4.3	5.4	4.3	0.0	0.0	2.2	0.0	12.9	19	0.0	0	0
GUERNSEY	BLUE ISLANDS LIMITED	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	83	1
GUERNSEY	BLUE ISLANDS LIMITED	S	211	0	21	1.3	46.1	27.2	3.9	4.3	5.6	0.4	1.7	0.4	0.0	9.1	16	91.1	7	203
GUERNSEY	FLYBE LTD	S	76	0	2	3.8	67.9	17.9	2.6	0.0	3.8	1.3	0.0	0.0	0.0	2.6	7	87.2	9	47
<b>TOTAL GUERNSEY</b>			<b>368</b>	<b>0</b>	<b>35</b>	<b>1.5</b>	<b>47.6</b>	<b>27.5</b>	<b>3.7</b>	<b>3.7</b>	<b>5.0</b>	<b>0.5</b>	<b>1.0</b>	<b>0.7</b>	<b>0.0</b>	<b>8.7</b>	<b>15</b>	<b>90.0</b>	<b>8</b>	<b>251</b>
HEATHROW	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	60	0.0	0	0
<b>TOTAL HEATHROW</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	62	0	0	25.8	56.5	12.9	1.6	0.0	0.0	0.0	0.0	3.2	0.0	0.0	18	97.5	3	80
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>25.8</b>	<b>56.5</b>	<b>12.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>97.5</b>	<b>3</b>	<b>80</b>
LONDON CITY	BLUE ISLANDS LIMITED	S	90	0	7	3.1	22.7	32.0	13.4	12.4	7.2	2.1	0.0	0.0	0.0	7.2	21	88.5	6	94
<b>TOTAL LONDON CITY</b>			<b>90</b>	<b>0</b>	<b>7</b>	<b>3.1</b>	<b>22.7</b>	<b>32.0</b>	<b>13.4</b>	<b>12.4</b>	<b>7.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.2</b>	<b>21</b>	<b>88.5</b>	<b>6</b>	<b>94</b>
MANCHESTER	EASYJET UK LTD	S	26	0	0	46.2	42.3	3.8	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
MANCHESTER	FLYBE LTD	S	30	0	0	16.7	60.0	20.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	89.5	3	38
<b>TOTAL MANCHESTER</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>30.4</b>	<b>51.8</b>	<b>12.5</b>	<b>1.8</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>89.5</b>	<b>3</b>	<b>38</b>
SOUTHAMPTON	AURIGNY AIR SERVICES	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	17	0.0	0	0
SOUTHAMPTON	BLUE ISLANDS LIMITED	S	150	0	2	3.9	57.2	23.7	5.3	2.0	2.6	3.9	0.0	0.0	0.0	1.3	11	86.4	10	147
SOUTHAMPTON	FLYBE LTD	S	62	0	0	6.5	67.7	21.0	3.2	0.0	1.6	0.0	0.0	0.0	0.0	0.0	3	86.1	6	71
<b>TOTAL SOUTHAMPTON</b>			<b>215</b>	<b>0</b>	<b>2</b>	<b>4.6</b>	<b>59.9</b>	<b>23.0</b>	<b>4.6</b>	<b>1.8</b>	<b>2.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>9</b>	<b>86.3</b>	<b>8</b>	<b>218</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1548</b>	<b>0</b>	<b>45</b>	<b>10.9</b>	<b>54.2</b>	<b>19.6</b>	<b>4.3</b>	<b>3.1</b>	<b>3.1</b>	<b>1.0</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>2.8</b>	<b>10</b>	<b>91.3</b>	<b>6</b>	<b>1402</b>
<b>TOTAL JERSEY</b>			<b>1573</b>	<b>0</b>	<b>45</b>	<b>10.8</b>	<b>53.8</b>	<b>20.0</b>	<b>4.4</b>	<b>3.1</b>	<b>3.2</b>	<b>1.0</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>2.8</b>	<b>10</b>	<b>90.7</b>	<b>6</b>	<b>1431</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
SALZBURG	JET2.COM LTD	S	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	20	8	
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>75.0</b>	<b>20</b>	<b>8</b>	
VIENNA	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	0.0	39	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>39</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL AUSTRIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>40.0</b>	<b>30.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>20</b>	<b>8</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	4	0	0	0.0	75.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	20	75.0	12	4	
<b>TOTAL PRAGUE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>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>75.0</b>	<b>12</b>	<b>4</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>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>75.0</b>	<b>12</b>	<b>4</b>	
<b>DENMARK</b>																					
BILLUND	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	62	2	
<b>TOTAL BILLUND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>62</b>	<b>2</b>	
<b>TOTAL DENMARK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>62</b>	<b>2</b>	
<b>FINLAND</b>																					
ENONTEKIO	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	32	50.0	51	4	
<b>TOTAL ENONTEKIO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>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>50.0</b>	<b>51</b>	<b>4</b>	
<b>TOTAL FINLAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>50.0</b>	<b>51</b>	<b>4</b>	
<b>FRANCE</b>																					
GRENOBLE	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	2	87.5	32	8	
<b>TOTAL GRENOBLE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>32</b>	<b>8</b>	
PARIS (CHARLES DE GAULLE)	JET2.COM LTD	S	35	0	1	13.9	52.8	27.8	0.0	2.8	0.0	0.0	0.0	0.0	0.0	2.8	2	97.1	2	34	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>13.9</b>	<b>52.8</b>	<b>27.8</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>2</b>	<b>97.1</b>	<b>2</b>	<b>34</b>	
<b>TOTAL FRANCE</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>13.6</b>	<b>50.0</b>	<b>31.8</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>2</b>	<b>95.2</b>	<b>8</b>	<b>42</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	100.0	0	4	
<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>100.0</b>	<b>0</b>	<b>4</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	92.1	2	38	
<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>92.1</b>	<b>2</b>	<b>38</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>92.9</b>	<b>2</b>	<b>42</b>	
<b>HUNGARY</b>																					
BUDAPEST	JET2.COM LTD	S	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	100.0	0	4	
<b>TOTAL BUDAPEST</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>28</b>	<b>100.0</b>	<b>0</b>	<b>4</b>	
<b>TOTAL HUNGARY</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>28</b>	<b>100.0</b>	<b>0</b>	<b>4</b>	
<b>ICELAND</b>																					
AKUREYRI	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	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL AKUREYRI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL ICELAND 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>DUBLIN</b>	AER LINGUS	S	130	0	4	13.4	56.0	17.9	6.0	0.7	1.5	1.5	0.0	0.0	0.0	3.0	5	96.5	3	114
<b>DUBLIN</b>	RYANAIR	S	116	0	0	14.7	57.8	19.8	4.3	2.6	0.9	0.0	0.0	0.0	0.0	0.0	4	82.8	9	115
<b>TOTAL DUBLIN</b>			<b>246</b>	<b>0</b>	<b>4</b>	<b>14.0</b>	<b>56.8</b>	<b>18.8</b>	<b>5.2</b>	<b>1.6</b>	<b>1.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>4</b>	<b>89.6</b>	<b>6</b>	<b>229</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>246</b>	<b>0</b>	<b>4</b>	<b>14.0</b>	<b>56.8</b>	<b>18.8</b>	<b>5.2</b>	<b>1.6</b>	<b>1.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>4</b>	<b>89.6</b>	<b>6</b>	<b>229</b>
<b>ITALY</b>																				
<b>TURIN</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	62.5	20	8
<b>TOTAL TURIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>62.5</b>	<b>20</b>	<b>8</b>
<b>TOTAL ITALY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>62.5</b>	<b>20</b>	<b>8</b>
<b>LATVIA</b>																				
<b>RIGA</b>	RYANAIR	S	20	0	0	25.0	60.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	8	18
<b>TOTAL RIGA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>60.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.8</b>	<b>8</b>	<b>18</b>
<b>TOTAL LATVIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>60.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.8</b>	<b>8</b>	<b>18</b>
<b>LITHUANIA</b>																				
<b>VILNIUS</b>	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	8	17
<b>TOTAL VILNIUS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.8</b>	<b>8</b>	<b>17</b>
<b>TOTAL LITHUANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.8</b>	<b>8</b>	<b>17</b>
<b>MALTA</b>																				
<b>MALTA</b>	RYANAIR	S	18	0	0	0.0	50.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	2	17
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>88.9</b>	<b>2</b>	<b>17</b>
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>88.9</b>	<b>2</b>	<b>17</b>
<b>NETHERLANDS</b>																				
<b>AMSTERDAM</b>	JET2.COM LTD	S	52	0	0	0.0	71.2	25.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	88.5	10	52
<b>AMSTERDAM</b>	KLM	S	177	0	0	0.6	56.5	29.4	8.5	3.4	0.6	0.0	0.6	0.6	0.0	0.0	14	81.9	9	169
<b>TOTAL AMSTERDAM</b>			<b>229</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>59.8</b>	<b>28.4</b>	<b>6.6</b>	<b>3.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.4</b>	<b>10</b>	<b>221</b>
<b>TOTAL NETHERLANDS</b>			<b>229</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>59.8</b>	<b>28.4</b>	<b>6.6</b>	<b>3.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.4</b>	<b>10</b>	<b>221</b>
<b>POLAND</b>																				
<b>GDANSK</b>	RYANAIR	S	26	0	0	11.5	69.2	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	65.4	23	26
<b>TOTAL GDANSK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>69.2</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>65.4</b>	<b>23</b>	<b>26</b>
<b>KATOWICE</b>	JET2.COM 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	407	0.0	0	0
<b>KATOWICE</b>	WIZZ AIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL KATOWICE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>209</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>KRAKOW</b>	JET2.COM LTD	S	17	0	0	11.8	35.3	52.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	4
<b>KRAKOW</b>	RYANAIR	S	37	0	1	2.6	39.5	42.1	5.3	0.0	5.3	2.6	0.0	0.0	0.0	2.6	11	71.8	11	38
<b>TOTAL KRAKOW</b>			<b>54</b>	<b>0</b>	<b>1</b>	<b>5.5</b>	<b>38.2</b>	<b>45.5</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>9</b>	<b>74.4</b>	<b>10</b>	<b>42</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	LOT-POLISH AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL WARSAW (CHOPIN)</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>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	20	0	0	20.0	65.0	10.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.0	23	20	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>65.0</b>	<b>10.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>85.0</b>	<b>23</b>	<b>20</b>	
WROCLAW	RYANAIR	S	20	0	0	5.0	55.0	35.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	62.5	20	16	
<b>TOTAL WROCLAW</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>55.0</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>4</b>	<b>62.5</b>	<b>20</b>	<b>16</b>	
<b>TOTAL POLAND</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>8.9</b>	<b>50.8</b>	<b>33.1</b>	<b>2.4</b>	<b>0.8</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>9</b>	<b>72.4</b>	<b>17</b>	<b>104</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	JET2.COM LTD	S	6	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	4	7	
FARO	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	7	18	
<b>TOTAL FARO</b>			<b>6</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>0</b>	<b>84.0</b>	<b>6</b>	<b>25</b>	
<b>TOTAL PORTUGAL</b>			<b>6</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>0</b>	<b>84.0</b>	<b>6</b>	<b>25</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	10	0	0	30.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	15	10	
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>70.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>70.0</b>	<b>15</b>	<b>10</b>	
<b>TOTAL PORTUGAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>70.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>70.0</b>	<b>15</b>	<b>10</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	RYANAIR	S	20	0	0	10.0	50.0	35.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	12	75.0	18	15	
<b>TOTAL BRATISLAVA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</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>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>18</b>	<b>15</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</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>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>18</b>	<b>15</b>	
<b>SPAIN</b>																					
ALICANTE	JET2.COM LTD	S	42	0	1	18.6	41.9	27.9	4.7	2.3	2.3	0.0	0.0	0.0	0.0	2.3	5	95.2	3	42	
ALICANTE	RYANAIR	S	45	0	2	19.1	44.7	14.9	6.4	0.0	4.3	4.3	2.1	0.0	0.0	4.3	17	81.3	10	48	
<b>TOTAL ALICANTE</b>			<b>87</b>	<b>0</b>	<b>3</b>	<b>18.9</b>	<b>43.3</b>	<b>21.1</b>	<b>5.6</b>	<b>1.1</b>	<b>3.3</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>11</b>	<b>87.8</b>	<b>7</b>	<b>90</b>	
BARCELONA	JET2.COM LTD	S	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4	
<b>TOTAL BARCELONA</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>0</b>	<b>100.0</b>	<b>1</b>	<b>4</b>	
MALAGA	JET2.COM LTD	S	34	0	0	26.5	32.4	38.2	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	30	
MALAGA	RYANAIR	S	30	0	0	13.3	50.0	16.7	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	82.1	26	28	
<b>TOTAL MALAGA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>20.3</b>	<b>40.6</b>	<b>28.1</b>	<b>7.8</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>91.4</b>	<b>13</b>	<b>58</b>	
MURCIA INTERNATIONAL	JET2.COM LTD	S	2	0	0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	159	0.0	0	0	
MURCIA INTERNATIONAL	RYANAIR	S	6	0	0	0.0	16.7	0.0	0.0	16.7	33.3	0.0	0.0	33.3	0.0	0.0	199	87.5	1	7	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>189</b>	<b>87.5</b>	<b>1</b>	<b>7</b>	
MURCIA SAN JAVIER	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	10	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>10</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: LEEDS BRADFORD (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	218	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>0.0</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>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>164</b>	<b>0</b>	<b>3</b>	<b>18.0</b>	<b>40.7</b>	<b>23.4</b>	<b>6.0</b>	<b>2.4</b>	<b>3.6</b>	<b>1.2</b>	<b>1.8</b>	<b>1.2</b>	<b>0.0</b>	<b>1.8</b>	<b>18</b>	<b>90.0</b>	<b>8</b>	<b>169</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	37	0	1	18.4	44.7	28.9	5.3	0.0	0.0	0.0	0.0	0.0	0.0	2.6	2	90.6	4	32
ARRECIFE	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	71.4	13	28
<b>TOTAL ARRECIFE</b>			<b>39</b>	<b>0</b>	<b>1</b>	<b>17.5</b>	<b>45.0</b>	<b>30.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>2</b>	<b>81.7</b>	<b>8</b>	<b>60</b>
FUERTEVENTURA	JET2.COM LTD	S	16	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	3	18
FUERTEVENTURA	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	4	18
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.9</b>	<b>4</b>	<b>36</b>
LAS PALMAS	JET2.COM LTD	S	26	0	0	11.5	23.1	42.3	11.5	3.8	0.0	7.7	0.0	0.0	0.0	0.0	17	70.0	12	20
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	44.4	20	16
<b>TOTAL LAS PALMAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>23.1</b>	<b>42.3</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>57.9</b>	<b>16</b>	<b>36</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	57	0	1	13.8	37.9	37.9	3.4	3.4	1.7	0.0	0.0	0.0	0.0	1.7	6	82.0	6	49
TENERIFE (SURREINA SOFIA)	RYANAIR	S	26	0	0	11.5	34.6	23.1	11.5	15.4	3.8	0.0	0.0	0.0	0.0	0.0	14	81.3	10	32
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>83</b>	<b>0</b>	<b>1</b>	<b>13.1</b>	<b>36.9</b>	<b>33.3</b>	<b>6.0</b>	<b>7.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>8</b>	<b>81.7</b>	<b>8</b>	<b>81</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>164</b>	<b>0</b>	<b>2</b>	<b>13.9</b>	<b>38.0</b>	<b>34.3</b>	<b>6.0</b>	<b>4.2</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>8</b>	<b>78.7</b>	<b>8</b>	<b>213</b>
<b>SWITZERLAND</b>																				
GENEVA	JET2.COM LTD	S	58	0	0	1.7	44.8	36.2	6.9	8.6	1.7	0.0	0.0	0.0	0.0	0.0	8	87.1	6	62
<b>TOTAL GENEVA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>44.8</b>	<b>36.2</b>	<b>6.9</b>	<b>8.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>87.1</b>	<b>6</b>	<b>62</b>
<b>TOTAL SWITZERLAND</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>44.8</b>	<b>36.2</b>	<b>6.9</b>	<b>8.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>87.1</b>	<b>6</b>	<b>62</b>
<b>TURKEY</b>																				
ANTALYA	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL ANTALYA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKEY</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>UNITED KINGDOM</b>																				
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	183	0	3	14.0	66.7	10.8	1.6	3.8	1.6	0.0	0.0	0.0	0.0	1.6	4	90.5	5	188
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>183</b>	<b>0</b>	<b>3</b>	<b>14.0</b>	<b>66.7</b>	<b>10.8</b>	<b>1.6</b>	<b>3.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>4</b>	<b>90.5</b>	<b>5</b>	<b>188</b>
BOURNEMOUTH	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	40	0.0	0	0
<b>TOTAL BOURNEMOUTH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>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>
EXETER	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	1
<b>TOTAL EXETER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
GATWICK	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL GATWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</b>	<b>1</b>
GUERNSEY	AURIGNY AIR SERVICES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2
<b>TOTAL GUERNSEY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>2</b>
HEATHROW	BRITISH AIRWAYS PLC	S	88	0	3	0.0	39.6	39.6	11.0	6.6	0.0	0.0	0.0	0.0	0.0	3.3	8	92.0	5	88
<b>TOTAL HEATHROW</b>			<b>88</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>39.6</b>	<b>39.6</b>	<b>11.0</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>3.3</b>	<b>8</b>	<b>92.0</b>	<b>5</b>	<b>88</b>
ISLE OF MAN	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1
<b>TOTAL ISLE OF MAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>35</b>	<b>1</b>
MANCHESTER	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1
<b>TOTAL MANCHESTER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>1</b>
NEWQUAY	FLYBE LTD	S	14	0	0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	8	26
<b>TOTAL NEWQUAY</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>71.4</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>92.3</b>	<b>8</b>	<b>26</b>
SOUTHAMPTON	EASTERN AIRWAYS	S	115	0	5	20.8	40.0	25.0	1.7	2.5	4.2	1.7	0.0	0.0	0.0	4.2	8	88.9	10	90
<b>TOTAL SOUTHAMPTON</b>			<b>115</b>	<b>0</b>	<b>5</b>	<b>20.8</b>	<b>40.0</b>	<b>25.0</b>	<b>1.7</b>	<b>2.5</b>	<b>4.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>8</b>	<b>88.9</b>	<b>10</b>	<b>90</b>
<b>TOTAL UNITED KINGDOM</b>			<b>401</b>	<b>0</b>	<b>11</b>	<b>12.9</b>	<b>52.9</b>	<b>21.4</b>	<b>3.6</b>	<b>4.1</b>	<b>1.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>6</b>	<b>90.3</b>	<b>6</b>	<b>398</b>
<b>USA</b>																				
NEW YORK (NEWARK)	JET2.COM LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	40	1
<b>TOTAL NEW YORK (NEWARK)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>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>40</b>	<b>1</b>
<b>TOTAL USA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>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>40</b>	<b>1</b>
<b>TOTAL LEEDS BRADFORD</b>			<b>1523</b>	<b>0</b>	<b>22</b>	<b>11.2</b>	<b>51.0</b>	<b>25.5</b>	<b>4.7</b>	<b>3.5</b>	<b>1.6</b>	<b>0.6</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>1.4</b>	<b>8</b>	<b>85.4</b>	<b>8</b>	<b>1614</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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>																					
<b>SALZBURG</b>	EASYJET UK LTD	S	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	6	8	
<b>TOTAL SALZBURG</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>4</b>	<b>87.5</b>	<b>6</b>	<b>8</b>	
<b>VIENNA</b>	LAUDA MOTION GMBH	S	18	0	0	0.0	11.1	44.4	0.0	11.1	22.2	11.1	0.0	0.0	0.0	0.0	38	0.0	0	0	
<b>TOTAL VIENNA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>0.0</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>38</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL AUSTRIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>57.7</b>	<b>0.0</b>	<b>7.7</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>87.5</b>	<b>6</b>	<b>8</b>	
<b>BULGARIA</b>																					
<b>SOFIA</b>	RYANAIR	S	18	0	0	11.1	22.2	50.0	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	55.6	14	18	
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>50.0</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>55.6</b>	<b>14</b>	<b>18</b>	
<b>VARNA</b>	WIZZ AIR	S	20	0	0	15.0	40.0	40.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL VARNA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>40.0</b>	<b>40.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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 BULGARIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>31.6</b>	<b>44.7</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>7</b>	<b>55.6</b>	<b>14</b>	<b>18</b>	
<b>CYPRUS</b>																					
<b>LARNACA</b>	EASYJET UK LTD	S	6	0	0	0.0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	82.4	25	17	
<b>TOTAL LARNACA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>82.4</b>	<b>25</b>	<b>17</b>	
<b>PAPHOS</b>	RYANAIR	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	4	50.0	44	18	
<b>TOTAL PAPHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>60.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>50.0</b>	<b>44</b>	<b>18</b>	
<b>TOTAL CYPRUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>56.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>65.7</b>	<b>35</b>	<b>35</b>	
<b>CZECH REPUBLIC</b>																					
<b>PRAGUE</b>	RYANAIR	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	3	73.8	17	42	
<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>3</b>	<b>73.8</b>	<b>17</b>	<b>42</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>3</b>	<b>73.8</b>	<b>17</b>	<b>42</b>	
<b>DENMARK</b>																					
<b>COPENHAGEN</b>	DANISH AIR TRANSPORT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>COPENHAGEN</b>	RYANAIR	S	18	0	0	0.0	44.4	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>50.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL DENMARK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>50.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>FRANCE</b>																					
<b>GRENOBLE</b>	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	1	87.5	2	8	
<b>TOTAL GRENOBLE</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>1</b>	<b>87.5</b>	<b>2</b>	<b>8</b>	
<b>NICE</b>	EASYJET UK LTD	S	22	0	0	22.7	54.5	18.2	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	2	95.5	1	22	
<b>TOTAL NICE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>22.7</b>	<b>54.5</b>	<b>18.2</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>95.5</b>	<b>1</b>	<b>22</b>	
<b>PARIS (CHARLES DE GAULLE)</b>	EASYJET UK LTD	S	26	0	0	3.8	57.7	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	91.7	5	36	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>57.7</b>	<b>23.1</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>91.7</b>	<b>5</b>	<b>36</b>	
<b>TOULOUSE (BLAGNAC)</b>	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	22	
<b>TOULOUSE (BLAGNAC)</b>	LOGANAIR LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

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

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
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 TOULOUSE (BLAGNAC)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>100.0</b>	<b>0</b>	<b>22</b>
<b>TOTAL FRANCE</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>54.5</b>	<b>23.6</b>	<b>3.6</b>	<b>7.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>94.3</b>	<b>3</b>	<b>88</b>
<b>GERMANY</b>																				
<b>BERLIN (SCHONEFELD)</b>	EASYJET UK LTD	S	24	0	0	12.5	54.2	29.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.9	6	22
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>54.2</b>	<b>29.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>90.9</b>	<b>6</b>	<b>22</b>
<b>TOTAL GERMANY</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>54.2</b>	<b>29.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>90.9</b>	<b>6</b>	<b>22</b>
<b>HUNGARY</b>																				
<b>BUDAPEST</b>	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1
<b>BUDAPEST</b>	WIZZ AIR	S	18	0	0	5.6	50.0	33.3	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	63.6	36	22
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>33.3</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>60.9</b>	<b>36</b>	<b>23</b>
<b>TOTAL HUNGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>33.3</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>60.9</b>	<b>36</b>	<b>23</b>
<b>IRISH REPUBLIC</b>																				
<b>CORK</b>	RYANAIR	S	44	0	0	15.9	40.9	22.7	11.4	6.8	2.3	0.0	0.0	0.0	0.0	0.0	9	76.2	13	42
<b>TOTAL CORK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>40.9</b>	<b>22.7</b>	<b>11.4</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>76.2</b>	<b>13</b>	<b>42</b>
<b>DUBLIN</b>	RYANAIR	S	195	0	0	10.3	53.8	28.7	3.6	3.1	0.5	0.0	0.0	0.0	0.0	0.0	4	84.2	7	190
<b>TOTAL DUBLIN</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>53.8</b>	<b>28.7</b>	<b>3.6</b>	<b>3.1</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>4</b>	<b>84.2</b>	<b>7</b>	<b>190</b>
<b>IRELAND WEST(KNOCK)</b>	RYANAIR	S	56	0	0	14.3	66.1	16.1	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	5	88.5	4	52
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>66.1</b>	<b>16.1</b>	<b>0.0</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>5</b>	<b>88.5</b>	<b>4</b>	<b>52</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>295</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>54.2</b>	<b>25.4</b>	<b>4.1</b>	<b>3.4</b>	<b>0.7</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>83.8</b>	<b>7</b>	<b>284</b>
<b>ITALY</b>																				
<b>MILAN (MALPENSA)</b>	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.3	13	28
<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>64.3</b>	<b>13</b>	<b>28</b>
<b>ROME (FIUMICINO)</b>	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.7	25	33
<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>72.7</b>	<b>25</b>	<b>33</b>
<b>VENICE</b>	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	18
<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>100.0</b>	<b>0</b>	<b>18</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>75.9</b>	<b>15</b>	<b>79</b>
<b>JORDAN</b>																				
<b>AQABA</b>	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
<b>TOTAL AQABA</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 JORDAN</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>LITHUANIA</b>																				
<b>VILNIUS</b>	RYANAIR	S	18	0	0	0.0	44.4	50.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	81.0	7	21
<b>TOTAL VILNIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>50.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>81.0</b>	<b>7</b>	<b>21</b>
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>50.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>81.0</b>	<b>7</b>	<b>21</b>
<b>MALTA</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

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

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
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
MALTA	RYANAIR	S	18	0	0	5.6	50.0	27.8	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	64.7	17	17
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>27.8</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>64.7</b>	<b>17</b>	<b>17</b>
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>27.8</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>64.7</b>	<b>17</b>	<b>17</b>
MOROCCO																				
MARRAKESH	RYANAIR	S	18	0	0	11.1	33.3	38.9	0.0	11.1	5.6	0.0	0.0	0.0	0.0	0.0	10	81.3	6	16
<b>TOTAL MARRAKESH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>38.9</b>	<b>0.0</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>81.3</b>	<b>6</b>	<b>16</b>
<b>TOTAL MOROCCO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>38.9</b>	<b>0.0</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>81.3</b>	<b>6</b>	<b>16</b>
NETHERLANDS																				
AMSTERDAM	EASYJET UK LTD	S	128	0	0	3.1	62.5	25.0	5.5	3.9	0.0	0.0	0.0	0.0	0.0	0.0	5	85.5	11	138
<b>TOTAL AMSTERDAM</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>62.5</b>	<b>25.0</b>	<b>5.5</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.5</b>	<b>11</b>	<b>138</b>
<b>TOTAL NETHERLANDS</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>62.5</b>	<b>25.0</b>	<b>5.5</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.5</b>	<b>11</b>	<b>138</b>
NORWAY																				
BERGEN	WIDEROE FLYVESELSKAP A/S	S	18	0	0	0.0	11.1	44.4	11.1	22.2	0.0	0.0	0.0	11.1	0.0	0.0	57	75.0	10	8
<b>TOTAL BERGEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>11.1</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>57</b>	<b>75.0</b>	<b>10</b>	<b>8</b>
OSLO (GARDERMOEN)	ENTER AIR	C	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.7</b>	<b>47.8</b>	<b>17.4</b>	<b>17.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>75.0</b>	<b>10</b>	<b>8</b>
POLAND																				
GDANSK	WIZZ AIR	S	30	0	0	10.0	33.3	50.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	4	92.9	8	28
<b>TOTAL GDANSK</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>33.3</b>	<b>50.0</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>92.9</b>	<b>8</b>	<b>28</b>
KATOWICE	WIZZ AIR	S	16	0	0	25.0	43.8	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	20
<b>TOTAL KATOWICE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>43.8</b>	<b>31.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>10</b>	<b>20</b>
KRAKOW	EASYJET UK LTD	S	26	0	1	11.1	63.0	14.8	0.0	0.0	3.7	3.7	0.0	0.0	0.0	3.7	9	88.0	6	25
KRAKOW	RYANAIR	S	37	0	0	5.4	70.3	24.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	73.3	9	30
<b>TOTAL KRAKOW</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>7.8</b>	<b>67.2</b>	<b>20.3</b>	<b>0.0</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>1.6</b>	<b>4</b>	<b>80.0</b>	<b>8</b>	<b>55</b>
POZNAN	RYANAIR	S	18	0	0	0.0	33.3	55.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	88.9	10	18
<b>TOTAL POZNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>55.6</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>88.9</b>	<b>10</b>	<b>18</b>
SZCZECIN (GOLENOW)	RYANAIR	S	18	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.4	3	18
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>94.4</b>	<b>3</b>	<b>18</b>
WARSAW (CHOPIN)	WIZZ AIR	S	18	0	0	5.6	72.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	6	16
<b>TOTAL WARSAW (CHOPIN)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>72.2</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>75.0</b>	<b>6</b>	<b>16</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	30	0	0	16.7	46.7	26.7	3.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	4	79.4	17	34
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>46.7</b>	<b>26.7</b>	<b>3.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>79.4</b>	<b>17</b>	<b>34</b>
WROCLAW	RYANAIR	S	18	0	0	11.1	55.6	16.7	0.0	5.6	11.1	0.0	0.0	0.0	0.0	0.0	14	85.0	5	20

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

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

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
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 WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</b>	<b>16.7</b>	<b>0.0</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>85.0</b>	<b>5</b>	<b>20</b>	
<b>TOTAL POLAND</b>			<b>211</b>	<b>0</b>	<b>1</b>	<b>9.4</b>	<b>53.3</b>	<b>30.7</b>	<b>1.4</b>	<b>1.9</b>	<b>2.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>5</b>	<b>83.3</b>	<b>9</b>	<b>209</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	EASYJET UK LTD	S	8	0	0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	25	22	
FARO	RYANAIR	S	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	16	
<b>TOTAL FARO</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>91.7</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>0</b>	<b>89.5</b>	<b>18</b>	<b>38</b>	
OPORTO (PORTUGAL)	RYANAIR	S	18	0	0	0.0	38.9	38.9	5.6	11.1	5.6	0.0	0.0	0.0	0.0	13	100.0	1	16	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>38.9</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>13</b>	<b>100.0</b>	<b>1</b>	<b>16</b>	
<b>TOTAL PORTUGAL</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</b>	<b>26.7</b>	<b>3.3</b>	<b>6.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>92.6</b>	<b>13</b>	<b>54</b>	
<b>ROMANIA</b>																				
BACAU	BLUE AIR TRANSPORT AERIAN	S	16	0	0	6.3	31.3	50.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	6	100.0	1	18	
<b>TOTAL BACAU</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</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>6</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	26	0	0	7.7	19.2	46.2	19.2	3.8	3.8	0.0	0.0	0.0	0.0	11	82.4	13	34	
BUCHAREST (OTOPENI)	WIZZ AIR	S	27	0	0	14.8	14.8	44.4	22.2	3.7	0.0	0.0	0.0	0.0	0.0	8	50.0	28	28	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>17.0</b>	<b>45.3</b>	<b>20.8</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>67.7</b>	<b>20</b>	<b>62</b>	
CLUJ NAPOCA	WIZZ AIR	S	15	0	0	13.3	40.0	26.7	0.0	13.3	0.0	0.0	6.7	0.0	0.0	22	25.0	29	16	
<b>TOTAL CLUJ NAPOCA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>40.0</b>	<b>26.7</b>	<b>0.0</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>25.0</b>	<b>29</b>	<b>16</b>	
IASI	WIZZ AIR	S	18	0	0	5.6	16.7	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	68.8	23	16	
<b>TOTAL IASI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</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>5</b>	<b>68.8</b>	<b>23</b>	<b>16</b>	
<b>TOTAL ROMANIA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>22.5</b>	<b>47.1</b>	<b>13.7</b>	<b>4.9</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>67.0</b>	<b>18</b>	<b>112</b>	
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1	
<b>TOTAL BRATISLAVA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>12</b>	<b>1</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>12</b>	<b>1</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	78.1	12	32	
ALICANTE	EASYJET UK LTD	S	32	0	0	6.3	40.6	25.0	6.3	15.6	6.3	0.0	0.0	0.0	0.0	16	87.5	6	40	
ALICANTE	RYANAIR	S	52	0	0	3.8	57.7	26.9	5.8	0.0	0.0	5.8	0.0	0.0	0.0	11	81.8	10	44	
<b>TOTAL ALICANTE</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>51.2</b>	<b>26.2</b>	<b>6.0</b>	<b>6.0</b>	<b>2.4</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>82.8</b>	<b>9</b>	<b>116</b>	
BARCELONA	EASYJET UK LTD	S	36	0	0	2.8	75.0	19.4	0.0	2.8	0.0	0.0	0.0	0.0	0.0	2	97.2	2	36	
BARCELONA	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	6	70.6	23	34	
<b>TOTAL BARCELONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>58.1</b>	<b>32.3</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>84.3</b>	<b>12</b>	<b>70</b>	
MADRID	EASYJET UK LTD	S	28	0	0	14.3	53.6	21.4	3.6	3.6	3.6	0.0	0.0	0.0	0.0	6	100.0	1	32	
<b>TOTAL MADRID</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>53.6</b>	<b>21.4</b>	<b>3.6</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>32</b>	
MALAGA	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
MALAGA	EASYJET UK LTD	S	42	0	0	11.9	54.8	21.4	4.8	2.4	0.0	4.8	0.0	0.0	0.0	10	93.8	3	48	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
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	36	0	0	8.3	52.8	25.0	8.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	5	36
<b>TOTAL MALAGA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>53.8</b>	<b>23.1</b>	<b>6.4</b>	<b>3.8</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>89.5</b>	<b>4</b>	<b>86</b>
MURCIA INTERNATIONAL	RYANAIR	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	38	0.0	23	1
<b>TOTAL MURCIA 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>38</b>	<b>0.0</b>	<b>23</b>	<b>1</b>
PALMA DE MALLORCA	EASYJET UK LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	16
<b>TOTAL PALMA DE MALLORCA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>16</b>
<b>TOTAL SPAIN</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>53.5</b>	<b>26.6</b>	<b>5.9</b>	<b>3.9</b>	<b>1.6</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>87.2</b>	<b>7</b>	<b>321</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	EASYJET UK LTD	S	20	0	0	5.0	35.0	40.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	8	86.4	5	22
ARRECIFE	RYANAIR	S	16	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	68.8	12	16
<b>TOTAL ARRECIFE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>41.7</b>	<b>38.9</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>6</b>	<b>78.9</b>	<b>8</b>	<b>38</b>
FUERTEVENTURA	EASYJET UK LTD	S	14	0	0	21.4	42.9	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	9	18
FUERTEVENTURA	RYANAIR	S	10	0	0	0.0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	9	8
<b>TOTAL FUERTEVENTURA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>45.8</b>	<b>37.5</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>0.0</b>	<b>2</b>	<b>80.8</b>	<b>9</b>	<b>26</b>
LAS PALMAS	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	2
<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>0.0</b>	<b>19</b>	<b>2</b>
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	18	0	0	22.2	38.9	33.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
TENERIFE (SURREINA SOFIA)	RYANAIR	S	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	83.3	4	12
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>36.4</b>	<b>31.8</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.3</b>	<b>4</b>	<b>12</b>
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>41.5</b>	<b>36.6</b>	<b>9.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>78.2</b>	<b>8</b>	<b>78</b>
<b>SWITZERLAND</b>																				
GENEVA	EASYJET UK LTD	S	166	0	0	3.6	59.0	22.9	3.6	5.4	3.6	1.8	0.0	0.0	0.0	0.0	10	90.5	8	168
<b>TOTAL GENEVA</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>59.0</b>	<b>22.9</b>	<b>3.6</b>	<b>5.4</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>10</b>	<b>90.5</b>	<b>8</b>	<b>168</b>
ZURICH	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	23	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>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWITZERLAND</b>			<b>167</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>58.7</b>	<b>22.8</b>	<b>4.2</b>	<b>5.4</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>10</b>	<b>90.5</b>	<b>8</b>	<b>168</b>
<b>UNITED ARAB EMIRATES</b>																				
DUBAI (WORLD CENTRAL)	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
<b>TOTAL DUBAI (WORLD CENTRAL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</b>	<b>1</b>
<b>TOTAL UNITED ARAB</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</b>	<b>1</b>
<b>UNITED KINGDOM</b>																				
BELFAST INTERNATIONAL	EASYJET UK LTD	S	362	0	0	17.4	62.2	11.0	3.6	3.3	1.9	0.3	0.3	0.0	0.0	0.0	5	88.5	10	355

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

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

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>362</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>62.2</b>	<b>11.0</b>	<b>3.6</b>	<b>3.3</b>	<b>1.9</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.5</b>	<b>10</b>	<b>355</b>
BOURNEMOUTH	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	10	2
<b>TOTAL BOURNEMOUTH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>10</b>	<b>2</b>
BRISTOL	LOGANAIR LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
<b>TOTAL BRISTOL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>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>
CARDIFF WALES	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL CARDIFF WALES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	36	0	0	16.7	58.3	16.7	0.0	5.6	2.8	0.0	0.0	0.0	0.0	0.0	4	97.1	2	34
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>58.3</b>	<b>16.7</b>	<b>0.0</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>97.1</b>	<b>2</b>	<b>34</b>
GATWICK	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1
GATWICK	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	50.0	17	2
GATWICK	LOGANAIR LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
GATWICK	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL 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>7</b>	<b>66.7</b>	<b>13</b>	<b>3</b>
ISLE OF MAN	EASYJET UK LTD	S	76	0	0	9.2	69.7	10.5	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	4	97.7	2	87
ISLE OF MAN	FLYBE LTD	S	161	0	8	0.0	38.5	49.1	5.3	1.2	1.2	0.0	0.0	0.0	0.0	4.7	5	90.8	8	216
<b>TOTAL ISLE OF MAN</b>			<b>237</b>	<b>0</b>	<b>8</b>	<b>2.9</b>	<b>48.2</b>	<b>37.1</b>	<b>5.3</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>4</b>	<b>92.8</b>	<b>6</b>	<b>303</b>
JERSEY	EASYJET UK LTD	S	64	0	0	26.6	57.8	9.4	3.1	1.6	0.0	0.0	0.0	1.6	0.0	0.0	10	93.8	4	80
<b>TOTAL JERSEY</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>26.6</b>	<b>57.8</b>	<b>9.4</b>	<b>3.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>93.8</b>	<b>4</b>	<b>80</b>
LONDON CITY	JOTA AVIATION LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL LONDON CITY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LUTON	EASTERN AIRWAYS	C	3	0	0	66.7	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL LUTON</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEWCASTLE	DANISH AIR TRANSPORT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
NEWCASTLE	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	21	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>100.0</b>	<b>4</b>	<b>1</b>
NORWICH	LOGANAIR LTD	C	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL NORWICH</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
OLD WARDEN	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	27	1
<b>TOTAL OLD WARDEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
SOUTHAMPTON	JOTA AVIATION LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	100.0	5	1
<b>TOTAL SOUTHAMPTON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>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>100.0</b>	<b>5</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	50.0	9	2
<b>TOTAL SOUTHEND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>9</b>	<b>2</b>
STANSTED	JOTA AVIATION LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	7	2

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

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019					
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TOTAL STANSTED			1	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	7	2
TOTAL UNITED KINGDOM			716	0	8	13.1	56.2	20.3	4.0	3.5	1.4	0.1	0.1	0.1	0.0	1.1	6	90.7	8	785
TOTAL LIVERPOOL (JOHN			2278	0	9	9.3	51.6	27.5	5.0	3.9	1.5	0.5	0.1	0.0	0.4	7	85.3	9	2529	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
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>BELGIUM</b>																					
ANTWERP	AIR ANTWERP	S	135	0	2	8.8	38.0	44.5	3.6	0.0	2.9	0.0	0.7	0.0	0.0	1.5	7	0.0	0	0	
<b>TOTAL ANTWERP</b>			<b>135</b>	<b>0</b>	<b>2</b>	<b>8.8</b>	<b>38.0</b>	<b>44.5</b>	<b>3.6</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRUSSELS	AIR ANTWERP	S	1	0	1	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	177	0.0	0	0	
<b>TOTAL BRUSSELS</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>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>177</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</b>			<b>136</b>	<b>0</b>	<b>3</b>	<b>8.6</b>	<b>37.4</b>	<b>43.9</b>	<b>3.6</b>	<b>0.0</b>	<b>2.9</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	BA CITYFLYER LTD	S	62	0	0	9.7	51.6	27.4	4.8	4.8	1.6	0.0	0.0	0.0	0.0	5	80.6	11	62		
<b>TOTAL PRAGUE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>51.6</b>	<b>27.4</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>5</b>	<b>80.6</b>	<b>11</b>	<b>62</b>	<b>62</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>51.6</b>	<b>27.4</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>5</b>	<b>80.6</b>	<b>11</b>	<b>62</b>	<b>62</b>	
<b>DENMARK</b>																					
BILLUND	BA CITYFLYER LTD	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
BILLUND	SUN AIR OF SCANDINAVIA	S	84	0	0	1.2	17.9	48.8	16.7	14.3	1.2	0.0	0.0	0.0	0.0	15	93.2	4	88		
<b>TOTAL BILLUND</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>17.4</b>	<b>47.7</b>	<b>16.3</b>	<b>14.0</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>15</b>	<b>91.1</b>	<b>4</b>	<b>88</b>	
<b>TOTAL DENMARK</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>17.4</b>	<b>47.7</b>	<b>16.3</b>	<b>14.0</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>15</b>	<b>91.1</b>	<b>4</b>	<b>88</b>	
<b>FRANCE</b>																					
CHAMBERY	BA CITYFLYER LTD	S	19	0	0	0.0	42.1	36.8	5.3	0.0	10.5	0.0	5.3	0.0	0.0	0.0	28	81.8	9	22	
<b>TOTAL CHAMBERY</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.1</b>	<b>36.8</b>	<b>5.3</b>	<b>0.0</b>	<b>10.5</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>81.8</b>	<b>9</b>	<b>22</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	86.5	10	141		
<b>TOTAL PARIS (ORLY)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>86.5</b>	<b>10</b>	<b>141</b>	<b>141</b>	
<b>TOTAL FRANCE</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.1</b>	<b>36.8</b>	<b>5.3</b>	<b>0.0</b>	<b>10.5</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>85.9</b>	<b>10</b>	<b>163</b>	
<b>GERMANY</b>																					
BERLIN (TEGEL)	BA CITYFLYER LTD	S	177	0	3	11.1	36.7	30.0	9.4	6.1	4.4	0.0	0.6	0.0	0.0	1.7	11	85.9	8	135	
<b>TOTAL BERLIN (TEGEL)</b>			<b>177</b>	<b>0</b>	<b>3</b>	<b>11.1</b>	<b>36.7</b>	<b>30.0</b>	<b>9.4</b>	<b>6.1</b>	<b>4.4</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>11</b>	<b>85.9</b>	<b>8</b>	<b>135</b>	
DUSSELDORF	BA CITYFLYER LTD	S	129	0	1	6.9	50.8	26.2	8.5	4.6	2.3	0.0	0.0	0.0	0.0	0.8	7	75.4	15	118	
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	72.9	14	135		
<b>TOTAL DUSSELDORF</b>			<b>129</b>	<b>0</b>	<b>1</b>	<b>6.9</b>	<b>50.8</b>	<b>26.2</b>	<b>8.5</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>0.8</b>	<b>7</b>	<b>74.1</b>	<b>14</b>	<b>253</b>	
FRANKFURT MAIN	BA CITYFLYER LTD	S	151	0	3	3.9	41.6	38.3	6.5	4.5	1.3	1.9	0.0	0.0	1.9	9	76.7	10	144		
FRANKFURT MAIN	LUFTHANSA	S	150	0	9	3.1	40.9	36.5	10.7	2.5	0.6	0.0	0.0	0.0	5.7	6	75.8	10	170		
<b>TOTAL FRANKFURT MAIN</b>			<b>301</b>	<b>0</b>	<b>12</b>	<b>3.5</b>	<b>41.2</b>	<b>37.4</b>	<b>8.6</b>	<b>3.5</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>7</b>	<b>76.2</b>	<b>10</b>	<b>314</b>		
MUNICH	BA CITYFLYER LTD	S	133	0	3	5.9	38.2	39.7	5.1	2.9	5.9	0.0	0.0	0.0	0.0	2.2	9	0.0	0	0	
<b>TOTAL MUNICH</b>			<b>133</b>	<b>0</b>	<b>3</b>	<b>5.9</b>	<b>38.2</b>	<b>39.7</b>	<b>5.1</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>740</b>	<b>0</b>	<b>19</b>	<b>6.3</b>	<b>41.2</b>	<b>34.1</b>	<b>8.2</b>	<b>4.2</b>	<b>2.9</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>8</b>	<b>77.2</b>	<b>11</b>	<b>702</b>	
<b>HUNGARY</b>																					
BUDAPEST	LOT-POLISH AIRLINES	S	105	0	1	8.5	24.5	38.7	11.3	13.2	2.8	0.0	0.0	0.0	0.0	0.9	13	0.0	0	0	
<b>TOTAL BUDAPEST</b>			<b>105</b>	<b>0</b>	<b>1</b>	<b>8.5</b>	<b>24.5</b>	<b>38.7</b>	<b>11.3</b>	<b>13.2</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL HUNGARY</b>			<b>105</b>	<b>0</b>	<b>1</b>	<b>8.5</b>	<b>24.5</b>	<b>38.7</b>	<b>11.3</b>	<b>13.2</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<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	66.7	24	18	
<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>66.7</b>	<b>24</b>	<b>18</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>66.7</b>	<b>24</b>	<b>18</b>		
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	310	0	7	23.7	37.5	27.4	5.0	2.5	1.3	0.3	0.0	0.0	0.0	2.2	5	90.6	5	318	
DUBLIN	BA CITYFLYER LTD	S	269	0	11	16.4	38.9	25.0	10.0	4.3	1.4	0.0	0.0	0.0	0.0	3.9	7	88.5	7	260	
<b>TOTAL DUBLIN</b>			<b>579</b>	<b>0</b>	<b>18</b>	<b>20.3</b>	<b>38.2</b>	<b>26.3</b>	<b>7.4</b>	<b>3.4</b>	<b>1.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>6</b>	<b>89.6</b>	<b>6</b>	<b>578</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>579</b>	<b>0</b>	<b>18</b>	<b>20.3</b>	<b>38.2</b>	<b>26.3</b>	<b>7.4</b>	<b>3.4</b>	<b>1.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>6</b>	<b>89.6</b>	<b>6</b>	<b>578</b>	
<b>ITALY</b>																					
FLORENCE	BA CITYFLYER LTD	S	106	0	6	10.7	39.3	33.9	5.4	0.9	4.5	0.0	0.0	0.0	0.0	5.4	7	74.6	11	69	
<b>TOTAL FLORENCE</b>			<b>106</b>	<b>0</b>	<b>6</b>	<b>10.7</b>	<b>39.3</b>	<b>33.9</b>	<b>5.4</b>	<b>0.9</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>7</b>	<b>74.6</b>	<b>11</b>	<b>69</b>	
MILAN (LINATE)	ALITALIA (CAI)	S	292	0	3	14.2	46.4	25.8	8.8	3.1	0.0	0.7	0.0	0.0	0.0	1.0	6	86.2	6	292	
MILAN (LINATE)	BA CITYFLYER LTD	S	201	0	3	13.7	38.7	29.4	10.8	3.4	2.0	0.0	0.0	0.5	0.0	1.5	14	84.5	8	205	
<b>TOTAL MILAN (LINATE)</b>			<b>493</b>	<b>0</b>	<b>6</b>	<b>14.0</b>	<b>43.3</b>	<b>27.3</b>	<b>9.6</b>	<b>3.2</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>1.2</b>	<b>9</b>	<b>85.5</b>	<b>7</b>	<b>497</b>	
ROME (FIUMICINO)	BA CITYFLYER LTD	S	52	0	2	7.4	35.2	38.9	7.4	5.6	1.9	0.0	0.0	0.0	0.0	3.7	8	74.1	11	52	
<b>TOTAL ROME (FIUMICINO)</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>7.4</b>	<b>35.2</b>	<b>38.9</b>	<b>7.4</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>8</b>	<b>74.1</b>	<b>11</b>	<b>52</b>	
<b>TOTAL ITALY</b>			<b>651</b>	<b>0</b>	<b>14</b>	<b>12.9</b>	<b>42.0</b>	<b>29.3</b>	<b>8.7</b>	<b>3.0</b>	<b>1.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>2.1</b>	<b>9</b>	<b>83.3</b>	<b>7</b>	<b>618</b>	
<b>LITHUANIA</b>																					
VILNIUS	LOT-POLISH AIRLINES	S	103	0	2	16.2	38.1	18.1	14.3	9.5	1.9	0.0	0.0	0.0	0.0	1.9	10	0.0	0	0	
<b>TOTAL VILNIUS</b>			<b>103</b>	<b>0</b>	<b>2</b>	<b>16.2</b>	<b>38.1</b>	<b>18.1</b>	<b>14.3</b>	<b>9.5</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>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL LITHUANIA</b>			<b>103</b>	<b>0</b>	<b>2</b>	<b>16.2</b>	<b>38.1</b>	<b>18.1</b>	<b>14.3</b>	<b>9.5</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>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	LUXAIR	S	288	0	6	1.0	43.9	41.8	5.8	3.1	2.4	0.0	0.0	0.0	0.0	2.0	7	82.1	11	294	
<b>TOTAL LUXEMBOURG</b>			<b>288</b>	<b>0</b>	<b>6</b>	<b>1.0</b>	<b>43.9</b>	<b>41.8</b>	<b>5.8</b>	<b>3.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>7</b>	<b>82.1</b>	<b>11</b>	<b>294</b>	
<b>TOTAL LUXEMBOURG</b>			<b>288</b>	<b>0</b>	<b>6</b>	<b>1.0</b>	<b>43.9</b>	<b>41.8</b>	<b>5.8</b>	<b>3.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>7</b>	<b>82.1</b>	<b>11</b>	<b>294</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	BA CITYFLYER LTD	S	247	0	4	12.0	41.8	30.7	5.2	6.0	2.0	0.4	0.4	0.0	0.0	1.6	9	81.7	9	244	
AMSTERDAM	FLYBE LTD	S	68	0	0	20.6	32.4	29.4	11.8	4.4	1.5	0.0	0.0	0.0	0.0	0.0	7	71.6	15	73	
AMSTERDAM	KLM	S	438	0	11	6.2	48.3	28.1	7.3	5.3	2.2	0.0	0.0	0.0	0.0	2.4	7	75.9	8	420	
<b>TOTAL AMSTERDAM</b>			<b>753</b>	<b>0</b>	<b>15</b>	<b>9.4</b>	<b>44.8</b>	<b>29.0</b>	<b>7.0</b>	<b>5.5</b>	<b>2.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>8</b>	<b>77.3</b>	<b>9</b>	<b>737</b>	
ROTTERDAM	BA CITYFLYER LTD	S	209	0	2	3.3	53.6	28.0	4.7	4.7	3.8	0.9	0.0	0.0	0.0	0.9	9	81.8	11	267	
<b>TOTAL ROTTERDAM</b>			<b>209</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>53.6</b>	<b>28.0</b>	<b>4.7</b>	<b>4.7</b>	<b>3.8</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>81.8</b>	<b>11</b>	<b>267</b>	
<b>TOTAL NETHERLANDS</b>			<b>962</b>	<b>0</b>	<b>17</b>	<b>8.1</b>	<b>46.7</b>	<b>28.8</b>	<b>6.5</b>	<b>5.3</b>	<b>2.5</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>8</b>	<b>78.5</b>	<b>10</b>	<b>1004</b>	
<b>POLAND</b>																					
WARSAW (CHOPIN)	LOT-POLISH AIRLINES	S	105	0	0	8.6	40.0	32.4	13.3	3.8	1.0	1.0	0.0	0.0	0.0	0.0	9	83.0	7	86	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>40.0</b>	<b>32.4</b>	<b>13.3</b>	<b>3.8</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.0</b>	<b>7</b>	<b>86</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>105</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>40.0</b>	<b>32.4</b>	<b>13.3</b>	<b>3.8</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.0</b>	<b>7</b>	<b>86</b>
<b>PORTUGAL(EXCLUDING LISBON)</b>																				
<b>LISBON</b>	AIR PORTUGAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.0	21	100
<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>63.0</b>	<b>21</b>	<b>100</b>
<b>OPORTO (PORTUGAL)</b>	AIR PORTUGAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	13	48
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>13</b>	<b>48</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>64.2</b>	<b>19</b>	<b>148</b>
<b>SPAIN</b>																				
<b>IBIZA</b>	BA CITYFLYER LTD	S	54	0	0	14.8	35.2	31.5	16.7	1.9	0.0	0.0	0.0	0.0	0.0	0.0	7	81.1	10	53
<b>TOTAL IBIZA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>35.2</b>	<b>31.5</b>	<b>16.7</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>7</b>	<b>81.1</b>	<b>10</b>	<b>53</b>
<b>MALAGA</b>	BA CITYFLYER LTD	S	28	0	0	7.1	32.1	28.6	21.4	10.7	0.0	0.0	0.0	0.0	0.0	0.0	12	87.0	14	54
<b>TOTAL MALAGA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>32.1</b>	<b>28.6</b>	<b>21.4</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>87.0</b>	<b>14</b>	<b>54</b>
<b>PALMA DE MALLORCA</b>	BA CITYFLYER LTD	S	20	0	0	20.0	40.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	95.0	4	20
<b>TOTAL PALMA DE MALLORCA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>40.0</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>8</b>	<b>95.0</b>	<b>4</b>	<b>20</b>
<b>TOTAL SPAIN</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>35.3</b>	<b>28.4</b>	<b>16.7</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>8</b>	<b>85.8</b>	<b>11</b>	<b>127</b>
<b>SWITZERLAND</b>																				
<b>GENEVA</b>	BA CITYFLYER LTD	S	62	0	0	4.8	30.6	38.7	16.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	11	85.0	6	139
<b>GENEVA</b>	SWISS AIRLINES	S	145	0	13	5.7	34.2	26.6	14.6	10.1	0.0	0.6	0.0	0.0	0.0	8.2	11	83.4	6	152
<b>TOTAL GENEVA</b>			<b>207</b>	<b>0</b>	<b>13</b>	<b>5.5</b>	<b>33.2</b>	<b>30.0</b>	<b>15.0</b>	<b>9.1</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>11</b>	<b>84.2</b>	<b>6</b>	<b>291</b>
<b>ZURICH</b>	BA CITYFLYER LTD	S	175	0	1	1.1	35.8	44.9	8.5	5.1	2.8	1.1	0.0	0.0	0.0	0.6	11	77.7	11	215
<b>ZURICH</b>	SWISS AIRLINES	S	283	0	22	2.6	31.5	40.0	11.1	6.9	0.7	0.0	0.0	0.0	0.0	7.2	9	70.3	12	302
<b>TOTAL ZURICH</b>			<b>458</b>	<b>0</b>	<b>23</b>	<b>2.1</b>	<b>33.1</b>	<b>41.8</b>	<b>10.2</b>	<b>6.2</b>	<b>1.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>10</b>	<b>73.2</b>	<b>11</b>	<b>517</b>
<b>TOTAL SWITZERLAND</b>			<b>665</b>	<b>0</b>	<b>36</b>	<b>3.1</b>	<b>33.1</b>	<b>38.1</b>	<b>11.7</b>	<b>7.1</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>10</b>	<b>77.1</b>	<b>10</b>	<b>808</b>
<b>UNITED KINGDOM</b>																				
<b>ABERDEEN</b>	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<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	73.6	12	52
<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>74.1</b>	<b>11</b>	<b>53</b>
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	259	0	4	21.3	44.1	24.7	3.4	2.7	1.5	0.4	0.4	0.0	0.0	1.5	6	82.9	9	294
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>259</b>	<b>0</b>	<b>4</b>	<b>21.3</b>	<b>44.1</b>	<b>24.7</b>	<b>3.4</b>	<b>2.7</b>	<b>1.5</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>6</b>	<b>82.9</b>	<b>9</b>	<b>294</b>
<b>BOURNEMOUTH</b>	BA CITYFLYER LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0
<b>TOTAL BOURNEMOUTH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>EDINBURGH</b>	BA CITYFLYER LTD	S	394	0	8	11.2	41.8	28.6	8.2	4.7	2.5	0.5	0.5	0.0	0.0	2.0	9	85.3	8	353
<b>EDINBURGH</b>	FLYBE LTD	S	167	0	3	10.6	31.2	38.2	10.6	5.9	1.2	0.6	0.0	0.0	0.0	1.8	9	85.8	8	207
<b>TOTAL EDINBURGH</b>			<b>561</b>	<b>0</b>	<b>11</b>	<b>11.0</b>	<b>38.6</b>	<b>31.5</b>	<b>8.9</b>	<b>5.1</b>	<b>2.1</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>9</b>	<b>85.5</b>	<b>8</b>	<b>560</b>
<b>EXETER</b>	FLYBE LTD	S	44	0	0	2.3	36.4	50.0	4.5	4.5	2.3	0.0	0.0	0.0	0.0	0.0	7	84.3	9	51

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL EXETER</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>36.4</b>	<b>50.0</b>	<b>4.5</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>7</b>	<b>84.3</b>	<b>9</b>	<b>51</b>
GLASGOW	BA CITYFLYER LTD	S	283	0	10	17.1	42.7	25.9	5.5	3.8	1.7	0.0	0.0	0.0	0.0	3.4	6	86.0	6	255
<b>TOTAL GLASGOW</b>			<b>283</b>	<b>0</b>	<b>10</b>	<b>17.1</b>	<b>42.7</b>	<b>25.9</b>	<b>5.5</b>	<b>3.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>6</b>	<b>86.0</b>	<b>6</b>	<b>255</b>
ISLE OF MAN	BA CITYFLYER LTD	S	126	0	14	8.6	30.7	35.0	8.6	5.7	1.4	0.0	0.0	0.0	0.0	10.0	8	77.0	13	138
<b>TOTAL ISLE OF MAN</b>			<b>126</b>	<b>0</b>	<b>14</b>	<b>8.6</b>	<b>30.7</b>	<b>35.0</b>	<b>8.6</b>	<b>5.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>8</b>	<b>77.0</b>	<b>13</b>	<b>138</b>
JERSEY	FLYBE LTD	S	88	0	7	7.4	22.1	30.5	12.6	9.5	6.3	4.2	0.0	0.0	0.0	7.4	22	88.5	6	94
<b>TOTAL JERSEY</b>			<b>88</b>	<b>0</b>	<b>7</b>	<b>7.4</b>	<b>22.1</b>	<b>30.5</b>	<b>12.6</b>	<b>9.5</b>	<b>6.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>22</b>	<b>88.5</b>	<b>6</b>	<b>94</b>
LIVERPOOL (JOHN LENNON)	AIR DOLOMITI	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 LIVERPOOL (JOHN LENNON)</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>
MANCHESTER	BA CITYFLYER LTD	S	9	0	0	0.0	55.6	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	17	8
<b>TOTAL MANCHESTER</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>11.1</b>	<b>11.1</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.0</b>	<b>17</b>	<b>8</b>
NEWCASTLE	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
NEWCASTLE	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	47.5	25	38
<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>48.8</b>	<b>24</b>	<b>39</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	0.0	142	1
<b>TOTAL SOUTHAMPTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>142</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1372</b>	<b>0</b>	<b>46</b>	<b>13.3</b>	<b>38.6</b>	<b>29.8</b>	<b>7.3</b>	<b>4.9</b>	<b>2.1</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>9</b>	<b>82.9</b>	<b>9</b>	<b>1493</b>
<b>USA</b>																				
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	43	0	4	29.8	38.3	19.1	2.1	2.1	0.0	0.0	0.0	0.0	0.0	8.5	2	95.6	3	45
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>43</b>	<b>0</b>	<b>4</b>	<b>29.8</b>	<b>38.3</b>	<b>19.1</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>0.0</b>	<b>8.5</b>	<b>2</b>	<b>95.6</b>	<b>3</b>	<b>45</b>
<b>TOTAL USA</b>			<b>43</b>	<b>0</b>	<b>4</b>	<b>29.8</b>	<b>38.3</b>	<b>19.1</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>0.0</b>	<b>8.5</b>	<b>2</b>	<b>95.6</b>	<b>3</b>	<b>45</b>
<b>TOTAL LONDON CITY</b>			<b>6016</b>	<b>0</b>	<b>168</b>	<b>10.2</b>	<b>39.7</b>	<b>31.8</b>	<b>8.3</b>	<b>4.9</b>	<b>2.0</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>9</b>	<b>81.2</b>	<b>9</b>	<b>6234</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>ALBANIA</b>																					
TIRANA	WIZZ AIR UK LTD	S	53	0	0	17.0	34.0	28.3	5.7	3.8	7.5	0.0	1.9	1.9	0.0	0.0	32	88.2	6	34	
<b>TOTAL TIRANA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>17.0</b>	<b>34.0</b>	<b>28.3</b>	<b>5.7</b>	<b>3.8</b>	<b>7.5</b>	<b>0.0</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>88.2</b>	<b>6</b>	<b>34</b>	
<b>TOTAL ALBANIA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>17.0</b>	<b>34.0</b>	<b>28.3</b>	<b>5.7</b>	<b>3.8</b>	<b>7.5</b>	<b>0.0</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>88.2</b>	<b>6</b>	<b>34</b>	
<b>AUSTRIA</b>																					
INNSBRUCK	EASYJET UK LTD	S	26	0	0	11.5	42.3	23.1	0.0	7.7	15.4	0.0	0.0	0.0	0.0	0.0	20	64.7	9	16	
<b>TOTAL INNSBRUCK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>42.3</b>	<b>23.1</b>	<b>0.0</b>	<b>7.7</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>64.7</b>	<b>9</b>	<b>16</b>	
LINZ	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	117	2	
<b>TOTAL LINZ</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>117</b>	<b>2</b>	
SALZBURG	EASYJET UK LTD	S	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	14	61.5	32	13	
SALZBURG	TUI AIRWAYS LTD	C	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	24	83.3	10	6	
<b>TOTAL SALZBURG</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.0</b>	<b>45.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>68.4</b>	<b>25</b>	<b>19</b>	
VIENNA	EASYJET UK LTD	S	24	0	0	0.0	45.8	25.0	8.3	8.3	12.5	0.0	0.0	0.0	0.0	0.0	16	59.1	15	22	
<b>TOTAL VIENNA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.8</b>	<b>25.0</b>	<b>8.3</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>16</b>	<b>59.1</b>	<b>15</b>	<b>22</b>	
<b>TOTAL AUSTRIA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>41.4</b>	<b>30.0</b>	<b>4.3</b>	<b>7.1</b>	<b>11.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>61.7</b>	<b>20</b>	<b>59</b>	
<b>BOSNIA-HERZEGOVINA</b>																					
SARAJEVO	FLYBOSNIA	S	14	0	0	0.0	21.4	14.3	14.3	14.3	7.1	14.3	14.3	0.0	0.0	0.0	60	0.0	0	0	
<b>TOTAL SARAJEVO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>14.3</b>	<b>14.3</b>	<b>14.3</b>	<b>7.1</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BOSNIA- BULGARIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>14.3</b>	<b>14.3</b>	<b>14.3</b>	<b>7.1</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BULGARIA</b>																					
BURGAS	WIZZ AIR UK LTD	S	17	0	0	29.4	52.9	11.8	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	9	24	
<b>TOTAL BURGAS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>29.4</b>	<b>52.9</b>	<b>11.8</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>9</b>	<b>24</b>	
SOFIA	WIZZ AIR	S	148	0	0	15.5	39.2	37.8	5.4	2.0	0.0	0.0	0.0	0.0	0.0	0.0	4	86.2	6	142	
SOFIA	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	99	1	
<b>TOTAL SOFIA</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>15.5</b>	<b>39.2</b>	<b>37.8</b>	<b>5.4</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.6</b>	<b>6</b>	<b>143</b>	
VARNA	WIZZ AIR	S	62	0	0	22.6	54.8	12.9	6.5	1.6	1.6	0.0	0.0	0.0	0.0	0.0	4	90.9	4	44	
<b>TOTAL VARNA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>22.6</b>	<b>54.8</b>	<b>12.9</b>	<b>6.5</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.9</b>	<b>4</b>	<b>44</b>	
<b>TOTAL BULGARIA</b>			<b>227</b>	<b>0</b>	<b>0</b>	<b>18.5</b>	<b>44.5</b>	<b>29.1</b>	<b>5.3</b>	<b>2.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>86.9</b>	<b>6</b>	<b>211</b>	
<b>CYPRUS</b>																					
LARNACA	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	6	12	
LARNACA	CYPRUS 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	63.6	12	22	
LARNACA	WIZZ AIR UK LTD	S	57	0	0	7.0	35.1	40.4	7.0	5.3	5.3	0.0	0.0	0.0	0.0	0.0	10	83.6	7	55	
<b>TOTAL LARNACA</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>35.1</b>	<b>40.4</b>	<b>7.0</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>10</b>	<b>79.8</b>	<b>8</b>	<b>89</b>	
PAPHOS	EASYJET UK LTD	S	22	0	1	13.0	39.1	34.8	8.7	0.0	0.0	0.0	0.0	0.0	0.0	4.3	4	86.4	10	22	
PAPHOS	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	10	
<b>TOTAL PAPHOS</b>			<b>22</b>	<b>0</b>	<b>1</b>	<b>13.0</b>	<b>39.1</b>	<b>34.8</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>4.3</b>	<b>4</b>	<b>90.6</b>	<b>8</b>	<b>32</b>	
<b>TOTAL CYPRUS</b>			<b>79</b>	<b>0</b>	<b>1</b>	<b>8.8</b>	<b>36.3</b>	<b>38.8</b>	<b>7.5</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>9</b>	<b>82.6</b>	<b>8</b>	<b>121</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	EASYJET UK LTD	S	62	0	0	17.7	50.0	22.6	8.1	1.6	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
PRAGUE	WIZZ AIR UK LTD	S	52	0	0	7.7	40.4	26.9	15.4	9.6	0.0	0.0	0.0	0.0	0.0	0.0	10	68.0	20	50	
<b>TOTAL PRAGUE</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>45.6</b>	<b>24.6</b>	<b>11.4</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>68.0</b>	<b>20</b>	<b>50</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>45.6</b>	<b>24.6</b>	<b>11.4</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>68.0</b>	<b>20</b>	<b>50</b>	
<b>DENMARK</b>																					
COPENHAGEN	RYANAIR	S	54	0	0	9.3	68.5	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.5	3	62	
<b>TOTAL COPENHAGEN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>68.5</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>93.5</b>	<b>3</b>	<b>62</b>	
<b>TOTAL DENMARK</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>68.5</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>93.5</b>	<b>3</b>	<b>62</b>	
<b>ESTONIA</b>																					
TALLIN	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	24	
<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>87.5</b>	<b>7</b>	<b>24</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>87.5</b>	<b>7</b>	<b>24</b>	
<b>FRANCE</b>																					
BEZIERS	RYANAIR	S	18	0	0	5.6	44.4	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	17	
<b>TOTAL BEZIERS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>44.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>2</b>	<b>17</b>	
BORDEAUX	EASYJET UK LTD	S	38	0	0	10.5	26.3	36.8	15.8	7.9	2.6	0.0	0.0	0.0	0.0	0.0	11	64.7	12	34	
<b>TOTAL BORDEAUX</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>26.3</b>	<b>36.8</b>	<b>15.8</b>	<b>7.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>64.7</b>	<b>12</b>	<b>34</b>	
CHAMBERY	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	49	8	
<b>TOTAL CHAMBERY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>49</b>	<b>8</b>	
GRENOBLE	EASYJET UK LTD	S	18	0	0	16.7	61.1	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	34	15	
GRENOBLE	WIZZ AIR UK LTD	S	16	0	0	12.5	37.5	43.8	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	7	100.0	2	18	
<b>TOTAL GRENOBLE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>50.0</b>	<b>26.5</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>0.0</b>	<b>6</b>	<b>90.9</b>	<b>17</b>	<b>33</b>	
LYON	EASYJET UK LTD	S	58	0	0	1.7	43.1	43.1	6.9	5.2	0.0	0.0	0.0	0.0	0.0	0.0	6	67.2	22	58	
LYON	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL LYON</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>43.1</b>	<b>43.1</b>	<b>6.9</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>67.8</b>	<b>21</b>	<b>59</b>	
MARSEILLE	EASYJET UK LTD	S	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	88.9	5	18	
<b>TOTAL MARSEILLE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.0</b>	<b>35.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
NANTES	EASYJET UK LTD	S	22	0	0	4.5	40.9	31.8	9.1	4.5	9.1	0.0	0.0	0.0	0.0	0.0	12	100.0	2	20	
<b>TOTAL NANTES</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>40.9</b>	<b>31.8</b>	<b>9.1</b>	<b>4.5</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>2</b>	<b>20</b>	
NICE	EASYJET UK LTD	S	26	0	0	0.0	50.0	23.1	7.7	15.4	3.8	0.0	0.0	0.0	0.0	0.0	14	79.4	13	34	
<b>TOTAL NICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>23.1</b>	<b>7.7</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>79.4</b>	<b>13</b>	<b>34</b>	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	156	0	0	1.3	35.9	41.7	10.9	5.1	4.5	0.6	0.0	0.0	0.0	0.0	11	76.3	10	160	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>35.9</b>	<b>41.7</b>	<b>10.9</b>	<b>5.1</b>	<b>4.5</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>76.3</b>	<b>10</b>	<b>160</b>	
PARIS (ORLY)	TRANSAVIA FRANCE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	8	
<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>87.5</b>	<b>7</b>	<b>8</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	6	24
<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>91.7</b>	<b>6</b>	<b>24</b>
<b>TOTAL FRANCE</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>40.1</b>	<b>37.9</b>	<b>9.4</b>	<b>5.4</b>	<b>3.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.0</b>	<b>12</b>	<b>415</b>
<b>GEORGIA</b>																				
KUTAISI	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	12
KUTAISI	WIZZ AIR UK LTD	S	18	0	0	44.4	11.1	33.3	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL KUTAISI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44.4</b>	<b>11.1</b>	<b>33.3</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>12</b>
<b>TOTAL GEORGIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44.4</b>	<b>11.1</b>	<b>33.3</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>12</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	EASYJET EUROPE	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
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	64	0	0	9.4	53.1	29.7	4.7	1.6	1.6	0.0	0.0	0.0	0.0	0.0	5	82.1	9	84
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>52.3</b>	<b>29.2</b>	<b>4.6</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>82.1</b>	<b>9</b>	<b>84</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	0.0	33	1
<b>TOTAL BERLIN (TEGEL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>33</b>	<b>1</b>
DORTMUND	EASYJET UK LTD	S	42	0	0	2.4	31.0	47.6	11.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	72.0	16	50
<b>TOTAL DORTMUND</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>31.0</b>	<b>47.6</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>0.0</b>	<b>9</b>	<b>72.0</b>	<b>16</b>	<b>50</b>
MUNICH	EASYJET UK LTD	S	26	0	0	0.0	26.9	34.6	15.4	11.5	7.7	3.8	0.0	0.0	0.0	0.0	20	53.8	28	26
<b>TOTAL MUNICH</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>34.6</b>	<b>15.4</b>	<b>11.5</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>53.8</b>	<b>28</b>	<b>26</b>
<b>TOTAL GERMANY</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>40.6</b>	<b>36.1</b>	<b>9.0</b>	<b>5.3</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>9</b>	<b>73.9</b>	<b>14</b>	<b>161</b>
<b>GIBRALTAR</b>																				
GIBRALTAR	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	6	83.3	7	18
<b>TOTAL GIBRALTAR</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>83.3</b>	<b>7</b>	<b>18</b>
<b>TOTAL GIBRALTAR</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>83.3</b>	<b>7</b>	<b>18</b>
<b>GREECE</b>																				
ATHENS	RYANAIR	S	30	0	0	3.3	23.3	66.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	7	53.8	21	26
ATHENS	WIZZ AIR UK LTD	S	52	0	0	23.1	42.3	28.8	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	69.4	11	62
<b>TOTAL ATHENS</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>35.4</b>	<b>42.7</b>	<b>4.9</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>0.0</b>	<b>4</b>	<b>64.8</b>	<b>14</b>	<b>88</b>
SALONIKA	WIZZ AIR UK LTD	S	16	0	0	6.3	62.5	18.8	0.0	0.0	0.0	6.3	6.3	0.0	0.0	0.0	23	0.0	0	0
<b>TOTAL SALONIKA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>62.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>39.8</b>	<b>38.8</b>	<b>4.1</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>64.8</b>	<b>14</b>	<b>88</b>
<b>HUNGARY</b>																				
BUDAPEST	WIZZ AIR	S	223	0	0	4.9	39.0	30.0	13.0	10.8	1.8	0.4	0.0	0.0	0.0	0.0	12	82.9	10	243
BUDAPEST	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	252	0.0	0	0
<b>TOTAL BUDAPEST</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>38.8</b>	<b>29.9</b>	<b>12.9</b>	<b>10.7</b>	<b>1.8</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>82.9</b>	<b>10</b>	<b>243</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
DEBRECEN	WIZZ AIR	S	72	0	0	9.7	30.6	36.1	13.9	4.2	5.6	0.0	0.0	0.0	0.0	0.0	12	72.9	15	70
<b>TOTAL DEBRECEN</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>30.6</b>	<b>36.1</b>	<b>13.9</b>	<b>4.2</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>12</b>	<b>72.9</b>	<b>15</b>	<b>70</b>
<b>TOTAL HUNGARY</b>			<b>296</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>36.8</b>	<b>31.4</b>	<b>13.2</b>	<b>9.1</b>	<b>2.7</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>80.6</b>	<b>11</b>	<b>313</b>
<b>ICELAND</b>																				
KEFLAVIK	EASYJET UK LTD	S	102	0	4	3.8	35.8	28.3	9.4	5.7	3.8	0.0	6.6	2.8	0.0	3.8	41	82.9	8	123
KEFLAVIK	WIZZ AIR UK LTD	S	40	0	0	5.0	42.5	37.5	10.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	16	44.7	24	38
<b>TOTAL KEFLAVIK</b>			<b>142</b>	<b>0</b>	<b>4</b>	<b>4.1</b>	<b>37.7</b>	<b>30.8</b>	<b>9.6</b>	<b>4.8</b>	<b>2.7</b>	<b>0.0</b>	<b>4.8</b>	<b>2.7</b>	<b>0.0</b>	<b>2.7</b>	<b>34</b>	<b>73.9</b>	<b>12</b>	<b>161</b>
<b>TOTAL ICELAND</b>			<b>142</b>	<b>0</b>	<b>4</b>	<b>4.1</b>	<b>37.7</b>	<b>30.8</b>	<b>9.6</b>	<b>4.8</b>	<b>2.7</b>	<b>0.0</b>	<b>4.8</b>	<b>2.7</b>	<b>0.0</b>	<b>2.7</b>	<b>34</b>	<b>73.9</b>	<b>12</b>	<b>161</b>
<b>IRISH REPUBLIC</b>																				
CORK	RYANAIR	S	46	0	0	28.3	54.3	10.9	2.2	2.2	0.0	0.0	2.2	0.0	0.0	0.0	7	93.2	12	44
<b>TOTAL CORK</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>28.3</b>	<b>54.3</b>	<b>10.9</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>93.2</b>	<b>12</b>	<b>44</b>
DUBLIN	RYANAIR	S	179	0	0	18.4	54.2	16.2	6.1	1.7	2.2	1.1	0.0	0.0	0.0	0.0	6	90.7	4	182
<b>TOTAL DUBLIN</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>18.4</b>	<b>54.2</b>	<b>16.2</b>	<b>6.1</b>	<b>1.7</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>90.7</b>	<b>4</b>	<b>182</b>
IRELAND WEST(KNOCK)	RYANAIR	S	52	0	0	13.5	59.6	7.7	3.8	9.6	5.8	0.0	0.0	0.0	0.0	0.0	10	94.3	3	53
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>59.6</b>	<b>7.7</b>	<b>3.8</b>	<b>9.6</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>94.3</b>	<b>3</b>	<b>53</b>
KERRY COUNTY	RYANAIR	S	52	0	0	21.2	69.2	3.8	0.0	3.8	1.9	0.0	0.0	0.0	0.0	0.0	4	87.0	11	54
<b>TOTAL KERRY COUNTY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>21.2</b>	<b>69.2</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>87.0</b>	<b>11</b>	<b>54</b>
SHANNON	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	13	0.0	45	1
<b>TOTAL SHANNON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>45</b>	<b>1</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>331</b>	<b>0</b>	<b>0</b>	<b>19.3</b>	<b>57.1</b>	<b>12.7</b>	<b>4.2</b>	<b>3.3</b>	<b>2.4</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>90.7</b>	<b>6</b>	<b>334</b>
<b>ISRAEL</b>																				
OVDA	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.2	15	18
<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>63.2</b>	<b>15</b>	<b>18</b>
TEL AVIV	EASYJET UK LTD	S	114	0	0	2.6	13.2	49.1	18.4	14.9	1.8	0.0	0.0	0.0	0.0	0.0	15	67.2	15	115
TEL AVIV	EL AL	S	30	0	0	16.7	33.3	36.7	10.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	6	26
TEL AVIV	WIZZ AIR UK LTD	S	47	0	3	12.0	32.0	32.0	10.0	6.0	2.0	0.0	0.0	0.0	0.0	6.0	8	71.2	12	59
<b>TOTAL TEL AVIV</b>			<b>191</b>	<b>0</b>	<b>3</b>	<b>7.2</b>	<b>21.1</b>	<b>42.8</b>	<b>14.9</b>	<b>10.8</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>12</b>	<b>69.5</b>	<b>13</b>	<b>200</b>
<b>TOTAL ISRAEL</b>			<b>191</b>	<b>0</b>	<b>3</b>	<b>7.2</b>	<b>21.1</b>	<b>42.8</b>	<b>14.9</b>	<b>10.8</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>12</b>	<b>68.9</b>	<b>13</b>	<b>218</b>
<b>ITALY</b>																				
ALGHERO (FERTILIA)	EASYJET UK 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	3	88.9	3	18
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>31.3</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.9</b>	<b>3</b>	<b>18</b>
BARI (PALESE)	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	18
<b>TOTAL BARI (PALESE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.9</b>	<b>4</b>	<b>18</b>
BOLOGNA	RYANAIR	S	62	0	0	6.5	46.8	38.7	4.8	0.0	3.2	0.0	0.0	0.0	0.0	0.0	6	72.6	14	62
<b>TOTAL BOLOGNA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>46.8</b>	<b>38.7</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>72.6</b>	<b>14</b>	<b>62</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
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)	EASYJET UK LTD	S	20	0	0	5.0	20.0	40.0	5.0	20.0	5.0	5.0	0.0	0.0	0.0	0.0	23	75.0	9	20
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>20.0</b>	<b>40.0</b>	<b>5.0</b>	<b>20.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>75.0</b>	<b>9</b>	<b>20</b>
FLORENCE	VUELING AIRLINES	S	8	0	4	0.0	25.0	25.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	33.3	12	0.0	0	0
<b>TOTAL FLORENCE</b>			<b>8</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</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>33.3</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MILAN (MALPENSA)	EASYJET UK LTD	S	58	0	0	3.4	48.3	29.3	8.6	8.6	1.7	0.0	0.0	0.0	0.0	0.0	9	76.9	15	65
<b>TOTAL MILAN (MALPENSA)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>48.3</b>	<b>29.3</b>	<b>8.6</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>9</b>	<b>76.9</b>	<b>15</b>	<b>65</b>
NAPLES	EASYJET UK LTD	S	40	0	0	2.5	47.5	25.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	7	86.0	7	43
<b>TOTAL NAPLES</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>47.5</b>	<b>25.0</b>	<b>20.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>86.0</b>	<b>7</b>	<b>43</b>
PISA	EASYJET UK LTD	S	6	0	0	0.0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	95.0	3	20
<b>TOTAL PISA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>95.0</b>	<b>3</b>	<b>20</b>
ROME (FIUMICINO)	EASYJET UK LTD	S	28	0	0	7.1	42.9	17.9	14.3	7.1	10.7	0.0	0.0	0.0	0.0	0.0	14	76.5	7	32
ROME (FIUMICINO)	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	36	1
<b>TOTAL ROME (FIUMICINO)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>42.9</b>	<b>17.9</b>	<b>14.3</b>	<b>7.1</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>74.3</b>	<b>8</b>	<b>33</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	93.3	4	15
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	82.4	5	17
TURIN	EASYJET UK LTD	S	12	0	0	0.0	58.3	25.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.0	3	10
<b>TOTAL TURIN</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>58.3</b>	<b>25.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.1</b>	<b>4</b>	<b>42</b>
VENICE	EASYJET UK LTD	S	32	0	0	12.5	46.9	21.9	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	88.0	5	25
<b>TOTAL VENICE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>46.9</b>	<b>21.9</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>88.0</b>	<b>5</b>	<b>25</b>
VERONA VILLAFRANCA	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	8	18
<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>77.8</b>	<b>8</b>	<b>18</b>
<b>TOTAL ITALY</b>			<b>282</b>	<b>0</b>	<b>4</b>	<b>5.6</b>	<b>45.1</b>	<b>29.0</b>	<b>9.8</b>	<b>6.3</b>	<b>2.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>9</b>	<b>81.1</b>	<b>9</b>	<b>364</b>
<b>KOSOVO</b>																				
PRISTINA	WIZZ AIR UK LTD	S	32	0	0	18.8	40.6	31.3	6.3	0.0	3.1	0.0	0.0	0.0	0.0	0.0	6	78.9	9	38
<b>TOTAL PRISTINA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>40.6</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>78.9</b>	<b>9</b>	<b>38</b>
<b>TOTAL KOSOVO</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>40.6</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>78.9</b>	<b>9</b>	<b>38</b>
<b>LATVIA</b>																				
RIGA	WIZZ AIR	S	86	0	0	14.0	26.7	44.2	7.0	3.5	0.0	0.0	4.7	0.0	0.0	0.0	19	79.3	11	90
<b>TOTAL RIGA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>26.7</b>	<b>44.2</b>	<b>7.0</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>79.3</b>	<b>11</b>	<b>90</b>
<b>TOTAL LATVIA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>26.7</b>	<b>44.2</b>	<b>7.0</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>79.3</b>	<b>11</b>	<b>90</b>
<b>LITHUANIA</b>																				
KAUNAS	RYANAIR	S	62	0	0	12.9	67.7	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.9	6	62
KAUNAS	WIZZ AIR UK LTD	S	46	0	0	8.7	63.0	23.9	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	91.1	5	56
<b>TOTAL KAUNAS</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>65.7</b>	<b>21.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.3</b>	<b>6</b>	<b>118</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
PALANGA	WIZZ AIR UK LTD	S	20	0	0	25.0	35.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	74.1	14	27	
<b>TOTAL PALANGA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>35.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>74.1</b>	<b>14</b>	<b>27</b>	
VILNIUS	RYANAIR	S	54	0	0	1.9	57.4	29.6	3.7	3.7	1.9	1.9	0.0	0.0	0.0	0.0	8	92.3	7	52	
VILNIUS	WIZZ AIR	S	46	0	0	19.6	45.7	30.4	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.2	3	86	
<b>TOTAL VILNIUS</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>52.0</b>	<b>30.0</b>	<b>4.0</b>	<b>2.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>93.5</b>	<b>4</b>	<b>138</b>	
<b>TOTAL LITHUANIA</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>57.0</b>	<b>25.9</b>	<b>3.5</b>	<b>0.9</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>89.0</b>	<b>6</b>	<b>283</b>	
<b>MACEDONIA</b>																					
OHRID	WIZZ AIR UK LTD	S	18	0	0	11.1	55.6	27.8	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL OHRID</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SKOPJE	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.9	20	34	
SKOPJE	WIZZ AIR UK LTD	S	28	0	0	7.1	25.0	53.6	10.7	3.6	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL SKOPJE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>25.0</b>	<b>53.6</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>55.9</b>	<b>20</b>	<b>34</b>	
<b>TOTAL MACEDONIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>37.0</b>	<b>43.5</b>	<b>6.5</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>55.9</b>	<b>20</b>	<b>34</b>	
<b>MALTA</b>																					
MALTA	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	78	1	
MALTA	RYANAIR	S	36	0	0	5.6	58.3	27.8	5.6	0.0	0.0	0.0	2.8	0.0	0.0	0.0	11	80.6	9	36	
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>58.3</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.4</b>	<b>11</b>	<b>37</b>	
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>58.3</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.4</b>	<b>11</b>	<b>37</b>	
<b>MOROCCO</b>																					
MARRAKESH	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	12	72.2	9	18	
<b>TOTAL MARRAKESH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>27.8</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>72.2</b>	<b>9</b>	<b>18</b>	
<b>TOTAL MOROCCO</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>12</b>	<b>72.2</b>	<b>9</b>	<b>18</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	AIR NIGERIA	S	114	0	0	5.3	44.7	40.4	7.9	0.0	0.0	1.8	0.0	0.0	0.0	0.0	6	0.0	0	0	
AMSTERDAM	EASYJET EUROPE	S	54	0	0	7.4	55.6	31.5	1.9	1.9	1.9	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
AMSTERDAM	EASYJET UK LTD	S	328	0	0	5.8	53.4	30.5	7.9	1.8	0.6	0.0	0.0	0.0	0.0	0.0	5	81.0	9	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	0.0	0	81.1	9	53	
AMSTERDAM	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	67.7	20	60	
<b>TOTAL AMSTERDAM</b>			<b>496</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>51.6</b>	<b>32.9</b>	<b>7.3</b>	<b>1.4</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>79.2</b>	<b>10</b>	<b>491</b>	
EINDHOVEN	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	101	1	
<b>TOTAL EINDHOVEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>101</b>	<b>1</b>	
<b>TOTAL NETHERLANDS</b>			<b>496</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>51.6</b>	<b>32.9</b>	<b>7.3</b>	<b>1.4</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>79.1</b>	<b>10</b>	<b>492</b>	
<b>NORWAY</b>																					
BERGEN	WIZZ AIR UK LTD	S	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	0.0	0	0	
<b>TOTAL BERGEN</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>53.3</b>	<b>36.7</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>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
OSLO (GARDERMOEN)	WIZZ AIR UK LTD	S	50	0	0	2.0	68.0	26.0	4.0	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 JANUARY 2020

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>68.0</b>	<b>26.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
STAVANGER	WIZZ AIR UK LTD	S	20	0	0	0.0	65.0	30.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	152	1	
<b>TOTAL STAVANGER</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>65.0</b>	<b>30.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>152</b>	<b>1</b>	
TROMSOE	WIZZ AIR UK LTD	S	18	0	1	0.0	42.1	47.4	5.3	0.0	0.0	0.0	0.0	0.0	5.3	4	64.7	27	17		
<b>TOTAL TROMSOE</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>42.1</b>	<b>47.4</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>4</b>	<b>64.7</b>	<b>27</b>	<b>17</b>		
<b>TOTAL NORWAY</b>			<b>118</b>	<b>0</b>	<b>1</b>	<b>0.8</b>	<b>59.7</b>	<b>32.8</b>	<b>5.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>4</b>	<b>61.1</b>	<b>34</b>	<b>18</b>	
<b>POLAND</b>																					
BYDGOSZCZ	RYANAIR	S	28	0	0	7.1	50.0	21.4	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	60.7	20	28	
<b>TOTAL BYDGOSZCZ</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>50.0</b>	<b>21.4</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>60.7</b>	<b>20</b>	<b>28</b>	
GDANSK	WIZZ AIR	S	106	0	0	13.2	46.2	28.3	7.5	2.8	1.9	0.0	0.0	0.0	0.0	0.0	6	84.1	10	138	
<b>TOTAL GDANSK</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>46.2</b>	<b>28.3</b>	<b>7.5</b>	<b>2.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>84.1</b>	<b>10</b>	<b>138</b>	
KATOWICE	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	259	0.0	0	0		
KATOWICE	WIZZ AIR	S	123	0	0	12.2	52.0	32.5	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	78.5	9	158		
<b>TOTAL KATOWICE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>51.6</b>	<b>32.3</b>	<b>3.2</b>	<b>0.0</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>5</b>	<b>78.5</b>	<b>9</b>	<b>158</b>	
KRAKOW	EASYJET UK LTD	S	35	0	0	5.7	57.1	37.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	15	36		
KRAKOW	RYANAIR	S	38	0	0	5.3	42.1	47.4	0.0	2.6	2.6	0.0	0.0	0.0	0.0	7	0.0	0	0		
KRAKOW	WIZZ AIR	S	101	0	1	10.8	60.8	16.7	1.0	2.0	3.9	0.0	3.9	0.0	1.0	15	0.0	0	0		
KRAKOW	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL KRAKOW</b>			<b>174</b>	<b>0</b>	<b>1</b>	<b>8.6</b>	<b>56.0</b>	<b>27.4</b>	<b>0.6</b>	<b>1.7</b>	<b>2.9</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>67.6</b>	<b>15</b>	<b>37</b>		
LUBLIN (PORT LOTNICZY)	WIZZ AIR UK LTD	S	60	0	0	25.0	58.3	8.3	3.3	3.3	1.7	0.0	0.0	0.0	0.0	4	92.9	3	56		
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>58.3</b>	<b>8.3</b>	<b>3.3</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>4</b>	<b>92.9</b>	<b>3</b>	<b>56</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	91.9	4	74		
POZNAN	WIZZ AIR UK LTD	S	54	0	4	34.5	53.4	5.2	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0	0.0	0	0		
<b>TOTAL POZNAN</b>			<b>54</b>	<b>0</b>	<b>4</b>	<b>34.5</b>	<b>53.4</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>0.0</b>	<b>6.9</b>	<b>0</b>	<b>91.9</b>	<b>4</b>	<b>74</b>		
RZESZOW	RYANAIR	S	27	0	0	7.4	33.3	33.3	7.4	14.8	0.0	3.7	0.0	0.0	0.0	14	50.0	23	28		
<b>TOTAL RZESZOW</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>33.3</b>	<b>33.3</b>	<b>7.4</b>	<b>14.8</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>50.0</b>	<b>23</b>	<b>28</b>		
SZYMANY (MAZURY)	WIZZ AIR UK LTD	S	22	0	0	13.6	45.5	36.4	4.5	0.0	0.0	0.0	0.0	0.0	0.0	3	90.9	6	22		
<b>TOTAL SZYMANY (MAZURY)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>45.5</b>	<b>36.4</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.9</b>	<b>6</b>	<b>22</b>		
WARSAW (CHOPIN)	WIZZ AIR	S	190	0	0	12.6	46.3	24.7	9.5	4.7	2.1	0.0	0.0	0.0	0.0	8	85.0	6	200		
<b>TOTAL WARSAW (CHOPIN)</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>12.6</b>	<b>46.3</b>	<b>24.7</b>	<b>9.5</b>	<b>4.7</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>85.0</b>	<b>6</b>	<b>200</b>		
WROCLAW	WIZZ AIR	S	72	0	0	2.8	37.5	37.5	11.1	5.6	2.8	2.8	0.0	0.0	0.0	14	97.4	2	78		
<b>TOTAL WROCLAW</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>37.5</b>	<b>37.5</b>	<b>11.1</b>	<b>5.6</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>97.4</b>	<b>2</b>	<b>78</b>		
<b>TOTAL POLAND</b>			<b>857</b>	<b>0</b>	<b>5</b>	<b>13.0</b>	<b>49.3</b>	<b>25.9</b>	<b>5.6</b>	<b>3.1</b>	<b>1.6</b>	<b>0.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>8</b>	<b>83.3</b>	<b>8</b>	<b>819</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	EASYJET UK LTD	S	40	0	0	10.0	47.5	25.0	7.5	10.0	0.0	0.0	0.0	0.0	0.0	8	80.0	9	40		
<b>TOTAL FARO</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>47.5</b>	<b>25.0</b>	<b>7.5</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>8</b>	<b>80.0</b>	<b>9</b>	<b>40</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	104	0	0	5.8	29.8	41.3	9.6	8.7	2.9	1.9	0.0	0.0	0.0	0.0	13	81.0	9	116
LISBON	WIZZ AIR UK LTD	S	52	0	0	1.9	30.8	36.5	13.5	11.5	1.9	3.8	0.0	0.0	0.0	0.0	17	67.7	13	62
<b>TOTAL LISBON</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>30.1</b>	<b>39.7</b>	<b>10.9</b>	<b>9.6</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>76.4</b>	<b>10</b>	<b>178</b>
OPORTO (PORTUGAL)	EASYJET UK LTD	S	28	0	0	10.7	53.6	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	82.1	7	28
OPORTO (PORTUGAL)	WIZZ AIR UK LTD	S	20	0	0	0.0	45.0	30.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>50.0</b>	<b>33.3</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>0.0</b>	<b>4</b>	<b>82.1</b>	<b>7</b>	<b>28</b>
<b>TOTAL PORTUGAL</b>			<b>244</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>36.9</b>	<b>36.1</b>	<b>9.8</b>	<b>8.2</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>12</b>	<b>77.6</b>	<b>10</b>	<b>246</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	52.9	28	63
CHISINAU (KISHINEV)	WIZZ AIR UK LTD	S	79	0	0	21.5	59.5	12.7	5.1	1.3	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>21.5</b>	<b>59.5</b>	<b>12.7</b>	<b>5.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>52.9</b>	<b>28</b>	<b>63</b>
<b>TOTAL REPUBLIC OF REPUBLIC OF SERBIA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>21.5</b>	<b>59.5</b>	<b>12.7</b>	<b>5.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>52.9</b>	<b>28</b>	<b>63</b>
<b>REPUBLIC OF SERBIA</b>																				
BELGRADE	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	8	28
BELGRADE	WIZZ AIR UK LTD	S	26	0	0	3.8	38.5	42.3	0.0	7.7	0.0	3.8	0.0	3.8	0.0	0.0	33	0.0	0	0
<b>TOTAL BELGRADE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>38.5</b>	<b>42.3</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>78.6</b>	<b>8</b>	<b>28</b>
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>38.5</b>	<b>42.3</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>78.6</b>	<b>8</b>	<b>28</b>
<b>ROMANIA</b>																				
BACAU	BLUE AIR TRANSPORT AERIAN	S	44	0	0	6.8	54.5	34.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	73.8	9	40
<b>TOTAL BACAU</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>54.5</b>	<b>34.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>73.8</b>	<b>9</b>	<b>40</b>
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	60	0	0	3.3	36.7	45.0	8.3	3.3	0.0	3.3	0.0	0.0	0.0	0.0	11	64.0	15	75
BUCHAREST (OTOPENI)	WIZZ AIR	S	178	0	0	14.6	44.9	36.0	1.7	0.6	0.0	1.1	0.0	1.1	0.0	0.0	13	78.2	21	202
BUCHAREST (OTOPENI)	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	57	2
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>42.9</b>	<b>38.2</b>	<b>3.4</b>	<b>1.3</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>73.8</b>	<b>20</b>	<b>279</b>
CLUJ NAPOCA	WIZZ AIR	S	110	0	0	7.3	49.1	24.5	7.3	9.1	2.7	0.0	0.0	0.0	0.0	0.0	9	78.0	10	150
CLUJ NAPOCA	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	140	0.0	0	0
<b>TOTAL CLUJ NAPOCA</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>7.2</b>	<b>48.6</b>	<b>24.3</b>	<b>7.2</b>	<b>9.0</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>10</b>	<b>78.0</b>	<b>10</b>	<b>150</b>
CONSTANTA	WIZZ AIR UK LTD	S	20	0	0	5.0	55.0	25.0	10.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	15	81.5	8	26
<b>TOTAL CONSTANTA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>55.0</b>	<b>25.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>81.5</b>	<b>8</b>	<b>26</b>
CRAIOVA	WIZZ AIR	S	68	0	0	13.2	33.8	36.8	7.4	5.9	0.0	0.0	2.9	0.0	0.0	0.0	13	67.3	62	52
<b>TOTAL CRAIOVA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>33.8</b>	<b>36.8</b>	<b>7.4</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>0.0</b>	<b>13</b>	<b>67.3</b>	<b>62</b>	<b>52</b>
IASI	BLUE AIR TRANSPORT AERIAN	S	28	0	0	21.4	39.3	35.7	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	26	26
IASI	TAROM	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.0	20	20
IASI	WIZZ AIR	S	62	0	0	11.3	53.2	22.6	8.1	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5	82.3	10	60
<b>TOTAL IASI</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>48.9</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>77.8</b>	<b>16</b>	<b>106</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
SATU MARE	WIZZ AIR UK LTD	S	18	0	0	5.6	33.3	44.4	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	8	72.7	13	22
<b>TOTAL SATU MARE</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>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>8</b>	<b>72.7</b>	<b>13</b>	<b>22</b>
SIBIU	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	76.0	17	50
SIBIU	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	311	1
<b>TOTAL SIBIU</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>74.5</b>	<b>23</b>	<b>51</b>
SUCEAVA	WIZZ AIR UK LTD	S	70	0	0	21.4	58.6	12.9	2.9	0.0	0.0	2.9	1.4	0.0	0.0	0.0	8	76.8	16	56
<b>TOTAL SUCEAVA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>58.6</b>	<b>12.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.8</b>	<b>16</b>	<b>56</b>
TIMISOARA	WIZZ AIR	S	76	0	0	7.9	31.6	39.5	9.2	7.9	3.9	0.0	0.0	0.0	0.0	0.0	11	75.8	22	62
<b>TOTAL TIMISOARA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>31.6</b>	<b>39.5</b>	<b>9.2</b>	<b>7.9</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>11</b>	<b>75.8</b>	<b>22</b>	<b>62</b>
TIRGU MURES	WIZZ AIR UK LTD	S	19	0	0	10.5	63.2	21.1	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	9	27
<b>TOTAL TIRGU MURES</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>63.2</b>	<b>21.1</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.9</b>	<b>9</b>	<b>27</b>
<b>TOTAL ROMANIA</b>			<b>754</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>45.2</b>	<b>31.6</b>	<b>5.6</b>	<b>3.6</b>	<b>0.9</b>	<b>0.9</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.7</b>	<b>19</b>	<b>871</b>
<b>RUSSIA</b>																				
MOSCOW (VNUKOVO)	WIZZ AIR UK LTD	S	62	0	0	3.2	48.4	35.5	8.1	1.6	3.2	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL MOSCOW (VNUKOVO)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>48.4</b>	<b>35.5</b>	<b>8.1</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ST PETERSBURG	WIZZ AIR UK LTD	S	63	0	2	3.1	46.2	21.5	15.4	4.6	4.6	1.5	0.0	0.0	0.0	3.1	12	0.0	0	0
<b>TOTAL ST PETERSBURG</b>			<b>63</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>46.2</b>	<b>21.5</b>	<b>15.4</b>	<b>4.6</b>	<b>4.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RUSSIA</b>			<b>125</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>47.2</b>	<b>28.3</b>	<b>11.8</b>	<b>3.1</b>	<b>3.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	WIZZ AIR UK LTD	S	38	0	0	7.9	57.9	23.7	7.9	2.6	0.0	0.0	0.0	0.0	0.0	0.0	4	67.4	20	46
<b>TOTAL BRATISLAVA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>57.9</b>	<b>23.7</b>	<b>7.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>67.4</b>	<b>20</b>	<b>46</b>
KOSICE	WIZZ AIR UK LTD	S	50	0	0	16.0	46.0	28.0	6.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	12	87.5	7	56
<b>TOTAL KOSICE</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>16.0</b>	<b>46.0</b>	<b>28.0</b>	<b>6.0</b>	<b>0.0</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>12</b>	<b>87.5</b>	<b>7</b>	<b>56</b>
TATRY-POPRAD	WIZZ AIR UK LTD	S	18	0	0	0.0	33.3	38.9	5.6	5.6	11.1	0.0	5.6	0.0	0.0	0.0	30	89.3	11	28
<b>TOTAL TATRY-POPRAD</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>38.9</b>	<b>5.6</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>89.3</b>	<b>11</b>	<b>28</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>48.1</b>	<b>28.3</b>	<b>6.6</b>	<b>1.9</b>	<b>2.8</b>	<b>0.0</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>80.8</b>	<b>13</b>	<b>130</b>
<b>SLOVENIA</b>																				
LJUBLJANA	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.3	3	35
<b>TOTAL LJUBLJANA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>94.3</b>	<b>3</b>	<b>35</b>
<b>TOTAL SLOVENIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>94.3</b>	<b>3</b>	<b>35</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET UK LTD	S	57	0	0	17.5	50.9	22.8	5.3	1.8	1.8	0.0	0.0	0.0	0.0	0.0	4	91.4	6	58
ALICANTE	RYANAIR	S	24	0	0	4.2	70.8	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	86.7	11	30
<b>TOTAL ALICANTE</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>56.8</b>	<b>21.0</b>	<b>6.2</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>89.8</b>	<b>8</b>	<b>88</b>
BARCELONA	EASYJET EUROPE	S	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	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BARCELONA	EASYJET UK LTD	S	170	0	0	15.9	48.2	23.5	6.5	3.5	1.2	1.2	0.0	0.0	0.0	0.0	7	87.4	6	190
BARCELONA	RYANAIR	S	62	0	0	8.1	64.5	25.8	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	2	98.4	2	62
<b>TOTAL BARCELONA</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>53.8</b>	<b>23.8</b>	<b>4.6</b>	<b>2.9</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.1</b>	<b>5</b>	<b>252</b>
CASTELLON COSTA AZAHAR	WIZZ AIR UK LTD	S	16	0	0	18.8	56.3	6.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL CASTELLON COSTA AZAHAR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>56.3</b>	<b>6.3</b>	<b>6.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CASTELLON DE LA PLANA AIRPORT	WIZZ AIR 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 CASTELLON DE LA PLANA AIRPORT</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>
MADRID	EASYJET UK LTD	S	44	0	0	4.5	27.3	54.5	6.8	0.0	6.8	0.0	0.0	0.0	0.0	0.0	9	81.0	6	42
<b>TOTAL MADRID</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>27.3</b>	<b>54.5</b>	<b>6.8</b>	<b>0.0</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.0</b>	<b>6</b>	<b>42</b>
MALAGA	EASYJET UK LTD	S	46	0	0	13.0	43.5	21.7	13.0	4.3	4.3	0.0	0.0	0.0	0.0	0.0	9	86.5	11	52
MALAGA	RYANAIR	S	54	0	0	13.0	51.9	27.8	1.9	1.9	3.7	0.0	0.0	0.0	0.0	0.0	6	89.3	4	56
<b>TOTAL MALAGA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>48.0</b>	<b>25.0</b>	<b>7.0</b>	<b>3.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.0</b>	<b>7</b>	<b>108</b>
MURCIA INTERNATIONAL	EASYJET UK LTD	S	3	0	0	0.0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0
MURCIA INTERNATIONAL	RYANAIR	S	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	87.5	11	16
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>0.0</b>	<b>40.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>87.5</b>	<b>11</b>	<b>16</b>
MURCIA SAN JAVIER	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	5	12
<b>TOTAL MURCIA SAN JAVIER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>5</b>	<b>12</b>
PALMA DE MALLORCA	EASYJET UK LTD	S	18	0	0	5.6	22.2	50.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	85.0	6	20
<b>TOTAL PALMA DE MALLORCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>50.0</b>	<b>11.1</b>	<b>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>85.0</b>	<b>6</b>	<b>20</b>
SEVILLE	EASYJET UK LTD	S	28	0	0	14.3	39.3	39.3	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	9	95.0	3	20
SEVILLE	RYANAIR	S	16	0	0	0.0	18.8	56.3	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL SEVILLE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>31.8</b>	<b>45.5</b>	<b>6.8</b>	<b>2.3</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>95.0</b>	<b>3</b>	<b>20</b>
VALENCIA	EASYJET UK LTD	S	18	0	0	5.6	72.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.0	6	20
<b>TOTAL VALENCIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>72.2</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>90.0</b>	<b>6</b>	<b>20</b>
<b>TOTAL SPAIN</b>			<b>568</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>48.9</b>	<b>27.6</b>	<b>6.0</b>	<b>2.8</b>	<b>2.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.8</b>	<b>6</b>	<b>578</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	EASYJET UK LTD	S	26	0	0	19.2	42.3	30.8	0.0	3.8	3.8	0.0	0.0	0.0	0.0	0.0	6	76.9	11	26
ARRECIFE	RYANAIR	S	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	68.8	10	16
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	25	87.5	3	8
<b>TOTAL ARRECIFE</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>34.3</b>	<b>42.9</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>0.0</b>	<b>6</b>	<b>76.0</b>	<b>10</b>	<b>50</b>
FUERTEVENTURA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	18
<b>TOTAL FUERTEVENTURA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.9</b>	<b>6</b>	<b>18</b>
LAS PALMAS	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	32	0.0	27	1
<b>TOTAL LAS PALMAS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>0.0</b>	<b>27</b>	<b>1</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	EASYJET UK LTD	S	26	0	0	11.5	23.1	42.3	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	10	82.1	7	28
TENERIFE (SURREINA SOFIA)	RYANAIR	S	16	0	0	0.0	31.3	18.8	12.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	50	66.7	14	18
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	70.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	9	18
TENERIFE (SURREINA SOFIA)	WIZZ AIR UK LTD	S	26	0	1	14.8	37.0	25.9	11.1	7.4	0.0	0.0	0.0	0.0	3.7	7	0.0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>78</b>	<b>0</b>	<b>1</b>	<b>8.9</b>	<b>27.8</b>	<b>35.4</b>	<b>10.1</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>17</b>	<b>76.6</b>	<b>10</b>	<b>64</b>
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>114</b>	<b>0</b>	<b>1</b>	<b>10.4</b>	<b>29.6</b>	<b>37.4</b>	<b>7.8</b>	<b>11.3</b>	<b>0.9</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>14</b>	<b>77.4</b>	<b>9</b>	<b>133</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	87.5	6	16
<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>87.5</b>	<b>6</b>	<b>16</b>
<b>TOTAL SWEDEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>6</b>	<b>16</b>
<b>SWITZERLAND</b>																				
BALE MULHOUSE	EASYJET SWITZERLAND	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
BALE MULHOUSE	EASYJET UK LTD	S	24	0	0	0.0	58.3	16.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	10	60.9	24	23
<b>TOTAL BALE MULHOUSE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>53.8</b>	<b>23.1</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>60.9</b>	<b>24</b>	<b>23</b>
GENEVA	EASYJET SWITZERLAND	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0
GENEVA	EASYJET UK LTD	S	346	0	0	6.4	46.2	28.9	8.7	6.1	2.9	0.9	0.0	0.0	0.0	9	83.8	7	340	
<b>TOTAL GENEVA</b>			<b>347</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>46.1</b>	<b>28.8</b>	<b>8.6</b>	<b>6.3</b>	<b>2.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.8</b>	<b>7</b>	<b>340</b>	
ZURICH	EASYJET UK LTD	S	66	0	0	9.1	37.9	31.8	10.6	7.6	3.0	0.0	0.0	0.0	0.0	10	75.0	9	64	
<b>TOTAL ZURICH</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>37.9</b>	<b>31.8</b>	<b>10.6</b>	<b>7.6</b>	<b>3.0</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>9</b>	<b>64</b>	
<b>TOTAL SWITZERLAND</b>			<b>439</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>45.3</b>	<b>28.9</b>	<b>9.3</b>	<b>6.6</b>	<b>2.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.3</b>	<b>8</b>	<b>427</b>	
<b>TURKEY</b>																				
ANTALYA	EASYJET EUROPE	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0
<b>TOTAL ANTALYA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ISTANBUL ATATURK	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	
<b>TOTAL ISTANBUL ATATURK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</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>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>UKRAINE</b>																				
KHARKOV OSNOVA INTL	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.5	3	22	
<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>95.5</b>	<b>3</b>	<b>22</b>	
KIEV (ZHULYANY)	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	67.9	15	28	
KIEV (ZHULYANY)	WIZZ AIR UK LTD	S	32	0	0	9.4	71.9	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL KIEV (ZHULYANY)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>71.9</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>1</b>	<b>67.9</b>	<b>15</b>	<b>28</b>	
LVOV	WIZZ AIR UK LTD	S	20	0	0	15.0	65.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	5	69.6	33	23	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL LVOV</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>65.0</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>69.6</b>	<b>33</b>	<b>23</b>	
<b>TOTAL UKRAINE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>69.2</b>	<b>15.4</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>76.7</b>	<b>17</b>	<b>73</b>	
<b>UNITED KINGDOM</b>																					
<b>ABERDEEN</b>	EASYJET UK LTD	S	40	0	0	0.0	65.0	25.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.8	7	37	
<b>TOTAL ABERDEEN</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>65.0</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>4</b>	<b>83.8</b>	<b>7</b>	<b>37</b>	
<b>BELFAST INTERNATIONAL</b>	EASYJET UK LTD	S	220	0	0	6.8	57.3	24.5	8.6	2.3	0.5	0.0	0.0	0.0	0.0	0.0	4	84.2	8	222	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>57.3</b>	<b>24.5</b>	<b>8.6</b>	<b>2.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>84.2</b>	<b>8</b>	<b>222</b>	
<b>BRISTOL</b>	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3	
<b>TOTAL BRISTOL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>3</b>	
<b>EAST MIDLANDS INTERNATIONAL</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	45	0.0	0	0	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>EDINBURGH</b>	EASYJET UK LTD	S	190	0	0	14.7	52.6	20.5	7.4	3.2	1.1	0.5	0.0	0.0	0.0	0.0	6	80.1	10	191	
<b>TOTAL EDINBURGH</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>52.6</b>	<b>20.5</b>	<b>7.4</b>	<b>3.2</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.1</b>	<b>10</b>	<b>191</b>	
<b>GATWICK</b>	EASYJET UK LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>GATWICK</b>	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>GLASGOW</b>	EASYJET UK LTD	S	147	0	0	15.0	51.7	15.0	9.5	3.4	2.7	1.4	1.4	0.0	0.0	0.0	11	85.3	9	143	
<b>TOTAL GLASGOW</b>			<b>147</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>51.7</b>	<b>15.0</b>	<b>9.5</b>	<b>3.4</b>	<b>2.7</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>85.3</b>	<b>9</b>	<b>143</b>	
<b>INVERNESS</b>	EASYJET UK LTD	S	72	0	0	4.2	48.6	31.9	4.2	9.7	1.4	0.0	0.0	0.0	0.0	0.0	7	83.9	10	62	
<b>TOTAL INVERNESS</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>48.6</b>	<b>31.9</b>	<b>4.2</b>	<b>9.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.9</b>	<b>10</b>	<b>62</b>	
<b>LIVERPOOL (JOHN LENNON)</b>	EASYJET UK LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MANCHESTER</b>	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	59	4	
<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>59</b>	<b>4</b>	
<b>NEWCASTLE</b>	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL NEWCASTLE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>STANSTED</b>	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>STANSTED</b>	RYANAIR	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	39	0.0	0	0	
<b>STANSTED</b>	WIZZ AIR UK LTD	S	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	71	50.0	60	4	
<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>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>50.0</b>	<b>60</b>	<b>4</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>681</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>53.9</b>	<b>22.0</b>	<b>8.1</b>	<b>3.8</b>	<b>1.3</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>82.6</b>	<b>9</b>	<b>666</b>	
<b>TOTAL LUTON</b>			<b>7597</b>	<b>0</b>	<b>21</b>	<b>9.9</b>	<b>46.2</b>	<b>29.2</b>	<b>7.4</b>	<b>4.2</b>	<b>1.8</b>	<b>0.5</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>9</b>	<b>80.6</b>	<b>11</b>	<b>7740</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2019		
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>ANTIGUA AND BARBUDA</b>																				
ANTIGUA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	36	5
<b>TOTAL ANTIGUA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.0</b>	<b>36</b>	<b>5</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>36</b>	<b>5</b>
<b>AUSTRIA</b>																				
INNSBRUCK	AUSTRIAN AIRLINES	C	8	0	0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	37.5	37	8
INNSBRUCK	EASYJET UK LTD	S	12	0	0	0.0	33.3	16.7	0.0	8.3	33.3	8.3	0.0	0.0	0.0	0.0	49	62.5	22	8
INNSBRUCK	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	8
INNSBRUCK	JET2.COM LTD	S	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
INNSBRUCK	THOMAS COOK AIRLINES LTD	S	0	0	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	36	15
INNSBRUCK	TUI AIRWAYS LTD	C	24	0	0	8.3	16.7	29.2	4.2	12.5	16.7	0.0	4.2	8.3	0.0	0.0	107	57.1	46	14
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>53</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>24.5</b>	<b>34.0</b>	<b>7.5</b>	<b>7.5</b>	<b>15.1</b>	<b>1.9</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>62</b>	<b>50.9</b>	<b>34</b>	<b>53</b>
SALZBURG	BRITISH AIRWAYS PLC	S	8	0	0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	64	100.0	3	8
SALZBURG	JET2.COM LTD	S	16	0	0	6.3	43.8	25.0	0.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	13	62.5	17	16
SALZBURG	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	50.0	25.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	32	42.1	40	19
<b>TOTAL SALZBURG</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>31.3</b>	<b>31.3</b>	<b>6.3</b>	<b>9.4</b>	<b>3.1</b>	<b>0.0</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>60.5</b>	<b>24</b>	<b>43</b>
VIENNA	AUSTRIAN AIRLINES	S	38	0	0	5.3	65.8	18.4	2.6	5.3	2.6	0.0	0.0	0.0	0.0	0.0	6	91.7	7	36
VIENNA	EASYJET UK LTD	S	18	0	0	5.6	50.0	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.0	6	20
VIENNA	JET2.COM LTD	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
<b>TOTAL VIENNA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>58.6</b>	<b>24.1</b>	<b>5.2</b>	<b>5.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>89.3</b>	<b>7</b>	<b>56</b>
<b>TOTAL AUSTRIA</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>39.9</b>	<b>29.4</b>	<b>6.3</b>	<b>7.0</b>	<b>7.0</b>	<b>0.7</b>	<b>2.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>67.8</b>	<b>21</b>	<b>152</b>
<b>BANGLADESH</b>																				
DHAKHA	BIMAN BANGLADESH AIRLINES	S	24	0	0	0.0	0.0	12.5	20.8	33.3	20.8	4.2	8.3	0.0	0.0	0.0	65	0.0	0	0
<b>TOTAL DHAKHA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>20.8</b>	<b>33.3</b>	<b>20.8</b>	<b>4.2</b>	<b>8.3</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 BANGLADESH</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>20.8</b>	<b>33.3</b>	<b>20.8</b>	<b>4.2</b>	<b>8.3</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>BARBADOS</b>																				
BRIDGETOWN	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	16.7	44	12
BRIDGETOWN	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	35.7	61	14
BRIDGETOWN	TUI AIRWAYS LTD	C	38	0	0	10.5	5.3	44.7	10.5	28.9	0.0	0.0	0.0	0.0	0.0	0.0	15	43.8	28	32
BRIDGETOWN	VIRGIN ATLANTIC 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
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	25	0	0	8.0	36.0	44.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	7	50.0	27	16
<b>TOTAL BRIDGETOWN</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>20.0</b>	<b>43.1</b>	<b>7.7</b>	<b>18.5</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>12</b>	<b>39.5</b>	<b>36</b>	<b>74</b>
<b>TOTAL BARBADOS</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>20.0</b>	<b>43.1</b>	<b>7.7</b>	<b>18.5</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>12</b>	<b>39.5</b>	<b>36</b>	<b>74</b>
<b>BELGIUM</b>																				



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019			
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	
BRUSSELS	BRUSSELS AIRLINES	S	169	0	0	1.8	58.0	30.8	5.9	3.0	0.6	0.0	0.0	0.0	0.0	0.0	4	80.1	11	168	
<b>TOTAL BRUSSELS</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>58.0</b>	<b>30.8</b>	<b>5.9</b>	<b>3.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>80.1</b>	<b>11</b>	<b>168</b>	
CHARLEROI	RYANAIR	S	84	0	0	8.3	50.0	22.6	9.5	9.5	0.0	0.0	0.0	0.0	0.0	0.0	8	69.7	25	76	
<b>TOTAL CHARLEROI</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>50.0</b>	<b>22.6</b>	<b>9.5</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>69.7</b>	<b>25</b>	<b>76</b>	
<b>TOTAL BELGIUM</b>			<b>253</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>55.3</b>	<b>28.1</b>	<b>7.1</b>	<b>5.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>76.6</b>	<b>15</b>	<b>244</b>	
<b>BRAZIL</b>																					
MANAUS-EDUARDO GOMES	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	240	1	
<b>TOTAL MANAUS-EDUARDO GOMES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>240</b>	<b>1</b>	
<b>TOTAL BRAZIL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>240</b>	<b>1</b>	
<b>BULGARIA</b>																					
SOFIA	EASYJET UK LTD	S	42	0	0	11.9	45.2	38.1	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	86.4	7	44	
SOFIA	JET2.COM LTD	C	8	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	62.5	49	8	
SOFIA	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	25.0	45	8	
<b>TOTAL SOFIA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>39.2</b>	<b>39.2</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>75.0</b>	<b>18</b>	<b>60</b>	
<b>TOTAL BULGARIA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>39.2</b>	<b>39.2</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>75.0</b>	<b>18</b>	<b>60</b>	
<b>CANADA</b>																					
TORONTO	AIR TRANSAT	S	18	0	0	22.2	27.8	27.8	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	22	50.0	54	18	
<b>TOTAL TORONTO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>27.8</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>50.0</b>	<b>54</b>	<b>18</b>	
<b>TOTAL CANADA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>27.8</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>50.0</b>	<b>54</b>	<b>18</b>	
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	18	0	1	0.0	15.8	42.1	15.8	15.8	5.3	0.0	0.0	0.0	0.0	5.3	17	84.6	14	26	
<b>TOTAL BOA VISTA (RABIL)</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>15.8</b>	<b>42.1</b>	<b>15.8</b>	<b>15.8</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>17</b>	<b>84.6</b>	<b>14</b>	<b>26</b>	
ILHA DO SAL C.VERDE	AIRTANKER SERVICES LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
ILHA DO SAL C.VERDE	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	13	10	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	18	0	0	0.0	11.1	50.0	16.7	11.1	5.6	5.6	0.0	0.0	0.0	0.0	26	57.1	41	28	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.5</b>	<b>47.4</b>	<b>15.8</b>	<b>15.8</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>26</b>	<b>60.5</b>	<b>33</b>	<b>38</b>	
<b>TOTAL CAPE VERDE</b>			<b>37</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>13.2</b>	<b>44.7</b>	<b>15.8</b>	<b>15.8</b>	<b>5.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>22</b>	<b>70.3</b>	<b>26</b>	<b>64</b>	
<b>CHINA</b>																					
BEIJING	HAINAN AIRLINES	S	26	0	0	11.5	42.3	34.6	3.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	8	71.4	12	28	
<b>TOTAL BEIJING</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>42.3</b>	<b>34.6</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>71.4</b>	<b>12</b>	<b>28</b>	
<b>TOTAL CHINA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>42.3</b>	<b>34.6</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>71.4</b>	<b>12</b>	<b>28</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	50.0	69	10	
<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>50.0</b>	<b>69</b>	<b>10</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	22.2	50	9	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE													JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>22.2</b>	<b>50</b>	<b>9</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	12.5	53	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>12.5</b>	<b>53</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>29.6</b>	<b>58</b>	<b>27</b>
<b>CYPRUS</b>																				
PAPHOS	EASYJET UK LTD	S	37	0	0	27.0	21.6	37.8	8.1	2.7	2.7	0.0	0.0	0.0	0.0	0.0	7	70.0	23	40
PAPHOS	JET2.COM LTD	S	20	0	0	15.0	40.0	40.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	70.0	9	10
PAPHOS	TUI AIRWAYS LTD	C	18	0	0	11.1	33.3	44.4	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	9	77.8	23	18
<b>TOTAL PAPHOS</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>29.3</b>	<b>40.0</b>	<b>5.3</b>	<b>2.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>72.1</b>	<b>21</b>	<b>68</b>
<b>TOTAL CYPRUS</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>29.3</b>	<b>40.0</b>	<b>5.3</b>	<b>2.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>72.1</b>	<b>21</b>	<b>68</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	EASYJET UK LTD	S	58	0	0	3.4	50.0	29.3	12.1	3.4	1.7	0.0	0.0	0.0	0.0	0.0	7	59.0	21	78
PRAGUE	JET2.COM LTD	S	36	0	0	13.9	44.4	22.2	8.3	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	72.2	13	36
PRAGUE	RYANAIR	S	80	0	0	27.5	42.5	18.8	6.3	2.5	2.5	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL PRAGUE</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>45.4</b>	<b>23.0</b>	<b>8.6</b>	<b>3.4</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>63.2</b>	<b>18</b>	<b>114</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>45.4</b>	<b>23.0</b>	<b>8.6</b>	<b>3.4</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>63.2</b>	<b>18</b>	<b>114</b>
<b>DENMARK</b>																				
AARHUS (TIRSTRUP)	SAS	S	10	0	0	30.0	40.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>40.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BILLUND	BRITISH AIRWAYS PLC	S	81	0	3	3.6	48.8	36.9	2.4	4.8	0.0	0.0	0.0	0.0	0.0	3.6	5	75.5	17	90
BILLUND	RYANAIR	S	18	0	0	38.9	44.4	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL BILLUND</b>			<b>99</b>	<b>0</b>	<b>3</b>	<b>9.8</b>	<b>48.0</b>	<b>33.3</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>0.0</b>	<b>2.9</b>	<b>4</b>	<b>75.5</b>	<b>17</b>	<b>90</b>
COPENHAGEN	EASYJET UK LTD	S	66	0	0	6.1	56.1	18.2	7.6	6.1	4.5	1.5	0.0	0.0	0.0	0.0	11	73.6	24	72
COPENHAGEN	SAS	S	99	0	1	1.0	39.0	35.0	18.0	5.0	1.0	0.0	0.0	0.0	0.0	1.0	9	85.7	5	94
<b>TOTAL COPENHAGEN</b>			<b>165</b>	<b>0</b>	<b>1</b>	<b>3.0</b>	<b>45.8</b>	<b>28.3</b>	<b>13.9</b>	<b>5.4</b>	<b>2.4</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>80.6</b>	<b>13</b>	<b>166</b>
<b>TOTAL DENMARK</b>			<b>274</b>	<b>0</b>	<b>4</b>	<b>6.5</b>	<b>46.4</b>	<b>29.9</b>	<b>9.4</b>	<b>4.7</b>	<b>1.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>8</b>	<b>78.8</b>	<b>14</b>	<b>256</b>
<b>DOMINICAN REPUBLIC</b>																				
LA ROMANA	VIRGIN ATLANTIC AIRWAYS LTD	C	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL LA ROMANA</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>0.0</b>	<b>0</b>	<b>0</b>
PUNTA CANA	TUI AIRWAYS LTD	C	18	0	0	11.1	5.6	38.9	11.1	16.7	11.1	5.6	0.0	0.0	0.0	0.0	31	27.8	37	18
<b>TOTAL PUNTA CANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>5.6</b>	<b>38.9</b>	<b>11.1</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>27.8</b>	<b>37</b>	<b>18</b>
<b>TOTAL DOMINICAN</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>13.6</b>	<b>36.4</b>	<b>9.1</b>	<b>13.6</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>27.8</b>	<b>37</b>	<b>18</b>
<b>EGYPT</b>																				
HURGHADA	EASYJET UK LTD	S	18	0	0	0.0	11.1	50.0	16.7	16.7	0.0	0.0	5.6	0.0	0.0	0.0	29	0.0	0	0
HURGHADA	ENTER AIR	C	8	0	0	0.0	0.0	50.0	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
HURGHADA	THOMAS COOK AIRLINES LTD	S	0	0	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	31	41	
HURGHADA	TUI AIRWAYS LTD	S	26	0	0	3.8	26.9	65.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	73.1	16	25	
<b>TOTAL HURGHADA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>17.3</b>	<b>57.7</b>	<b>9.6</b>	<b>7.7</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>17</b>	<b>66.2</b>	<b>26</b>	<b>66</b>	
MARSA ALAM	TUI AIRWAYS LTD	S	10	0	0	0.0	10.0	60.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL MARSA ALAM</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>60.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL EGYPT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>16.1</b>	<b>58.1</b>	<b>9.7</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>18</b>	<b>66.2</b>	<b>26</b>	<b>66</b>	
<b>ETHIOPIA</b>																					
ADDIS ABABA	ETHIOPIAN AIRLINES	S	36	0	0	0.0	44.4	38.9	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	55.6	29	34	
<b>TOTAL ADDIS ABABA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>38.9</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>55.6</b>	<b>29</b>	<b>34</b>	
<b>TOTAL ETHIOPIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>38.9</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>55.6</b>	<b>29</b>	<b>34</b>	
<b>FINLAND</b>																					
ENONTEKIO	ENTER AIR	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	33	6	
ENONTEKIO	ENTER AIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL ENONTEKIO</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>50.0</b>	<b>33</b>	<b>6</b>	
HELSINKI	FINNAIR	S	124	0	0	0.8	25.8	43.5	19.4	8.9	1.6	0.0	0.0	0.0	0.0	0.0	12	66.1	13	122	
<b>TOTAL HELSINKI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>25.8</b>	<b>43.5</b>	<b>19.4</b>	<b>8.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>66.1</b>	<b>13</b>	<b>122</b>	
IVALO	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL IVALO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
KITTILA	JET2.COM LTD	C	9	0	0	0.0	11.1	44.4	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	31	88.9	5	9	
KITTILA	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	0	100.0	0	1	
<b>TOTAL KITTILA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>50.0</b>	<b>10.0</b>	<b>20.0</b>	<b>0.0</b>	<b>10.0</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>4</b>	<b>10</b>	
KUUSAMO	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	12.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	28	100.0	4	8	
<b>TOTAL KUUSAMO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>100.0</b>	<b>4</b>	<b>8</b>	
ROVANIEMI	EASYJET UK 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 ROVANIEMI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FINLAND</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>25.7</b>	<b>41.9</b>	<b>18.2</b>	<b>10.8</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>14</b>	<b>69.3</b>	<b>13</b>	<b>148</b>	
<b>FRANCE</b>																					
BORDEAUX	EASYJET UK LTD	S	18	0	0	16.7	55.6	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	16	
BORDEAUX	RYANAIR	S	18	0	0	0.0	27.8	33.3	5.6	16.7	11.1	0.0	5.6	0.0	0.0	0.0	36	0.0	0	0	
<b>TOTAL BORDEAUX</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>41.7</b>	<b>25.0</b>	<b>8.3</b>	<b>8.3</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>20</b>	<b>100.0</b>	<b>1</b>	<b>16</b>	
CARCASSONNE	RYANAIR	S	20	0	0	10.0	15.0	45.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	82.4	9	16	
<b>TOTAL CARCASSONNE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>15.0</b>	<b>45.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.4</b>	<b>9</b>	<b>16</b>	
CHAMBERY	BRITISH AIRWAYS PLC	C	8	0	0	0.0	25.0	0.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
CHAMBERY	BRITISH AIRWAYS PLC	S	7	0	0	0.0	14.3	14.3	14.3	14.3	14.3	0.0	28.6	0.0	0.0	0.0	106	60.0	17	9	
CHAMBERY	FLYBE 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	74	50.0	21	8	
CHAMBERY	TITAN AIRWAYS LTD	C	8	0	0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	62.5	14	8	
CHAMBERY	TUI AIRWAYS LTD	C	19	0	0	0.0	15.8	31.6	0.0	26.3	0.0	0.0	26.3	0.0	0.0	0.0	91	37.5	27	24	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL CHAMBERY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>18.2</b>	<b>25.0</b>	<b>11.4</b>	<b>18.2</b>	<b>9.1</b>	<b>0.0</b>	<b>15.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66</b>	<b>48.0</b>	<b>22</b>	<b>49</b>
GRENOBLE	BRITISH AIRWAYS PLC	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	262	0.0	0	0
GRENOBLE	EXECUTIVE JET MANAGEMENT EUROPE	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
GRENOBLE	JET2.COM LTD	S	32	0	0	3.1	37.5	46.9	9.4	3.1	0.0	0.0	0.0	0.0	0.0	0.0	6	79.2	11	24
GRENOBLE	THOMAS COOK AIRLINES LTD	S	0	0	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	45	8
GRENOBLE	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	8	0.0	0	0
<b>TOTAL GRENOBLE</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>2.9</b>	<b>34.3</b>	<b>45.7</b>	<b>8.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>13</b>	<b>75.0</b>	<b>19</b>	<b>32</b>
LA ROCHELLE	JET2.COM LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL LA ROCHELLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LIMOGES	RYANAIR	S	24	0	0	4.2	20.8	41.7	25.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	22	55.6	28	18
<b>TOTAL LIMOGES</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>20.8</b>	<b>41.7</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>55.6</b>	<b>28</b>	<b>18</b>
LYON	EASYJET UK 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	22	75.0	15	8
LYON	FLYBE LTD	S	28	0	0	7.1	42.9	42.9	3.6	0.0	3.6	0.0	0.0	0.0	0.0	0.0	5	86.4	8	22
LYON	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	4	75.0	11	8
LYON	TUI AIRWAYS LTD	C	5	0	0	0.0	0.0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0
<b>TOTAL LYON</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>32.7</b>	<b>42.9</b>	<b>4.1</b>	<b>4.1</b>	<b>10.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>81.6</b>	<b>10</b>	<b>38</b>
MARSEILLE	RYANAIR	S	16	0	0	0.0	25.0	50.0	12.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL MARSEILLE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>12.5</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NANTES	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	100.0	3	4
NANTES	RYANAIR	S	20	0	0	0.0	25.0	35.0	15.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL NANTES</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.3</b>	<b>36.4</b>	<b>13.6</b>	<b>13.6</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>100.0</b>	<b>3</b>	<b>4</b>
NICE	EASYJET UK LTD	S	18	0	0	11.1	50.0	27.8	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL NICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>50.0</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ORLEANS (ST DENIS DE LHOTEL)	EMIRATES	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 ORLEANS (ST DENIS DE LHOTEL)</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>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	186	0	0	5.4	53.2	29.0	9.7	1.1	1.6	0.0	0.0	0.0	0.0	0.0	5	76.1	13	172
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	96	0	1	5.2	45.4	27.8	10.3	8.2	1.0	0.0	1.0	0.0	0.0	1.0	11	70.5	17	78
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	229	0	0	4.4	39.7	46.7	5.2	1.7	1.7	0.4	0.0	0.0	0.0	0.0	6	72.4	12	226
PARIS (CHARLES DE GAULLE)	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	0.0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>512</b>	<b>0</b>	<b>1</b>	<b>4.9</b>	<b>45.6</b>	<b>36.8</b>	<b>7.8</b>	<b>2.7</b>	<b>1.6</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>7</b>	<b>73.5</b>	<b>13</b>	<b>476</b>
PERPIGNAN	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	11	2
<b>TOTAL PERPIGNAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>11</b>	<b>2</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TOULOUSE (BLAGNAC)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.0	7	20
TOULOUSE (BLAGNAC)	JET2.COM LTD	C	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
TOULOUSE (BLAGNAC)	TUI AIRWAYS LTD	C	8	0	0	0.0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	16	8
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>43.8</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>82.1</b>	<b>9</b>	<b>28</b>
<b>TOTAL FRANCE</b>			<b>794</b>	<b>0</b>	<b>2</b>	<b>4.9</b>	<b>40.1</b>	<b>36.9</b>	<b>8.9</b>	<b>4.4</b>	<b>2.9</b>	<b>0.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>12</b>	<b>72.8</b>	<b>14</b>	<b>679</b>
<b>GAMBIA</b>																				
BANJUL	ENTER AIR	C	8	0	0	0.0	0.0	0.0	37.5	0.0	37.5	12.5	12.5	0.0	0.0	0.0	89	0.0	0	0
BANJUL	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	67.6	47	34
<b>TOTAL BANJUL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>89</b>	<b>67.6</b>	<b>47</b>	<b>34</b>
<b>TOTAL GAMBIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>89</b>	<b>67.6</b>	<b>47</b>	<b>34</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	79.4	13	102
BERLIN (SCHONEFELD)	RYANAIR	S	80	0	0	15.0	32.5	30.0	7.5	11.3	3.8	0.0	0.0	0.0	0.0	0.0	13	53.2	30	62
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>32.5</b>	<b>30.0</b>	<b>7.5</b>	<b>11.3</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>69.5</b>	<b>20</b>	<b>164</b>
BERLIN (TEGEL)	EASYJET UK LTD	S	84	0	0	11.9	63.1	17.9	1.2	2.4	3.6	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>63.1</b>	<b>17.9</b>	<b>1.2</b>	<b>2.4</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BREMEN	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1
<b>TOTAL BREMEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>12</b>	<b>1</b>
COLOGNE BONN	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
COLOGNE BONN	RYANAIR	S	53	0	0	15.1	50.9	24.5	5.7	0.0	3.8	0.0	0.0	0.0	0.0	0.0	6	84.0	19	48
<b>TOTAL COLOGNE BONN</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>49.1</b>	<b>25.5</b>	<b>7.3</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>84.0</b>	<b>19</b>	<b>48</b>
DUSSELDORF	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	522	1
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	205	0	1	15.5	59.7	20.4	2.4	0.5	1.0	0.0	0.0	0.0	0.0	0.5	2	75.2	10	196
DUSSELDORF	FLYBE LTD	S	151	0	3	7.1	46.1	33.1	6.5	3.2	1.9	0.0	0.0	0.0	0.0	1.9	6	81.0	8	123
<b>TOTAL DUSSELDORF</b>			<b>356</b>	<b>0</b>	<b>4</b>	<b>11.9</b>	<b>53.9</b>	<b>25.8</b>	<b>4.2</b>	<b>1.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>4</b>	<b>77.2</b>	<b>11</b>	<b>320</b>
FRANKFURT MAIN	LUFTHANSA	S	256	0	0	2.7	39.5	40.6	10.9	4.7	1.2	0.4	0.0	0.0	0.0	0.0	8	65.2	16	273
FRANKFURT MAIN	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.4	10	51
<b>TOTAL FRANKFURT MAIN</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>39.5</b>	<b>40.6</b>	<b>10.9</b>	<b>4.7</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>67.5</b>	<b>15</b>	<b>324</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	100.0	0	1
<b>TOTAL HAHN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
HAMBURG	EASYJET UK LTD	S	32	0	0	0.0	56.3	15.6	12.5	12.5	3.1	0.0	0.0	0.0	0.0	0.0	12	77.1	17	70
HAMBURG	RYANAIR	S	34	0	0	5.9	23.5	47.1	11.8	5.9	2.9	2.9	0.0	0.0	0.0	0.0	15	87.8	7	41
<b>TOTAL HAMBURG</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>39.4</b>	<b>31.8</b>	<b>12.1</b>	<b>9.1</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>14</b>	<b>81.1</b>	<b>13</b>	<b>111</b>
HANOVER	FLYBE LTD	S	46	0	0	8.7	41.3	41.3	2.2	4.3	0.0	2.2	0.0	0.0	0.0	0.0	7	69.2	24	38
HANOVER	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	45	2
<b>TOTAL HANOVER</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>41.3</b>	<b>41.3</b>	<b>2.2</b>	<b>4.3</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>68.3</b>	<b>25</b>	<b>40</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MUNICH	EASYJET UK LTD	S	32	0	0	0.0	50.0	37.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	70.0	24	40	
MUNICH	LUFTHANSA	S	205	0	1	1.5	48.5	37.4	6.8	3.4	1.9	0.0	0.0	0.0	0.0	0.5	6	66.1	18	165	
MUNICH	SUNDAIR GMBH	C	0	0	0	0.0	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	
MUNICH	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	512	1	
<b>TOTAL MUNICH</b>			<b>237</b>	<b>0</b>	<b>1</b>	<b>1.3</b>	<b>48.7</b>	<b>37.4</b>	<b>6.7</b>	<b>3.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>6</b>	<b>66.8</b>	<b>22</b>	<b>208</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	52.4	20	42	
<b>TOTAL NUREMBERG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>52.4</b>	<b>20</b>	<b>42</b>	
STUTTGART	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.4	10	34	
<b>TOTAL STUTTGART</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>79.4</b>	<b>10</b>	<b>34</b>	
<b>TOTAL GERMANY</b>			<b>1180</b>	<b>0</b>	<b>5</b>	<b>7.5</b>	<b>47.4</b>	<b>32.0</b>	<b>6.7</b>	<b>3.9</b>	<b>1.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>7</b>	<b>71.7</b>	<b>16</b>	<b>1293</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	EASYJET UK LTD	S	20	0	0	25.0	40.0	25.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5	72.2	35	18	
<b>TOTAL GIBRALTAR</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>40.0</b>	<b>25.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>72.2</b>	<b>35</b>	<b>18</b>	
<b>TOTAL GIBRALTAR</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>40.0</b>	<b>25.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>72.2</b>	<b>35</b>	<b>18</b>	
<b>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	S	12	0	0	0.0	25.0	41.7	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	22	6	
ATHENS	EASYJET UK LTD	S	28	0	0	14.3	35.7	35.7	0.0	7.1	0.0	0.0	0.0	7.1	0.0	0.0	32	88.5	21	26	
<b>TOTAL ATHENS</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>32.5</b>	<b>37.5</b>	<b>7.5</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>81.3</b>	<b>21</b>	<b>32</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	16.7	28	6	
<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>16.7</b>	<b>28</b>	<b>6</b>	
SALONIKA	EASYJET UK LTD	S	18	0	0	22.2	72.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	16	
SALONIKA	RYANAIR	S	20	0	0	0.0	25.0	60.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL SALONIKA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>47.4</b>	<b>34.2</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>75.0</b>	<b>16</b>	<b>16</b>	
<b>TOTAL GREECE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>39.7</b>	<b>35.9</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>72.2</b>	<b>21</b>	<b>54</b>	
<b>HONG KONG</b>																					
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	60	0	0	8.3	45.0	26.7	10.0	6.7	1.7	1.7	0.0	0.0	0.0	0.0	10	84.6	14	52	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>45.0</b>	<b>26.7</b>	<b>10.0</b>	<b>6.7</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.6</b>	<b>14</b>	<b>52</b>	
<b>TOTAL HONG KONG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>45.0</b>	<b>26.7</b>	<b>10.0</b>	<b>6.7</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.6</b>	<b>14</b>	<b>52</b>	
<b>HUNGARY</b>																					
BUDAPEST	EASYJET UK LTD	S	18	0	0	22.2	44.4	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	7	16	
BUDAPEST	JET2.COM LTD	S	36	0	0	8.3	33.3	47.2	2.8	2.8	5.6	0.0	0.0	0.0	0.0	0.0	8	86.4	5	22	
BUDAPEST	RYANAIR	S	46	0	0	4.3	21.7	32.6	13.0	19.6	2.2	6.5	0.0	0.0	0.0	0.0	23	60.4	29	48	
<b>TOTAL BUDAPEST</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>30.0</b>	<b>35.0</b>	<b>10.0</b>	<b>10.0</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>15</b>	<b>72.1</b>	<b>19</b>	<b>86</b>	
<b>TOTAL HUNGARY</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>30.0</b>	<b>35.0</b>	<b>10.0</b>	<b>10.0</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>15</b>	<b>72.1</b>	<b>19</b>	<b>86</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET UK LTD	S	68	0	5	8.2	31.5	27.4	4.1	8.2	4.1	1.4	8.2	0.0	0.0	6.8	33	84.5	13	84	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019				
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	
KEFLAVIK	ICELANDAIR	S	56	0	4	15.0	45.0	18.3	6.7	1.7	0.0	0.0	3.3	3.3	0.0	6.7	29	94.6	5	56	
KEFLAVIK	TUI AIRWAYS LTD	C	18	0	0	11.1	5.6	55.6	16.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	77.8	33	18	
<b>TOTAL KEFLAVIK</b>			<b>142</b>	<b>0</b>	<b>9</b>	<b>11.3</b>	<b>33.8</b>	<b>27.2</b>	<b>6.6</b>	<b>4.6</b>	<b>3.3</b>	<b>0.7</b>	<b>5.3</b>	<b>1.3</b>	<b>0.0</b>	<b>6.0</b>	<b>29</b>	<b>87.3</b>	<b>13</b>	<b>158</b>	
<b>TOTAL ICELAND</b>			<b>142</b>	<b>0</b>	<b>9</b>	<b>11.3</b>	<b>33.8</b>	<b>27.2</b>	<b>6.6</b>	<b>4.6</b>	<b>3.3</b>	<b>0.7</b>	<b>5.3</b>	<b>1.3</b>	<b>0.0</b>	<b>6.0</b>	<b>29</b>	<b>87.3</b>	<b>13</b>	<b>158</b>	
<b>INDIA</b>																					
GOA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	41	35	
GOA	TUI AIRWAYS LTD	C	17	0	0	11.8	11.8	35.3	11.8	23.5	5.9	0.0	0.0	0.0	0.0	0.0	20	25.0	65	8	
<b>TOTAL GOA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>11.8</b>	<b>35.3</b>	<b>11.8</b>	<b>23.5</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>37.2</b>	<b>46</b>	<b>43</b>	
MUMBAI	JET AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	13	42	
<b>TOTAL MUMBAI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>71.4</b>	<b>13</b>	<b>42</b>	
<b>TOTAL INDIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>11.8</b>	<b>35.3</b>	<b>11.8</b>	<b>23.5</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>54.1</b>	<b>29</b>	<b>85</b>	
<b>IRAQ</b>																					
BAGHDAD (GECA)	IRAQI AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	17	10	
<b>TOTAL BAGHDAD (GECA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>60.0</b>	<b>17</b>	<b>10</b>	
<b>TOTAL IRAQ</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>60.0</b>	<b>17</b>	<b>10</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	142	0	0	19.7	47.9	21.8	4.2	2.8	2.8	0.7	0.0	0.0	0.0	0.0	7	85.5	5	136	
<b>TOTAL CORK</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>19.7</b>	<b>47.9</b>	<b>21.8</b>	<b>4.2</b>	<b>2.8</b>	<b>2.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.5</b>	<b>5</b>	<b>136</b>	
DUBLIN	AER LINGUS	S	315	0	0	11.4	62.5	17.8	2.2	3.8	1.3	1.0	0.0	0.0	0.0	0.0	5	81.5	8	315	
DUBLIN	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
DUBLIN	RYANAIR	S	330	0	0	21.2	53.3	16.7	4.2	1.5	2.7	0.3	0.0	0.0	0.0	0.0	5	83.9	8	341	
<b>TOTAL DUBLIN</b>			<b>646</b>	<b>0</b>	<b>0</b>	<b>16.4</b>	<b>57.7</b>	<b>17.3</b>	<b>3.3</b>	<b>2.6</b>	<b>2.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>82.7</b>	<b>8</b>	<b>656</b>	
IRELAND WEST(KNOCK)	FLYBE LTD	S	26	0	0	7.7	30.8	46.2	7.7	0.0	3.8	0.0	3.8	0.0	0.0	0.0	14	78.9	11	38	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>30.8</b>	<b>46.2</b>	<b>7.7</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>78.9</b>	<b>11</b>	<b>38</b>	
SHANNON	RYANAIR	S	46	0	0	10.9	52.2	17.4	8.7	2.2	8.7	0.0	0.0	0.0	0.0	0.0	10	81.0	14	42	
<b>TOTAL SHANNON</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>52.2</b>	<b>17.4</b>	<b>8.7</b>	<b>2.2</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>10</b>	<b>81.0</b>	<b>14</b>	<b>42</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>860</b>	<b>0</b>	<b>0</b>	<b>16.4</b>	<b>55.0</b>	<b>19.0</b>	<b>3.8</b>	<b>2.6</b>	<b>2.6</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.9</b>	<b>8</b>	<b>872</b>	
<b>ISRAEL</b>																					
TEL AVIV	EASYJET UK LTD	S	26	0	2	0.0	3.6	60.7	17.9	3.6	3.6	3.6	0.0	0.0	0.0	7.1	20	52.9	15	17	
TEL AVIV	EL AL	S	12	0	0	16.7	33.3	25.0	8.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL TEL AVIV</b>			<b>38</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>12.5</b>	<b>50.0</b>	<b>15.0</b>	<b>5.0</b>	<b>5.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>17</b>	<b>52.9</b>	<b>15</b>	<b>17</b>	
<b>TOTAL ISRAEL</b>			<b>38</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>12.5</b>	<b>50.0</b>	<b>15.0</b>	<b>5.0</b>	<b>5.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>17</b>	<b>52.9</b>	<b>15</b>	<b>17</b>	
<b>ITALY</b>																					
ANCONA	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	22	0.0	0	0	
<b>TOTAL ANCONA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BERGAMO	RYANAIR	S	82	0	0	1.2	34.1	36.6	17.1	9.8	1.2	0.0	0.0	0.0	0.0	0.0	12	48.4	28	62	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL BERGAMO</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>34.1</b>	<b>36.6</b>	<b>17.1</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>12</b>	<b>48.4</b>	<b>28</b>	<b>62</b>
BOLOGNA	RYANAIR	S	18	0	0	0.0	27.8	44.4	5.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	83.3	18	18
<b>TOTAL BOLOGNA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>44.4</b>	<b>5.6</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>83.3</b>	<b>18</b>	<b>18</b>
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	6	0	0	0.0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	61.1	25	18
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>61.1</b>	<b>25</b>	<b>18</b>
MILAN (LINATE)	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL MILAN (LINATE)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MILAN (MALPENSA)	EASYJET EUROPE	S	44	0	0	0.0	50.0	27.3	11.4	9.1	2.3	0.0	0.0	0.0	0.0	0.0	10	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	47.8	20	46
MILAN (MALPENSA)	FLYBE LTD	S	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	61.8	16	32
MILAN (MALPENSA)	RYANAIR	S	44	0	0	0.0	27.3	52.3	13.6	6.8	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.6</b>	<b>38.5</b>	<b>12.5</b>	<b>8.3</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>9</b>	<b>53.8</b>	<b>18</b>	<b>78</b>
NAPLES	RYANAIR	S	16	0	0	0.0	12.5	56.3	25.0	0.0	0.0	6.3	0.0	0.0	0.0	0.0	20	55.6	24	18
<b>TOTAL NAPLES</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>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>20</b>	<b>55.6</b>	<b>24</b>	<b>18</b>
PISA	EASYJET UK LTD	S	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	28	18
<b>TOTAL PISA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>28</b>	<b>18</b>
ROME (CIAMPINO)	RYANAIR	S	56	0	0	7.1	46.4	37.5	7.1	1.8	0.0	0.0	0.0	0.0	0.0	0.0	4	71.0	19	62
<b>TOTAL ROME (CIAMPINO)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>46.4</b>	<b>37.5</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>71.0</b>	<b>19</b>	<b>62</b>
ROME (FIUMICINO)	JET2.COM LTD	S	36	0	0	16.7	36.1	36.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	94.4	6	36
ROME (FIUMICINO)	VUELING AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>16.2</b>	<b>35.1</b>	<b>37.8</b>	<b>5.4</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>94.4</b>	<b>6</b>	<b>36</b>
TREVISIO	RYANAIR	S	26	0	0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.7	6	28
<b>TOTAL TREVISIO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.5</b>	<b>38.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>85.7</b>	<b>6</b>	<b>28</b>
TURIN	EASYJET UK LTD	S	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	6	8
TURIN	JET2.COM LTD	S	16	0	0	0.0	31.3	56.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	91.7	4	24
TURIN	TUI AIRWAYS LTD	C	10	0	0	10.0	30.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	8	16
<b>TOTAL TURIN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>29.4</b>	<b>50.0</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>89.6</b>	<b>6</b>	<b>48</b>
VENICE	EASYJET UK LTD	S	38	0	0	10.5	57.9	18.4	7.9	2.6	2.6	0.0	0.0	0.0	0.0	0.0	5	83.3	8	34
<b>TOTAL VENICE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>57.9</b>	<b>18.4</b>	<b>7.9</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>83.3</b>	<b>8</b>	<b>34</b>
VERONA VILLAFRANCA	EASYJET UK LTD	S	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	8	0.0	0	0
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	8	0	0	12.5	0.0	37.5	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	109	50.0	13	8
<b>TOTAL VERONA VILLAFRANCA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>26.9</b>	<b>34.6</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>50.0</b>	<b>13</b>	<b>8</b>
<b>TOTAL ITALY</b>			<b>441</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>39.5</b>	<b>37.2</b>	<b>11.1</b>	<b>5.7</b>	<b>1.1</b>	<b>0.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>70.1</b>	<b>17</b>	<b>428</b>
<b>JAMAICA</b>																				
MONTEGO BAY	TUI AIRWAYS LTD	C	29	0	0	6.9	20.7	37.9	10.3	10.3	6.9	6.9	0.0	0.0	0.0	0.0	28	42.9	56	28
<b>TOTAL MONTEGO BAY</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>20.7</b>	<b>37.9</b>	<b>10.3</b>	<b>10.3</b>	<b>6.9</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>42.9</b>	<b>56</b>	<b>28</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL JAMAICA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>20.7</b>	<b>37.9</b>	<b>10.3</b>	<b>10.3</b>	<b>6.9</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>42.9</b>	<b>56</b>	<b>28</b>
<b>LATVIA</b>																				
RIGA	RYANAIR	S	26	0	0	7.7	34.6	50.0	0.0	0.0	0.0	3.8	3.8	0.0	0.0	0.0	15	44.4	34	18
<b>TOTAL RIGA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>34.6</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>44.4</b>	<b>34</b>	<b>18</b>
<b>TOTAL LATVIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>34.6</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>44.4</b>	<b>34</b>	<b>18</b>
<b>LUXEMBOURG</b>																				
LUXEMBOURG	FLYBE LTD	S	18	0	0	5.6	44.4	38.9	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	73.5	15	34
<b>TOTAL LUXEMBOURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</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>73.5</b>	<b>15</b>	<b>34</b>
<b>TOTAL LUXEMBOURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</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>73.5</b>	<b>15</b>	<b>34</b>
<b>MALAYSIA</b>																				
LANGKAWI	TUI AIRWAYS LTD	C	6	0	0	0.0	16.7	16.7	50.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	26	20.0	43	5
<b>TOTAL LANGKAWI</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>50.0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>20.0</b>	<b>43</b>	<b>5</b>
<b>TOTAL MALAYSIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>50.0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>20.0</b>	<b>43</b>	<b>5</b>
<b>MALTA</b>																				
MALTA	EASYJET UK LTD	S	34	0	0	8.8	47.1	32.4	5.9	0.0	2.9	0.0	2.9	0.0	0.0	0.0	10	88.9	7	36
MALTA	JET2.COM LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
MALTA	RYANAIR	S	34	0	0	2.9	32.4	47.1	8.8	8.8	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	29	26
MALTA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	11	10
<b>TOTAL MALTA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>41.4</b>	<b>38.6</b>	<b>7.1</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>9</b>	<b>73.6</b>	<b>16</b>	<b>72</b>
<b>TOTAL MALTA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>41.4</b>	<b>38.6</b>	<b>7.1</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>9</b>	<b>73.6</b>	<b>16</b>	<b>72</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	50.0	15	8
CANCUN	TUI AIRWAYS LTD	S	25	0	0	8.0	16.0	44.0	28.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	10	48.6	39	36
<b>TOTAL CANCUN</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>16.0</b>	<b>44.0</b>	<b>28.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>48.9</b>	<b>35</b>	<b>44</b>
PUERTO VALLARTA	TUI AIRWAYS LTD	C	18	0	0	16.7	11.1	38.9	22.2	5.6	5.6	0.0	0.0	0.0	0.0	0.0	15	75.0	6	8
<b>TOTAL PUERTO VALLARTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>11.1</b>	<b>38.9</b>	<b>22.2</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.0</b>	<b>6</b>	<b>8</b>
<b>TOTAL MEXICO</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>14.0</b>	<b>41.9</b>	<b>25.6</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>12</b>	<b>52.8</b>	<b>30</b>	<b>52</b>
<b>MOROCCO</b>																				
AGADIR (AL MASSIRA)	AIR ARABIA MAROC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	8	16
AGADIR (AL MASSIRA)	EASYJET UK LTD	S	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	73.7	57	18
AGADIR (AL MASSIRA)	RYANAIR	S	16	0	0	0.0	18.8	62.5	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	60.0	14	20
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	18	0	0	0.0	50.0	38.9	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	11	18
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>36.8</b>	<b>47.4</b>	<b>5.3</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>71.2</b>	<b>23</b>	<b>72</b>
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	22	0	0	9.1	50.0	22.7	13.6	0.0	4.5	0.0	0.0	0.0	0.0	0.0	7	92.9	4	28
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>50.0</b>	<b>22.7</b>	<b>13.6</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>92.9</b>	<b>4</b>	<b>28</b>
MARRAKESH	EASYJET UK LTD	S	26	0	0	11.5	34.6	38.5	3.8	11.5	0.0	0.0	0.0	0.0	0.0	0.0	8	76.2	6	20

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	RYANAIR	S	20	0	0	0.0	15.0	45.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	17	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	82.4	34	17	
MARRAKESH	TUI AIRWAYS LTD	S	10	0	0	0.0	40.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.2	28	18	
<b>TOTAL MARRAKESH</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>28.6</b>	<b>42.9</b>	<b>10.7</b>	<b>8.9</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.8</b>	<b>22</b>	<b>55</b>	
<b>TOTAL MOROCCO</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>35.3</b>	<b>40.5</b>	<b>9.5</b>	<b>6.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.1</b>	<b>19</b>	<b>155</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET UK LTD	S	186	0	1	4.3	57.2	26.2	4.8	3.7	2.7	0.0	0.5	0.0	0.0	0.5	8	71.9	17	184	
AMSTERDAM	FLYBE LTD	S	234	0	0	9.8	37.6	41.0	5.6	2.6	2.6	0.9	0.0	0.0	0.0	0.0	8	77.6	9	220	
AMSTERDAM	KLM	S	301	0	1	5.3	57.0	27.5	4.3	4.0	1.7	0.0	0.0	0.0	0.0	0.3	6	84.1	14	298	
<b>TOTAL AMSTERDAM</b>			<b>721</b>	<b>0</b>	<b>2</b>	<b>6.5</b>	<b>50.8</b>	<b>31.5</b>	<b>4.8</b>	<b>3.5</b>	<b>2.2</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>7</b>	<b>78.8</b>	<b>13</b>	<b>702</b>	
EINDHOVEN	RYANAIR	S	29	0	2	3.2	48.4	25.8	9.7	0.0	3.2	3.2	0.0	0.0	0.0	6.5	11	58.8	24	34	
<b>TOTAL EINDHOVEN</b>			<b>29</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>48.4</b>	<b>25.8</b>	<b>9.7</b>	<b>0.0</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>11</b>	<b>58.8</b>	<b>24</b>	<b>34</b>	
ROTTERDAM	TRANSAVIA	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	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>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 NETHERLANDS</b>			<b>752</b>	<b>0</b>	<b>4</b>	<b>6.3</b>	<b>50.5</b>	<b>31.5</b>	<b>5.0</b>	<b>3.3</b>	<b>2.2</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>7</b>	<b>77.9</b>	<b>14</b>	<b>736</b>	
<b>NORWAY</b>																					
BERGEN	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4	
BERGEN	NORWEGIAN AIR SHUTTLE	S	18	0	0	11.1	38.9	38.9	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
BERGEN	SAS	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
BERGEN	TITAN AIRWAYS LTD	C	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL BERGEN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>37.5</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>1</b>	<b>6</b>	
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	28	0	0	0.0	42.9	32.1	21.4	3.6	0.0	0.0	0.0	0.0	0.0	0.0	9	65.4	26	26	
OSLO (GARDERMOEN)	SAS	S	38	0	0	5.3	39.5	47.4	2.6	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	71.1	9	36	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>40.9</b>	<b>40.9</b>	<b>10.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>68.8</b>	<b>16</b>	<b>62</b>	
SANDEFJORD(TORP)	RYANAIR	S	38	0	0	10.5	47.4	28.9	7.9	0.0	5.3	0.0	0.0	0.0	0.0	0.0	7	84.8	11	33	
<b>TOTAL SANDEFJORD(TORP)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>47.4</b>	<b>28.9</b>	<b>7.9</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>84.8</b>	<b>11</b>	<b>33</b>	
STAVANGER	NORWEGIAN AIR SHUTTLE	S	18	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	17	26	
<b>TOTAL STAVANGER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>88.9</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>0.0</b>	<b>0</b>	<b>84.6</b>	<b>17</b>	<b>26</b>	
<b>TOTAL NORWAY</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>47.9</b>	<b>33.6</b>	<b>7.5</b>	<b>3.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>77.5</b>	<b>14</b>	<b>127</b>	
<b>OMAN</b>																					
MUSCAT	OMAN AIR	S	56	0	0	5.4	30.4	28.6	19.6	3.6	5.4	0.0	7.1	0.0	0.0	0.0	32	40.3	22	60	
<b>TOTAL MUSCAT</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>30.4</b>	<b>28.6</b>	<b>19.6</b>	<b>3.6</b>	<b>5.4</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>40.3</b>	<b>22</b>	<b>60</b>	
<b>TOTAL OMAN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>30.4</b>	<b>28.6</b>	<b>19.6</b>	<b>3.6</b>	<b>5.4</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>40.3</b>	<b>22</b>	<b>60</b>	
<b>PAKISTAN</b>																					
BENAZIR BHUTTO INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.4	19	62	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>77.4</b>	<b>19</b>	<b>62</b>	
ISLAMABAD INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	63	0	0	3.2	22.2	44.4	19.0	7.9	3.2	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>22.2</b>	<b>44.4</b>	<b>19.0</b>	<b>7.9</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LAHORE	PAKISTAN INTL AIRLINES	S	20	0	0	5.0	0.0	15.0	55.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	26	22.2	38	18	
<b>TOTAL LAHORE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>0.0</b>	<b>15.0</b>	<b>55.0</b>	<b>20.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>22.2</b>	<b>38</b>	<b>18</b>	
<b>TOTAL PAKISTAN</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>16.9</b>	<b>37.3</b>	<b>27.7</b>	<b>10.8</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>65.0</b>	<b>23</b>	<b>80</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	20	0	0	15.0	40.0	25.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	7	40.9	34	22	
<b>TOTAL GDANSK</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>40.0</b>	<b>25.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>40.9</b>	<b>34</b>	<b>22</b>	
KATOWICE	RYANAIR	S	29	0	0	24.1	44.8	24.1	3.4	3.4	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL KATOWICE</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>24.1</b>	<b>44.8</b>	<b>24.1</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KRAKOW	EASYJET UK LTD	S	36	0	1	13.5	40.5	16.2	10.8	5.4	5.4	5.4	0.0	0.0	0.0	2.7	20	63.6	18	33	
KRAKOW	JET2.COM LTD	S	36	0	0	8.3	55.6	25.0	0.0	8.3	0.0	0.0	0.0	2.8	0.0	0.0	18	90.9	7	22	
KRAKOW	RYANAIR	S	47	0	1	0.0	35.4	37.5	14.6	6.3	4.2	0.0	0.0	0.0	0.0	2.1	12	56.8	24	44	
<b>TOTAL KRAKOW</b>			<b>119</b>	<b>0</b>	<b>2</b>	<b>6.6</b>	<b>43.0</b>	<b>27.3</b>	<b>9.1</b>	<b>6.6</b>	<b>3.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>1.7</b>	<b>16</b>	<b>66.7</b>	<b>19</b>	<b>99</b>	
RZESZOW	RYANAIR	S	24	0	0	12.5	45.8	33.3	4.2	0.0	4.2	0.0	0.0	0.0	0.0	0.0	6	60.0	48	20	
<b>TOTAL RZESZOW</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>45.8</b>	<b>33.3</b>	<b>4.2</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>60.0</b>	<b>48</b>	<b>20</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	18	0	0	16.7	38.9	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.3	5	30	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>93.3</b>	<b>5</b>	<b>30</b>	
WROCLAW	RYANAIR	S	22	0	0	18.2	45.5	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	56.3	40	16	
<b>TOTAL WROCLAW</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>45.5</b>	<b>27.3</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>56.3</b>	<b>40</b>	<b>16</b>	
<b>TOTAL POLAND</b>			<b>232</b>	<b>0</b>	<b>2</b>	<b>12.0</b>	<b>43.2</b>	<b>28.2</b>	<b>8.1</b>	<b>4.3</b>	<b>2.1</b>	<b>0.9</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.9</b>	<b>11</b>	<b>66.3</b>	<b>23</b>	<b>187</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	EASYJET UK 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	88.2	6	34	
FARO	JET2.COM LTD	S	30	0	0	6.7	36.7	46.7	3.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	7	90.9	12	22	
FARO	RYANAIR	S	22	0	0	13.6	36.4	40.9	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.1	19	62	
<b>TOTAL FARO</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>37.1</b>	<b>42.9</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.1</b>	<b>14</b>	<b>118</b>	
LISBON	AIR PORTUGAL	S	87	0	1	3.4	21.6	31.8	17.0	12.5	11.4	0.0	0.0	1.1	0.0	1.1	25	60.2	21	98	
LISBON	EASYJET UK LTD	S	20	0	0	10.0	20.0	35.0	0.0	25.0	5.0	5.0	0.0	0.0	0.0	0.0	24	82.1	13	28	
LISBON	RYANAIR	S	56	0	0	5.4	17.9	32.1	21.4	14.3	7.1	1.8	0.0	0.0	0.0	0.0	22	50.0	33	60	
<b>TOTAL LISBON</b>			<b>163</b>	<b>0</b>	<b>1</b>	<b>4.9</b>	<b>20.1</b>	<b>32.3</b>	<b>16.5</b>	<b>14.6</b>	<b>9.1</b>	<b>1.2</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>24</b>	<b>60.2</b>	<b>24</b>	<b>186</b>	
OPORTO (PORTUGAL)	EASYJET UK LTD	S	20	0	0	10.0	40.0	20.0	20.0	5.0	0.0	0.0	5.0	0.0	0.0	0.0	17	100.0	1	20	
OPORTO (PORTUGAL)	RYANAIR	S	26	0	0	7.7	38.5	42.3	3.8	0.0	3.8	3.8	0.0	0.0	0.0	0.0	12	80.8	12	26	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>39.1</b>	<b>32.6</b>	<b>10.9</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>89.1</b>	<b>7</b>	<b>46</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
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 PORTUGAL</b>			<b>279</b>	<b>0</b>	<b>1</b>	<b>7.5</b>	<b>27.5</b>	<b>35.0</b>	<b>12.5</b>	<b>9.3</b>	<b>6.1</b>	<b>1.1</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>17</b>	<b>69.7</b>	<b>18</b>	<b>350</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	EASYJET UK LTD	S	18	0	0	11.1	38.9	33.3	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	81.3	5	16
FUNCHAL	JET2.COM 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	1	81.3	8	16
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	100.0	8	2
FUNCHAL	TUI AIRWAYS LTD	C	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	23	50.0	17	8
<b>TOTAL FUNCHAL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>40.9</b>	<b>36.4</b>	<b>4.5</b>	<b>2.3</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>76.2</b>	<b>8</b>	<b>42</b>
<b>TOTAL PORTUGAL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>40.9</b>	<b>36.4</b>	<b>4.5</b>	<b>2.3</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>76.2</b>	<b>8</b>	<b>42</b>
<b>QATAR</b>																				
DOHA HAMAD	QATAR AIRWAYS	S	186	0	0	17.7	44.1	26.3	9.1	1.6	0.5	0.5	0.0	0.0	0.0	0.0	5	66.3	14	160
<b>TOTAL DOHA HAMAD</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>44.1</b>	<b>26.3</b>	<b>9.1</b>	<b>1.6</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>66.3</b>	<b>14</b>	<b>160</b>
<b>TOTAL QATAR</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>44.1</b>	<b>26.3</b>	<b>9.1</b>	<b>1.6</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>66.3</b>	<b>14</b>	<b>160</b>
<b>SAUDI ARABIA</b>																				
JEDDAH	SAUDI ARABIAN AIRLINES	S	50	0	1	0.0	5.9	21.6	35.3	27.5	5.9	2.0	0.0	0.0	0.0	2.0	29	46.2	22	51
<b>TOTAL JEDDAH</b>			<b>50</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>5.9</b>	<b>21.6</b>	<b>35.3</b>	<b>27.5</b>	<b>5.9</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>29</b>	<b>46.2</b>	<b>22</b>	<b>51</b>
<b>TOTAL SAUDI ARABIA</b>			<b>50</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>5.9</b>	<b>21.6</b>	<b>35.3</b>	<b>27.5</b>	<b>5.9</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>29</b>	<b>46.2</b>	<b>22</b>	<b>51</b>
<b>SINGAPORE</b>																				
SINGAPORE	SINGAPORE AIRLINES	S	44	0	0	13.6	27.3	38.6	6.8	11.4	0.0	0.0	2.3	0.0	0.0	0.0	13	79.5	18	44
<b>TOTAL SINGAPORE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>27.3</b>	<b>38.6</b>	<b>6.8</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>79.5</b>	<b>18</b>	<b>44</b>
<b>TOTAL SINGAPORE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>27.3</b>	<b>38.6</b>	<b>6.8</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>79.5</b>	<b>18</b>	<b>44</b>
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	RYANAIR	S	24	0	0	8.3	45.8	12.5	0.0	8.3	16.7	8.3	0.0	0.0	0.0	0.0	32	64.3	16	28
<b>TOTAL BRATISLAVA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>45.8</b>	<b>12.5</b>	<b>0.0</b>	<b>8.3</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>64.3</b>	<b>16</b>	<b>28</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>45.8</b>	<b>12.5</b>	<b>0.0</b>	<b>8.3</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>64.3</b>	<b>16</b>	<b>28</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET UK LTD	S	36	0	0	19.4	52.8	13.9	5.6	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5	92.1	8	38
ALICANTE	JET2.COM LTD	S	57	0	0	1.8	24.6	52.6	10.5	7.0	1.8	1.8	0.0	0.0	0.0	0.0	12	70.0	15	60
ALICANTE	RYANAIR	S	108	0	0	7.4	52.8	25.0	6.5	3.7	0.0	4.6	0.0	0.0	0.0	0.0	11	79.3	15	92
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	3	8
ALICANTE	TUI AIRWAYS LTD	C	16	0	0	0.0	31.3	50.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	70.8	18	24
<b>TOTAL ALICANTE</b>			<b>217</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>43.8</b>	<b>32.3</b>	<b>8.3</b>	<b>5.1</b>	<b>0.5</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>78.4</b>	<b>14</b>	<b>222</b>
BARCELONA	EASYJET UK LTD	S	32	0	0	9.4	65.6	15.6	0.0	3.1	6.3	0.0	0.0	0.0	0.0	0.0	7	83.3	5	18
BARCELONA	JET2.COM LTD	S	18	0	0	27.8	27.8	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	94.4	5	18
BARCELONA	RYANAIR	S	78	0	0	5.1	46.2	35.9	7.7	2.6	1.3	1.3	0.0	0.0	0.0	0.0	7	66.1	20	62
BARCELONA	VUELING AIRLINES	S	62	0	0	12.9	37.1	32.3	1.6	9.7	3.2	0.0	3.2	0.0	0.0	0.0	15	44.7	22	46
<b>TOTAL BARCELONA</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>44.7</b>	<b>31.1</b>	<b>3.7</b>	<b>4.7</b>	<b>3.7</b>	<b>0.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>64.8</b>	<b>17</b>	<b>144</b>
BILBAO	EASYJET UK LTD	S	24	0	0	8.3	33.3	25.0	4.2	4.2	25.0	0.0	0.0	0.0	0.0	0.0	24	77.3	18	22

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
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 BILBAO</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>33.3</b>	<b>25.0</b>	<b>4.2</b>	<b>4.2</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>77.3</b>	<b>18</b>	<b>22</b>	
GRANADA	EASYJET UK LTD	S	6	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	93.8	3	16	
<b>TOTAL GRANADA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>93.8</b>	<b>3</b>	<b>16</b>	
LIEIDA	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	8	
<b>TOTAL LIEIDA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>22</b>	<b>8</b>	
MADRID	IBERIA EXPRESS	S	26	0	0	7.7	42.3	42.3	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	10	18	
MADRID	RYANAIR	S	64	0	0	0.0	43.8	35.9	6.3	3.1	10.9	0.0	0.0	0.0	0.0	0.0	13	75.8	13	62	
<b>TOTAL MADRID</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>43.3</b>	<b>37.8</b>	<b>6.7</b>	<b>2.2</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>11</b>	<b>77.5</b>	<b>12</b>	<b>80</b>	
MALAGA	EASYJET UK LTD	S	42	0	0	19.0	50.0	21.4	2.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	23	42	
MALAGA	EUROPE AIRPOST	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	2	
MALAGA	JET2.COM LTD	S	46	0	0	6.5	37.0	47.8	4.3	0.0	2.2	0.0	2.2	0.0	0.0	0.0	10	97.2	3	36	
MALAGA	RYANAIR	S	72	0	0	1.4	30.6	48.6	11.1	1.4	6.9	0.0	0.0	0.0	0.0	0.0	10	77.4	14	82	
MALAGA	TUI AIRWAYS LTD	C	18	0	0	0.0	22.2	50.0	11.1	0.0	5.6	11.1	0.0	0.0	0.0	0.0	27	77.8	11	18	
<b>TOTAL MALAGA</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>36.0</b>	<b>42.1</b>	<b>7.3</b>	<b>2.2</b>	<b>3.9</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.4</b>	<b>13</b>	<b>180</b>	
MURCIA INTERNATIONAL	JET2.COM LTD	S	2	0	0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	171	0.0	0	0	
MURCIA INTERNATIONAL	RYANAIR	S	24	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	57.1	21	14	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</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>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>57.1</b>	<b>21</b>	<b>14</b>	
MURCIA SAN JAVIER	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	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	EASYJET UK LTD	S	18	0	0	5.6	61.1	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	75.0	10	28	
PALMA DE MALLORCA	JET2.COM LTD	S	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	6	4	
PALMA DE MALLORCA	RYANAIR	S	26	0	0	7.7	38.5	46.2	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	88.2	20	34	
<b>TOTAL PALMA DE MALLORCA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>45.8</b>	<b>35.4</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>83.3</b>	<b>15</b>	<b>66</b>	
SEVILLE	RYANAIR	S	36	0	0	0.0	22.2	47.2	11.1	5.6	13.9	0.0	0.0	0.0	0.0	0.0	19	61.1	30	18	
<b>TOTAL SEVILLE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>47.2</b>	<b>11.1</b>	<b>5.6</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>61.1</b>	<b>30</b>	<b>18</b>	
VALENCIA	RYANAIR	S	18	0	0	22.2	61.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	31.3	26	16	
<b>TOTAL VALENCIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>61.1</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>0.0</b>	<b>0.0</b>	<b>0</b>	<b>31.3</b>	<b>26</b>	<b>16</b>	
<b>TOTAL SPAIN</b>			<b>833</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>41.5</b>	<b>35.3</b>	<b>6.1</b>	<b>3.7</b>	<b>4.3</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>75.7</b>	<b>15</b>	<b>800</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	18	0	0	5.6	66.7	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	72.2	12	18	
ARRECIFE	JET2.COM LTD	S	67	0	0	25.4	19.4	41.8	9.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	82.0	13	50	
ARRECIFE	RYANAIR	S	54	0	0	11.1	38.9	31.5	11.1	5.6	1.9	0.0	0.0	0.0	0.0	0.0	7	76.8	15	56	
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	64.6	23	47	
ARRECIFE	TUI AIRWAYS LTD	C	28	0	0	7.1	25.0	50.0	7.1	3.6	0.0	7.1	0.0	0.0	0.0	0.0	16	80.6	16	36	
<b>TOTAL ARRECIFE</b>			<b>167</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>31.7</b>	<b>38.3</b>	<b>8.4</b>	<b>4.2</b>	<b>0.6</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>75.5</b>	<b>16</b>	<b>207</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	JET2.COM LTD	S	30	0	0	20.0	30.0	33.3	10.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	9	80.8	16	26	
FUERTEVENTURA	RYANAIR	S	30	0	0	6.7	40.0	43.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	89.3	8	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	83.3	29	30	
FUERTEVENTURA	TUI AIRWAYS LTD	C	26	0	0	7.7	19.2	53.8	7.7	0.0	3.8	7.7	0.0	0.0	0.0	0.0	19	50.0	33	22	
<b>TOTAL FUERTEVENTURA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>30.2</b>	<b>43.0</b>	<b>9.3</b>	<b>1.2</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.4</b>	<b>21</b>	<b>106</b>	
LAS PALMAS	EASYJET UK LTD	S	18	0	0	11.1	33.3	38.9	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	19	18	
LAS PALMAS	JET2.COM LTD	S	44	0	0	15.9	34.1	36.4	4.5	6.8	2.3	0.0	0.0	0.0	0.0	0.0	6	76.3	15	38	
LAS PALMAS	RYANAIR	S	24	0	0	0.0	33.3	41.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	76.9	13	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	73.7	15	18	
LAS PALMAS	TUI AIRWAYS LTD	C	30	0	0	3.3	23.3	50.0	20.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	8	58.8	25	34	
<b>TOTAL LAS PALMAS</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>31.0</b>	<b>41.4</b>	<b>11.2</b>	<b>6.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>71.9</b>	<b>17</b>	<b>134</b>	
SANTA CRUZ DE LA PALMA	TUI AIRWAYS LTD	C	10	0	0	10.0	70.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	13	13	
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>70.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>84.6</b>	<b>13</b>	<b>13</b>	
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	4	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	76	0	0	23.7	43.4	25.0	5.3	1.3	0.0	1.3	0.0	0.0	0.0	0.0	5	82.9	21	70	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	111	0	0	19.8	21.6	45.9	8.1	2.7	1.8	0.0	0.0	0.0	0.0	0.0	6	75.0	14	80	
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
TENERIFE (SURREINA SOFIA)	RYANAIR	S	84	0	0	4.8	38.1	41.7	4.8	8.3	2.4	0.0	0.0	0.0	0.0	0.0	8	76.2	13	84	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.8	21	69	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	59	0	0	0.0	18.6	47.5	18.6	6.8	3.4	0.0	3.4	1.7	0.0	0.0	35	76.5	19	68	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>330</b>	<b>0</b>	<b>2</b>	<b>13.3</b>	<b>30.1</b>	<b>40.1</b>	<b>8.4</b>	<b>4.5</b>	<b>1.8</b>	<b>0.3</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>11</b>	<b>77.6</b>	<b>17</b>	<b>375</b>	
<b>TOTAL SPAIN(CANARY SRI LANKA)</b>			<b>709</b>	<b>0</b>	<b>2</b>	<b>12.8</b>	<b>31.2</b>	<b>39.9</b>	<b>8.9</b>	<b>4.4</b>	<b>1.4</b>	<b>0.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>9</b>	<b>76.2</b>	<b>18</b>	<b>835</b>	
COLOMBO	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL 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>0</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>0</b>	<b>2</b>	
ST LUCIA																					
ST LUCIA (HEWANORRA)	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	64	4	
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>64</b>	<b>4</b>	
<b>TOTAL ST LUCIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>64</b>	<b>4</b>	
SWEDEN																					
GOTEBORG (LANDVETTER)	BRITISH AIRWAYS PLC	S	13	0	7	5.0	45.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	1	90.9	3	11	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GOTEBORG (LANDVETTER)	RYANAIR	S	18	0	0	0.0	33.3	38.9	5.6	16.7	0.0	5.6	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>31</b>	<b>0</b>	<b>7</b>	<b>2.6</b>	<b>39.5</b>	<b>26.3</b>	<b>2.6</b>	<b>7.9</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.4</b>	<b>11</b>	<b>83.3</b>	<b>3</b>	<b>11</b>	
STOCKHOLM (ARLANDA)	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	31	2	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	18	0	0	5.6	50.0	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	62.5	15	16	
STOCKHOLM (ARLANDA)	SAS	S	70	0	0	0.0	22.9	50.0	15.7	5.7	5.7	0.0	0.0	0.0	0.0	0.0	13	66.2	21	68	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>28.4</b>	<b>46.6</b>	<b>12.5</b>	<b>6.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>65.1</b>	<b>20</b>	<b>86</b>	
<b>TOTAL SWEDEN</b>			<b>119</b>	<b>0</b>	<b>7</b>	<b>1.6</b>	<b>31.7</b>	<b>40.5</b>	<b>9.5</b>	<b>7.1</b>	<b>3.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>12</b>	<b>67.3</b>	<b>18</b>	<b>97</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET SWITZERLAND	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	0.0	0	0	
BALE MULHOUSE	EASYJET UK LTD	S	32	0	1	3.0	36.4	24.2	15.2	18.2	0.0	0.0	0.0	0.0	0.0	3.0	12	50.0	28	38	
<b>TOTAL BALE MULHOUSE</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>2.7</b>	<b>35.1</b>	<b>27.0</b>	<b>16.2</b>	<b>16.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>11</b>	<b>50.0</b>	<b>28</b>	<b>38</b>	
GENEVA	EASYJET SWITZERLAND	S	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	4	8	
GENEVA	EASYJET UK LTD	S	142	0	0	4.2	45.8	30.3	12.7	4.9	2.1	0.0	0.0	0.0	0.0	0.0	8	73.9	19	142	
GENEVA	JET2.COM LTD	S	46	0	0	4.3	43.5	37.0	2.2	8.7	4.3	0.0	0.0	0.0	0.0	0.0	9	73.1	13	50	
GENEVA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	31	8	
GENEVA	TYROL AIR AMBULANCE	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 GENEVA</b>			<b>197</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>44.2</b>	<b>33.0</b>	<b>10.7</b>	<b>5.6</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>73.8</b>	<b>17</b>	<b>208</b>	
ZURICH	SWISS AIRLINES	S	126	0	0	1.6	30.2	45.2	11.9	8.7	1.6	0.8	0.0	0.0	0.0	0.0	11	61.1	16	124	
<b>TOTAL ZURICH</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>30.2</b>	<b>45.2</b>	<b>11.9</b>	<b>8.7</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>61.1</b>	<b>16</b>	<b>124</b>	
<b>TOTAL SWITZERLAND</b>			<b>359</b>	<b>0</b>	<b>1</b>	<b>3.1</b>	<b>38.3</b>	<b>36.7</b>	<b>11.7</b>	<b>7.8</b>	<b>1.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>10</b>	<b>67.1</b>	<b>18</b>	<b>370</b>		
<b>THAILAND</b>																					
PHUKET	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	60.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	15	30.0	81	10	
<b>TOTAL PHUKET</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>60.0</b>	<b>0.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>30.0</b>	<b>81</b>	<b>10</b>	
U-TAPAO	TUI AIRWAYS LTD	C	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	26	4	
<b>TOTAL U-TAPAO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>50.0</b>	<b>26</b>	<b>4</b>	
<b>TOTAL THAILAND</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>71.4</b>	<b>0.0</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>35.7</b>	<b>65</b>	<b>14</b>	
<b>TRINIDAD AND TOBAGO</b>																					
TOBAGO	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4	
<b>TOTAL TOBAGO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>8</b>	<b>4</b>	
<b>TOTAL TRINIDAD AND 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>75.0</b>	<b>8</b>	<b>4</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	72.2	9	18	
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	33	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>65.4</b>	<b>17</b>	<b>26</b>
<b>TOTAL TUNISIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>65.4</b>	<b>17</b>	<b>26</b>
<b>TURKEY</b>																				
<b>ANTALYA</b>	FREEBIRD AIRLINES	C	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	18	5
<b>ANTALYA</b>	JET2.COM LTD	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	8	100.0	0	2
<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	18	28
<b>TOTAL ANTALYA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.4</b>	<b>56.5</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>6</b>	<b>63.9</b>	<b>17</b>	<b>35</b>
<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	50.0	25	6
<b>TOTAL DALAMAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>6</b>
<b>ISTANBUL</b>	THY TURKISH AIRLINES	S	125	0	0	14.4	32.8	39.2	8.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL ISTANBUL</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>32.8</b>	<b>39.2</b>	<b>8.0</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>ISTANBUL (SABIHA GOKCEN)</b>	PEGASUS AIRLINES	S	68	0	2	5.7	22.9	47.1	11.4	10.0	0.0	0.0	0.0	0.0	0.0	2.9	10	0.0	0	0
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>5.7</b>	<b>22.9</b>	<b>47.1</b>	<b>11.4</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>2.9</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>ISTANBUL ATATURK</b>	THY TURKISH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.5	18	123
<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>60.5</b>	<b>18</b>	<b>123</b>
<b>TOTAL TURKEY</b>			<b>216</b>	<b>0</b>	<b>2</b>	<b>10.1</b>	<b>29.4</b>	<b>43.6</b>	<b>8.7</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>0.9</b>	<b>7</b>	<b>60.8</b>	<b>18</b>	<b>164</b>
<b>UKRAINE</b>																				
<b>KIEV (BORISPOL)</b>	RYANAIR	S	22	0	0	0.0	45.5	27.3	13.6	9.1	0.0	0.0	4.5	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL KIEV (BORISPOL)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.5</b>	<b>27.3</b>	<b>13.6</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UKRAINE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.5</b>	<b>27.3</b>	<b>13.6</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>UNITED ARAB EMIRATES</b>																				
<b>ABU DHABI INTERNATIONAL</b>	ETIHAD AIRWAYS	S	124	0	0	21.0	36.3	24.2	8.1	6.5	3.2	0.8	0.0	0.0	0.0	0.0	10	77.2	12	122
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>21.0</b>	<b>36.3</b>	<b>24.2</b>	<b>8.1</b>	<b>6.5</b>	<b>3.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.2</b>	<b>12</b>	<b>122</b>
<b>DUBAI</b>	EMIRATES	S	185	0	0	5.4	22.2	34.1	15.7	10.3	9.7	0.0	1.6	1.1	0.0	0.0	32	43.8	24	183
<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	100.0	0	2
<b>TOTAL DUBAI</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>22.2</b>	<b>34.1</b>	<b>15.7</b>	<b>10.3</b>	<b>9.7</b>	<b>0.0</b>	<b>1.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>44.4</b>	<b>24</b>	<b>185</b>
<b>DUBAI (WORLD CENTRAL)</b>	MALETH AERO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
<b>DUBAI (WORLD CENTRAL)</b>	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	14	2
<b>TOTAL DUBAI (WORLD CENTRAL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>14</b>	<b>3</b>
<b>TOTAL UNITED ARAB</b>			<b>309</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>27.8</b>	<b>30.1</b>	<b>12.6</b>	<b>8.7</b>	<b>7.1</b>	<b>0.3</b>	<b>1.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>57.5</b>	<b>19</b>	<b>310</b>
<b>UNITED KINGDOM</b>																				
<b>ABERDEEN</b>	FLYBE LTD	S	239	0	5	17.6	48.4	25.8	3.3	2.0	0.4	0.4	0.0	0.0	0.0	2.0	4	81.1	13	266
<b>TOTAL ABERDEEN</b>			<b>239</b>	<b>0</b>	<b>5</b>	<b>17.6</b>	<b>48.4</b>	<b>25.8</b>	<b>3.3</b>	<b>2.0</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>4</b>	<b>81.1</b>	<b>13</b>	<b>266</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	340	0	8	4.3	55.5	31.9	3.2	1.4	1.4	0.0	0.0	0.0	0.0	2.3	4	83.4	10	338	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>340</b>	<b>0</b>	<b>8</b>	<b>4.3</b>	<b>55.5</b>	<b>31.9</b>	<b>3.2</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>4</b>	<b>83.4</b>	<b>10</b>	<b>338</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	218	0	0	10.6	65.1	12.4	6.9	2.8	1.4	0.5	0.5	0.0	0.0	0.0	6	72.8	17	222	
BELFAST 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	94.3	9	122	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>65.1</b>	<b>12.4</b>	<b>6.9</b>	<b>2.8</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>6</b>	<b>80.3</b>	<b>14</b>	<b>344</b>	
BIRMINGHAM	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	14	1	
BIRMINGHAM	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>14</b>	<b>1</b>	
BRISTOL	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	15	2	
<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>50.0</b>	<b>15</b>	<b>2</b>	
CAMBRIDGE	BRITISH AIRWAYS PLC	S	9	0	0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	11	
CAMBRIDGE	SUN AIR OF SCANDINAVIA	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL CAMBRIDGE</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>20.0</b>	<b>70.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0</b>	<b>75.0</b>	<b>8</b>	<b>11</b>	
CITY OF DERRY (EGLINTON)	LOGANAIR LTD	S	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EDINBURGH	FLYBE LTD	S	130	0	0	8.5	46.9	39.2	0.8	3.8	0.8	0.0	0.0	0.0	0.0	0.0	4	85.4	8	156	
<b>TOTAL EDINBURGH</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>46.9</b>	<b>39.2</b>	<b>0.8</b>	<b>3.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.4</b>	<b>8</b>	<b>156</b>	
EXETER	FLYBE LTD	S	152	0	3	3.9	60.0	30.3	1.9	0.6	1.3	0.0	0.0	0.0	0.0	1.9	3	79.4	12	168	
<b>TOTAL EXETER</b>			<b>152</b>	<b>0</b>	<b>3</b>	<b>3.9</b>	<b>60.0</b>	<b>30.3</b>	<b>1.9</b>	<b>0.6</b>	<b>1.3</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>79.4</b>	<b>12</b>	<b>168</b>	
GATWICK	EASYJET UK 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 GATWICK</b>			<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GLASGOW	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.2	11	103	
GLASGOW	LUFTHANSA	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 GLASGOW</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>76.2</b>	<b>11</b>	<b>103</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	100	0	2	10.8	43.1	21.6	7.8	4.9	6.9	2.9	0.0	0.0	0.0	2.0	16	74.7	12	96	
<b>TOTAL GUERNSEY</b>			<b>100</b>	<b>0</b>	<b>2</b>	<b>10.8</b>	<b>43.1</b>	<b>21.6</b>	<b>7.8</b>	<b>4.9</b>	<b>6.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>16</b>	<b>74.7</b>	<b>12</b>	<b>96</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	332	0	0	5.7	51.5	28.3	8.1	5.1	1.2	0.0	0.0	0.0	0.0	0.0	6	82.7	8	400	
<b>TOTAL HEATHROW</b>			<b>332</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>51.5</b>	<b>28.3</b>	<b>8.1</b>	<b>5.1</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>6</b>	<b>82.7</b>	<b>8</b>	<b>400</b>	
INVERNESS	LOGANAIR LTD	S	118	0	0	13.6	47.5	29.7	4.2	3.4	1.7	0.0	0.0	0.0	0.0	0.0	6	87.3	6	136	
<b>TOTAL INVERNESS</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>47.5</b>	<b>29.7</b>	<b>4.2</b>	<b>3.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.3</b>	<b>6</b>	<b>136</b>	
ISLE OF MAN	FLYBE LTD	S	229	0	10	4.6	41.0	41.0	5.4	2.1	1.3	0.0	0.4	0.0	0.0	4.2	7	78.9	9	272	
<b>TOTAL ISLE OF MAN</b>			<b>229</b>	<b>0</b>	<b>10</b>	<b>4.6</b>	<b>41.0</b>	<b>41.0</b>	<b>5.4</b>	<b>2.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>7</b>	<b>78.9</b>	<b>9</b>	<b>272</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE										JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
JERSEY	EASYJET UK LTD	S	26	0	0	38.5	46.2	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
JERSEY	FLYBE LTD	S	29	0	1	3.3	40.0	43.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	4	92.1	5	38
<b>TOTAL JERSEY</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>19.6</b>	<b>42.9</b>	<b>26.8</b>	<b>5.4</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>6</b>	<b>92.1</b>	<b>5</b>	<b>38</b>
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
LONDON CITY	BRITISH AIRWAYS PLC	S	9	0	0	11.1	44.4	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	15	8
<b>TOTAL LONDON CITY</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</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>0.0</b>	<b>8</b>	<b>75.0</b>	<b>15</b>	<b>8</b>
NEWCASTLE	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 NEWCASTLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
NEWQUAY	FLYBE LTD	S	40	0	1	2.4	26.8	53.7	7.3	2.4	2.4	2.4	0.0	0.0	0.0	2.4	12	71.9	23	63
<b>TOTAL NEWQUAY</b>			<b>40</b>	<b>0</b>	<b>1</b>	<b>2.4</b>	<b>26.8</b>	<b>53.7</b>	<b>7.3</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>12</b>	<b>71.9</b>	<b>23</b>	<b>63</b>
NORWICH	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	0	0.0	0	0
NORWICH	LOGANAIR LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.6	23	80
<b>TOTAL NORWICH</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.6</b>	<b>23</b>	<b>80</b>
SOUTHAMPTON	FLYBE LTD	S	289	0	3	4.5	68.2	22.3	2.7	1.0	0.3	0.0	0.0	0.0	0.0	1.0	2	73.0	12	242
<b>TOTAL SOUTHAMPTON</b>			<b>289</b>	<b>0</b>	<b>3</b>	<b>4.5</b>	<b>68.2</b>	<b>22.3</b>	<b>2.7</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>2</b>	<b>73.0</b>	<b>12</b>	<b>242</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	75.0	15	24
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>75.9</b>	<b>14</b>	<b>25</b>
STANSTED	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	0.0	98	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>98</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2269</b>	<b>0</b>	<b>37</b>	<b>8.0</b>	<b>53.2</b>	<b>28.4</b>	<b>4.7</b>	<b>2.5</b>	<b>1.4</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>5</b>	<b>80.2</b>	<b>11</b>	<b>2752</b>
<b>USA</b>																				
ATLANTA	VIRGIN ATLANTIC AIRWAYS LTD	S	25	0	0	40.0	28.0	24.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	73.1	19	26
<b>TOTAL ATLANTA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>40.0</b>	<b>28.0</b>	<b>24.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>73.1</b>	<b>19</b>	<b>26</b>
HOUSTON	SINGAPORE AIRLINES	S	44	0	0	40.9	20.5	13.6	15.9	6.8	0.0	0.0	2.3	0.0	0.0	0.0	11	72.7	22	44
<b>TOTAL HOUSTON</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>40.9</b>	<b>20.5</b>	<b>13.6</b>	<b>15.9</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>72.7</b>	<b>22</b>	<b>44</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	53.6	32	28
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	41.9	41.9	9.7	1.6	4.8	0.0	0.0	0.0	0.0	0.0	0.0	3	65.4	34	26
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>41.9</b>	<b>41.9</b>	<b>9.7</b>	<b>1.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>59.3</b>	<b>33</b>	<b>54</b>
NEW YORK (NEWARK)	JET2.COM LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	68	1
NEW YORK (NEWARK)	UNITED AIRLINES	S	62	0	0	19.4	50.0	21.0	4.8	3.2	1.6	0.0	0.0	0.0	0.0	0.0	5	69.4	25	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>50.8</b>	<b>20.6</b>	<b>4.8</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>68.3</b>	<b>26</b>	<b>63</b>
ORLANDO	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	4

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	57	0	0	17.5	50.9	26.3	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	4	69.6	26	56
<b>TOTAL ORLANDO</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>17.5</b>	<b>50.9</b>	<b>26.3</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>0.0</b>	<b>4</b>	<b>70.0</b>	<b>25</b>	<b>60</b>
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	60	0	0	23.3	53.3	15.0	0.0	1.7	3.3	3.3	0.0	0.0	0.0	0.0	10	82.3	16	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>53.3</b>	<b>15.0</b>	<b>0.0</b>	<b>1.7</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>10</b>	<b>82.3</b>	<b>16</b>	<b>62</b>
<b>TOTAL USA</b>			<b>311</b>	<b>0</b>	<b>0</b>	<b>28.9</b>	<b>43.4</b>	<b>17.7</b>	<b>4.2</b>	<b>3.9</b>	<b>1.0</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>70.9</b>	<b>24</b>	<b>309</b>
<b>TOTAL MANCHESTER</b>			<b>12521</b>	<b>0</b>	<b>80</b>	<b>8.9</b>	<b>42.7</b>	<b>31.9</b>	<b>7.7</b>	<b>4.7</b>	<b>2.5</b>	<b>0.5</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>73.7</b>	<b>16</b>	<b>13079</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
INNSBRUCK	TUI AIRWAYS LTD	S	8	0	0	0.0	25.0	25.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	21	25.0	54	8	
<b>TOTAL INNSBRUCK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>25.0</b>	<b>54</b>	<b>8</b>	
SALZBURG	TUI AIRWAYS LTD	S	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	57.1	36	7	
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>57.1</b>	<b>36</b>	<b>7</b>	
<b>TOTAL AUSTRIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>31.3</b>	<b>18.8</b>	<b>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>40.0</b>	<b>46</b>	<b>15</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	43	2	
<b>TOTAL BRIDGETOWN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>50.0</b>	<b>43</b>	<b>2</b>	
<b>TOTAL BARBADOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>50.0</b>	<b>43</b>	<b>2</b>	
<b>BELGIUM</b>																					
BRUSSELS	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.6	16	87	
BRUSSELS	LOGANAIR LTD	S	62	0	12	4.1	37.8	18.9	6.8	10.8	2.7	0.0	2.7	0.0	0.0	16.2	18	0.0	0	0	
<b>TOTAL BRUSSELS</b>			<b>62</b>	<b>0</b>	<b>12</b>	<b>4.1</b>	<b>37.8</b>	<b>18.9</b>	<b>6.8</b>	<b>10.8</b>	<b>2.7</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>16.2</b>	<b>18</b>	<b>69.6</b>	<b>16</b>	<b>87</b>	
<b>TOTAL BELGIUM</b>			<b>62</b>	<b>0</b>	<b>12</b>	<b>4.1</b>	<b>37.8</b>	<b>18.9</b>	<b>6.8</b>	<b>10.8</b>	<b>2.7</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>16.2</b>	<b>18</b>	<b>69.6</b>	<b>16</b>	<b>87</b>	
<b>BULGARIA</b>																					
SOFIA	JET2.COM LTD	S	8	0	0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	6	8	
<b>TOTAL SOFIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>87.5</b>	<b>6</b>	<b>8</b>	
<b>TOTAL BULGARIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>87.5</b>	<b>6</b>	<b>8</b>	
<b>CYPRUS</b>																					
PAPHOS	TUI AIRWAYS LTD	S	10	0	0	20.0	30.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	4	10	
<b>TOTAL PAPHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>30.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>90.0</b>	<b>4</b>	<b>10</b>	
<b>TOTAL CYPRUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>30.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>90.0</b>	<b>4</b>	<b>10</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	18	0	0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	11	4	
<b>TOTAL PRAGUE</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>75.0</b>	<b>11</b>	<b>4</b>	
<b>TOTAL CZECH REPUBLIC</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>75.0</b>	<b>11</b>	<b>4</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	87.5	8	8	
<b>TOTAL HURGHADA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>8</b>	<b>8</b>	
<b>TOTAL EGYPT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>8</b>	<b>8</b>	
<b>FINLAND</b>																					
ENONTEKIO	ENTER AIR	S	4	0	0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL ENONTEKIO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FINLAND</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
GRENOBLE	JET2.COM LTD	S	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	35	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
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 than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg	Mat	
							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						Delay (mins)		
TOTAL GRENOBLE			8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	35	8	
MONTPELLIER	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2	
TOTAL MONTPELLIER			0	0	0	0.0	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	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	176	0	0	6.3	55.7	31.3	4.5	1.1	1.1	0.0	0.0	0.0	0.0	0.0	4	84.7	9	177	
TOTAL PARIS (CHARLES DE GAULLE)			176	0	0	6.3	55.7	31.3	4.5	1.1	1.1	0.0	0.0	0.0	0.0	0.0	4	84.7	9	177	
TOULON / HYERES	VOLOTEA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	2	
TOTAL TOULON / HYERES			0	0	0	0.0	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	
TOTAL FRANCE			184	0	0	6.5	54.9	32.1	4.3	1.1	1.1	0.0	0.0	0.0	0.0	0.0	3	83.6	10	189	
GERMANY																					
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	61.1	15	18	
TOTAL BERLIN (SCHONEFELD)			0	0	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	15	18	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	54	0	0	7.4	70.4	14.8	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	3	72.9	16	48	
TOTAL DUSSELDORF			54	0	0	7.4	70.4	14.8	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	3	72.9	16	48	
MUNICH	LUFTHANSA	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	
TOTAL MUNICH			1	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	
TOTAL GERMANY			55	0	0	7.3	69.1	14.5	5.5	3.6	0.0	0.0	0.0	0.0	0.0	0.0	3	69.7	16	66	
ICELAND																					
AKUREYRI	TITAN AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	3	
TOTAL AKUREYRI			0	0	0	0.0	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	
TOTAL ICELAND			0	0	0	0.0	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	
IRISH REPUBLIC																					
DUBLIN	AER LINGUS	S	60	0	0	8.3	61.7	26.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.2	4	64	
DUBLIN	RYANAIR	S	88	0	0	13.6	51.1	25.0	5.7	2.3	0.0	0.0	2.3	0.0	0.0	0.0	9	91.9	4	86	
TOTAL DUBLIN			148	0	0	11.5	55.4	25.7	4.7	1.4	0.0	0.0	1.4	0.0	0.0	0.0	6	92.0	4	150	
TOTAL IRISH REPUBLIC			148	0	0	11.5	55.4	25.7	4.7	1.4	0.0	0.0	1.4	0.0	0.0	0.0	6	92.0	4	150	
ITALY																					
TURIN	TUI AIRWAYS 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	2	100.0	4	8	
TOTAL TURIN			8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	8	
TOTAL ITALY			8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	8	
JAMAICA																					
MONTEGO BAY	TUI AIRWAYS 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	100.0	4	1	
TOTAL MONTEGO BAY			2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	4	1	
TOTAL JAMAICA			2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	4	1	
MALTA																					
MALTA	EASYJET UK LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	13	9	
TOTAL MALTA			2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	13	9	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>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>14</b>	<b>66.7</b>	<b>13</b>	<b>9</b>	
<b>NETHERLANDS</b>																						
<b>AMSTERDAM</b>	KLM	S	242	0	0	1.2	58.3	34.3	4.1	2.1	0.0	0.0	0.0	0.0	0.0	0.0	3	88.3	5	237		
<b>TOTAL AMSTERDAM</b>			<b>242</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>58.3</b>	<b>34.3</b>	<b>4.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.3</b>	<b>5</b>	<b>237</b>		
<b>TOTAL NETHERLANDS</b>			<b>242</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>58.3</b>	<b>34.3</b>	<b>4.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.3</b>	<b>5</b>	<b>237</b>		
<b>NORWAY</b>																						
<b>STAVANGER</b>	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.6	69	44		
<b>STAVANGER</b>	LOGANAIR LTD	S	50	0	0	6.0	72.0	18.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
<b>TOTAL STAVANGER</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>72.0</b>	<b>18.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.6</b>	<b>69</b>	<b>44</b>		
<b>TOTAL NORWAY</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>72.0</b>	<b>18.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.6</b>	<b>69</b>	<b>44</b>		
<b>POLAND</b>																						
<b>KRAKOW</b>	JET2.COM LTD	S	18	0	0	0.0	61.1	33.3	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0	21	66.7	13	18		
<b>TOTAL KRAKOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.1</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>66.7</b>	<b>13</b>	<b>18</b>		
<b>WARSAW (MODLIN MASOVIA)</b>	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	5	16		
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>5</b>	<b>16</b>		
<b>WROCLAW</b>	RYANAIR	S	20	0	0	15.0	60.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	10	18		
<b>TOTAL WROCLAW</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>60.0</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>83.3</b>	<b>10</b>	<b>18</b>		
<b>TOTAL POLAND</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>60.5</b>	<b>28.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.8</b>	<b>9</b>	<b>52</b>		
<b>PORTUGAL(EXCLUDING FARO)</b>																						
<b>FARO</b>	EASYJET UK LTD	S	16	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	94.4	2	18		
<b>TOTAL FARO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>94.4</b>	<b>2</b>	<b>18</b>		
<b>TOTAL PORTUGAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>94.4</b>	<b>2</b>	<b>18</b>		
<b>PORTUGAL(MADEIRA)</b>																						
<b>FUNCHAL</b>	JET2.COM LTD	S	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	5	100.0	1	8		
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>1</b>	<b>8</b>		
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>1</b>	<b>8</b>		
<b>SPAIN</b>																						
<b>ALICANTE</b>	EASYJET UK LTD	S	38	0	0	13.2	36.8	39.5	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	7	40		
<b>ALICANTE</b>	JET2.COM LTD	S	29	0	1	16.7	36.7	30.0	3.3	6.7	3.3	0.0	0.0	0.0	0.0	3.3	8	92.9	3	28		
<b>ALICANTE</b>	RYANAIR	S	33	0	0	6.1	54.5	30.3	3.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	6	83.3	7	36		
<b>ALICANTE</b>	TUI AIRWAYS LTD	S	8	0	0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	70.0	32	10		
<b>TOTAL ALICANTE</b>			<b>108</b>	<b>0</b>	<b>1</b>	<b>11.9</b>	<b>41.3</b>	<b>33.9</b>	<b>4.6</b>	<b>5.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>7</b>	<b>86.0</b>	<b>8</b>	<b>114</b>		
<b>BARCELONA</b>	EASYJET UK LTD	S	24	0	0	4.2	54.2	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.3	12	22		
<b>TOTAL BARCELONA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>54.2</b>	<b>33.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>77.3</b>	<b>12</b>	<b>22</b>		
<b>MALAGA</b>	EASYJET UK LTD	S	31	0	1	15.6	50.0	28.1	3.1	0.0	0.0	0.0	0.0	0.0	0.0	3.1	2	94.4	2	36		
<b>MALAGA</b>	JET2.COM LTD	S	6	0	0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	6		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	36	0	0	8.3	33.3	30.6	8.3	13.9	5.6	0.0	0.0	0.0	0.0	0.0	15	77.8	9	36	
<b>TOTAL MALAGA</b>			<b>73</b>	<b>0</b>	<b>1</b>	<b>13.5</b>	<b>41.9</b>	<b>28.4</b>	<b>5.4</b>	<b>6.8</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>8</b>	<b>87.2</b>	<b>5</b>	<b>78</b>	
<b>TOTAL SPAIN</b>			<b>205</b>	<b>0</b>	<b>2</b>	<b>11.6</b>	<b>43.0</b>	<b>31.9</b>	<b>5.3</b>	<b>5.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>7</b>	<b>85.5</b>	<b>7</b>	<b>214</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	39	0	0	28.2	20.5	48.7	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	5	30	
ARRECIFE	RYANAIR	S	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	77.8	9	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	66.7	18	12	
ARRECIFE	TUI AIRWAYS LTD	S	10	0	0	10.0	20.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	90.0	6	10	
<b>TOTAL ARRECIFE</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>19.6</b>	<b>51.0</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>0.0</b>	<b>4</b>	<b>82.9</b>	<b>9</b>	<b>70</b>	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	5.6	50.0	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	6	8	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	10	
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
LAS PALMAS	JET2.COM LTD	S	20	0	0	10.0	30.0	50.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	8	18	
LAS PALMAS	TUI AIRWAYS LTD	S	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	21	62.5	11	8	
<b>TOTAL LAS PALMAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>21.4</b>	<b>50.0</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>10</b>	<b>76.9</b>	<b>9</b>	<b>26</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	18	0	0	22.2	38.9	33.3	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0	17	83.3	6	18	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	48	0	0	12.5	43.8	37.5	2.1	0.0	4.2	0.0	0.0	0.0	0.0	0.0	6	83.3	8	36	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	6	0	0	16.7	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	73.1	13	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	90.0	8	20	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	S	27	0	0	11.1	29.6	48.1	7.4	0.0	3.7	0.0	0.0	0.0	0.0	0.0	7	66.7	24	21	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>38.4</b>	<b>39.4</b>	<b>4.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.3</b>	<b>12</b>	<b>121</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>32.1</b>	<b>43.4</b>	<b>5.6</b>	<b>1.5</b>	<b>2.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.3</b>	<b>10</b>	<b>235</b>	
<b>SWITZERLAND</b>																					
GENEVA	EASYJET UK LTD	S	54	0	0	1.9	33.3	44.4	5.6	14.8	0.0	0.0	0.0	0.0	0.0	0.0	10	87.0	7	54	
GENEVA	TUI AIRWAYS LTD	S	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	14	8	
<b>TOTAL GENEVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>30.6</b>	<b>46.8</b>	<b>6.5</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>85.5</b>	<b>8</b>	<b>62</b>	
<b>TOTAL SWITZERLAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>30.6</b>	<b>46.8</b>	<b>6.5</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>85.5</b>	<b>8</b>	<b>62</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</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>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	62	0	0	0.0	22.6	46.8	12.9	11.3	4.8	1.6	0.0	0.0	0.0	0.0	18	61.3	15	62	

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.6</b>	<b>46.8</b>	<b>12.9</b>	<b>11.3</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>61.3</b>	<b>15</b>	<b>62</b>
<b>TOTAL UNITED ARAB UNITED KINGDOM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.6</b>	<b>46.8</b>	<b>12.9</b>	<b>11.3</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>61.3</b>	<b>15</b>	<b>62</b>
<b>ABERDEEN</b>	FLYBE LTD	S	127	0	25	8.6	36.2	24.3	4.6	6.6	2.0	1.3	0.0	0.0	0.0	16.4	11	62.1	17	138
<b>ABERDEEN</b>	LOGANAIR LTD	S	114	0	4	2.5	60.2	24.6	5.9	0.0	2.5	0.0	0.8	0.0	0.0	3.4	6	0.0	0	0
<b>TOTAL ABERDEEN</b>			<b>241</b>	<b>0</b>	<b>29</b>	<b>5.9</b>	<b>46.7</b>	<b>24.4</b>	<b>5.2</b>	<b>3.7</b>	<b>2.2</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>10.7</b>	<b>8</b>	<b>62.1</b>	<b>17</b>	<b>138</b>
<b>BELFAST INTERNATIONAL</b>	EASYJET UK LTD	S	156	0	0	6.4	68.6	19.2	3.8	1.9	0.0	0.0	0.0	0.0	0.0	0.0	2	84.3	7	153
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>68.6</b>	<b>19.2</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>84.3</b>	<b>7</b>	<b>153</b>
<b>BIRMINGHAM</b>	ENTER AIR	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	22	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>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>BRISTOL</b>	EASYJET UK LTD	S	109	0	1	12.7	66.4	13.6	3.6	2.7	0.0	0.0	0.0	0.0	0.0	0.9	2	84.5	8	108
<b>TOTAL BRISTOL</b>			<b>109</b>	<b>0</b>	<b>1</b>	<b>12.7</b>	<b>66.4</b>	<b>13.6</b>	<b>3.6</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>2</b>	<b>84.5</b>	<b>8</b>	<b>108</b>
<b>CARDIFF WALES</b>	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>CARDIFF WALES</b>	FLYBE LTD	S	44	0	23	16.4	13.4	23.9	7.5	1.5	1.5	0.0	1.5	0.0	0.0	34.3	13	61.5	7	45
<b>TOTAL CARDIFF WALES</b>			<b>44</b>	<b>0</b>	<b>23</b>	<b>16.4</b>	<b>13.4</b>	<b>23.9</b>	<b>7.5</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>34.3</b>	<b>13</b>	<b>62.7</b>	<b>6</b>	<b>47</b>
<b>EAST MIDLANDS INTERNATIONAL</b>	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>EAST MIDLANDS INTERNATIONAL</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	0.0	406	1
<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>1</b>	<b>0.0</b>	<b>406</b>	<b>1</b>
<b>EXETER</b>	FLYBE LTD	S	32	0	0	15.6	59.4	15.6	6.3	3.1	0.0	0.0	0.0	0.0	0.0	0.0	3	86.1	9	36
<b>TOTAL EXETER</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>59.4</b>	<b>15.6</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>3</b>	<b>86.1</b>	<b>9</b>	<b>36</b>
<b>HEATHROW</b>	BRITISH AIRWAYS PLC	S	236	0	0	3.0	43.6	38.6	10.6	3.4	0.0	0.8	0.0	0.0	0.0	0.0	7	85.4	9	238
<b>TOTAL HEATHROW</b>			<b>236</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>43.6</b>	<b>38.6</b>	<b>10.6</b>	<b>3.4</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>7</b>	<b>85.4</b>	<b>9</b>	<b>238</b>
<b>HUMBERSIDE</b>	EASTERN AIRWAYS	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	62	100.0	2	2
<b>HUMBERSIDE</b>	FLYBE LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL HUMBERSIDE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>100.0</b>	<b>2</b>	<b>2</b>
<b>ISLE OF MAN</b>	ENTER AIR	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	50	0.0	0	0
<b>TOTAL ISLE OF MAN</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>50</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>LONDON CITY</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	64.6	16	79
<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>64.6</b>	<b>16</b>	<b>79</b>
<b>LUTON</b>	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL LUTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>MANCHESTER</b>	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4
<b>TOTAL MANCHESTER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>4</b>
<b>SOUTHAMPTON</b>	FLYBE LTD	S	114	0	0	8.8	65.8	19.3	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.0	8	148



Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
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 SOUTHAMPTON</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>65.8</b>	<b>19.3</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>84.0</b>	<b>8</b>	<b>148</b>
TEESSIDE INTERNATIONAL AIRPORT	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	0	100.0	9	1
TEESSIDE INTERNATIONAL AIRPORT	FLYBE LTD	S	2	0	1	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	33.3	10	0.0	0	0
<b>TOTAL TEESSIDE INTERNATIONAL AIRPORT</b>			<b>4</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>5</b>	<b>100.0</b>	<b>9</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM USA</b>			<b>944</b>	<b>0</b>	<b>54</b>	<b>7.3</b>	<b>51.6</b>	<b>24.8</b>	<b>6.5</b>	<b>2.8</b>	<b>0.9</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>6</b>	<b>78.1</b>	<b>10</b>	<b>956</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	3	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>100.0</b>	<b>3</b>	<b>1</b>
<b>TOTAL USA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>1</b>
<b>TOTAL NEWCASTLE</b>			<b>2344</b>	<b>0</b>	<b>68</b>	<b>7.8</b>	<b>48.8</b>	<b>29.8</b>	<b>5.8</b>	<b>3.4</b>	<b>1.0</b>	<b>0.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>6</b>	<b>80.8</b>	<b>11</b>	<b>2449</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: SOUTHAMPTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	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	91.7	3	24	
<b>TOTAL BERGERAC</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>91.7</b>	<b>3</b>	<b>24</b>	
BORDEAUX	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
CHAMBERY	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	36	8	
CHAMBERY	FLYBE LTD	S	16	0	0	6.3	25.0	31.3	0.0	6.3	18.8	6.3	6.3	0.0	0.0	0.0	51	68.8	10	16	
<b>TOTAL CHAMBERY</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>6.3</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>51</b>	<b>45.8</b>	<b>18</b>	<b>24</b>	
LA ROCHELLE	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	2	
<b>TOTAL LA ROCHELLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>2</b>	
LIMOGES	FLYBE LTD	S	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	65	4	
<b>TOTAL LIMOGES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>65</b>	<b>4</b>	
LYON	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2	
<b>TOTAL LYON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>2</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	60.0	18	20	
<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>0.0</b>	<b>0</b>	<b>60.0</b>	<b>18</b>	<b>20</b>	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	110	0	0	3.6	45.5	43.6	5.5	0.9	0.9	0.0	0.0	0.0	0.0	0.0	4	85.7	7	84	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>45.5</b>	<b>43.6</b>	<b>5.5</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.7</b>	<b>7</b>	<b>84</b>	
RENNES	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	6	
<b>TOTAL RENNES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>6</b>	
<b>TOTAL FRANCE</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>42.5</b>	<b>41.8</b>	<b>4.5</b>	<b>1.5</b>	<b>3.0</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.1</b>	<b>10</b>	<b>168</b>	
<b>GERMANY</b>																					
DUSSELDORF	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.1	8	39	
<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>82.1</b>	<b>8</b>	<b>39</b>	
HAMBURG	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	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>36</b>	<b>1</b>	
<b>TOTAL GERMANY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.0</b>	<b>9</b>	<b>40</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	100.0	3	18	
<b>TOTAL CORK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>18</b>	
DUBLIN	FLYBE LTD	S	191	0	3	16.5	46.4	28.4	3.6	2.1	1.5	0.0	0.0	0.0	0.0	1.5	4	91.2	6	170	
<b>TOTAL DUBLIN</b>			<b>191</b>	<b>0</b>	<b>3</b>	<b>16.5</b>	<b>46.4</b>	<b>28.4</b>	<b>3.6</b>	<b>2.1</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>4</b>	<b>91.2</b>	<b>6</b>	<b>170</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>191</b>	<b>0</b>	<b>3</b>	<b>16.5</b>	<b>46.4</b>	<b>28.4</b>	<b>3.6</b>	<b>2.1</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>4</b>	<b>92.0</b>	<b>6</b>	<b>188</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	274	0	2	10.9	52.5	28.6	4.0	1.4	1.8	0.0	0.0	0.0	0.0	0.7	4	83.1	10	187	
AMSTERDAM	KLM CITYHOPPER	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	15	93.1	6	58	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: SOUTHAMPTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL AMSTERDAM</b>			<b>276</b>	<b>0</b>	<b>2</b>	<b>10.8</b>	<b>52.2</b>	<b>28.8</b>	<b>4.3</b>	<b>1.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>4</b>	<b>84.1</b>	<b>9</b>	<b>245</b>
<b>TOTAL NETHERLANDS</b>			<b>276</b>	<b>0</b>	<b>2</b>	<b>10.8</b>	<b>52.2</b>	<b>28.8</b>	<b>4.3</b>	<b>1.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>4</b>	<b>84.1</b>	<b>9</b>	<b>245</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	55.6	19	18
<b>TOTAL ALICANTE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>55.6</b>	<b>19</b>	<b>18</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>55.6</b>	<b>19</b>	<b>18</b>
<b>SWITZERLAND</b>																				
<b>GENEVA</b>	EASYJET SWITZERLAND	S	18	0	2	0.0	10.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	14	96.4	2	28
<b>GENEVA</b>	FLYBE LTD	S	24	0	0	0.0	33.3	54.2	4.2	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	4	24
<b>TOTAL GENEVA</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>22.7</b>	<b>47.7</b>	<b>20.5</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>9</b>	<b>92.3</b>	<b>3</b>	<b>52</b>
<b>TOTAL SWITZERLAND</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>22.7</b>	<b>47.7</b>	<b>20.5</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>9</b>	<b>92.3</b>	<b>3</b>	<b>52</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	100.0	2	8
<b>TOTAL ABERDEEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>8</b>
<b>ALDERNEY</b>	AURIGNY AIR SERVICES	S	89	0	21	6.4	41.8	19.1	1.8	3.6	4.5	0.9	1.8	0.9	0.0	19.1	22	84.3	9	126
<b>TOTAL ALDERNEY</b>			<b>89</b>	<b>0</b>	<b>21</b>	<b>6.4</b>	<b>41.8</b>	<b>19.1</b>	<b>1.8</b>	<b>3.6</b>	<b>4.5</b>	<b>0.9</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>19.1</b>	<b>22</b>	<b>84.3</b>	<b>9</b>	<b>126</b>
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	120	0	0	8.3	51.7	31.7	6.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	3	85.1	8	134
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>51.7</b>	<b>31.7</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>85.1</b>	<b>8</b>	<b>134</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	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>
<b>EAST MIDLANDS INTERNATIONAL</b>	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	9	1
<b>EAST MIDLANDS INTERNATIONAL</b>	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1
<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>2</b>	<b>50.0</b>	<b>16</b>	<b>2</b>
<b>EDINBURGH</b>	FLYBE LTD	S	191	0	0	7.9	52.4	32.5	4.7	2.1	0.5	0.0	0.0	0.0	0.0	0.0	4	82.8	10	242
<b>TOTAL EDINBURGH</b>			<b>191</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>52.4</b>	<b>32.5</b>	<b>4.7</b>	<b>2.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>82.8</b>	<b>10</b>	<b>242</b>
<b>EXETER</b>	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1
<b>TOTAL EXETER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>24</b>	<b>1</b>
<b>GLASGOW</b>	FLYBE LTD	S	210	0	0	13.8	64.3	16.2	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	3	89.3	6	242
<b>TOTAL GLASGOW</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>64.3</b>	<b>16.2</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>3</b>	<b>89.3</b>	<b>6</b>	<b>242</b>
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	107	0	7	0.9	44.7	31.6	3.5	3.5	1.8	5.3	2.6	0.0	0.0	6.1	19	0.0	0	0
<b>GUERNSEY</b>	FLYBE LTD	S	158	0	11	1.8	39.6	35.5	4.1	3.0	4.1	4.1	1.2	0.0	0.0	6.5	17	86.2	9	116
<b>TOTAL GUERNSEY</b>			<b>265</b>	<b>0</b>	<b>18</b>	<b>1.4</b>	<b>41.7</b>	<b>33.9</b>	<b>3.9</b>	<b>3.2</b>	<b>3.2</b>	<b>4.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>6.4</b>	<b>18</b>	<b>86.2</b>	<b>9</b>	<b>116</b>
<b>HEATHROW</b>	FLYBE LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL HEATHROW</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
JERSEY	AURIGNY AIR SERVICES	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0
JERSEY	FLYBE LTD	S	197	0	3	1.5	56.5	29.5	5.0	1.5	2.0	2.5	0.0	0.0	0.0	1.5	8	83.1	9	241
<b>TOTAL JERSEY</b>			<b>198</b>	<b>0</b>	<b>3</b>	<b>1.5</b>	<b>56.2</b>	<b>29.4</b>	<b>5.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>9</b>	<b>83.1</b>	<b>9</b>	<b>241</b>
LEEDS BRADFORD	EASTERN AIRWAYS	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	37	0.0	0	0
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	2.1	0	2
LEEDS BRADFORD	FLYBE LTD	S	115	0	9	4.0	39.5	36.3	4.8	3.2	3.2	1.6	0.0	0.0	0.0	7.3	10	88.9	11	88
<b>TOTAL LEEDS BRADFORD</b>			<b>117</b>	<b>0</b>	<b>9</b>	<b>4.0</b>	<b>38.9</b>	<b>35.7</b>	<b>5.6</b>	<b>4.0</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>10</b>	<b>44.6</b>	<b>11</b>	<b>90</b>
LIVERPOOL (JOHN LENNON)	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	30	50.0	18	2
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>50.0</b>	<b>18</b>	<b>2</b>
LONDON CITY	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	97	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>97</b>	<b>1</b>
MANCHESTER	FLYBE LTD	S	290	0	2	5.1	63.7	25.3	1.7	2.7	0.7	0.0	0.0	0.0	0.0	0.7	3	73.0	12	243
<b>TOTAL MANCHESTER</b>			<b>290</b>	<b>0</b>	<b>2</b>	<b>5.1</b>	<b>63.7</b>	<b>25.3</b>	<b>1.7</b>	<b>2.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>3</b>	<b>73.0</b>	<b>12</b>	<b>243</b>
NEWCASTLE	FLYBE LTD	S	114	0	0	6.1	60.5	29.8	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	86.0	8	148
<b>TOTAL NEWCASTLE</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>60.5</b>	<b>29.8</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>86.0</b>	<b>8</b>	<b>148</b>
SOUTHEND	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	16	0.0	0	0
<b>TOTAL SOUTHEND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1599</b>	<b>0</b>	<b>54</b>	<b>5.7</b>	<b>53.2</b>	<b>28.1</b>	<b>3.9</b>	<b>2.5</b>	<b>1.5</b>	<b>1.3</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>3.3</b>	<b>8</b>	<b>79.0</b>	<b>9</b>	<b>1596</b>
<b>TOTAL SOUTHAMPTON</b>			<b>2242</b>	<b>0</b>	<b>61</b>	<b>7.1</b>	<b>51.3</b>	<b>29.4</b>	<b>4.3</b>	<b>2.3</b>	<b>1.6</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>7</b>	<b>80.5</b>	<b>9</b>	<b>2307</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>BELGIUM</b>																					
ANTWERP	STOBART AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	14	30	
<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>66.7</b>	<b>14</b>	<b>30</b>	
<b>TOTAL BELGIUM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>14</b>	<b>30</b>	
<b>BULGARIA</b>																					
SOFIA	EASYJET UK LTD	S	18	0	0	11.1	77.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	7	18	
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>77.8</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>0.0</b>	<b>1</b>	<b>88.9</b>	<b>7</b>	<b>18</b>	
<b>TOTAL BULGARIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>77.8</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>0.0</b>	<b>1</b>	<b>88.9</b>	<b>7</b>	<b>18</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	20	0	0	20.0	45.0	20.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	8	94.1	3	34	
PRAGUE	STOBART AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	8	
<b>TOTAL PRAGUE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>45.0</b>	<b>20.0</b>	<b>0.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>90.5</b>	<b>4</b>	<b>42</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>45.0</b>	<b>20.0</b>	<b>0.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>90.5</b>	<b>4</b>	<b>42</b>	
<b>DENMARK</b>																					
KARUP	DANISH AIR TRANSPORT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2	
<b>TOTAL KARUP</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 DENMARK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>2</b>	
<b>FRANCE</b>																					
BREST	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
BREST	RYANAIR	S	17	0	0	0.0	64.7	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL BREST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.1</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CAEN	STOBART AIR	S	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	6	
<b>TOTAL CAEN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>1</b>	<b>6</b>	
GRENOBLE	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	12	0.0	0	0	
<b>TOTAL GRENOBLE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>	
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	84.2	8	38	
<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>84.2</b>	<b>8</b>	<b>38</b>	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	24	0	0	0.0	66.7	20.8	8.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4	72.7	7	22	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>20.8</b>	<b>8.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>72.7</b>	<b>7</b>	<b>22</b>	
RENNES	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
RENNES	STOBART AIR	S	63	0	1	7.8	37.5	43.8	0.0	3.1	4.7	0.0	1.6	0.0	0.0	1.6	12	86.7	6	45	
<b>TOTAL RENNES</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>7.8</b>	<b>37.5</b>	<b>43.8</b>	<b>0.0</b>	<b>3.1</b>	<b>4.7</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>12</b>	<b>87.0</b>	<b>6</b>	<b>46</b>	
<b>TOTAL FRANCE</b>			<b>114</b>	<b>0</b>	<b>1</b>	<b>4.3</b>	<b>48.7</b>	<b>38.3</b>	<b>1.7</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>8</b>	<b>83.9</b>	<b>6</b>	<b>112</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	66.7	19	30	
<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>66.7</b>	<b>19</b>	<b>30</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
DUSSELDORF	BA CITYFLYER LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL DUSSELDORF</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
FRANKFURT MAIN	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	5	0.0	0	0	
<b>TOTAL FRANKFURT MAIN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PADERBORN	ADRIA AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL PADERBORN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL GERMANY</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>68.8</b>	<b>18</b>	<b>32</b>	
<b>HUNGARY</b>																					
BUDAPEST	EASYJET UK LTD	S	18	0	0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.8	3	16	
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	83.3	8	6	
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>66.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>90.9</b>	<b>4</b>	<b>22</b>	
<b>TOTAL HUNGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>66.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>90.9</b>	<b>4</b>	<b>22</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
DUBLIN	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
DUBLIN	RYANAIR	S	62	0	0	9.7	29.0	33.9	14.5	6.5	1.6	4.8	0.0	0.0	0.0	0.0	17	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	88.3	6	111	
<b>TOTAL DUBLIN</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>28.1</b>	<b>35.9</b>	<b>14.1</b>	<b>6.3</b>	<b>1.6</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.3</b>	<b>6</b>	<b>111</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>28.1</b>	<b>35.9</b>	<b>14.1</b>	<b>6.3</b>	<b>1.6</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.3</b>	<b>6</b>	<b>111</b>	
<b>ITALY</b>																					
BERGAMO	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	
BERGAMO	RYANAIR	S	25	0	0	0.0	40.0	44.0	4.0	8.0	0.0	0.0	4.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL BERGAMO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.5</b>	<b>46.2</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BOLOGNA	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0	
<b>TOTAL BOLOGNA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CATANIA (FONTANAROSSA)	AIR MALTA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	21	8	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>21</b>	<b>8</b>	
FLORENCE	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	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>10</b>	<b>1</b>	
TREVISO	RYANAIR	S	26	0	0	11.5	57.7	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL TREVISO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>57.7</b>	<b>23.1</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>47.2</b>	<b>34.0</b>	<b>5.7</b>	<b>5.7</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>12</b>	<b>55.6</b>	<b>19</b>	<b>9</b>	
<b>LITHUANIA</b>																					
VILNIUS	EASYJET UK LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
VILNIUS	RYANAIR	S	26	0	0	3.8	57.7	34.6	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
VILNIUS	WIZZ AIR	S	26	0	0	19.2	38.5	26.9	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL VILNIUS</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>47.2</b>	<b>30.2</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LITHUANIA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>47.2</b>	<b>30.2</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>LUXEMBOURG</b>																				
LUXEMBOURG	LUXAIR	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL LUXEMBOURG</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>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LUXEMBOURG</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>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>MALTA</b>																				
MALTA	AIR MALTA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4
MALTA	EASYJET UK LTD	S	18	0	0	5.6	61.1	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	6	18
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>61.1</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.4</b>	<b>5</b>	<b>22</b>
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>61.1</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.4</b>	<b>5</b>	<b>22</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET UK LTD	S	96	0	0	3.1	63.5	24.0	6.3	2.1	1.0	0.0	0.0	0.0	0.0	0.0	4	90.2	4	122
AMSTERDAM	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	73	2
AMSTERDAM	KLM CITYHOPPER	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	0	2
<b>TOTAL AMSTERDAM</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>62.2</b>	<b>24.5</b>	<b>6.1</b>	<b>3.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.9</b>	<b>5</b>	<b>126</b>
GRONINGEN	STOBART AIR	S	44	0	0	2.3	52.3	40.9	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	6	80.7	10	105
<b>TOTAL GRONINGEN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>52.3</b>	<b>40.9</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.7</b>	<b>10</b>	<b>105</b>
<b>TOTAL NETHERLANDS</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>59.2</b>	<b>29.6</b>	<b>4.2</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.1</b>	<b>7</b>	<b>231</b>
<b>PORTUGAL(EXCLUDING</b>																				
FARO	EASYJET UK LTD	S	18	0	0	22.2	61.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	20
FARO	RYANAIR	S	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL FARO</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>59.1</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>0.0</b>	<b>1</b>	<b>100.0</b>	<b>1</b>	<b>20</b>
<b>TOTAL PORTUGAL</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>59.1</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>0.0</b>	<b>1</b>	<b>100.0</b>	<b>1</b>	<b>20</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	BLUE ISLANDS LIMITED	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
BUCHAREST (OTOPENI)	RYANAIR	S	47	0	0	0.0	46.8	40.4	8.5	4.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
BUCHAREST (OTOPENI)	WIZZ AIR	S	46	0	0	23.9	47.8	26.1	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>47.9</b>	<b>33.0</b>	<b>4.3</b>	<b>2.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SIBIU	WIZZ AIR	S	54	0	0	18.5	59.3	18.5	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL SIBIU</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>18.5</b>	<b>59.3</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>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>148</b>	<b>0</b>	<b>0</b>	<b>14.2</b>	<b>52.0</b>	<b>27.7</b>	<b>4.1</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>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET UK LTD	S	27	0	0	25.9	59.3	14.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	2	32
ALICANTE	RYANAIR	S	44	0	0	0.0	56.8	38.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019				
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>71</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>57.7</b>	<b>29.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>93.8</b>	<b>2</b>	<b>32</b>	
BARCELONA	EASYJET UK LTD	S	6	0	0	16.7	83.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	6	18	
<b>TOTAL BARCELONA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>83.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
BILBAO	RYANAIR	S	26	0	0	0.0	57.7	34.6	0.0	3.8	3.8	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL BILBAO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.7</b>	<b>34.6</b>	<b>0.0</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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	0	1	
<b>TOTAL IBIZA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
MALAGA	EASYJET UK LTD	S	28	0	0	14.3	53.6	25.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.4	1	35	
MALAGA	RYANAIR	S	36	0	0	0.0	52.8	30.6	2.8	5.6	0.0	8.3	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL MALAGA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>53.1</b>	<b>28.1</b>	<b>4.7</b>	<b>3.1</b>	<b>0.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>94.4</b>	<b>1</b>	<b>35</b>	
MURCIA INTERNATIONAL	EASYJET UK LTD	S	19	0	1	20.0	50.0	15.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0	5.0	7	100.0	0	10	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>20.0</b>	<b>50.0</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>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>7</b>	<b>100.0</b>	<b>0</b>	<b>10</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	87.5	8	8	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>8</b>	<b>8</b>	
<b>TOTAL SPAIN</b>			<b>186</b>	<b>0</b>	<b>1</b>	<b>8.6</b>	<b>56.1</b>	<b>27.3</b>	<b>2.7</b>	<b>2.1</b>	<b>1.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>6</b>	<b>92.4</b>	<b>3</b>	<b>104</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	18	0	0	16.7	61.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	16	
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>61.1</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	16	0	0	18.8	56.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	2	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>16</b>	<b>0</b>	<b>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>0.0</b>	<b>0</b>	<b>94.4</b>	<b>2</b>	<b>18</b>	
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>58.8</b>	<b>17.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>97.1</b>	<b>2</b>	<b>34</b>	
<b>SWITZERLAND</b>																					
GENEVA	EASYJET UK LTD	S	58	0	0	10.3	63.8	13.8	6.9	1.7	1.7	1.7	0.0	0.0	0.0	0.0	7	94.8	2	58	
<b>TOTAL GENEVA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>63.8</b>	<b>13.8</b>	<b>6.9</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>94.8</b>	<b>2</b>	<b>58</b>	
<b>TOTAL SWITZERLAND</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>63.8</b>	<b>13.8</b>	<b>6.9</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>94.8</b>	<b>2</b>	<b>58</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	LOGANAIR LTD	S	100	0	0	10.0	74.0	12.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL ABERDEEN</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>74.0</b>	<b>12.0</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>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	25	2	
BELFAST CITY (GEORGE BEST)	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 BELFAST CITY (GEORGE BEST)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>25</b>	<b>2</b>	
CARLISLE	LOGANAIR LTD	S	36	0	0	5.6	72.2	8.3	0.0	5.6	5.6	0.0	0.0	2.8	0.0	0.0	47	0.0	0	0	
<b>TOTAL CARLISLE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>72.2</b>	<b>8.3</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	



Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CITY OF DERRY (EGLINTON)	LOGANAIR LTD	S	115	1	2	6.8	72.9	6.8	4.2	3.4	0.8	0.0	2.5	0.0	0.8	1.7	9	0.0	0	0
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>115</b>	<b>1</b>	<b>2</b>	<b>6.8</b>	<b>72.9</b>	<b>6.8</b>	<b>4.2</b>	<b>3.4</b>	<b>0.8</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.8</b>	<b>1.7</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EDINBURGH	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	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>1</b>	<b>1</b>
EXETER	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	2
<b>TOTAL EXETER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>16</b>	<b>2</b>
GLASGOW	LOGANAIR LTD	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	11	0.0	0	0
<b>TOTAL GLASGOW</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GUERNSEY	BLUE ISLANDS LIMITED	S	34	0	2	11.1	47.2	30.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	5.6	4	0.0	0	0
GUERNSEY	STOBART AIR	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 GUERNSEY</b>			<b>34</b>	<b>0</b>	<b>4</b>	<b>10.5</b>	<b>44.7</b>	<b>28.9</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
JERSEY	BLUE ISLANDS LIMITED	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL JERSEY</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>
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	75.0	13	24
<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>75.0</b>	<b>13</b>	<b>24</b>
NEWCASTLE	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1
<b>TOTAL NEWCASTLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>38</b>	<b>1</b>
NEWQUAY	STOBART AIR	S	8	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
<b>TOTAL NEWQUAY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>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>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>301</b>	<b>1</b>	<b>6</b>	<b>8.1</b>	<b>67.9</b>	<b>12.7</b>	<b>2.3</b>	<b>3.9</b>	<b>1.6</b>	<b>0.0</b>	<b>1.0</b>	<b>0.3</b>	<b>0.3</b>	<b>1.9</b>	<b>11</b>	<b>70.6</b>	<b>15</b>	<b>30</b>
<b>TOTAL SOUTHEND</b>			<b>1254</b>	<b>1</b>	<b>8</b>	<b>8.9</b>	<b>56.6</b>	<b>24.4</b>	<b>4.0</b>	<b>2.9</b>	<b>1.2</b>	<b>0.7</b>	<b>0.5</b>	<b>0.1</b>	<b>0.1</b>	<b>0.6</b>	<b>8</b>	<b>86.1</b>	<b>6</b>	<b>877</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	ALBAWINGS	S	20	0	2	0.0	4.5	50.0	13.6	4.5	0.0	9.1	9.1	0.0	0.0	9.1	52	0.0	0	0	
TIRANA	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2	
<b>TOTAL TIRANA</b>			<b>20</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>4.5</b>	<b>50.0</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>52</b>	<b>100.0</b>	<b>1</b>	<b>2</b>	
<b>TOTAL ALBANIA</b>			<b>20</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>4.5</b>	<b>50.0</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>52</b>	<b>100.0</b>	<b>1</b>	<b>2</b>	
<b>AUSTRIA</b>																					
INNSBRUCK	AUSTRIAN AIRLINES	C	8	0	0	0.0	37.5	25.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	30	71.4	13	7	
INNSBRUCK	LAUDA MOTION GMBH	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	32	8	
INNSBRUCK	TUI AIRWAYS LTD	C	8	0	0	12.5	0.0	37.5	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	75	85.7	27	7	
<b>TOTAL INNSBRUCK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>63.6</b>	<b>24</b>	<b>22</b>	
LINZ	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	98	2	
<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>50.0</b>	<b>98</b>	<b>2</b>	
SALZBURG	EUROWINGS LUFTVERKEHRS	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	68.8	12	16	
SALZBURG	JET2.COM LTD	S	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	4	18	
SALZBURG	RYANAIR	S	52	0	0	3.8	57.7	36.5	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	78.0	9	50	
SALZBURG	TUI AIRWAYS LTD	C	8	0	0	12.5	25.0	50.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	26	85.7	49	7	
<b>TOTAL SALZBURG</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>36.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>79.1</b>	<b>11</b>	<b>91</b>	
VIENNA	LAUDA MOTION GMBH	S	112	0	1	4.4	31.9	32.7	10.6	14.2	3.5	0.0	1.8	0.0	0.0	0.9	18	55.7	17	122	
<b>TOTAL VIENNA</b>			<b>112</b>	<b>0</b>	<b>1</b>	<b>4.4</b>	<b>31.9</b>	<b>32.7</b>	<b>10.6</b>	<b>14.2</b>	<b>3.5</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>18</b>	<b>55.7</b>	<b>17</b>	<b>122</b>	
<b>TOTAL AUSTRIA</b>			<b>200</b>	<b>0</b>	<b>1</b>	<b>5.0</b>	<b>39.3</b>	<b>33.8</b>	<b>7.0</b>	<b>8.0</b>	<b>4.0</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>16</b>	<b>65.4</b>	<b>16</b>	<b>237</b>	
<b>BULGARIA</b>																					
PLOVDIV	RYANAIR	S	38	0	0	2.6	68.4	18.4	7.9	0.0	2.6	0.0	0.0	0.0	0.0	0.0	4	96.4	4	28	
<b>TOTAL PLOVDIV</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>68.4</b>	<b>18.4</b>	<b>7.9</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>96.4</b>	<b>4</b>	<b>28</b>	
SOFIA	RYANAIR	S	168	0	0	6.5	58.3	25.6	7.1	1.8	0.6	0.0	0.0	0.0	0.0	0.0	4	84.6	8	136	
<b>TOTAL SOFIA</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>58.3</b>	<b>25.6</b>	<b>7.1</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>0.0</b>	<b>4</b>	<b>84.6</b>	<b>8</b>	<b>136</b>	
<b>TOTAL BULGARIA</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>60.2</b>	<b>24.3</b>	<b>7.3</b>	<b>1.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>86.6</b>	<b>8</b>	<b>164</b>	
<b>CYPRUS</b>																					
LARNACA	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	6	50.0	14	4	
<b>TOTAL LARNACA</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>50.0</b>	<b>14</b>	<b>4</b>	
PAPHOS	JET2.COM LTD	S	20	0	0	15.0	35.0	45.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	4	10	
PAPHOS	RYANAIR	S	62	0	0	22.6	37.1	30.6	8.1	1.6	0.0	0.0	0.0	0.0	0.0	0.0	4	79.7	10	64	
PAPHOS	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL PAPHOS</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>20.7</b>	<b>36.6</b>	<b>34.1</b>	<b>7.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.3</b>	<b>9</b>	<b>75</b>	
<b>TOTAL CYPRUS</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>19.8</b>	<b>36.0</b>	<b>36.0</b>	<b>7.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>79.7</b>	<b>9</b>	<b>79</b>	
<b>CZECH REPUBLIC</b>																					
BRNO (TURANY)	RYANAIR	S	45	0	0	2.2	55.6	26.7	8.9	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	57.1	26	42	
<b>TOTAL BRNO (TURANY)</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>55.6</b>	<b>26.7</b>	<b>8.9</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>57.1</b>	<b>26</b>	<b>42</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
OSTRAVA	RYANAIR	S	29	0	0	0.0	62.1	31.0	3.4	0.0	3.4	0.0	0.0	0.0	0.0	0.0	5	66.7	15	36	
<b>TOTAL OSTRAVA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.1</b>	<b>31.0</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>66.7</b>	<b>15</b>	<b>36</b>	
PARDUBICE	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	4	26	
<b>TOTAL PARDUBICE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>92.3</b>	<b>4</b>	<b>26</b>	
PRAGUE	EASYJET UK LTD	S	38	0	0	5.3	65.8	26.3	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	2	77.4	17	62	
PRAGUE	RYANAIR	S	166	0	0	6.0	51.8	25.3	7.8	6.6	2.4	0.0	0.0	0.0	0.0	0.0	8	80.3	10	152	
<b>TOTAL PRAGUE</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>54.4</b>	<b>25.5</b>	<b>6.4</b>	<b>5.9</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>79.4</b>	<b>12</b>	<b>214</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>278</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>55.4</b>	<b>26.3</b>	<b>6.5</b>	<b>5.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>76.1</b>	<b>14</b>	<b>318</b>	
<b>DENMARK</b>																					
AALBORG	RYANAIR	S	26	0	0	0.0	69.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.3	6	34	
<b>TOTAL AALBORG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>69.2</b>	<b>30.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>85.3</b>	<b>6</b>	<b>34</b>	
AARHUS (TIRSTRUP)	RYANAIR	S	46	0	0	13.0	60.9	21.7	0.0	0.0	2.2	0.0	0.0	2.2	0.0	0.0	12	81.8	7	44	
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>60.9</b>	<b>21.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>81.8</b>	<b>7</b>	<b>44</b>	
BILLUND	RYANAIR	S	106	0	0	4.7	66.0	23.6	2.8	2.8	0.0	0.0	0.0	0.0	0.0	0.0	3	74.4	14	121	
<b>TOTAL BILLUND</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>66.0</b>	<b>23.6</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>74.4</b>	<b>14</b>	<b>121</b>	
COPENHAGEN	RYANAIR	S	156	0	0	1.9	54.5	32.1	10.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0	4	82.6	8	155	
COPENHAGEN	SAS	S	62	0	0	6.5	74.2	16.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>60.1</b>	<b>27.5</b>	<b>8.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>82.6</b>	<b>8</b>	<b>155</b>	
<b>TOTAL DENMARK</b>			<b>396</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>62.4</b>	<b>26.0</b>	<b>5.6</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>79.9</b>	<b>10</b>	<b>354</b>	
<b>EGYPT</b>																					
HURGHADA	EASYJET UK LTD	S	17	0	0	41.2	17.6	29.4	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	55.6	30	17	
<b>TOTAL HURGHADA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>41.2</b>	<b>17.6</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>55.6</b>	<b>30</b>	<b>17</b>	
<b>TOTAL EGYPT</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>41.2</b>	<b>17.6</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>55.6</b>	<b>30</b>	<b>17</b>	
<b>ESTONIA</b>																					
TALLIN	RYANAIR	S	40	0	0	2.5	52.5	35.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	71.1	12	38	
<b>TOTAL TALLIN</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>52.5</b>	<b>35.0</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>71.1</b>	<b>12</b>	<b>38</b>	
<b>TOTAL ESTONIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>52.5</b>	<b>35.0</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>71.1</b>	<b>12</b>	<b>38</b>	
<b>FRANCE</b>																					
BERGERAC	RYANAIR	S	30	0	0	10.0	50.0	30.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	7	86.2	7	29	
<b>TOTAL BERGERAC</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>50.0</b>	<b>30.0</b>	<b>6.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>86.2</b>	<b>7</b>	<b>29</b>	
BIARRITZ	RYANAIR	S	30	0	0	6.7	53.3	26.7	3.3	0.0	6.7	0.0	3.3	0.0	0.0	0.0	15	86.7	10	30	
<b>TOTAL BIARRITZ</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>53.3</b>	<b>26.7</b>	<b>3.3</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>86.7</b>	<b>10</b>	<b>30</b>	
BORDEAUX	RYANAIR	S	56	0	1	10.5	54.4	19.3	8.8	3.5	1.8	0.0	0.0	0.0	0.0	1.8	6	84.8	9	46	
<b>TOTAL BORDEAUX</b>			<b>56</b>	<b>0</b>	<b>1</b>	<b>10.5</b>	<b>54.4</b>	<b>19.3</b>	<b>8.8</b>	<b>3.5</b>	<b>1.8</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>84.8</b>	<b>9</b>	<b>46</b>	
CARCASSONNE	RYANAIR	S	28	0	0	10.7	39.3	39.3	7.1	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	12	24	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL CARCASSONNE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>39.3</b>	<b>39.3</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.0</b>	<b>12</b>	<b>24</b>
CHAMBERY	BA CITYFLYER LTD	S	15	0	0	0.0	26.7	13.3	20.0	6.7	13.3	0.0	20.0	0.0	0.0	0.0	78	50.0	26	16
CHAMBERY	TITAN AIRWAYS LTD	C	8	0	0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	81.3	8	16
CHAMBERY	TUI AIRWAYS LTD	C	6	0	0	33.3	33.3	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL CHAMBERY</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>37.9</b>	<b>13.8</b>	<b>13.8</b>	<b>6.9</b>	<b>6.9</b>	<b>0.0</b>	<b>10.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>65.6</b>	<b>17</b>	<b>32</b>
DINARD	RYANAIR	S	26	0	0	3.8	76.9	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	24
<b>TOTAL DINARD</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>76.9</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>1</b>	<b>24</b>
DOLE	RYANAIR	S	8	0	0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	14	8
<b>TOTAL DOLE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>50.0</b>	<b>14</b>	<b>8</b>
GRENOBLE	BA CITYFLYER LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	185	0.0	0	0
GRENOBLE	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	177	0.0	0	0	
GRENOBLE	EASYJET UK LTD	S	16	0	0	25.0	62.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	68.8	19	16
GRENOBLE	JET2.COM LTD	S	26	0	0	11.5	65.4	19.2	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	21	8
GRENOBLE	RYANAIR	S	26	0	1	7.4	66.7	11.1	7.4	3.7	0.0	0.0	0.0	0.0	0.0	3.7	5	76.7	15	30
GRENOBLE	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	49	1
<b>TOTAL GRENOBLE</b>			<b>71</b>	<b>0</b>	<b>1</b>	<b>12.5</b>	<b>63.9</b>	<b>12.5</b>	<b>5.6</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>8</b>	<b>72.7</b>	<b>18</b>	<b>55</b>
LA ROCHELLE	RYANAIR	S	18	0	0	0.0	33.3	55.6	0.0	5.6	0.0	5.6	0.0	0.0	0.0	0.0	14	56.3	19	16
<b>TOTAL LA ROCHELLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>55.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>56.3</b>	<b>19</b>	<b>16</b>
LIMOGES	RYANAIR	S	38	0	0	10.5	42.1	36.8	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	78.8	11	33
<b>TOTAL LIMOGES</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>42.1</b>	<b>36.8</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>5</b>	<b>78.8</b>	<b>11</b>	<b>33</b>
LYON	EASYJET UK LTD	S	18	0	0	16.7	38.9	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	10
LYON	JET2.COM LTD	S	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	5	8
LYON	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	285	0.0	0	0
<b>TOTAL LYON</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>40.7</b>	<b>18.5</b>	<b>14.8</b>	<b>7.4</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>17</b>	<b>94.4</b>	<b>3</b>	<b>18</b>
MARSEILLE	RYANAIR	S	64	0	0	3.1	43.8	37.5	10.9	3.1	1.6	0.0	0.0	0.0	0.0	0.0	6	83.9	8	62
<b>TOTAL MARSEILLE</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>43.8</b>	<b>37.5</b>	<b>10.9</b>	<b>3.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.9</b>	<b>8</b>	<b>62</b>
NANTES	RYANAIR	S	62	0	0	1.6	48.4	40.3	3.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	5	54.3	15	34
<b>TOTAL NANTES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>48.4</b>	<b>40.3</b>	<b>3.2</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>54.3</b>	<b>15</b>	<b>34</b>
NICE	EASYJET UK LTD	S	12	0	0	8.3	75.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	10	24
NICE	RYANAIR	S	36	0	0	0.0	44.4	41.7	2.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	80.6	8	62
<b>TOTAL NICE</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>52.1</b>	<b>35.4</b>	<b>2.1</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.1</b>	<b>9</b>	<b>86</b>
NIMES	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	16
<b>TOTAL NIMES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>7</b>	<b>16</b>
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	32	0	0	21.9	62.5	15.6	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)	VUELING AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m 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>33</b>	<b>0</b>	<b>0</b>	<b>21.2</b>	<b>60.6</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
POITIERS	RYANAIR	S	22	0	0	4.5	50.0	36.4	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	4	81.8	5	22	
<b>TOTAL POITIERS</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>50.0</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>4</b>	<b>81.8</b>	<b>5</b>	<b>22</b>	
TARBES-LOURDES INTERNATIONAL	RYANAIR	S	20	0	0	5.0	70.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	20	20	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>70.0</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>80.0</b>	<b>20</b>	<b>20</b>	
TOULOUSE (BLAGNAC)	RYANAIR	S	112	0	0	3.6	58.9	25.9	7.1	3.6	0.9	0.0	0.0	0.0	0.0	0.0	5	75.0	11	124	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>58.9</b>	<b>25.9</b>	<b>7.1</b>	<b>3.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.0</b>	<b>11</b>	<b>124</b>	
TOURS	RYANAIR	S	22	0	0	4.5	72.7	18.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	5	16	
<b>TOTAL TOURS</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>72.7</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>0.0</b>	<b>2</b>	<b>100.0</b>	<b>5</b>	<b>16</b>	
<b>TOTAL FRANCE</b>			<b>744</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>52.9</b>	<b>27.7</b>	<b>6.2</b>	<b>3.2</b>	<b>1.5</b>	<b>0.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>8</b>	<b>78.0</b>	<b>11</b>	<b>695</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	RYANAIR	S	212	0	0	10.4	48.6	29.7	6.1	2.8	1.4	0.5	0.5	0.0	0.0	0.0	7	71.8	14	238	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>48.6</b>	<b>29.7</b>	<b>6.1</b>	<b>2.8</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>7</b>	<b>71.8</b>	<b>14</b>	<b>238</b>	
BERLIN (TEGEL)	BA CITYFLYER LTD	S	9	0	0	22.2	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	62.5	23	8	
<b>TOTAL BERLIN (TEGEL)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>44.4</b>	<b>22.2</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>62.5</b>	<b>23</b>	<b>8</b>	
BREMEN	RYANAIR	S	90	0	0	12.2	62.2	20.0	2.2	1.1	2.2	0.0	0.0	0.0	0.0	0.0	4	69.3	16	85	
<b>TOTAL BREMEN</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>62.2</b>	<b>20.0</b>	<b>2.2</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>69.3</b>	<b>16</b>	<b>85</b>	
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	67.2	16	124	
COLOGNE BONN	RYANAIR	S	144	0	0	8.3	54.9	22.9	6.3	6.3	0.7	0.7	0.0	0.0	0.0	0.0	6	70.9	18	132	
<b>TOTAL COLOGNE BONN</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>54.9</b>	<b>22.9</b>	<b>6.3</b>	<b>6.3</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>69.0</b>	<b>17</b>	<b>256</b>	
DORTMUND	RYANAIR	S	60	0	0	11.7	65.0	16.7	1.7	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	69.4	13	62	
<b>TOTAL DORTMUND</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>65.0</b>	<b>16.7</b>	<b>1.7</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>69.4</b>	<b>13</b>	<b>62</b>	
DRESDEN	RYANAIR	S	26	0	0	23.1	61.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL DRESDEN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>61.5</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
FRANKFURT MAIN	RYANAIR	S	148	0	0	3.4	39.2	45.3	8.8	2.7	0.7	0.0	0.0	0.0	0.0	0.0	6	59.6	17	104	
<b>TOTAL FRANKFURT MAIN</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>39.2</b>	<b>45.3</b>	<b>8.8</b>	<b>2.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>59.6</b>	<b>17</b>	<b>104</b>	
FRIEDRICHSHAFEN	JET2.COM LTD	S	8	0	0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL FRIEDRICHSHAFEN</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>0.0</b>	<b>0</b>	<b>0</b>	
HAHN	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	59.5	23	42	
<b>TOTAL HAHN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>59.5</b>	<b>23</b>	<b>42</b>	
HAMBURG	RYANAIR	S	46	0	0	0.0	50.0	39.1	6.5	2.2	2.2	0.0	0.0	0.0	0.0	0.0	6	55.3	17	74	
<b>TOTAL HAMBURG</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>39.1</b>	<b>6.5</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>55.3</b>	<b>17</b>	<b>74</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	64.8	14	54	
HANOVER	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
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 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</b>	<b>66.1</b>	<b>14</b>	<b>56</b>	
KARLSRUHE/BADEN BADEN	RYANAIR	S	68	0	0	2.9	54.4	23.5	13.2	4.4	0.0	0.0	0.0	1.5	0.0	0.0	12	73.4	20	64
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>54.4</b>	<b>23.5</b>	<b>13.2</b>	<b>4.4</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>12</b>	<b>73.4</b>	<b>20</b>	<b>64</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	73.1	14	26	
<b>TOTAL LEIPZIG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>73.1</b>	<b>14</b>	<b>26</b>	
MEMMINGEN ALLGAU	RYANAIR	S	46	0	0	8.7	56.5	21.7	4.3	2.2	6.5	0.0	0.0	0.0	0.0	8	46.5	29	43	
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>56.5</b>	<b>21.7</b>	<b>4.3</b>	<b>2.2</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>46.5</b>	<b>29</b>	<b>43</b>	
MUNICH	EASYJET UK LTD	S	24	0	0	12.5	50.0	33.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	3	65.6	21	32	
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	48.4	25	60	
<b>TOTAL MUNICH</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>54.3</b>	<b>24</b>	<b>92</b>	
NUREMBERG	RYANAIR	S	94	0	0	16.0	42.6	29.8	9.6	2.1	0.0	0.0	0.0	0.0	0.0	5	72.6	12	95	
<b>TOTAL NUREMBERG</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>16.0</b>	<b>42.6</b>	<b>29.8</b>	<b>9.6</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>72.6</b>	<b>12</b>	<b>95</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	135	1	
<b>TOTAL STUTTGART</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>135</b>	<b>1</b>	
<b>TOTAL GERMANY</b>			<b>975</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>51.0</b>	<b>28.5</b>	<b>6.4</b>	<b>3.2</b>	<b>1.1</b>	<b>0.2</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>6</b>	<b>66.2</b>	<b>17</b>	<b>1246</b>	
<b>GREECE</b>																				
ATHENS	RYANAIR	S	74	0	0	8.1	41.9	35.1	10.8	4.1	0.0	0.0	0.0	0.0	0.0	6	83.7	7	104	
<b>TOTAL ATHENS</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>41.9</b>	<b>35.1</b>	<b>10.8</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.7</b>	<b>7</b>	<b>104</b>	
SALONIKA	RYANAIR	S	56	0	0	3.6	33.9	44.6	12.5	1.8	3.6	0.0	0.0	0.0	0.0	9	62.3	28	53	
<b>TOTAL SALONIKA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>33.9</b>	<b>44.6</b>	<b>12.5</b>	<b>1.8</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>62.3</b>	<b>28</b>	<b>53</b>	
<b>TOTAL GREECE</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>38.5</b>	<b>39.2</b>	<b>11.5</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>8</b>	<b>76.4</b>	<b>14</b>	<b>157</b>	
<b>HUNGARY</b>																				
BUDAPEST	RYANAIR	S	212	0	0	8.0	44.3	35.8	7.5	3.8	0.0	0.0	0.5	0.0	0.0	7	72.7	15	216	
<b>TOTAL BUDAPEST</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>44.3</b>	<b>35.8</b>	<b>7.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>72.7</b>	<b>15</b>	<b>216</b>	
<b>TOTAL HUNGARY</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>44.3</b>	<b>35.8</b>	<b>7.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>72.7</b>	<b>15</b>	<b>216</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	85.7	5	28	
<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>85.7</b>	<b>5</b>	<b>28</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>85.7</b>	<b>5</b>	<b>28</b>	
<b>INDIA</b>																				
AMRITSAR	AIR INDIA	S	24	0	0	16.7	50.0	8.3	8.3	0.0	0.0	4.2	4.2	8.3	0.0	0.0	59	0.0	0	0
<b>TOTAL AMRITSAR</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL INDIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>																				
CORK	RYANAIR	S	180	0	0	18.3	51.7	19.4	5.6	3.3	1.1	0.0	0.6	0.0	0.0	6	82.6	7	178	
<b>TOTAL CORK</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>18.3</b>	<b>51.7</b>	<b>19.4</b>	<b>5.6</b>	<b>3.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.6</b>	<b>7</b>	<b>178</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	1	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
DUBLIN	RYANAIR	S	449	0	0	12.2	60.1	19.8	3.3	3.6	0.4	0.4	0.0	0.0	0.0	0.0	4	82.2	9	466
<b>TOTAL DUBLIN</b>			<b>450</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>60.0</b>	<b>20.0</b>	<b>3.3</b>	<b>3.6</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>82.2</b>	<b>9</b>	<b>466</b>
IRELAND WEST(KNOCK)	RYANAIR	S	88	0	1	14.6	58.4	19.1	1.1	2.2	3.4	0.0	0.0	0.0	0.0	1.1	5	81.4	9	86
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>88</b>	<b>0</b>	<b>1</b>	<b>14.6</b>	<b>58.4</b>	<b>19.1</b>	<b>1.1</b>	<b>2.2</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>5</b>	<b>81.4</b>	<b>9</b>	<b>86</b>
KERRY COUNTY	RYANAIR	S	48	0	0	8.3	72.9	16.7	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	91.3	5	46
<b>TOTAL KERRY COUNTY</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>72.9</b>	<b>16.7</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>0.0</b>	<b>1</b>	<b>91.3</b>	<b>5</b>	<b>46</b>
SHANNON	RYANAIR	S	106	0	0	14.2	59.4	21.7	3.8	0.9	0.0	0.0	0.0	0.0	0.0	0.0	2	72.4	12	103
SHANNON	TITAN AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
<b>TOTAL SHANNON</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>14.2</b>	<b>59.4</b>	<b>21.7</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>72.6</b>	<b>12</b>	<b>104</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>872</b>	<b>0</b>	<b>1</b>	<b>13.7</b>	<b>58.8</b>	<b>19.8</b>	<b>3.6</b>	<b>2.9</b>	<b>0.8</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>4</b>	<b>81.5</b>	<b>9</b>	<b>880</b>
<b>ISRAEL</b>																				
TEL AVIV	ARKIA	S	4	0	0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	124	20.0	31	5
TEL AVIV	EASYJET UK LTD	S	16	0	0	6.3	31.3	43.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	12	18
TEL AVIV	ISRAIR 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	12	0.0	0	0
<b>TOTAL TEL AVIV</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>22.7</b>	<b>36.4</b>	<b>22.7</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>28</b>	<b>65.2</b>	<b>16</b>	<b>23</b>
<b>TOTAL ISRAEL</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>22.7</b>	<b>36.4</b>	<b>22.7</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>28</b>	<b>65.2</b>	<b>16</b>	<b>23</b>
<b>ITALY</b>																				
ANCONA	RYANAIR	S	36	0	2	10.5	50.0	31.6	2.6	0.0	0.0	0.0	0.0	0.0	0.0	5.3	2	80.0	9	40
<b>TOTAL ANCONA</b>			<b>36</b>	<b>0</b>	<b>2</b>	<b>10.5</b>	<b>50.0</b>	<b>31.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>2</b>	<b>80.0</b>	<b>9</b>	<b>40</b>
BARI (PALESE)	RYANAIR	S	58	0	0	1.7	48.3	34.5	15.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.0	6	70
<b>TOTAL BARI (PALESE)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>48.3</b>	<b>34.5</b>	<b>15.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.0</b>	<b>6</b>	<b>70</b>
BERGAMO	RYANAIR	S	268	0	0	16.0	48.1	28.4	4.9	1.5	1.1	0.0	0.0	0.0	0.0	0.0	4	71.1	13	244
<b>TOTAL BERGAMO</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>16.0</b>	<b>48.1</b>	<b>28.4</b>	<b>4.9</b>	<b>1.5</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>4</b>	<b>71.1</b>	<b>13</b>	<b>244</b>
BOLOGNA	RYANAIR	S	114	0	0	15.8	43.9	30.7	7.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	4	66.4	17	116
<b>TOTAL BOLOGNA</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>43.9</b>	<b>30.7</b>	<b>7.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>66.4</b>	<b>17</b>	<b>116</b>
BRINDISI	RYANAIR	S	26	0	0	0.0	53.8	42.3	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.2	5	33
<b>TOTAL BRINDISI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>53.8</b>	<b>42.3</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.2</b>	<b>5</b>	<b>33</b>
CAGLIARI (ELMAS)	EASYJET UK LTD	S	10	0	0	0.0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.3	3	30
CAGLIARI (ELMAS)	RYANAIR	S	46	0	0	2.2	56.5	32.6	4.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	4	71.0	14	31
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>57.1</b>	<b>32.1</b>	<b>5.4</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>82.0</b>	<b>8</b>	<b>61</b>
GENOA	RYANAIR	S	32	0	0	3.1	62.5	31.3	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	13	30
<b>TOTAL GENOA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>62.5</b>	<b>31.3</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.0</b>	<b>13</b>	<b>30</b>
LAMETIA-TERME	RYANAIR	S	26	0	0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	7	18
<b>TOTAL LAMETIA-TERME</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.5</b>	<b>38.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>88.9</b>	<b>7</b>	<b>18</b>
MILAN (MALPENSA)	RYANAIR	S	156	0	0	3.8	32.1	37.2	10.9	10.9	3.8	0.6	0.6	0.0	0.0	0.0	15	59.7	18	124

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL MILAN (MALPENSA)</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>32.1</b>	<b>37.2</b>	<b>10.9</b>	<b>10.9</b>	<b>3.8</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>59.7</b>	<b>18</b>	<b>124</b>
NAPLES	EASYJET UK LTD	S	40	0	0	10.0	60.0	27.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.1	13	42
NAPLES	RYANAIR	S	80	0	0	2.5	48.8	35.0	12.5	1.3	0.0	0.0	0.0	0.0	0.0	0.0	5	86.4	11	66
<b>TOTAL NAPLES</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>52.5</b>	<b>32.5</b>	<b>9.2</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>4</b>	<b>87.0</b>	<b>12</b>	<b>108</b>
PALERMO	RYANAIR	S	60	0	0	0.0	48.3	40.0	6.7	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5	61.7	20	46
<b>TOTAL PALERMO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>48.3</b>	<b>40.0</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>0.0</b>	<b>5</b>	<b>61.7</b>	<b>20</b>	<b>46</b>
PERUGIA	RYANAIR	S	38	0	0	5.3	65.8	23.7	2.6	2.6	0.0	0.0	0.0	0.0	0.0	0.0	3	97.2	5	36
<b>TOTAL PERUGIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>65.8</b>	<b>23.7</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>0.0</b>	<b>3</b>	<b>97.2</b>	<b>5</b>	<b>36</b>
PESCARA	RYANAIR	S	48	0	0	31.3	50.0	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.7	11	42
<b>TOTAL PESCARA</b>			<b>48</b>	<b>0</b>	<b>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>0.0</b>	<b>2</b>	<b>85.7</b>	<b>11</b>	<b>42</b>
PISA	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0
PISA	RYANAIR	S	128	0	0	19.5	36.7	28.1	3.9	3.9	0.8	3.9	2.3	0.8	0.0	0.0	19	66.9	15	124
<b>TOTAL PISA</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>36.4</b>	<b>27.9</b>	<b>3.9</b>	<b>4.7</b>	<b>0.8</b>	<b>3.9</b>	<b>2.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>66.9</b>	<b>15</b>	<b>124</b>
ROME (CIAMPINO)	RYANAIR	S	296	0	0	15.5	48.3	24.3	5.4	4.1	1.7	0.0	0.0	0.7	0.0	0.0	8	60.3	18	300
<b>TOTAL ROME (CIAMPINO)</b>			<b>296</b>	<b>0</b>	<b>0</b>	<b>15.5</b>	<b>48.3</b>	<b>24.3</b>	<b>5.4</b>	<b>4.1</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>60.3</b>	<b>18</b>	<b>300</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	76.8	10	164
<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>76.8</b>	<b>10</b>	<b>164</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	30	0	0	23.3	40.0	36.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	5	24
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>40.0</b>	<b>36.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>24</b>
TURIN	JET2.COM LTD	S	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	87.5	2	8
TURIN	RYANAIR	S	72	0	0	0.0	54.2	41.7	1.4	0.0	0.0	1.4	1.4	0.0	0.0	0.0	6	86.1	7	72
TURIN	TUI AIRWAYS LTD	C	8	0	0	37.5	25.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	6	8
<b>TOTAL TURIN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>54.5</b>	<b>37.5</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>6</b>	<b>88</b>
VENICE	RYANAIR	S	170	0	0	0.0	38.2	37.6	14.1	8.8	1.2	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL VENICE</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.2</b>	<b>37.6</b>	<b>14.1</b>	<b>8.8</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>
VERONA VILLAFRANCA	RYANAIR	S	30	0	0	0.0	40.0	46.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	7	28
<b>TOTAL VERONA VILLAFRANCA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>46.7</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>85.7</b>	<b>7</b>	<b>28</b>
<b>TOTAL ITALY</b>			<b>1781</b>	<b>0</b>	<b>2</b>	<b>10.0</b>	<b>46.3</b>	<b>31.3</b>	<b>6.7</b>	<b>3.8</b>	<b>1.0</b>	<b>0.4</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.1</b>	<b>7</b>	<b>73.5</b>	<b>13</b>	<b>1696</b>
<b>JAMAICA</b>																				
MONTEGO BAY	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	2
<b>TOTAL MONTEGO BAY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>11</b>	<b>2</b>
<b>TOTAL JAMAICA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>11</b>	<b>2</b>
<b>LATVIA</b>																				
RIGA	RYANAIR	S	132	0	0	13.6	53.8	26.5	4.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	3	79.0	10	123
<b>TOTAL RIGA</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>53.8</b>	<b>26.5</b>	<b>4.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>79.0</b>	<b>10</b>	<b>123</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
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 LATVIA</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>53.8</b>	<b>26.5</b>	<b>4.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>79.0</b>	<b>10</b>	<b>123</b>	
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	44	0	0	4.5	45.5	36.4	9.1	2.3	0.0	2.3	0.0	0.0	0.0	0.0	9	76.1	10	46	
<b>TOTAL KAUNAS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>45.5</b>	<b>36.4</b>	<b>9.1</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>9</b>	<b>76.1</b>	<b>10</b>	<b>46</b>	
PALANGA	RYANAIR	S	16	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	72.7	22	22	
<b>TOTAL PALANGA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>62.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>72.7</b>	<b>22</b>	<b>22</b>	
VILNIUS	RYANAIR	S	64	0	0	3.1	43.8	39.1	12.5	1.6	0.0	0.0	0.0	0.0	0.0	0.0	6	78.1	10	64	
<b>TOTAL VILNIUS</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>43.8</b>	<b>39.1</b>	<b>12.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>78.1</b>	<b>10</b>	<b>64</b>	
<b>TOTAL LITHUANIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>46.8</b>	<b>36.3</b>	<b>9.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>76.5</b>	<b>12</b>	<b>132</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	RYANAIR	S	62	0	0	21.0	38.7	22.6	6.5	6.5	4.8	0.0	0.0	0.0	0.0	0.0	10	74.2	12	62	
<b>TOTAL LUXEMBOURG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>21.0</b>	<b>38.7</b>	<b>22.6</b>	<b>6.5</b>	<b>6.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>74.2</b>	<b>12</b>	<b>62</b>	
<b>TOTAL LUXEMBOURG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>21.0</b>	<b>38.7</b>	<b>22.6</b>	<b>6.5</b>	<b>6.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>74.2</b>	<b>12</b>	<b>62</b>	
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
MALTA	RYANAIR	S	32	0	0	0.0	43.8	40.6	6.3	3.1	6.3	0.0	0.0	0.0	0.0	0.0	10	51.4	16	37	
<b>TOTAL MALTA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.1</b>	<b>38.2</b>	<b>5.9</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>51.4</b>	<b>16</b>	<b>37</b>	
<b>TOTAL MALTA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.1</b>	<b>38.2</b>	<b>5.9</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>51.4</b>	<b>16</b>	<b>37</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	RYANAIR	S	12	0	0	8.3	33.3	50.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	54.5	15	22	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>33.3</b>	<b>50.0</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>54.5</b>	<b>15</b>	<b>22</b>	
ESSAOUIRA	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	2	0.0	0	0	
<b>TOTAL ESSAOUIRA</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>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
FEZ	RYANAIR	S	20	0	0	0.0	30.0	40.0	25.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	10	27.8	40	18	
<b>TOTAL FEZ</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>40.0</b>	<b>25.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>27.8</b>	<b>40</b>	<b>18</b>	
MARRAKESH	RYANAIR	S	70	0	0	7.1	41.4	31.4	10.0	8.6	1.4	0.0	0.0	0.0	0.0	0.0	8	71.9	19	64	
<b>TOTAL MARRAKESH</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>41.4</b>	<b>31.4</b>	<b>10.0</b>	<b>8.6</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>8</b>	<b>71.9</b>	<b>19</b>	<b>64</b>	
RABAT	RYANAIR	S	28	0	0	3.6	17.9	60.7	10.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	78.6	11	28	
<b>TOTAL RABAT</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>17.9</b>	<b>60.7</b>	<b>10.7</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>78.6</b>	<b>11</b>	<b>28</b>	
<b>TOTAL MOROCCO</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>35.8</b>	<b>41.9</b>	<b>10.1</b>	<b>6.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>64.4</b>	<b>19</b>	<b>132</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET UK LTD	S	218	0	0	6.0	65.6	21.6	5.0	1.4	0.5	0.0	0.0	0.0	0.0	0.0	3	83.8	10	222	
<b>TOTAL AMSTERDAM</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>65.6</b>	<b>21.6</b>	<b>5.0</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>83.8</b>	<b>10</b>	<b>222</b>	
EINDHOVEN	RYANAIR	S	145	0	2	12.2	48.3	21.8	6.8	4.1	2.0	2.0	0.7	0.7	0.0	1.4	14	79.5	13	146	
<b>TOTAL EINDHOVEN</b>			<b>145</b>	<b>0</b>	<b>2</b>	<b>12.2</b>	<b>48.3</b>	<b>21.8</b>	<b>6.8</b>	<b>4.1</b>	<b>2.0</b>	<b>2.0</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>1.4</b>	<b>14</b>	<b>79.5</b>	<b>13</b>	<b>146</b>	
<b>TOTAL NETHERLANDS</b>			<b>363</b>	<b>0</b>	<b>2</b>	<b>8.5</b>	<b>58.6</b>	<b>21.6</b>	<b>5.8</b>	<b>2.5</b>	<b>1.1</b>	<b>0.8</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.5</b>	<b>7</b>	<b>82.1</b>	<b>11</b>	<b>368</b>	
<b>NORWAY</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
KRISTIANSAND (KJEVIK)	WIDEROE FLYVESELSKAP A/S	S	30	0	0	6.7	53.3	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.1	3	34	
<b>TOTAL KRISTIANSAND (KJEVIK)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>53.3</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>94.1</b>	<b>3</b>	<b>34</b>	
OSLO (GARDERMOEN)	RYANAIR	S	154	0	0	4.5	53.2	31.8	8.4	1.9	0.0	0.0	0.0	0.0	0.0	0.0	4	69.9	16	176	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>53.2</b>	<b>31.8</b>	<b>8.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>69.9</b>	<b>16</b>	<b>176</b>	
SANDEFJORD(TORP)	RYANAIR	S	20	0	0	0.0	55.0	35.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	71.4	16	28	
<b>TOTAL SANDEFJORD(TORP)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.0</b>	<b>35.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>71.4</b>	<b>16</b>	<b>28</b>	
<b>TOTAL NORWAY</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>53.4</b>	<b>33.3</b>	<b>6.9</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>73.5</b>	<b>15</b>	<b>238</b>	
<b>POLAND</b>																					
BYDGOSZCZ	RYANAIR	S	58	0	0	6.9	69.0	20.7	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	82.1	14	56	
<b>TOTAL BYDGOSZCZ</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>69.0</b>	<b>20.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>82.1</b>	<b>14</b>	<b>56</b>	
GDANSK	RYANAIR	S	102	0	0	13.7	53.9	28.4	2.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	3	64.8	22	105	
GDANSK	WIZZ AIR	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL GDANSK</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>53.4</b>	<b>28.2</b>	<b>2.9</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>0.0</b>	<b>3</b>	<b>64.8</b>	<b>22</b>	<b>105</b>	
KATOWICE	RYANAIR	S	86	0	0	11.6	52.3	30.2	0.0	1.2	3.5	0.0	0.0	1.2	0.0	0.0	10	65.6	17	64	
<b>TOTAL KATOWICE</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>52.3</b>	<b>30.2</b>	<b>0.0</b>	<b>1.2</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>10</b>	<b>65.6</b>	<b>17</b>	<b>64</b>	
KRAKOW	RYANAIR	S	171	0	0	2.9	46.2	33.9	8.8	1.8	0.6	0.6	5.3	0.0	0.0	0.0	22	63.3	15	169	
<b>TOTAL KRAKOW</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>46.2</b>	<b>33.9</b>	<b>8.8</b>	<b>1.8</b>	<b>0.6</b>	<b>0.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>63.3</b>	<b>15</b>	<b>169</b>	
LODZ LUBLINEK	RYANAIR	S	53	0	0	15.1	56.6	20.8	5.7	1.9	0.0	0.0	0.0	0.0	0.0	0.0	3	90.4	7	52	
<b>TOTAL LODZ LUBLINEK</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>15.1</b>	<b>56.6</b>	<b>20.8</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>0.0</b>	<b>3</b>	<b>90.4</b>	<b>7</b>	<b>52</b>	
LUBLIN (PORT LOTNICZY)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.2	7	38	
<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>84.2</b>	<b>7</b>	<b>38</b>	
POZNAN	RYANAIR	S	82	0	0	17.1	61.0	15.9	2.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	3	68.3	14	82	
<b>TOTAL POZNAN</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>17.1</b>	<b>61.0</b>	<b>15.9</b>	<b>2.4</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>3</b>	<b>68.3</b>	<b>14</b>	<b>82</b>	
RZESZOW	RYANAIR	S	44	4	1	12.2	59.2	8.2	4.1	4.1	2.0	0.0	0.0	0.0	8.2	2.0	4	75.0	14	48	
<b>TOTAL RZESZOW</b>			<b>44</b>	<b>4</b>	<b>1</b>	<b>12.2</b>	<b>59.2</b>	<b>8.2</b>	<b>4.1</b>	<b>4.1</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.2</b>	<b>2.0</b>	<b>4</b>	<b>75.0</b>	<b>14</b>	<b>48</b>	
SZCZECIN (GOLENOW)	RYANAIR	S	46	0	0	4.3	60.9	32.6	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.8	8	46	
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>60.9</b>	<b>32.6</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>84.8</b>	<b>8</b>	<b>46</b>	
SZYMANY (MAZURY)	RYANAIR	S	21	0	0	0.0	14.3	47.6	19.0	9.5	4.8	0.0	0.0	4.8	0.0	0.0	48	73.3	11	30	
<b>TOTAL SZYMANY (MAZURY)</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>47.6</b>	<b>19.0</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>73.3</b>	<b>11</b>	<b>30</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	194	0	0	12.4	50.0	30.4	3.6	2.1	0.0	1.0	0.5	0.0	0.0	0.0	6	79.8	10	203	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>50.0</b>	<b>30.4</b>	<b>3.6</b>	<b>2.1</b>	<b>0.0</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>79.8</b>	<b>10</b>	<b>203</b>	
WROCLAW	RYANAIR	S	107	0	0	8.4	52.3	29.0	2.8	3.7	2.8	0.0	0.9	0.0	0.0	0.0	8	79.0	10	100	

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ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL WROCLAW</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>52.3</b>	<b>29.0</b>	<b>2.8</b>	<b>3.7</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>79.0</b>	<b>10</b>	<b>100</b>
<b>TOTAL POLAND</b>			<b>965</b>	<b>4</b>	<b>1</b>	<b>9.9</b>	<b>52.8</b>	<b>27.6</b>	<b>4.3</b>	<b>2.2</b>	<b>1.0</b>	<b>0.3</b>	<b>1.1</b>	<b>0.2</b>	<b>0.4</b>	<b>0.1</b>	<b>9</b>	<b>74.1</b>	<b>13</b>	<b>993</b>
<b>PORTUGAL(EXCLUDING</b>																				
<b>AZORES PONTA DELGADA</b>	RYANAIR	S	8	0	0	0.0	12.5	37.5	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	37.5	33	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>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>37.5</b>	<b>33</b>	<b>8</b>
<b>FARO</b>	JET2.COM LTD	S	24	0	0	8.3	66.7	20.8	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	20
<b>FARO</b>	RYANAIR	S	62	0	0	3.2	51.6	35.5	8.1	1.6	0.0	0.0	0.0	0.0	0.0	0.0	4	74.2	13	62
<b>TOTAL FARO</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>55.8</b>	<b>31.4</b>	<b>5.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>80.5</b>	<b>10</b>	<b>82</b>
<b>LISBON</b>	RYANAIR	S	228	0	0	4.4	25.9	40.4	13.6	11.0	3.5	1.3	0.0	0.0	0.0	0.0	15	64.0	19	186
<b>TOTAL LISBON</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>25.9</b>	<b>40.4</b>	<b>13.6</b>	<b>11.0</b>	<b>3.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>64.0</b>	<b>19</b>	<b>186</b>
<b>OPORTO (PORTUGAL)</b>	RYANAIR	S	169	0	1	9.4	38.8	30.6	14.1	4.1	1.8	0.6	0.0	0.0	0.0	0.6	9	69.1	15	162
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>169</b>	<b>0</b>	<b>1</b>	<b>9.4</b>	<b>38.8</b>	<b>30.6</b>	<b>14.1</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>0.6</b>	<b>9</b>	<b>69.1</b>	<b>15</b>	<b>162</b>
<b>TOTAL PORTUGAL</b>			<b>491</b>	<b>0</b>	<b>1</b>	<b>6.1</b>	<b>35.4</b>	<b>35.4</b>	<b>12.2</b>	<b>7.7</b>	<b>2.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>11</b>	<b>68.5</b>	<b>16</b>	<b>438</b>
<b>PORTUGAL(MADEIRA)</b>																				
<b>FUNCHAL</b>	JET2.COM LTD	S	22	0	0	18.2	36.4	40.9	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	11	24
<b>TOTAL FUNCHAL</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>36.4</b>	<b>40.9</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>87.5</b>	<b>11</b>	<b>24</b>
<b>TOTAL PORTUGAL</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>36.4</b>	<b>40.9</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>87.5</b>	<b>11</b>	<b>24</b>
<b>REPUBLIC OF MOLDOVA</b>																				
<b>CHISINAU (KISHINEV)</b>	AIR MOLDOVA INTERNATIONAL	S	45	0	0	0.0	37.8	35.6	6.7	17.8	2.2	0.0	0.0	0.0	0.0	0.0	13	43.2	34	42
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.8</b>	<b>35.6</b>	<b>6.7</b>	<b>17.8</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>43.2</b>	<b>34</b>	<b>42</b>
<b>TOTAL REPUBLIC OF</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.8</b>	<b>35.6</b>	<b>6.7</b>	<b>17.8</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>43.2</b>	<b>34</b>	<b>42</b>
<b>REPUBLIC OF</b>																				
<b>PODGORICA</b>	RYANAIR	S	20	0	0	5.0	45.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.3	32	22
<b>TOTAL PODGORICA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>45.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.3</b>	<b>32</b>	<b>22</b>
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>45.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.3</b>	<b>32</b>	<b>22</b>
<b>BUCHAREST (OTOPENI)</b>	RYANAIR	S	150	0	1	11.9	31.8	42.4	9.3	1.3	1.3	0.7	0.0	0.7	0.0	0.7	10	60.9	17	128
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>150</b>	<b>0</b>	<b>1</b>	<b>11.9</b>	<b>31.8</b>	<b>42.4</b>	<b>9.3</b>	<b>1.3</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>10</b>	<b>60.9</b>	<b>17</b>	<b>128</b>
<b>TOTAL ROMANIA</b>			<b>150</b>	<b>0</b>	<b>1</b>	<b>11.9</b>	<b>31.8</b>	<b>42.4</b>	<b>9.3</b>	<b>1.3</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>10</b>	<b>60.5</b>	<b>17</b>	<b>128</b>
<b>RUSSIA</b>																				
<b>MOSCOW (DOMODEDOVO)</b>	URAL AIRLINES	S	30	0	0	3.3	40.0	33.3	13.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>40.0</b>	<b>33.3</b>	<b>13.3</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</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	61.8	25	34
<b>TOTAL ST PETERSBURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>61.8</b>	<b>25</b>	<b>34</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL RUSSIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>40.0</b>	<b>33.3</b>	<b>13.3</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>61.8</b>	<b>25</b>	<b>34</b>
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	RYANAIR	S	102	0	0	4.9	52.0	29.4	4.9	5.9	2.9	0.0	0.0	0.0	0.0	0.0	7	66.7	16	104
<b>TOTAL BRATISLAVA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>52.0</b>	<b>29.4</b>	<b>4.9</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>16</b>	<b>104</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>52.0</b>	<b>29.4</b>	<b>4.9</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>16</b>	<b>104</b>
<b>SLOVENIA</b>																				
LJUBLJANA	EASYJET UK LTD	S	36	0	0	25.0	58.3	13.9	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.1	5	38
<b>TOTAL LJUBLJANA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>58.3</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>1</b>	<b>92.1</b>	<b>5</b>	<b>38</b>
<b>TOTAL SLOVENIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>58.3</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>1</b>	<b>92.1</b>	<b>5</b>	<b>38</b>
<b>SPAIN</b>																				
ALICANTE	JET2.COM LTD	S	38	0	0	5.3	60.5	28.9	2.6	0.0	0.0	2.6	0.0	0.0	0.0	0.0	6	84.2	11	38
ALICANTE	RYANAIR	S	78	0	0	15.4	51.3	26.9	2.6	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	81.1	9	90
<b>TOTAL ALICANTE</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>54.3</b>	<b>27.6</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>82.0</b>	<b>10</b>	<b>128</b>
BARCELONA	RYANAIR	S	288	0	0	10.8	43.4	30.9	9.4	4.5	1.0	0.0	0.0	0.0	0.0	0.0	7	69.2	14	276
<b>TOTAL BARCELONA</b>			<b>288</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>43.4</b>	<b>30.9</b>	<b>9.4</b>	<b>4.5</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>69.2</b>	<b>14</b>	<b>276</b>
BILBAO	EASYJET UK LTD	S	20	0	0	10.0	30.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	36.4	35	22
<b>TOTAL BILBAO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>36.4</b>	<b>35</b>	<b>22</b>
CASTELLON COSTA AZAHAR	RYANAIR	S	12	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	94.4	3	18
<b>TOTAL CASTELLON COSTA AZAHAR</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>94.4</b>	<b>3</b>	<b>18</b>
CASTELLON DE LA PLANA AIRPORT	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	10
<b>TOTAL CASTELLON DE LA PLANA AIRPORT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>10</b>
JEREZ	RYANAIR	S	18	0	0	0.0	50.0	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	5	16
<b>TOTAL JEREZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>44.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.5</b>	<b>5</b>	<b>16</b>
LIEIDA	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	4
<b>TOTAL LIEIDA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>7</b>	<b>4</b>
MADRID	RYANAIR	S	254	0	0	13.0	38.2	36.2	5.5	4.7	2.4	0.0	0.0	0.0	0.0	0.0	7	71.4	12	245
<b>TOTAL MADRID</b>			<b>254</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>38.2</b>	<b>36.2</b>	<b>5.5</b>	<b>4.7</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>71.4</b>	<b>12</b>	<b>245</b>
MALAGA	EASYJET UK LTD	S	22	0	0	18.2	63.6	4.5	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	30
MALAGA	JET2.COM LTD	S	22	0	0	9.1	72.7	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	22
MALAGA	RYANAIR	S	116	0	0	7.8	44.0	33.6	9.5	5.2	0.0	0.0	0.0	0.0	0.0	0.0	6	68.8	13	127
<b>TOTAL MALAGA</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>50.6</b>	<b>27.5</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>0.0</b>	<b>5</b>	<b>77.8</b>	<b>10</b>	<b>179</b>
MURCIA INTERNATIONAL	JET2.COM 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	49	0.0	0	0
MURCIA INTERNATIONAL	RYANAIR	S	33	0	1	23.5	47.1	14.7	0.0	2.9	0.0	0.0	8.8	0.0	0.0	2.9	21	79.2	6	24
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>22.2</b>	<b>44.4</b>	<b>16.7</b>	<b>0.0</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>22</b>	<b>79.2</b>	<b>6</b>	<b>24</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	72.2	9	18

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL MURCIA SAN JAVIER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>72.2</b>	<b>9</b>	<b>18</b>
PALMA DE MALLORCA	EASYJET UK 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	0	95.5	2	22
PALMA DE MALLORCA	JET2.COM LTD	S	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	4
PALMA DE MALLORCA	RYANAIR	S	38	0	0	7.9	50.0	26.3	7.9	7.9	0.0	0.0	0.0	0.0	0.0	0.0	7	81.0	13	42
<b>TOTAL PALMA DE MALLORCA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>15.5</b>	<b>51.7</b>	<b>22.4</b>	<b>5.2</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>86.8</b>	<b>9</b>	<b>68</b>
REUS	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	8	4
REUS	RYANAIR	S	10	0	0	30.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	11	18
<b>TOTAL REUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>50.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>77.3</b>	<b>10</b>	<b>22</b>
SANTANDER	RYANAIR	S	48	0	0	6.3	45.8	41.7	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.6	14	44
<b>TOTAL SANTANDER</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>45.8</b>	<b>41.7</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.6</b>	<b>14</b>	<b>44</b>
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	32	0	0	6.3	46.9	37.5	3.1	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	56.3	16	32
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>46.9</b>	<b>37.5</b>	<b>3.1</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>56.3</b>	<b>16</b>	<b>32</b>
SEVILLE	RYANAIR	S	68	0	0	1.5	52.9	33.8	8.8	1.5	1.5	0.0	0.0	0.0	0.0	0.0	6	63.1	21	84
<b>TOTAL SEVILLE</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>52.9</b>	<b>33.8</b>	<b>8.8</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>6</b>	<b>63.1</b>	<b>21</b>	<b>84</b>
VALENCIA	RYANAIR	S	73	0	1	6.8	59.5	24.3	4.1	2.7	0.0	1.4	0.0	0.0	1.4	5	86.1	7	79	
<b>TOTAL VALENCIA</b>			<b>73</b>	<b>0</b>	<b>1</b>	<b>6.8</b>	<b>59.5</b>	<b>24.3</b>	<b>4.1</b>	<b>2.7</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>5</b>	<b>86.1</b>	<b>7</b>	<b>79</b>	
ZARAGOZA	RYANAIR	S	48	0	0	4.2	50.0	35.4	4.2	2.1	2.1	2.1	0.0	0.0	0.0	0.0	8	81.3	11	48
<b>TOTAL ZARAGOZA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>50.0</b>	<b>35.4</b>	<b>4.2</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>8</b>	<b>81.3</b>	<b>11</b>	<b>48</b>
<b>TOTAL SPAIN</b>			<b>1240</b>	<b>0</b>	<b>2</b>	<b>10.5</b>	<b>46.9</b>	<b>30.8</b>	<b>6.5</b>	<b>3.7</b>	<b>1.0</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>6</b>	<b>75.0</b>	<b>12</b>	<b>1317</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
ARRECIFE	JET2.COM LTD	S	54	0	0	14.8	35.2	40.7	3.7	3.7	0.0	0.0	1.9	0.0	0.0	0.0	8	77.1	7	48
ARRECIFE	RYANAIR	S	46	0	0	0.0	52.2	37.0	8.7	2.2	0.0	0.0	0.0	0.0	0.0	0.0	5	88.0	5	50
ARRECIFE	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	15	10
<b>TOTAL ARRECIFE</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>43.1</b>	<b>39.2</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.4</b>	<b>7</b>	<b>108</b>
FUERTEVENTURA	JET2.COM LTD	S	38	0	0	18.4	47.4	18.4	7.9	7.9	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	5	28
FUERTEVENTURA	RYANAIR	S	40	0	0	0.0	35.0	50.0	10.0	2.5	2.5	0.0	0.0	0.0	0.0	0.0	7	85.0	5	40
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	80.0	6	10
<b>TOTAL FUERTEVENTURA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>41.0</b>	<b>34.6</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>0.0</b>	<b>6</b>	<b>84.6</b>	<b>5</b>	<b>78</b>
LAS PALMAS	JET2.COM LTD	S	36	0	0	8.3	44.4	38.9	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	78.6	7	28
LAS PALMAS	RYANAIR	S	45	0	0	4.4	42.2	46.7	2.2	4.4	0.0	0.0	0.0	0.0	0.0	0.0	6	82.1	8	56
LAS PALMAS	TUI AIRWAYS LTD	C	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	6	8
<b>TOTAL LAS PALMAS</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>42.7</b>	<b>41.6</b>	<b>6.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.5</b>	<b>8</b>	<b>92</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	76	0	0	11.8	42.1	36.8	9.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.9	7	68

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2019				
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)	RYANAIR	S	76	0	0	2.6	40.8	39.5	9.2	7.9	0.0	0.0	0.0	0.0	0.0	0.0	8	80.9	10	94	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	12	0	0	0.0	16.7	41.7	25.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	72.2	18	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>39.6</b>	<b>38.4</b>	<b>10.4</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>6</b>	<b>80.0</b>	<b>10</b>	<b>180</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>433</b>	<b>0</b>	<b>0</b>	<b>7.2</b>	<b>41.3</b>	<b>38.6</b>	<b>8.3</b>	<b>4.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.7</b>	<b>8</b>	<b>458</b>	
GOTEBORG (LANDVETTER)	RYANAIR	S	82	0	0	15.9	46.3	29.3	6.1	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4	63.6	18	77	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>46.3</b>	<b>29.3</b>	<b>6.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>63.6</b>	<b>18</b>	<b>77</b>	
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
STOCKHOLM (ARLANDA)	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	6	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>50.0</b>	<b>13</b>	<b>6</b>	
STOCKHOLM (SKAVSTA)	RYANAIR	S	95	0	0	8.4	58.9	23.2	4.2	1.1	2.1	0.0	2.1	0.0	0.0	0.0	11	73.8	11	130	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>58.9</b>	<b>23.2</b>	<b>4.2</b>	<b>1.1</b>	<b>2.1</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>73.8</b>	<b>11</b>	<b>130</b>	
VASTERAS	RYANAIR	S	30	0	0	0.0	26.7	53.3	16.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	8	67.6	23	34	
<b>TOTAL VASTERAS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>53.3</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>8</b>	<b>67.6</b>	<b>23</b>	<b>34</b>	
<b>TOTAL SWEDEN</b>			<b>208</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>49.0</b>	<b>30.3</b>	<b>6.7</b>	<b>1.9</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>69.2</b>	<b>15</b>	<b>247</b>	
<b>SWITZERLAND</b>																					
GENEVA	EASYJET UK LTD	S	130	0	0	1.5	59.2	26.9	6.9	3.8	1.5	0.0	0.0	0.0	0.0	0.0	6	83.6	8	128	
GENEVA	JET2.COM LTD	S	48	0	0	2.1	54.2	33.3	4.2	2.1	4.2	0.0	0.0	0.0	0.0	0.0	7	80.8	7	26	
GENEVA	SWISS AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	1	
<b>TOTAL GENEVA</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>57.5</b>	<b>29.1</b>	<b>6.1</b>	<b>3.4</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>6</b>	<b>83.2</b>	<b>8</b>	<b>155</b>	
ZURICH	SWISS 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	
<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>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWITZERLAND</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>57.2</b>	<b>28.9</b>	<b>6.7</b>	<b>3.3</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>7</b>	<b>83.2</b>	<b>8</b>	<b>155</b>	
<b>TURKEY</b>																					
ANKARA (ESENBOGA)	PEGASUS AIRLINES	S	4	0	0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL ANKARA (ESENBOGA)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ANTALYA	JET2.COM LTD	S	16	0	0	6.3	25.0	68.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	6	2	
<b>TOTAL ANTALYA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>68.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>6</b>	<b>2</b>	
ISTANBUL	ATLASJET INTERNATIONAL	S	14	0	2	37.5	18.8	18.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	12.5	6	67.7	27	62	
<b>TOTAL ISTANBUL</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>37.5</b>	<b>18.8</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>12.5</b>	<b>6</b>	<b>67.7</b>	<b>27</b>	<b>62</b>	
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	270	0	13	6.4	31.8	32.9	13.8	9.5	1.1	0.0	0.0	0.0	0.0	4.6	10	70.4	12	199	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>270</b>	<b>0</b>	<b>13</b>	<b>6.4</b>	<b>31.8</b>	<b>32.9</b>	<b>13.8</b>	<b>9.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>10</b>	<b>70.4</b>	<b>12</b>	<b>199</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2019		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	PEGASUS AIRLINES	S	30	0	0	6.7	20.0	26.7	23.3	23.3	0.0	0.0	0.0	0.0	0.0	0.0	15	56.3	23	32
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>20.0</b>	<b>26.7</b>	<b>23.3</b>	<b>23.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>56.3</b>	<b>23</b>	<b>32</b>
<b>TOTAL TURKEY</b>			<b>334</b>	<b>0</b>	<b>15</b>	<b>8.0</b>	<b>29.5</b>	<b>33.2</b>	<b>14.0</b>	<b>10.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>10</b>	<b>68.5</b>	<b>16</b>	<b>295</b>
<b>UKRAINE</b>																				
KIEV (BORISPOL)	RYANAIR	S	38	0	0	2.6	52.6	34.2	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	67.4	14	46
<b>TOTAL KIEV (BORISPOL)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>52.6</b>	<b>34.2</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>67.4</b>	<b>14</b>	<b>46</b>
LVOV	RYANAIR	S	30	0	0	6.7	46.7	36.7	6.7	0.0	3.3	0.0	0.0	0.0	0.0	0.0	6	69.2	25	26
<b>TOTAL LVOV</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>46.7</b>	<b>36.7</b>	<b>6.7</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>6</b>	<b>69.2</b>	<b>25</b>	<b>26</b>
<b>TOTAL UKRAINE</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>50.0</b>	<b>35.3</b>	<b>8.8</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>68.1</b>	<b>18</b>	<b>72</b>
<b>UNITED ARAB EMIRATES</b>																				
DUBAI	EMIRATES	S	124	0	0	6.5	41.9	26.6	12.9	7.3	1.6	2.4	0.8	0.0	0.0	0.0	14	85.9	6	64
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>41.9</b>	<b>26.6</b>	<b>12.9</b>	<b>7.3</b>	<b>1.6</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>85.9</b>	<b>6</b>	<b>64</b>
<b>TOTAL UNITED ARAB</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>41.9</b>	<b>26.6</b>	<b>12.9</b>	<b>7.3</b>	<b>1.6</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>85.9</b>	<b>6</b>	<b>64</b>
<b>UNITED KINGDOM</b>																				
BELFAST INTERNATIONAL	EASYJET UK LTD	S	248	0	0	15.7	51.6	22.2	4.4	3.2	2.4	0.4	0.0	0.0	0.0	0.0	6	79.9	14	244
BELFAST INTERNATIONAL	RYANAIR	S	18	0	0	0.0	22.2	22.2	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	14	91.8	5	184
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>266</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>49.6</b>	<b>22.2</b>	<b>7.5</b>	<b>3.4</b>	<b>2.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.0</b>	<b>10</b>	<b>428</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	89.6	8	106
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>89.6</b>	<b>8</b>	<b>106</b>
DUNDEE	LOGANAIR LTD	S	92	0	2	13.8	56.4	17.0	4.3	4.3	2.1	0.0	0.0	0.0	2.1	6	91.5	4	92	
<b>TOTAL DUNDEE</b>			<b>92</b>	<b>0</b>	<b>2</b>	<b>13.8</b>	<b>56.4</b>	<b>17.0</b>	<b>4.3</b>	<b>4.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>6</b>	<b>91.5</b>	<b>4</b>	<b>92</b>	
EDINBURGH	EASYJET UK LTD	S	228	0	0	14.5	50.9	18.4	9.6	2.2	4.4	0.0	0.0	0.0	0.0	8	88.4	6	242	
EDINBURGH	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1	
EDINBURGH	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.0	4	288	
<b>TOTAL EDINBURGH</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>50.9</b>	<b>18.4</b>	<b>9.6</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>8</b>	<b>90.4</b>	<b>5</b>	<b>531</b>	
GLASGOW	EASYJET UK LTD	S	160	0	0	8.1	60.6	17.5	5.6	3.8	2.5	0.0	1.9	0.0	0.0	10	81.6	11	174	
<b>TOTAL GLASGOW</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>60.6</b>	<b>17.5</b>	<b>5.6</b>	<b>3.8</b>	<b>2.5</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>81.6</b>	<b>11</b>	<b>174</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	40	0	0	2.5	45.0	25.0	15.0	10.0	0.0	2.5	0.0	0.0	0.0	12	61.1	14	36	
<b>TOTAL GUERNSEY</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>45.0</b>	<b>25.0</b>	<b>15.0</b>	<b>10.0</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>61.1</b>	<b>14</b>	<b>36</b>	
MANCHESTER	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	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</b>	<b>100.0</b>	<b>9</b>	<b>1</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>786</b>	<b>0</b>	<b>2</b>	<b>12.6</b>	<b>52.8</b>	<b>19.7</b>	<b>7.7</b>	<b>3.6</b>	<b>2.8</b>	<b>0.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>8</b>	<b>86.9</b>	<b>8</b>	<b>1368</b>
<b>TOTAL STANSTED</b>			<b>12304</b>	<b>4</b>	<b>32</b>	<b>9.1</b>	<b>48.8</b>	<b>29.2</b>	<b>7.0</b>	<b>3.7</b>	<b>1.2</b>	<b>0.3</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>7</b>	<b>75.5</b>	<b>12</b>	<b>13043</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2020

Reporting Airport: TEESSIDE INTERNATIONAL AIRPORT (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	162	0	0	3.7	47.5	40.1	4.9	3.1	0.6	0.0	0.0	0.0	0.0	0.0	5	83.6	6	149	
<b>TOTAL AMSTERDAM</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>47.5</b>	<b>40.1</b>	<b>4.9</b>	<b>3.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>83.6</b>	<b>6</b>	<b>149</b>	
<b>TOTAL NETHERLANDS</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>47.5</b>	<b>40.1</b>	<b>4.9</b>	<b>3.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>83.6</b>	<b>6</b>	<b>149</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASTERN AIRWAYS	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	126	0.0	0	0	
ABERDEEN	FLYBE LTD	S	105	0	6	14.4	43.2	21.6	2.7	9.9	2.7	0.0	0.0	0.0	0.0	5.4	9	72.1	14	110	
<b>TOTAL ABERDEEN</b>			<b>106</b>	<b>0</b>	<b>6</b>	<b>14.3</b>	<b>42.9</b>	<b>21.4</b>	<b>2.7</b>	<b>9.8</b>	<b>2.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>10</b>	<b>72.1</b>	<b>14</b>	<b>110</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>1</b>	
HUMBERSIDE	EASTERN AIRWAYS	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	26	100.0	2	1	
HUMBERSIDE	FLYBE LTD	S	11	0	0	18.2	63.6	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	3	54.3	16	26	
<b>TOTAL HUMBERSIDE</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>46.7</b>	<b>26.7</b>	<b>0.0</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>55.6</b>	<b>15</b>	<b>27</b>	
STANSTED	JOTA AVIATION LTD	C	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL STANSTED</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>123</b>	<b>0</b>	<b>6</b>	<b>14.7</b>	<b>42.6</b>	<b>22.5</b>	<b>2.3</b>	<b>9.3</b>	<b>3.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>10</b>	<b>68.6</b>	<b>14</b>	<b>138</b>	
<b>TOTAL TEESSIDE</b>			<b>285</b>	<b>0</b>	<b>6</b>	<b>8.6</b>	<b>45.4</b>	<b>32.3</b>	<b>3.8</b>	<b>5.8</b>	<b>1.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>7</b>	<b>76.1</b>	<b>10</b>	<b>287</b>	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019					
												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	
A CORUNA		HEATHROW	VUELING AIRLINES	S	A	30	0	1	12.9	51.6	19.4	9.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0	3.2	6	83.9	39	30			
		HEATHROW	VUELING AIRLINES	S	D	30	0	1	0.0	71.0	16.1	6.5	0.0	3.2	0.0	0.0	0.0	0.0	0.0	3.2	5	80.6	38	30			
<b>TOTAL A CORUNA</b>						<b>60</b>	<b>0</b>	<b>2</b>	<b>6.5</b>	<b>61.3</b>	<b>17.7</b>	<b>8.1</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>6</b>	<b>82.3</b>	<b>39</b>	<b>60</b>			
AALBORG		STANSTED	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	0.0	3	70.6	11	17			
		STANSTED	RYANAIR	S	D	13	0	0	0.0	84.6	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	17			
<b>TOTAL AALBORG</b>						<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>69.2</b>	<b>30.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>85.3</b>	<b>6</b>	<b>34</b>			
AARHUS (TIRSTRUP)		GATWICK	EASYJET UK 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	100.0	1	8			
		GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	8			
		STANSTED	RYANAIR	S	A	23	0	0	26.1	52.2	17.4	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	18	86.4	5	22				
		STANSTED	RYANAIR	S	D	23	0	0	0.0	69.6	26.1	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	5	77.3	10	22				
		MANCHESTER	SAS	S	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	4	0.0	0	0				
		MANCHESTER	SAS	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	0.0	0	0				
<b>TOTAL AARHUS (TIRSTRUP)</b>						<b>74</b>	<b>0</b>	<b>0</b>	<b>16.2</b>	<b>62.2</b>	<b>17.6</b>	<b>1.4</b>	<b>0.0</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>8</b>	<b>86.7</b>	<b>6</b>	<b>60</b>				
ABERDEEN		BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	16	0	0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	95.0	2	20			
		BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	16	0	0	0.0	75.0	18.8	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	95.0	3	20			
		BIRMINGHAM	FLYBE LTD	S	A	63	0	0	52.4	38.1	4.8	0.0	1.6	3.2	0.0	0.0	0.0	0.0	0.0	3	92.8	4	69				
		BIRMINGHAM	FLYBE LTD	S	D	64	0	0	0.0	48.4	43.8	3.1	1.6	3.1	0.0	0.0	0.0	0.0	0.0	6	88.4	7	69				
		BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	25	24				
		BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	24	25				
		BRISTOL	JOTA AVIATION LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	57	2				
		BRISTOL	JOTA AVIATION LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2				
		BRISTOL	LOGANAIR LTD	S	A	26	0	0	11.5	57.7	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0				
		BRISTOL	LOGANAIR LTD	S	D	26	0	0	3.8	53.8	38.5	0.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0	9	0.0	0	0				
		CARDIFF WALES	EASTERN AIRWAYS	S	D	12	1	1	0.0	50.0	35.7	0.0	0.0	0.0	0.0	0.0	0.0	7.1	7.1	0	0.0	0	0				
		DONCASTER SHEFFIELD	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	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	81.5	8	27				
		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	92.6	4	27				
		HEATHROW	BRITISH AIRWAYS PLC	S	A	207	0	0	25.6	49.8	16.4	5.8	1.9	0.5	0.0	0.0	0.0	0.0	0.0	3	89.9	3	144				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JAN 2019		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	207	0	0	0.0	64.3	29.0	5.3	1.0	0.5	0.0	0.0	0.0	0.0	0.0	3	89.9	6	146			
	HEATHROW	FLYBE LTD	S	A	78	0	0	29.5	28.2	19.2	15.4	3.8	3.8	0.0	0.0	0.0	0.0	0.0	10	94.9	5	79			
	HEATHROW	FLYBE LTD	S	D	78	0	0	0.0	48.7	37.2	5.1	2.6	3.8	2.6	0.0	0.0	0.0	0.0	10	93.7	5	79			
	LONDON CITY	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
	LONDON CITY	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.6	13	45			
	LONDON CITY	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	7			
	LUTON	EASYJET UK LTD	S	A	20	0	0	0.0	60.0	25.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	5	18			
	LUTON	EASYJET UK LTD	S	D	20	0	0	0.0	70.0	25.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	78.9	9	19			
	MANCHESTER	FLYBE LTD	S	A	120	0	2	35.2	47.5	10.7	2.5	1.6	0.0	0.8	0.0	0.0	0.0	1.6	3	83.7	10	133			
	MANCHESTER	FLYBE LTD	S	D	119	0	3	0.0	49.2	41.0	4.1	2.5	0.8	0.0	0.0	0.0	0.0	2.5	4	78.5	15	133			
	NEWCASTLE	FLYBE LTD	S	A	63	0	13	17.1	38.2	13.2	5.3	5.3	3.9	0.0	0.0	0.0	0.0	17.1	10	76.9	9	71			
	NEWCASTLE	FLYBE LTD	S	D	64	0	12	0.0	34.2	35.5	3.9	7.9	0.0	2.6	0.0	0.0	0.0	15.8	12	48.2	24	67			
	NEWCASTLE	LOGANAIR LTD	S	A	57	0	0	5.3	63.2	21.1	8.8	0.0	1.8	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0			
	NEWCASTLE	LOGANAIR LTD	S	D	57	0	4	0.0	57.4	27.9	3.3	0.0	3.3	0.0	1.6	0.0	0.0	6.6	8	0.0	0	0			
	SOUTHAMPTON	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4			
	SOUTHAMPTON	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4			
	SOUTHEND	LOGANAIR LTD	S	A	50	0	0	16.0	70.0	10.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0			
	SOUTHEND	LOGANAIR LTD	S	D	50	0	0	4.0	78.0	14.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0			
	TEESSIDE INTERNATIONAL AIRPORT	EASTERN AIRWAYS	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	126	0.0	0	0			
	TEESSIDE INTERNATIONAL AIRPORT	FLYBE LTD	S	A	52	0	3	21.8	43.6	12.7	3.6	9.1	3.6	0.0	0.0	0.0	0.0	5.5	9	69.8	17	58			
	TEESSIDE INTERNATIONAL AIRPORT	FLYBE LTD	S	D	53	0	3	7.1	42.9	30.4	1.8	10.7	1.8	0.0	0.0	0.0	0.0	5.4	9	74.6	11	52			
<b>TOTAL ABERDEEN</b>					<b>1520</b>	<b>1</b>	<b>41</b>	<b>12.8</b>	<b>51.4</b>	<b>23.8</b>	<b>4.6</b>	<b>2.7</b>	<b>1.5</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>2.6</b>	<b>5</b>	<b>82.6</b>	<b>9</b>	<b>1345</b>			
ABU DHABI INTERNATIONAL																									
	BIRMINGHAM	ETIHAD 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	5	0.0	20	1			
	BIRMINGHAM	ETIHAD AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	52	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	100.0	0	0.0	0	0				
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	0.0	24.0	0.0	12.0	24.0	24.0	8.0	8.0	0.0	0.0	0.0	63	87.1	3	30			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	0.0	12.5	54.2	8.3	12.5	4.2	4.2	4.2	0.0	0.0	0.0	31	87.1	7	30			
	HEATHROW	ETIHAD AIRWAYS	S	A	124	0	0	19.4	23.4	33.9	10.5	8.9	4.0	0.0	0.0	0.0	0.0	0.0	12	86.7	5	105			
	HEATHROW	ETIHAD AIRWAYS	S	D	124	0	0	0.0	38.7	41.9	12.1	6.5	0.8	0.0	0.0	0.0	0.0	0.0	9	81.9	7	105			
	MANCHESTER	ETIHAD AIRWAYS	S	A	62	0	0	41.9	24.2	16.1	9.7	4.8	1.6	1.6	0.0	0.0	0.0	0.0	9	93.4	6	61			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: A																	JAN 2019			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								11.8	31.0	32.6	10.2	8.5	4.0	0.9	0.7	0.0	0.0	0.2	14	82.1	8	394
	MANCHESTER	ETIHAD AIRWAYS	S	D	62	0	0	0.0	48.4	32.3	6.5	8.1	4.8	0.0	0.0	0.0	0.0	0.0	11	61.3	18	61
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>422</b>	<b>0</b>	<b>1</b>	<b>11.8</b>	<b>31.0</b>	<b>32.6</b>	<b>10.2</b>	<b>8.5</b>	<b>4.0</b>	<b>0.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>14</b>	<b>82.1</b>	<b>8</b>	<b>394</b>
ABUJA																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	32.3	38.7	25.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.9	8	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	51.6	35.5	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	87.1	8	31
<b>TOTAL ABUJA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>45.2</b>	<b>30.6</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>85.5</b>	<b>8</b>	<b>62</b>
ACCRA																						
	GATWICK	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	16.1	16.1	25.8	9.7	6.5	22.6	0.0	3.2	0.0	0.0	0.0	33	80.6	10	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	3.2	45.2	38.7	9.7	3.2	0.0	0.0	0.0	0.0	0.0	20	54.8	18	31
<b>TOTAL ACCRA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>9.7</b>	<b>35.5</b>	<b>24.2</b>	<b>8.1</b>	<b>12.9</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>66.7</b>	<b>14</b>	<b>63</b>
ADDIS ABABA																						
	HEATHROW	ETHIOPIAN AIRLINES	S	A	43	0	0	39.5	27.9	27.9	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	12	40
	HEATHROW	ETHIOPIAN AIRLINES	S	D	43	0	0	0.0	16.3	67.4	9.3	7.0	0.0	0.0	0.0	0.0	0.0	0.0	9	57.5	18	40
	MANCHESTER	ETHIOPIAN AIRLINES	S	A	18	0	0	0.0	61.1	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	38	17
	MANCHESTER	ETHIOPIAN AIRLINES	S	D	18	0	0	0.0	27.8	55.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	61.1	20	17
<b>TOTAL ADDIS ABABA</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>28.7</b>	<b>45.1</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>64.7</b>	<b>19</b>	<b>114</b>
AGADIR (AL MASSIRA)																						
	BIRMINGHAM	AIR ARABIA MAROC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	8	7
	BIRMINGHAM	AIR ARABIA MAROC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	22	9
	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	24	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	14	0	0	21.4	42.9	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	7	14
	GATWICK	EASYJET UK LTD	S	D	14	0	0	0.0	21.4	64.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	85.7	8	14
	GATWICK	TUI AIRWAYS LTD	S	A	5	0	0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	88.9	8	9
	GATWICK	TUI AIRWAYS LTD	S	D	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	12	9
	STANSTED	RYANAIR	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	11	36.4	23	11
	STANSTED	RYANAIR	S	D	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	72.7	8	11
	MANCHESTER	AIR ARABIA MAROC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	9	8
	MANCHESTER	AIR ARABIA MAROC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	8
	MANCHESTER	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	70.0	63	9

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	MANCHESTER	EASYJET UK LTD	S	D	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	77.8	52	9	
	MANCHESTER	RYANAIR	S	A	8	0	0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	17	10	
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	70.0	11	10	
	MANCHESTER	TUI AIRWAYS LTD	S	A	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	6	9	
	MANCHESTER	TUI AIRWAYS LTD	S	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	55.6	16	9	
<b>TOTAL AGADIR (AL MASSIRA)</b>					<b>89</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>31.5</b>	<b>46.1</b>	<b>9.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>73.2</b>	<b>17</b>	<b>156</b>	
AHMEDABAD																							
	HEATHROW	AIR INDIA	S	A	18	0	0	0.0	16.7	33.3	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	25	64.7	24	17	
	HEATHROW	AIR INDIA	S	D	17	0	0	0.0	5.9	29.4	11.8	29.4	23.5	0.0	0.0	0.0	0.0	0.0	41	33.3	52	18	
<b>TOTAL AHMEDABAD</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.4</b>	<b>31.4</b>	<b>14.3</b>	<b>22.9</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>48.6</b>	<b>38</b>	<b>35</b>	
AKUREYRI																							
	BOURNEMOUTH	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	
	BOURNEMOUTH	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	
	CARDIFF WALES	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	CARDIFF WALES	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	
	LEEDS BRADFORD	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	
	NEWCASTLE	TITAN AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	NEWCASTLE	TITAN AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2	
<b>TOTAL AKUREYRI</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>8</b>	
ALDERNEY																							
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	A	44	0	10	3.7	40.7	25.9	0.0	3.7	5.6	0.0	1.9	0.0	0.0	18.5	16	85.1	7	63	
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	D	45	0	11	8.9	42.9	12.5	3.6	3.6	3.6	1.8	1.8	1.8	0.0	19.6	27	83.6	10	63	
<b>TOTAL ALDERNEY</b>					<b>89</b>	<b>0</b>	<b>21</b>	<b>6.4</b>	<b>41.8</b>	<b>19.1</b>	<b>1.8</b>	<b>3.6</b>	<b>4.5</b>	<b>0.9</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>19.1</b>	<b>22</b>	<b>84.3</b>	<b>9</b>	<b>126</b>	
ALGHERO (FERTILIA)																							
	LUTON	EASYJET UK 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	5	88.9	3	9	
	LUTON	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	3	9	
<b>TOTAL ALGHERO (FERTILIA)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>31.3</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.9</b>	<b>3</b>	<b>18</b>	
ALGIERS																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	33.3	33.3	23.8	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5	86.4	15	22	
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	4.8	66.7	23.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	12	77.3	10	22	
	HEATHROW	AIR ALGERIE	S	A	21	0	0	14.3	38.1	14.3	23.8	9.5	0.0	0.0	0.0	0.0	0.0	0.0	10	52.4	17	21	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

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NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	38.1	33.3	9.5	14.3	4.8	0.0	0.0	0.0	0.0	0.0	13	52.4	21	21	
<b>TOTAL ALGIERS</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>28.6</b>	<b>34.5</b>	<b>15.5</b>	<b>8.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>67.4</b>	<b>16</b>	<b>86</b>	
ALICANTE																							
	ABERDEEN	RYANAIR	S	A	9	0	0	55.6	11.1	11.1	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	60	77.8	5	9	
	ABERDEEN	RYANAIR	S	D	9	0	0	11.1	55.6	11.1	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	64	66.7	13	9	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	11	0	0	45.5	18.2	18.2	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	7	81.3	14	16	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	11	0	0	0.0	63.6	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	8	16	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2	
	BELFAST INTERNATIONAL	RYANAIR	S	A	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.6	5	13	
	BELFAST INTERNATIONAL	RYANAIR	S	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	92.3	6	13	
	BIRMINGHAM	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	A	23	0	0	30.4	34.8	21.7	4.3	4.3	0.0	4.3	0.0	0.0	0.0	0.0	11	95.0	2	20	
	BIRMINGHAM	JET2.COM LTD	S	D	23	0	0	0.0	26.1	69.6	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	20	
	BIRMINGHAM	RYANAIR	S	A	33	0	0	27.3	42.4	9.1	6.1	9.1	6.1	0.0	0.0	0.0	0.0	0.0	13	96.9	2	32	
	BIRMINGHAM	RYANAIR	S	D	34	0	0	0.0	41.2	35.3	8.8	11.8	2.9	0.0	0.0	0.0	0.0	0.0	11	90.6	5	32	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	5	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	5	
	BOURNEMOUTH	RYANAIR	S	A	14	0	0	35.7	42.9	14.3	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	31	87.5	10	16	
	BOURNEMOUTH	RYANAIR	S	D	14	0	0	0.0	64.3	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	30	16	
	BRISTOL	EASYJET UK LTD	S	A	25	0	0	12.0	48.0	16.0	12.0	0.0	8.0	0.0	4.0	0.0	0.0	0.0	21	79.2	7	24	
	BRISTOL	EASYJET UK LTD	S	D	25	0	0	0.0	48.0	40.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	6	91.7	7	24	
	BRISTOL	RYANAIR	S	A	26	0	0	26.9	34.6	19.2	0.0	3.8	7.7	0.0	3.8	3.8	0.0	0.0	39	78.6	9	28	
	BRISTOL	RYANAIR	S	D	26	0	0	0.0	53.8	34.6	3.8	3.8	0.0	3.8	0.0	0.0	0.0	0.0	9	85.7	8	28	
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	8	0	0	0.0	25.0	12.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	23	100.0	3	9	
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	9	
	CARDIFF WALES	VUELING AIRLINES	S	A	13	0	0	23.1	23.1	30.8	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	6	10	
	CARDIFF WALES	VUELING AIRLINES	S	D	13	0	0	0.0	15.4	38.5	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	15	60.0	14	10	
	DONCASTER SHEFFIELD	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3	
	DONCASTER SHEFFIELD	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	8	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	9	

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2019				
								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		
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	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	0	9
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	17	0	0	41.2	52.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	15
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	17	0	0	0.0	35.3	64.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	15
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	28	0	0	32.1	42.9	10.7	3.6	3.6	7.1	0.0	0.0	0.0	0.0	0.0	9	84.8	9	33
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	28	0	0	0.0	53.6	35.7	3.6	3.6	0.0	3.6	0.0	0.0	0.0	0.0	8	78.8	11	33
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	17	100.0	2	5	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	5	
	EDINBURGH	EASYJET UK LTD	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	7	100.0	0	9	
	EDINBURGH	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	8	100.0	2	9	
	EDINBURGH	JET2.COM LTD	S	A	12	0	0	16.7	33.3	25.0	16.7	0.0	0.0	8.3	0.0	0.0	0.0	18	100.0	2	10	
	EDINBURGH	JET2.COM LTD	S	D	11	0	0	0.0	18.2	63.6	9.1	9.1	0.0	0.0	0.0	0.0	0.0	8	90.0	4	10	
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	EDINBURGH	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	73	0.0	0	0	
	EDINBURGH	RYANAIR	S	A	22	0	0	4.5	59.1	18.2	9.1	4.5	4.5	0.0	0.0	0.0	0.0	9	78.3	8	23	
	EDINBURGH	RYANAIR	S	D	22	0	0	0.0	63.6	31.8	0.0	0.0	4.5	0.0	0.0	0.0	0.0	6	82.6	6	23	
	EXETER	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	6	14	
	EXETER	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	7	14	
	EXETER	RYANAIR	S	A	10	0	0	10.0	40.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	EXETER	RYANAIR	S	D	10	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	GLASGOW	EASYJET UK LTD	S	A	16	0	0	25.0	37.5	18.8	6.3	6.3	6.3	0.0	0.0	0.0	0.0	9	89.5	3	19	
	GLASGOW	EASYJET UK 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	6	94.7	5	19	
	GLASGOW	JET2.COM LTD	S	A	15	0	0	20.0	33.3	26.7	6.7	0.0	6.7	6.7	0.0	0.0	0.0	18	86.7	12	15	
	GLASGOW	JET2.COM LTD	S	D	15	0	0	0.0	40.0	46.7	6.7	0.0	6.7	0.0	0.0	0.0	0.0	7	93.3	3	15	
	GLASGOW	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	35	40.0	18	5	
	GLASGOW	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	4	60.0	18	5	
	LEEDS BRADFORD	JET2.COM LTD	S	A	20	0	0	40.0	40.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	3	90.5	4	21	
	LEEDS BRADFORD	JET2.COM LTD	S	D	22	0	1	0.0	43.5	43.5	4.3	0.0	4.3	0.0	0.0	0.0	0.0	7	100.0	1	21	
	LEEDS BRADFORD	RYANAIR	S	A	22	0	1	34.8	39.1	8.7	4.3	0.0	4.3	4.3	0.0	0.0	0.0	11	83.3	6	24	
	LEEDS BRADFORD	RYANAIR	S	D	23	0	1	4.2	50.0	20.8	8.3	0.0	4.2	4.2	4.2	0.0	0.0	22	79.2	14	24	
	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	68.8	15	16	

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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)	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	9	16		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	16	0	0	12.5	37.5	25.0	0.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	15	90.0	4	20		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	16	0	0	0.0	43.8	25.0	12.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	16	85.0	7	20		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	26	0	0	7.7	57.7	19.2	11.5	0.0	0.0	3.8	0.0	0.0	0.0	0.0	9	77.3	12	22		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	26	0	0	0.0	57.7	34.6	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	12	86.4	8	22		
GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	42.9	14.3	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	93.8	7	16		
GATWICK	BRITISH AIRWAYS PLC	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	0.0	5	81.3	5	16		
GATWICK	EASYJET UK LTD	S	A	53	0	2	27.3	29.1	12.7	14.5	7.3	5.5	0.0	0.0	0.0	0.0	3.6	12	83.7	5	49		
GATWICK	EASYJET UK LTD	S	D	55	0	0	0.0	32.7	49.1	12.7	5.5	0.0	0.0	0.0	0.0	0.0	0.0	8	86.0	5	50		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	17	0	0	17.6	41.2	29.4	5.9	0.0	0.0	0.0	5.9	0.0	0.0	0.0	25	100.0	2	23		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	17	0	0	0.0	52.9	41.2	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	95.7	2	22		
GATWICK	RYANAIR	S	A	26	0	1	22.2	48.1	18.5	0.0	0.0	3.7	0.0	0.0	3.7	0.0	3.7	21	85.2	5	27		
GATWICK	RYANAIR	S	D	27	0	0	0.0	29.6	51.9	11.1	0.0	7.4	0.0	0.0	0.0	0.0	0.0	12	74.1	12	27		
GATWICK	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	5		
GATWICK	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	5		
GATWICK	VUELING AIRLINES	S	A	15	0	2	41.2	29.4	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	11.8	2	0.0	0	0		
GATWICK	VUELING AIRLINES	S	D	15	0	1	6.3	50.0	25.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	6.3	5	0.0	0	0		
LUTON	EASYJET UK LTD	S	A	29	0	0	34.5	41.4	6.9	10.3	3.4	3.4	0.0	0.0	0.0	0.0	0.0	7	93.1	5	29		
LUTON	EASYJET UK LTD	S	D	28	0	0	0.0	60.7	39.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	89.7	8	29		
LUTON	RYANAIR	S	A	12	0	0	8.3	66.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	12	15		
LUTON	RYANAIR	S	D	12	0	0	0.0	75.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.3	9	15		
STANSTED	JET2.COM LTD	S	A	19	0	0	10.5	63.2	15.8	5.3	0.0	0.0	5.3	0.0	0.0	0.0	0.0	11	78.9	12	19		
STANSTED	JET2.COM LTD	S	D	19	0	0	0.0	57.9	42.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	89.5	10	19		
STANSTED	RYANAIR	S	A	38	0	0	31.6	36.8	21.1	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	4	75.6	11	45		
STANSTED	RYANAIR	S	D	40	0	0	0.0	65.0	32.5	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	2	86.7	8	45		
MANCHESTER	EASYJET UK LTD	S	A	18	0	0	38.9	27.8	5.6	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	89.5	12	19		
MANCHESTER	EASYJET UK LTD	S	D	18	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	94.7	3	19		
MANCHESTER	JET2.COM LTD	S	A	29	0	0	3.4	34.5	31.0	20.7	6.9	0.0	3.4	0.0	0.0	0.0	0.0	13	63.3	17	30		
MANCHESTER	JET2.COM LTD	S	D	28	0	0	0.0	14.3	75.0	0.0	7.1	3.6	0.0	0.0	0.0	0.0	0.0	11	76.7	13	30		
MANCHESTER	RYANAIR	S	A	54	0	0	14.8	50.0	18.5	7.4	3.7	0.0	5.6	0.0	0.0	0.0	0.0	12	76.1	16	46		
MANCHESTER	RYANAIR	S	D	54	0	0	0.0	55.6	31.5	5.6	3.7	0.0	3.7	0.0	0.0	0.0	0.0	9	82.6	14	46		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JAN 2019		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	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	75.0	5	4							
MANCHESTER	TUI AIRWAYS LTD	C	A	8	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	76.9	16	13							
MANCHESTER	TUI AIRWAYS LTD	C	D	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	63.6	21	11							
NEWCASTLE	EASYJET UK LTD	S	A	20	0	0	25.0	45.0	15.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	85.0	8	20							
NEWCASTLE	EASYJET UK LTD	S	D	18	0	0	0.0	27.8	66.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	90.0	5	20							
NEWCASTLE	JET2.COM LTD	S	A	14	0	1	33.3	33.3	20.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	6.7	5	85.7	4	14							
NEWCASTLE	JET2.COM LTD	S	D	15	0	0	0.0	40.0	40.0	6.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	11	100.0	2	14							
NEWCASTLE	RYANAIR	S	A	17	0	0	11.8	70.6	11.8	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	94.4	4	18							
NEWCASTLE	RYANAIR	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	7	72.2	11	18							
NEWCASTLE	TUI AIRWAYS 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	60.0	30	5							
NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	34	5							
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	55.6	17	9							
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	55.6	20	9							
SOUTHEND	EASYJET UK LTD	S	A	13	0	0	53.8	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.8	3	16							
SOUTHEND	EASYJET UK LTD	S	D	14	0	0	0.0	78.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	1	16							
SOUTHEND	RYANAIR	S	A	22	0	0	0.0	40.9	50.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0							
SOUTHEND	RYANAIR	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	1	0.0	0	0							
<b>TOTAL ALICANTE</b>				<b>1654</b>	<b>0</b>	<b>10</b>	<b>11.9</b>	<b>43.8</b>	<b>29.6</b>	<b>7.0</b>	<b>3.5</b>	<b>1.9</b>	<b>1.0</b>	<b>0.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>85.5</b>	<b>8</b>	<b>1736</b>							
ALMERIA																												
GATWICK	EASYJET UK LTD	S	A	14	0	0	35.7	42.9	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	15							
GATWICK	EASYJET UK LTD	S	D	14	0	0	0.0	42.9	50.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	93.3	3	15							
<b>TOTAL ALMERIA</b>				<b>28</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>42.9</b>	<b>32.1</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>96.7</b>	<b>2</b>	<b>30</b>							
AMMAN																												
HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	65.2	21.7	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	94.7	2	19							
HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	0.0	30.4	60.9	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	71.4	17	21							
HEATHROW	ROYAL JORDANIAN	S	A	35	0	0	22.9	31.4	25.7	17.1	2.9	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	6	32							
HEATHROW	ROYAL JORDANIAN	S	D	34	0	0	0.0	41.2	29.4	20.6	5.9	2.9	0.0	0.0	0.0	0.0	0.0	10	90.6	7	32							
<b>TOTAL AMMAN</b>				<b>115</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>32.2</b>	<b>31.3</b>	<b>13.0</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.5</b>	<b>8</b>	<b>104</b>							
AMRITSAR																												
BIRMINGHAM	AIR INDIA	S	A	13	0	0	0.0	30.8	15.4	15.4	30.8	0.0	7.7	0.0	0.0	0.0	0.0	29	64.3	24	14							
BIRMINGHAM	AIR INDIA	S	D	13	0	0	0.0	30.8	38.5	0.0	23.1	0.0	7.7	0.0	0.0	0.0	0.0	23	84.6	8	13							
STANSTED	AIR INDIA	S	A	12	0	0	33.3	41.7	0.0	8.3	0.0	0.0	0.0	8.3	8.3	0.0	0.0	60	0.0	0	0							
STANSTED	AIR INDIA	S	D	12	0	0	0.0	58.3	16.7	8.3	0.0	0.0	8.3	0.0	8.3	0.0	0.0	57	0.0	0	0							
<b>TOTAL AMRITSAR</b>				<b>50</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>40.0</b>	<b>18.0</b>	<b>8.0</b>	<b>14.0</b>	<b>0.0</b>	<b>6.0</b>	<b>2.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>74.1</b>	<b>16</b>	<b>27</b>							



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
AMSTERDAM																						
	ABERDEEN	KLM	S	A	137	0	1	5.8	54.3	32.6	5.1	1.4	0.0	0.0	0.0	0.0	0.0	0.7	4	78.3	7	64
	ABERDEEN	KLM	S	D	137	0	1	3.6	47.1	39.1	6.5	2.9	0.0	0.0	0.0	0.0	0.0	0.7	5	76.8	8	64
	ABERDEEN	KLM CITYHOPPER	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.6	3	45
	ABERDEEN	KLM CITYHOPPER	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.6	4	45
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	26	0	0	3.8	34.6	50.0	0.0	0.0	7.7	3.8	0.0	0.0	0.0	0.0	12	0.0	0	0
	BELFAST CITY (GEORGE BEST)	KLM	S	A	22	0	0	9.1	72.7	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	91.3	2	22
	BELFAST CITY (GEORGE BEST)	KLM	S	D	23	0	0	0.0	52.2	39.1	4.3	0.0	0.0	0.0	4.3	0.0	0.0	0.0	13	82.6	3	22
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	31	0	0	6.5	41.9	29.0	19.4	0.0	3.2	0.0	0.0	0.0	0.0	0.0	9	61.3	21	31
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	31	0	0	0.0	71.0	19.4	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.6	13	31
	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	FLYBE LTD	S	A	172	0	0	26.7	49.4	17.4	2.9	2.9	0.0	0.6	0.0	0.0	0.0	0.0	3	77.4	12	175
	BIRMINGHAM	FLYBE LTD	S	D	172	0	0	0.0	30.2	59.3	5.8	3.5	1.2	0.0	0.0	0.0	0.0	0.0	6	74.4	13	175
	BIRMINGHAM	KLM	S	A	125	0	0	5.6	57.6	26.4	8.8	0.8	0.8	0.0	0.0	0.0	0.0	0.0	4	86.3	6	120
	BIRMINGHAM	KLM	S	D	125	0	0	0.8	26.4	54.4	14.4	2.4	0.8	0.8	0.0	0.0	0.0	0.0	9	79.0	12	120
	BRISTOL	EASYJET EUROPE	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
	BRISTOL	EASYJET EUROPE	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	27	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	A	53	0	0	3.8	24.5	41.5	18.9	9.4	1.9	0.0	0.0	0.0	0.0	0.0	12	53.8	25	52
	BRISTOL	EASYJET UK LTD	S	D	53	0	0	0.0	43.4	34.0	13.2	7.5	1.9	0.0	0.0	0.0	0.0	0.0	9	75.5	12	53
	BRISTOL	KLM	S	A	117	0	0	0.9	65.8	27.4	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	86.6	7	112
	BRISTOL	KLM	S	D	118	0	0	0.0	47.5	33.9	14.4	3.4	0.0	0.0	0.8	0.0	0.0	0.0	8	85.0	9	113
	CARDIFF WALES	KLM	S	A	86	0	0	4.7	52.3	36.0	4.7	1.2	1.2	0.0	0.0	0.0	0.0	0.0	4	83.9	4	82
	CARDIFF WALES	KLM	S	D	85	0	0	0.0	44.7	43.5	8.2	2.4	1.2	0.0	0.0	0.0	0.0	0.0	6	87.1	8	81
	DONCASTER SHEFFIELD	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.5	4	31
	DONCASTER SHEFFIELD	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.8	2	31
	EAST MIDLANDS INTERNATIONAL	BRITISH AIRWAYS PLC	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
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	25	0	0	24.0	48.0	16.0	8.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	6	85.2	7	27
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	25	0	0	0.0	40.0	40.0	12.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	10	88.9	9	27
	EDINBURGH	EASYJET EUROPE	S	A	22	0	0	54.5	31.8	9.1	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	EDINBURGH	EASYJET EUROPE	S	D	22	0	0	0.0	72.7	22.7	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	EDINBURGH	EASYJET UK LTD	S	A	40	0	0	7.5	30.0	40.0	17.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	9	76.7	13	60
	EDINBURGH	EASYJET UK LTD	S	D	40	0	0	0.0	45.0	37.5	12.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	76.7	11	60

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m 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	KLM	S A	98	0	0	3.1	51.0	37.8	3.1	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.0	10	98
EDINBURGH	KLM	S D	98	0	0	3.1	51.0	29.6	10.2	5.1	1.0	0.0	0.0	0.0	0.0	0.0	7	82.8	10	97	
EXETER	FLYBE LTD	S A	43	0	0	27.9	51.2	9.3	9.3	0.0	2.3	0.0	0.0	0.0	0.0	0.0	4	81.6	12	48	
EXETER	FLYBE LTD	S D	64	0	0	0.0	43.8	42.2	9.4	3.1	1.6	0.0	0.0	0.0	0.0	0.0	6	85.7	7	48	
GLASGOW	EASYJET UK LTD	S A	18	0	0	0.0	27.8	44.4	5.6	16.7	0.0	0.0	5.6	0.0	0.0	0.0	26	88.2	10	17	
GLASGOW	EASYJET UK LTD	S D	18	0	0	0.0	33.3	44.4	5.6	5.6	5.6	0.0	5.6	0.0	0.0	0.0	26	88.2	9	17	
GLASGOW	KLM	S A	65	0	1	6.1	50.0	33.3	6.1	1.5	1.5	0.0	0.0	0.0	0.0	1.5	5	91.0	4	65	
GLASGOW	KLM	S D	65	0	1	0.0	56.1	34.8	3.0	4.5	0.0	0.0	0.0	0.0	0.0	1.5	5	83.6	8	65	
GLASGOW	KLM CITYHOPPER	S A	31	0	0	0.0	48.4	45.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	96.8	4	31	
GLASGOW	KLM CITYHOPPER	S D	31	0	0	0.0	48.4	35.5	12.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	90.3	5	31	
LEEDS BRADFORD	JET2.COM LTD	S A	26	0	0	0.0	73.1	23.1	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	80.8	15	26	
LEEDS BRADFORD	JET2.COM LTD	S D	26	0	0	0.0	69.2	26.9	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	96.2	5	26	
LEEDS BRADFORD	KLM	S A	89	0	0	1.1	66.3	20.2	10.1	1.1	0.0	0.0	0.0	1.1	0.0	0.0	19	84.3	5	85	
LEEDS BRADFORD	KLM	S D	88	0	0	0.0	46.6	38.6	6.8	5.7	1.1	0.0	1.1	0.0	0.0	0.0	10	79.5	14	84	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	64	0	0	6.3	54.7	26.6	9.4	3.1	0.0	0.0	0.0	0.0	0.0	0.0	6	79.7	15	69	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	64	0	0	0.0	70.3	23.4	1.6	4.7	0.0	0.0	0.0	0.0	0.0	0.0	4	91.3	8	69	
GATWICK	BRITISH AIRWAYS PLC	S A	103	0	0	18.4	55.3	20.4	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	3	87.3	9	102	
GATWICK	BRITISH AIRWAYS PLC	S D	103	0	0	0.0	63.1	29.1	6.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	3	95.1	3	102	
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	192	0	0	18.8	44.8	19.8	9.9	3.6	2.6	0.0	0.5	0.0	0.0	0.0	8	78.4	11	199	
GATWICK	EASYJET UK LTD	S D	192	0	0	0.5	49.0	39.1	5.2	5.2	1.0	0.0	0.0	0.0	0.0	0.0	6	84.4	8	199	
HEATHROW	BRITISH AIRWAYS PLC	S A	269	0	1	27.4	48.5	17.4	2.2	3.3	0.4	0.0	0.4	0.0	0.0	0.4	4	86.3	7	267	
HEATHROW	BRITISH AIRWAYS PLC	S D	270	0	0	0.0	49.6	44.1	4.1	1.5	0.4	0.0	0.4	0.0	0.0	0.0	5	90.8	5	267	
HEATHROW	KLM	S A	298	0	0	20.8	43.0	22.1	8.7	4.0	1.0	0.3	0.0	0.0	0.0	0.0	6	85.3	5	286	
HEATHROW	KLM	S D	296	0	0	0.3	60.5	28.4	6.8	3.0	0.7	0.3	0.0	0.0	0.0	0.0	5	88.3	4	286	
LONDON CITY	BA CITYFLYER LTD	S A	123	0	2	24.0	44.8	18.4	4.0	5.6	0.8	0.8	0.0	0.0	0.0	1.6	7	81.3	8	122	
LONDON CITY	BA CITYFLYER LTD	S D	124	0	2	0.0	38.9	42.9	6.3	6.3	3.2	0.0	0.8	0.0	0.0	1.6	10	82.1	9	122	
LONDON CITY	FLYBE LTD	S A	34	0	0	41.2	50.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	81.1	14	37	
LONDON CITY	FLYBE LTD	S D	34	0	0	0.0	14.7	50.0	23.5	8.8	2.9	0.0	0.0	0.0	0.0	0.0	14	62.2	17	36	
LONDON CITY	KLM	S A	219	0	3	12.2	58.6	17.6	5.9	3.2	1.4	0.0	0.0	0.0	0.0	1.4	5	80.8	6	210	
LONDON CITY	KLM	S D	219	0	8	0.4	38.3	38.3	8.8	7.5	3.1	0.0	0.0	0.0	0.0	3.5	10	71.0	11	210	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	AIR NIGERIA	S A	57	0	0	0	10.5	45.6	36.8	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
LUTON	AIR NIGERIA	S D	57	0	0	0	0.0	43.9	43.9	8.8	0.0	0.0	3.5	0.0	0.0	0.0	0.0	8	0.0	0	0		
LUTON	EASYJET EUROPE	S A	27	0	0	0	14.8	55.6	22.2	3.7	0.0	3.7	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
LUTON	EASYJET EUROPE	S D	27	0	0	0	0.0	55.6	40.7	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
LUTON	EASYJET UK LTD	S A	164	0	0	0	11.6	50.0	25.0	10.4	2.4	0.6	0.0	0.0	0.0	0.0	0.0	6	77.8	11	189		
LUTON	EASYJET UK LTD	S D	164	0	0	0	0.0	56.7	36.0	5.5	1.2	0.6	0.0	0.0	0.0	0.0	0.0	4	84.1	7	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	0	74.2	8	31		
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	0	90.9	10	22		
LUTON	VUELING AIRLINES	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	20	26		
LUTON	VUELING AIRLINES	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.2	20	34		
STANSTED	EASYJET UK LTD	S A	109	0	0	0	11.9	56.9	21.1	7.3	1.8	0.9	0.0	0.0	0.0	0.0	0.0	4	77.5	12	111		
STANSTED	EASYJET UK LTD	S D	109	0	0	0	0.0	74.3	22.0	2.8	0.9	0.0	0.0	0.0	0.0	0.0	0.0	2	90.1	7	111		
MANCHESTER	EASYJET UK LTD	S A	93	0	1	8.5	50.0	26.6	6.4	4.3	2.1	0.0	1.1	0.0	0.0	1.1	10	67.7	19	92			
MANCHESTER	EASYJET UK LTD	S D	93	0	0	0.0	64.5	25.8	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	6	76.1	14	92			
MANCHESTER	FLYBE LTD	S A	117	0	0	19.7	44.4	27.4	3.4	1.7	3.4	0.0	0.0	0.0	0.0	0.0	6	78.1	10	110			
MANCHESTER	FLYBE LTD	S D	117	0	0	0.0	30.8	54.7	7.7	3.4	1.7	1.7	0.0	0.0	0.0	0.0	10	77.2	8	110			
MANCHESTER	KLM	S A	151	0	0	10.6	60.9	23.2	2.6	1.3	1.3	0.0	0.0	0.0	0.0	0.0	3	86.1	8	149			
MANCHESTER	KLM	S D	150	0	1	0.0	53.0	31.8	6.0	6.6	2.0	0.0	0.0	0.0	0.0	0.7	8	82.1	20	149			
NEWCASTLE	KLM	S A	121	0	0	2.5	58.7	32.2	5.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	3	85.8	6	119			
NEWCASTLE	KLM	S D	121	0	0	0.0	57.9	36.4	3.3	2.5	0.0	0.0	0.0	0.0	0.0	0.0	3	90.8	5	118			
SOUTHAMPTON	FLYBE LTD	S A	137	0	1	21.7	53.6	18.8	2.2	0.7	2.2	0.0	0.0	0.0	0.0	0.7	4	77.7	11	93			
SOUTHAMPTON	FLYBE LTD	S D	137	0	1	0.0	51.4	38.4	5.8	2.2	1.4	0.0	0.0	0.0	0.0	0.7	4	88.4	8	94			
SOUTHAMPTON	KLM CITYHOPPER	S A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	93.1	6	29			
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	93.1	5	29			
SOUTHEND	EASYJET UK LTD	S A	48	0	0	6.3	58.3	18.8	12.5	4.2	0.0	0.0	0.0	0.0	0.0	0.0	5	88.5	5	61			
SOUTHEND	EASYJET UK LTD	S D	48	0	0	0.0	68.8	29.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	2	91.8	3	61			
SOUTHEND	FLYBE LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	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	0.0	120	1			
SOUTHEND	KLM CITYHOPPER	S A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	0	2			
TEESSIDE INTERNATIONAL AIRPORT	KLM	S A	81	0	0	4.9	50.6	37.0	4.9	2.5	0.0	0.0	0.0	0.0	0.0	0.0	4	83.8	5	75			
TEESSIDE INTERNATIONAL AIRPORT	KLM	S D	81	0	0	2.5	44.4	43.2	4.9	3.7	1.2	0.0	0.0	0.0	0.0	0.0	6	83.5	7	74			
<b>TOTAL AMSTERDAM ANCONA</b>			<b>7269</b>	<b>0</b>	<b>25</b>	<b>7.2</b>	<b>50.3</b>	<b>31.3</b>	<b>6.5</b>	<b>3.1</b>	<b>1.0</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>6</b>	<b>82.7</b>	<b>9</b>	<b>7137</b>			
GATWICK	EASYJET UK LTD	S A	7	0	1	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	3	0.0	0	0			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: A																			JAN 2019		
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	GATWICK	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	0.0	32	0.0	0	0	
	STANSTED	RYANAIR	S	A	18	0	1	21.1	42.1	26.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5.3	3	85.0	8	20	
	STANSTED	RYANAIR	S	D	18	0	1	0.0	57.9	36.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	2	75.0	11	20	
	MANCHESTER	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	22	0.0	0	0	
<b>TOTAL ANCONA</b>					<b>52</b>	<b>0</b>	<b>3</b>	<b>14.5</b>	<b>45.5</b>	<b>27.3</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>5.5</b>	<b>7</b>	<b>80.0</b>	<b>9</b>	<b>40</b>	
ANGLESEY (VALLEY)																							
	CARDIFF WALES	EASTERN AIRWAYS	S	A	36	0	4	37.5	30.0	17.5	0.0	5.0	0.0	0.0	0.0	0.0	0.0	10.0	3	89.2	4	37	
	CARDIFF WALES	EASTERN AIRWAYS	S	D	35	1	4	0.0	35.0	42.5	5.0	2.5	2.5	0.0	0.0	0.0	2.5	10.0	5	94.6	1	37	
<b>TOTAL ANGLESEY (VALLEY)</b>					<b>71</b>	<b>1</b>	<b>8</b>	<b>18.8</b>	<b>32.5</b>	<b>30.0</b>	<b>2.5</b>	<b>3.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>10.0</b>	<b>4</b>	<b>91.9</b>	<b>3</b>	<b>74</b>	
ANKARA (ESENBOGA)																							
	GATWICK	THY TURKISH AIRLINES	S	A	8	0	0	37.5	25.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	71.4	17	7	
	GATWICK	THY TURKISH AIRLINES	S	D	8	0	0	0.0	50.0	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	85.7	14	7	
	STANSTED	PEGASUS AIRLINES	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	STANSTED	PEGASUS AIRLINES	S	D	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL ANKARA (ESENBOGA)</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>30.0</b>	<b>30.0</b>	<b>10.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>73.3</b>	<b>16</b>	<b>14</b>	
ANTALYA																							
	BIRMINGHAM	JET2.COM LTD	S	A	5	0	0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	41	1	
	BIRMINGHAM	JET2.COM LTD	S	D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	8	1	
	DONCASTER SHEFFIELD	FREEBIRD AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
	GLASGOW	JET2.COM LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GLASGOW	JET2.COM LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4	
	LEEDS BRADFORD	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
	GATWICK	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	18	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	80.0	50	5	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	54	5	
	LUTON	EASYJET EUROPE	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019				
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
STANSTED	JET2.COM LTD	S	A	8	0	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	11	1							
STANSTED	JET2.COM LTD	S	D	8	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	5	100.0	0	1							
MANCHESTER	FREEBIRD AIRLINES	C	A	2	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	50.0	14	2							
MANCHESTER	FREEBIRD AIRLINES	C	D	3	0	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	20	3							
MANCHESTER	JET2.COM LTD	S	A	9	0	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	1								
MANCHESTER	JET2.COM LTD	S	D	9	0	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	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	53.3	11	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	78.6	26	14								
NEWCASTLE	JET2.COM LTD	S	A	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0								
NEWCASTLE	JET2.COM LTD	S	D	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0								
<b>TOTAL ANTALYA</b>				<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>28.8</b>	<b>54.5</b>	<b>4.5</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>0.0</b>	<b>7</b>	<b>71.2</b>	<b>21</b>	<b>58</b>								
ANTIGUA																														
GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	5								
GATWICK	BRITISH AIRWAYS PLC	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	2	100.0	4	5								
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	18	0	0	0	38.9	33.3	11.1	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	90	17								
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	18	0	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	8	18								
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	36	5								
<b>TOTAL ANTIGUA</b>				<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>35.6</b>	<b>31.1</b>	<b>2.2</b>	<b>8.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.4</b>	<b>37</b>	<b>50</b>								
ANTWERP																														
LONDON CITY	AIR ANTWERP	S	A	67	0	1	1	17.6	52.9	22.1	2.9	0.0	2.9	0.0	0.0	0.0	0.0	1.5	4	0.0	0	0								
LONDON CITY	AIR ANTWERP	S	D	68	0	1	1	0.0	23.2	66.7	4.3	0.0	2.9	0.0	1.4	0.0	0.0	1.4	10	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	73.3	13	15								
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	60.0	15	15								
<b>TOTAL ANTWERP</b>				<b>135</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>8.8</b>	<b>38.0</b>	<b>44.5</b>	<b>3.6</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>7</b>	<b>66.7</b>	<b>14</b>	<b>30</b>								
AQABA																														
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	1	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0								
GATWICK	EASYJET UK LTD	S	A	7	0	1	1	37.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	3	75.0	14	4								
GATWICK	EASYJET UK LTD	S	D	8	0	0	0	0.0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	7	4								
<b>TOTAL AQABA</b>				<b>16</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>17.6</b>	<b>29.4</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>5.9</b>	<b>8</b>	<b>75.0</b>	<b>11</b>	<b>8</b>								
ARRECIFE																														
BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	8	0	0	0	25.0	37.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	33.3	32	9								
BELFAST INTERNATIONAL	EASYJET UK 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	2	88.9	6	9								

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

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JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BELFAST INTERNATIONAL	JET2.COM LTD	S A	12	0	0	8.3	58.3	16.7	8.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	13	50.0	39	10		
BELFAST INTERNATIONAL	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	0.0	2	90.0	9	10		
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	0.0	0	62.5	21	8		
BELFAST INTERNATIONAL	RYANAIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	46	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	0.0	0	80.0	12	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	0.0	0	100.0	2	5		
BIRMINGHAM	JET2.COM LTD	S A	31	0	0	38.7	29.0	22.6	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	12	24		
BIRMINGHAM	JET2.COM LTD	S D	31	0	0	0.0	35.5	38.7	12.9	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	11	91.7	3	24		
BIRMINGHAM	RYANAIR	S A	11	0	0	18.2	18.2	27.3	27.3	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	14	73.3	7	15		
BIRMINGHAM	RYANAIR	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	12	73.3	8	15		
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	42.9	25	7		
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	7		
BIRMINGHAM	TUI AIRWAYS LTD	C A	11	0	0	45.5	36.4	9.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	7	90.9	6	11		
BIRMINGHAM	TUI AIRWAYS LTD	C D	10	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	8	10		
BOURNEMOUTH	TUI AIRWAYS LTD	C 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	0.0	8	88.9	5	9		
BOURNEMOUTH	TUI AIRWAYS LTD	C D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	9		
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	0.0	1	0.0	0	0		
BRISTOL	EASYJET UK LTD	S A	8	0	0	12.5	37.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	18	9		
BRISTOL	EASYJET UK LTD	S D	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	5	9		
BRISTOL	RYANAIR	S A	15	0	0	6.7	40.0	40.0	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	10	76.9	11	13		
BRISTOL	RYANAIR	S D	15	0	0	0.0	60.0	33.3	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	92.3	4	13		
BRISTOL	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	66.7	10	8		
BRISTOL	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	88.9	1	8		
BRISTOL	TUI AIRWAYS LTD	C A	9	0	0	44.4	22.2	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	9	9		
BRISTOL	TUI AIRWAYS LTD	C D	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	9		
CARDIFF WALES	TUI AIRWAYS LTD	C A	9	0	0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	21	9		
CARDIFF WALES	TUI AIRWAYS LTD	C D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	22	9		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	9	0	0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	2	9		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	3	9		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	20	0	0	35.0	40.0	15.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	73.3	13	15		

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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	20	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	86.7	4	15		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	18	0	0	22.2	44.4	5.6	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	76.2	10	21		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	18	0	0	0.0	44.4	44.4	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	71.4	11	21		
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	54.5	20	11		
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	80.0	6	10		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	5	0	0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	11	5		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	7	5		
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	0.0	4	69.2	12	13		
EDINBURGH	JET2.COM LTD	S D	14	0	0	0.0	42.9	50.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.6	6	13		
EDINBURGH	RYANAIR	S A	7	0	0	0.0	42.9	42.9	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	72.7	10	11		
EDINBURGH	RYANAIR	S D	7	0	0	0.0	42.9	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	63.6	13	11		
EDINBURGH	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	0	80.0	16	5		
EDINBURGH	TUI AIRWAYS LTD	C D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	60.0	18	5		
EXETER	TUI AIRWAYS LTD	C A	9	0	0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	8	9		
EXETER	TUI AIRWAYS LTD	C D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	7	9		
GLASGOW	JET2.COM LTD	S A	25	0	0	56.0	16.0	24.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	17		
GLASGOW	JET2.COM LTD	S D	25	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	17		
GLASGOW	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	15	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	0.0	0.0	0	77.8	6	9		
GLASGOW	TUI AIRWAYS LTD	C A	5	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	33.3	29	3		
GLASGOW	TUI AIRWAYS LTD	C D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	22	2		
LEEDS BRADFORD	JET2.COM LTD	S A	18	0	1	36.8	31.6	21.1	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	3	100.0	1	16		
LEEDS BRADFORD	JET2.COM LTD	S D	19	0	0	0.0	57.9	36.8	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	81.3	6	16		
LEEDS BRADFORD	RYANAIR	S A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	12	14		
LEEDS BRADFORD	RYANAIR	S D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	13	14		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	10	0	0	10.0	30.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	90.9	5	11		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	10	0	0	0.0	40.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	81.8	5	11		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	11	8		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	12	8		

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
GATWICK	BRITISH AIRWAYS PLC	S A	22	0	0	36.4	31.8	22.7	0.0	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	8	94.1	3	17
GATWICK	BRITISH AIRWAYS PLC	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	0.0	0.0	5	88.2	6	17
GATWICK	EASYJET UK LTD	S A	32	0	1	12.1	24.2	36.4	21.2	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	8	69.7	12	33
GATWICK	EASYJET UK LTD	S D	33	0	0	0.0	24.2	63.6	9.1	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	84.8	6	33
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	63.6	12	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	0.0	0.0	0	72.7	14	11
GATWICK	TUI AIRWAYS LTD	C A	10	0	0	0.0	20.0	50.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	11	15
GATWICK	TUI AIRWAYS LTD	C D	10	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	12	78.6	12	14
LUTON	EASYJET UK LTD	S A	13	0	0	38.5	30.8	23.1	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	69.2	15	13
LUTON	EASYJET UK LTD	S D	13	0	0	0.0	53.8	38.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	8	13
LUTON	RYANAIR	S A	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	13	8
LUTON	RYANAIR	S D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	7	8
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	0.0	25	75.0	5	4
LUTON	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4
STANSTED	EASYJET UK LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
STANSTED	JET2.COM LTD	S A	27	0	0	29.6	25.9	25.9	7.4	7.4	0.0	0.0	3.7	0.0	0.0	0.0	0.0	15	70.8	8	24
STANSTED	JET2.COM LTD	S D	27	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	5	24
STANSTED	RYANAIR	S A	23	0	0	0.0	34.8	43.5	17.4	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	6	25
STANSTED	RYANAIR	S D	23	0	0	0.0	69.6	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.0	4	25
STANSTED	TUI AIRWAYS LTD	C A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	28	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	3	5
MANCHESTER	EASYJET UK LTD	S A	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	7	9
MANCHESTER	EASYJET UK LTD	S D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	16	9
MANCHESTER	JET2.COM LTD	S A	34	0	0	50.0	14.7	23.5	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	15	25
MANCHESTER	JET2.COM LTD	S D	33	0	0	0.0	24.2	60.6	12.1	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	84.0	10	25
MANCHESTER	RYANAIR	S A	27	0	0	22.2	22.2	33.3	11.1	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	10	71.4	17	28
MANCHESTER	RYANAIR	S D	27	0	0	0.0	55.6	29.6	11.1	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	82.1	14	28
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	29	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	0.0	0	79.2	17	24
MANCHESTER	TUI AIRWAYS LTD	C A	15	0	0	13.3	40.0	33.3	6.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	13	83.3	16	18
MANCHESTER	TUI AIRWAYS LTD	C D	13	0	0	0.0	7.7	69.2	7.7	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	20	77.8	16	18
NEWCASTLE	JET2.COM LTD	S A	19	0	0	57.9	21.1	15.8	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	8	15
NEWCASTLE	JET2.COM LTD	S D	20	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	15
NEWCASTLE	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	0.0	23	88.9	7	9



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019		
																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
NEWCASTLE		RYANAIR		S D		1 0		0 0		0.0 0.0		0.0 100.0		0.0 0.0		0.0 0.0		0.0 0.0		25 66.7		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		66.7 23		6 6						
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		66.7 13		6 6						
NEWCASTLE		TUI AIRWAYS LTD		S A		5 0		0 0		20.0 40.0		40.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		6 100.0		2 5						
NEWCASTLE		TUI AIRWAYS LTD		S 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		6 80.0		10 5						
SOUTHEND		EASYJET UK LTD		S A		9 0		0 0		33.3 33.3		11.1 22.2		0.0 0.0		0.0 0.0		0.0 0.0		4 100.0		5 8						
SOUTHEND		EASYJET UK LTD		S D		9 0		0 0		0.0 88.9		11.1 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 100.0		0 8						
<b>TOTAL ARRECIFE</b>						<b>1056 0</b>		<b>2 13.2 37.9 36.4 8.0 3.1 0.8 0.3 0.1 0.0 0.0 0.2</b>		<b>6 78.9 10 1245</b>																		
ASHKHABAD																												
BIRMINGHAM		TURKMENISTAN AIRLINES		S A		5 0		0 0		0.0 0.0		20.0 20.0		60.0 0.0		0.0 0.0		0.0 0.0		34 27.3		52 22						
BIRMINGHAM		TURKMENISTAN AIRLINES		S D		5 0		0 0		0.0 0.0		20.0 40.0		40.0 0.0		0.0 0.0		0.0 0.0		26 22.7		51 22						
HEATHROW		TURKMENISTAN AIRLINES		S A		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0.0		59 4						
HEATHROW		TURKMENISTAN AIRLINES		S D		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0.0		80 4						
<b>TOTAL ASHKHABAD</b>						<b>10 0 0 0.0 0.0 20.0 30.0 50.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 30 21.2 54 52</b>																						
ASTANA																												
HEATHROW		AIR ASTANA		S A		17 0		0 0		11.8 17.6		29.4 23.5		11.8 0.0		0.0 5.9		0.0 0.0		35 90.0		8 20						
HEATHROW		AIR ASTANA		S D		17 0		0 0		0.0 35.3		17.6 23.5		17.6 0.0		0.0 5.9		0.0 0.0		32 75.0		26 20						
<b>TOTAL ASTANA</b>						<b>34 0 0 5.9 26.5 23.5 23.5 14.7 0.0 0.0 5.9 0.0 0.0 0.0 0.0 0.0 0.0 33 82.5 17 40</b>																						
ASTURIAS																												
GATWICK		VUELING AIRLINES		S A		14 0		0 0		7.1 57.1		35.7 0.0		0.0 0.0		0.0 0.0		0.0 0.0		2 0.0		0 0						
GATWICK		VUELING AIRLINES		S D		14 0		0 0		0.0 50.0		35.7 7.1		0.0 7.1		0.0 0.0		0.0 0.0		9 0.0		0 0						
<b>TOTAL ASTURIAS</b>						<b>28 0 0 3.6 53.6 35.7 3.6 0.0 3.6 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 6 0.0 0 0</b>																						
ATHENS																												
BRISTOL		EASYJET UK LTD		S A		10 0		0 0		0.0 70.0		10.0 20.0		0.0 0.0		0.0 0.0		0.0 0.0		5 75.0		13 8						
BRISTOL		EASYJET UK LTD		S D		10 0		0 0		0.0 40.0		60.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		4 87.5		6 8						
EAST MIDLANDS INTERNATIONAL		EASYJET UK LTD		C A		1 0		0 0		0.0 0.0		0.0 100.0		0.0 0.0		0.0 0.0		0.0 0.0		35 0.0		0 0						
EDINBURGH		AEGEAN AIRLINES		S A		5 0		0 0		0.0 40.0		40.0 20.0		0.0 0.0		0.0 0.0		0.0 0.0		10 100.0		11 2						
EDINBURGH		AEGEAN AIRLINES		S D		5 0		0 0		0.0 0.0		80.0 0.0		20.0 0.0		0.0 0.0		0.0 0.0		12 100.0		14 2						
EDINBURGH		EASYJET UK LTD		S A		9 0		0 0		22.2 22.2		22.2 33.3		0.0 0.0		0.0 0.0		0.0 0.0		9 88.9		4 9						
EDINBURGH		EASYJET UK LTD		S D		9 0		0 0		0.0 33.3		55.6 0.0		11.1 0.0		0.0 0.0		0.0 0.0		7 88.9		5 9						
GATWICK		AEGEAN AIRLINES		S A		14 0		0 0		14.3 28.6		35.7 21.4		0.0 0.0		0.0 0.0		0.0 0.0		8 86.7		13 15						
GATWICK		AEGEAN AIRLINES		S D		14 0		0 0		0.0 14.3		64.3 14.3		7.1 0.0		0.0 0.0		0.0 0.0		11 60.0		26 15						
GATWICK		EASYJET UK LTD		S A		26 0		1 14.8		40.7 18.5		11.1 11.1		0.0 0.0		0.0 0.0		3.7 8		80.8 7		26 26						
GATWICK		EASYJET UK LTD		S D		27 0		0 0		0.0 11.1		81.5 3.7		3.7 0.0		0.0 0.0		0.0 0.0		8 80.8		9 26						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	AEGEAN AIRLINES	S	A	80	0	0	33.8	36.3	18.8	7.5	2.5	0.0	1.3	0.0	0.0	0.0	0.0	6	96.3	3	80
	HEATHROW	AEGEAN AIRLINES	S	D	80	0	0	0.0	42.5	46.3	7.5	2.5	0.0	1.3	0.0	0.0	0.0	0.0	7	88.8	6	80
	HEATHROW	BRITISH AIRWAYS PLC	S	A	78	0	0	24.4	44.9	16.7	7.7	3.8	2.6	0.0	0.0	0.0	0.0	0.0	6	82.8	9	87
	HEATHROW	BRITISH AIRWAYS PLC	S	D	78	0	0	0.0	34.6	50.0	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	88.4	7	86
	LUTON	RYANAIR	S	A	15	0	0	6.7	20.0	60.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	10	23.1	32	13
	LUTON	RYANAIR	S	D	15	0	0	0.0	26.7	73.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	11	13
	LUTON	WIZZ AIR UK LTD	S	A	26	0	0	46.2	19.2	23.1	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	45.2	18	31
	LUTON	WIZZ AIR UK LTD	S	D	26	0	0	0.0	65.4	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.5	4	31
	STANSTED	RYANAIR	S	A	37	0	0	16.2	56.8	16.2	10.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	96.2	3	52
	STANSTED	RYANAIR	S	D	37	0	0	0.0	27.0	54.1	10.8	8.1	0.0	0.0	0.0	0.0	0.0	0.0	9	71.2	11	52
	MANCHESTER	AEGEAN AIRLINES	S	A	6	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	9	3
	MANCHESTER	AEGEAN AIRLINES	S	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	17	33.3	35	3
	MANCHESTER	EASYJET UK LTD	S	A	14	0	0	28.6	35.7	21.4	0.0	7.1	0.0	0.0	0.0	7.1	0.0	0.0	31	92.3	20	13
	MANCHESTER	EASYJET UK LTD	S	D	14	0	0	0.0	35.7	50.0	0.0	7.1	0.0	0.0	0.0	7.1	0.0	0.0	32	84.6	23	13
<b>TOTAL ATHENS</b>					<b>642</b>	<b>0</b>	<b>1</b>	<b>12.0</b>	<b>36.7</b>	<b>37.5</b>	<b>8.9</b>	<b>3.9</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.2</b>	<b>8</b>	<b>83.2</b>	<b>9</b>	<b>677</b>
ATLANTA																						
	BELFAST CITY (GEORGE BEST)	TAG AVIATION (UK) LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	29.0	45.2	19.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.3	7	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	64.5	22.6	6.5	0.0	0.0	0.0	0.0	0.0	0.0	11	67.7	19	31
	HEATHROW	DELTA AIRLINES	S	A	61	0	0	16.4	36.1	27.9	8.2	9.8	1.6	0.0	0.0	0.0	0.0	0.0	9	80.0	10	45
	HEATHROW	DELTA AIRLINES	S	D	61	0	0	3.3	67.2	27.9	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	95.6	2	45
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	43.3	40.0	13.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.9	11	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	20.0	50.0	16.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	16	67.7	22	31
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	12	0	0	83.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	7	13
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	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	4	53.8	31	13
<b>TOTAL ATLANTA</b>					<b>269</b>	<b>0</b>	<b>0</b>	<b>16.4</b>	<b>38.7</b>	<b>31.6</b>	<b>8.6</b>	<b>3.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.9</b>	<b>12</b>	<b>241</b>
AUCKLAND INTERNATIONAL																						
	HEATHROW	AIR NEW ZEALAND LTD	S	A	30	0	0	43.3	36.7	3.3	13.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	4	74.2	13	31
	HEATHROW	AIR NEW ZEALAND LTD	S	D	31	0	0	0.0	35.5	58.1	3.2	0.0	0.0	3.2	0.0	0.0	0.0	0.0	9	90.3	5	31
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>21.3</b>	<b>36.1</b>	<b>31.1</b>	<b>8.2</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>7</b>	<b>82.3</b>	<b>9</b>	<b>62</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019					
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
AUSTIN (BERGSTROM)																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	45.2	25.8	9.7	16.1	0.0	0.0	0.0	0.0	3.2	0.0	0.0	44	93.5	2	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	32.3	48.4	9.7	9.7	0.0	0.0	0.0	0.0	0.0	0.0	9	83.9	7	30	
<b>TOTAL AUSTIN (BERGSTROM)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>22.6</b>	<b>29.0</b>	<b>29.0</b>	<b>12.9</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>26</b>	<b>88.7</b>	<b>4</b>	<b>60</b>	
AZORES PONTA DELGADA																							
	STANSTED	RYANAIR	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	19	50.0	23	4		
	STANSTED	RYANAIR	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	31	25.0	43	4		
<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>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>25</b>	<b>37.5</b>	<b>33</b>	<b>8</b>		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
					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
BACAU																						
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	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	100.0	1	9
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	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	4	100.0	1	9
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	22	0	0	13.6	59.1	22.7	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.2	8	20
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	22	0	0	0.0	50.0	45.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	71.4	10	20
<b>TOTAL BACAU</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>48.3</b>	<b>38.3</b>	<b>5.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.7</b>	<b>6</b>	<b>58</b>
BAGHDAD (GECA)																						
	GATWICK	IRAQI AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
	GATWICK	IRAQI AIRWAYS	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	37.5	31	8	
	GATWICK	IRAQI AIRWAYS	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	50.0	21	4	
	MANCHESTER	IRAQI AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	18	5
	MANCHESTER	IRAQI AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	16	5
<b>TOTAL BAGHDAD (GECA)</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>52.2</b>	<b>22</b>	<b>23</b>	
BAHRAIN																						
	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	96.8	2	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.1	9	31
	HEATHROW	GULF AIR	S	A	62	0	0	4.8	33.9	27.4	9.7	14.5	4.8	1.6	1.6	1.6	0.0	0.0	26	50.0	27	62
	HEATHROW	GULF AIR	S	D	62	0	0	1.6	64.5	21.0	6.5	3.2	1.6	0.0	1.6	0.0	0.0	0.0	11	80.6	11	62
<b>TOTAL BAHRAIN</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>49.2</b>	<b>24.2</b>	<b>8.1</b>	<b>8.9</b>	<b>3.2</b>	<b>0.8</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>74.2</b>	<b>14</b>	<b>186</b>
BAKU (HEYDER ALIYEV INT'L)																						
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	13	0	0	38.5	23.1	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	14
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	13	0	0	0.0	38.5	38.5	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	13	64.3	11	14
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>30.8</b>	<b>30.8</b>	<b>11.5</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>82.1</b>	<b>7</b>	<b>28</b>
BALE MULHOUSE																						
	BRISTOL	EASYJET UK LTD	S	A	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	4	50.0	20	10
	BRISTOL	EASYJET UK LTD	S	D	11	0	0	0.0	36.4	45.5	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	11	9
	EDINBURGH	EASYJET SWITZERLAND	S	A	11	0	0	9.1	72.7	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	EDINBURGH	EASYJET SWITZERLAND	S	D	11	0	0	0.0	36.4	36.4	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	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	60.0	18	10
	EDINBURGH	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	11	10

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019																									
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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				63		0		0		9.5	44.4	27.0	6.3	11.1	1.6	0.0	0.0	0.0	0.0	0.0	0.0	9	73.0	12	63																				
		GATWICK		EASYJET UK LTD		S D				63		0		0		0.0	22.2	57.1	12.7	7.9	0.0	0.0	0.0	0.0	0.0	0.0	9	81.0	9	63																					
		HEATHROW		BRITISH AIRWAYS PLC		S A				104		0		0		21.2	50.0	23.1	4.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.1	4	100																					
		HEATHROW		BRITISH AIRWAYS PLC		S D				104		0		0		0.0	49.0	46.2	2.9	1.9	0.0	0.0	0.0	0.0	0.0	0.0	3	93.1	4	100																					
		LUTON		EASYJET SWITZERLAND		S A				1		0		0		0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0																					
		LUTON		EASYJET 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	13	0.0	0	0																					
		LUTON		EASYJET UK LTD		S A				12		0		0		0.0	50.0	16.7	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	13	54.5	34	11																					
		LUTON		EASYJET UK 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	8	66.7	14	12																					
		MANCHESTER		EASYJET SWITZERLAND		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																					
		MANCHESTER		EASYJET SWITZERLAND		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	12	0.0	0	0																					
		MANCHESTER		EASYJET UK LTD		S A				16		0		1		5.9	23.5	29.4	17.6	17.6	0.0	0.0	0.0	0.0	0.0	5.9	13	47.4	30	19																					
		MANCHESTER		EASYJET UK LTD		S D				16		0		0		0.0	50.0	18.8	12.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	10	52.6	26	19																					
<b>TOTAL BALE MULHOUSE</b>										<b>441</b>		<b>0</b>		<b>1</b>		<b>6.8</b>	<b>43.7</b>	<b>35.7</b>	<b>8.1</b>	<b>5.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>79.9</b>	<b>10</b>	<b>426</b>																					
BALI INTERNATIONAL																																																			
		HEATHROW		GARUDA INDONESIA		S A				10		0		0		0.0	0.0	10.0	10.0	20.0	40.0	10.0	10.0	0.0	0.0	0.0	83	0.0	0	0																					
		HEATHROW		GARUDA INDONESIA		S D				10		0		0		0.0	10.0	10.0	10.0	30.0	30.0	10.0	0.0	0.0	0.0	0.0	56	40.0	27	5																					
<b>TOTAL BALI INTERNATIONAL</b>										<b>20</b>		<b>0</b>		<b>0</b>		<b>0.0</b>	<b>5.0</b>	<b>10.0</b>	<b>10.0</b>	<b>25.0</b>	<b>35.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>69</b>	<b>40.0</b>	<b>27</b>	<b>5</b>																					
BALTIMORE																																																			
		HEATHROW		BRITISH AIRWAYS PLC		S A				31		0		0		9.7	25.8	19.4	19.4	25.8	0.0	0.0	0.0	0.0	0.0	0.0	15	76.7	15	29																					
		HEATHROW		BRITISH AIRWAYS PLC		S D				31		0		0		0.0	16.1	51.6	19.4	9.7	3.2	0.0	0.0	0.0	0.0	0.0	15	73.3	15	29																					
<b>TOTAL BALTIMORE</b>										<b>62</b>		<b>0</b>		<b>0</b>		<b>4.8</b>	<b>21.0</b>	<b>35.5</b>	<b>19.4</b>	<b>17.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.0</b>	<b>15</b>	<b>58</b>																					
BANDAR SERI BEGAWAN																																																			
		HEATHROW		ROYAL BRUNEI AIRLINES		S A				31		0		0		0.0	6.5	22.6	16.1	19.4	29.0	0.0	3.2	3.2	0.0	0.0	66	12.9	60	31																					
		HEATHROW		ROYAL BRUNEI AIRLINES		S D				31		0		0		6.5	74.2	12.9	3.2	0.0	3.2	0.0	0.0	0.0	0.0	0.0	3	90.3	4	31																					
<b>TOTAL BANDAR SERI BEGAWAN</b>										<b>62</b>		<b>0</b>		<b>0</b>		<b>3.2</b>	<b>40.3</b>	<b>17.7</b>	<b>9.7</b>	<b>9.7</b>	<b>16.1</b>	<b>0.0</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>51.6</b>	<b>32</b>	<b>62</b>																					
BANGALORE (BENGALURU)																																																			
		HEATHROW		AIR INDIA		S A				13		0		0		0.0	0.0	7.7	15.4	46.2	23.1	7.7	0.0	0.0	0.0	0.0	53	50.0	40	14																					
		HEATHROW		AIR INDIA		S D				14		0		0		0.0	28.6	28.6	14.3	21.4	7.1	0.0	0.0	0.0	0.0	0.0	21	61.5	14	13																					
		HEATHROW		BRITISH AIRWAYS PLC		S A				31		0		0		25.8	19.4	25.8	12.9	12.9	3.2	0.0	0.0	0.0	0.0	0.0	13	51.6	36	31																					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
		HEATHROW		BRITISH AIRWAYS PLC		S	D	31	0	0	0.0	12.9	67.7	6.5	3.2	9.7	0.0	0.0	0.0	0.0	0.0	14	64.5	18	31						
<b>TOTAL BANGALORE (BENGALURU)</b>								<b>89</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>15.7</b>	<b>38.2</b>	<b>11.2</b>	<b>15.7</b>	<b>9.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>57.3</b>	<b>27</b>	<b>89</b>							
BANGKOK SUVARNABHUMI																															
		GATWICK		NORWEGIAN AIR UK LTD		S	A	0	0	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0								
		HEATHROW		BRITISH AIRWAYS PLC		S	A	31	0	0	41.9	12.9	29.0	16.1	0.0	0.0	0.0	0.0	0.0	6	67.7	23	31								
		HEATHROW		BRITISH AIRWAYS PLC		S	D	31	0	0	0.0	12.9	48.4	29.0	6.5	0.0	0.0	3.2	0.0	0.0	19	77.4	9	31							
		HEATHROW		THAI AIRWAYS INTERNATIONAL		S	A	62	0	0	11.3	27.4	27.4	22.6	8.1	3.2	0.0	0.0	0.0	13	85.5	8	62								
		HEATHROW		THAI AIRWAYS INTERNATIONAL		S	D	62	0	0	0.0	43.5	48.4	6.5	1.6	0.0	0.0	0.0	0.0	5	88.7	10	62								
<b>TOTAL BANGKOK SUVARNABHUMI</b>								<b>186</b>	<b>0</b>	<b>5</b>	<b>10.5</b>	<b>27.2</b>	<b>37.2</b>	<b>16.8</b>	<b>4.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>10</b>	<b>82.3</b>	<b>11</b>	<b>186</b>						
BANJUL																															
		BIRMINGHAM		ENTER AIR		C	A	5	0	0	0.0	0.0	0.0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	95	0.0	0	0							
		BIRMINGHAM		ENTER AIR		C	D	5	0	0	0.0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	34	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	44.4	33	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	44.4	23	9								
		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	44.4	60	18								
		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	72.2	22	18								
		GATWICK		TITAN AIRWAYS LTD		C	A	14	0	0	28.6	21.4	35.7	7.1	0.0	7.1	0.0	0.0	0.0	8	80.0	8	10								
		GATWICK		TITAN AIRWAYS LTD		C	D	13	0	0	0.0	46.2	53.8	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	7	9								
		MANCHESTER		ENTER AIR		C	A	4	0	0	0.0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	140	0.0	0	0								
		MANCHESTER		ENTER AIR		C	D	4	0	0	0.0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	39	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	64.7	38	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	70.6	56	17								
<b>TOTAL BANJUL</b>								<b>45</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>20.0</b>	<b>26.7</b>	<b>13.3</b>	<b>11.1</b>	<b>13.3</b>	<b>2.2</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>63.6</b>	<b>35</b>	<b>107</b>						
BARCELONA																															
		BIRMINGHAM		RYANAIR		S	A	31	0	0	22.6	45.2	22.6	6.5	0.0	3.2	0.0	0.0	0.0	5	100.0	5	31								
		BIRMINGHAM		RYANAIR		S	D	31	0	0	0.0	25.8	45.2	19.4	6.5	3.2	0.0	0.0	0.0	13	38.7	17	31								
		BIRMINGHAM		VUELING AIRLINES		S	A	21	0	0	14.3	52.4	23.8	4.8	0.0	4.8	0.0	0.0	0.0	6	100.0	3	14								

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	VUELING AIRLINES	S	D	21	0	0	0.0	14.3	42.9	33.3	4.8	4.8	0.0	0.0	0.0	0.0	0.0	17	71.4	16	14	
	BRISTOL	EASYJET UK LTD	S	A	37	0	0	18.9	59.5	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	74.3	9	35	
	BRISTOL	EASYJET UK LTD	S	D	37	0	0	0.0	70.3	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.4	4	35	
	BRISTOL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1	
	EDINBURGH	RYANAIR	S	A	27	0	0	7.4	55.6	29.6	3.7	0.0	3.7	0.0	0.0	0.0	0.0	0.0	5	73.1	8	26	
	EDINBURGH	RYANAIR	S	D	27	0	0	0.0	55.6	37.0	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	3	26	
	EDINBURGH	VUELING 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	7	100.0	0	2	
	EDINBURGH	VUELING 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	13	50.0	23	2	
	GLASGOW	JET2.COM LTD	S	A	9	0	0	33.3	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	6	9	
	GLASGOW	JET2.COM 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	11	88.9	7	9	
	LEEDS BRADFORD	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	1	2	
	LEEDS BRADFORD	JET2.COM LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	18	0	0	5.6	72.2	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	94.4	4	18	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	18	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	18	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	13	0	0	0.0	46.2	30.8	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	70.6	14	17	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	13	0	0	0.0	23.1	69.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	70.6	32	17	
	GATWICK	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.9	4	33	
	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	93.9	3	33	
	GATWICK	EASYJET UK LTD	S	A	102	0	0	18.6	49.0	24.5	2.9	2.9	2.0	0.0	0.0	0.0	0.0	0.0	5	88.2	7	119	
	GATWICK	EASYJET UK LTD	S	D	102	0	0	0.0	41.2	41.2	12.7	2.0	2.9	0.0	0.0	0.0	0.0	0.0	9	87.4	7	119	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	62	0	0	8.1	30.6	43.5	8.1	6.5	0.0	3.2	0.0	0.0	0.0	0.0	11	80.6	8	62	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	62	0	0	0.0	40.3	33.9	12.9	9.7	1.6	1.6	0.0	0.0	0.0	0.0	13	80.6	9	62	
	GATWICK	VUELING AIRLINES	S	A	167	0	0	21.0	40.1	25.7	7.8	3.0	2.4	0.0	0.0	0.0	0.0	0.0	6	82.2	9	129	
	GATWICK	VUELING AIRLINES	S	D	168	0	0	1.2	46.4	32.1	8.3	8.9	2.4	0.6	0.0	0.0	0.0	0.0	10	71.3	16	129	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	237	0	1	16.8	41.6	25.2	7.6	6.3	2.1	0.0	0.0	0.0	0.0	0.4	7	90.4	5	207	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	237	0	1	0.0	47.1	40.3	6.7	5.0	0.4	0.0	0.0	0.0	0.0	0.4	6	93.3	4	207	
	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	77.4	9	31	
	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	71.0	15	31	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JAN 2019		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
LUTON	EASYJET EUROPE	S 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	0.0	0	0				
LUTON	EASYJET EUROPE	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	2	0.0	0	0				
LUTON	EASYJET UK LTD	S A	85	0	0	31.8	42.4	14.1	5.9	3.5	1.2	1.2	0.0	0.0	0.0	0.0	6	89.5	5	95					
LUTON	EASYJET UK LTD	S D	85	0	0	0.0	54.1	32.9	7.1	3.5	1.2	1.2	0.0	0.0	0.0	0.0	7	85.3	6	95					
LUTON	RYANAIR	S A	31	0	0	16.1	58.1	22.6	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	31					
LUTON	RYANAIR	S D	31	0	0	0.0	71.0	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.8	5	31					
STANSTED	RYANAIR	S A	144	0	0	20.8	47.2	20.8	6.9	3.5	0.7	0.0	0.0	0.0	0.0	0.0	5	87.0	7	138					
STANSTED	RYANAIR	S D	144	0	0	0.7	39.6	41.0	11.8	5.6	1.4	0.0	0.0	0.0	0.0	0.0	8	51.4	20	138					
MANCHESTER	EASYJET UK LTD	S A	16	0	0	18.8	56.3	12.5	0.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	8	77.8	6	9					
MANCHESTER	EASYJET UK LTD	S D	16	0	0	0.0	75.0	18.8	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	6	88.9	3	9					
MANCHESTER	JET2.COM LTD	S A	9	0	0	55.6	33.3	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	88.9	8	9					
MANCHESTER	JET2.COM 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	100.0	1	9					
MANCHESTER	RYANAIR	S A	39	0	0	10.3	41.0	30.8	7.7	5.1	2.6	2.6	0.0	0.0	0.0	0.0	11	64.5	20	31					
MANCHESTER	RYANAIR	S D	39	0	0	0.0	51.3	41.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	67.7	19	31					
MANCHESTER	VUELING AIRLINES	S A	31	0	0	25.8	45.2	9.7	3.2	9.7	3.2	0.0	3.2	0.0	0.0	0.0	13	54.2	15	23					
MANCHESTER	VUELING AIRLINES	S D	31	0	0	0.0	29.0	54.8	0.0	9.7	3.2	0.0	3.2	0.0	0.0	0.0	16	34.8	29	23					
NEWCASTLE	EASYJET UK LTD	S A	12	0	0	8.3	50.0	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	81.8	12	11					
NEWCASTLE	EASYJET UK LTD	S D	12	0	0	0.0	58.3	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.7	12	11					
SOUTHEND	EASYJET UK LTD	S A	3	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	6	9					
SOUTHEND	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	88.9	5	9					
<b>TOTAL BARCELONA</b>			<b>2205</b>	<b>0</b>	<b>2</b>	<b>9.5</b>	<b>45.6</b>	<b>31.0</b>	<b>7.3</b>	<b>4.4</b>	<b>1.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>7</b>	<b>81.9</b>	<b>9</b>	<b>2183</b>					
BARDUFOSS																									
BRISTOL	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	0.0	47	1					
EXETER	ENTER AIR	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	2					
<b>TOTAL BARDUFOSS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>36</b>	<b>3</b>					
BARI (PALESE)																									
GATWICK	EASYJET UK LTD	S A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	66.7	10	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	0.0	10	100.0	2	9					
LUTON	WIZZ AIR UK LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	9					
LUTON	WIZZ AIR UK LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	2	9					
STANSTED	RYANAIR	S A	29	0	0	3.4	31.0	34.5	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	85.7	7	35					
STANSTED	RYANAIR	S D	29	0	0	0.0	65.5	34.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	94.3	6	35					
<b>TOTAL BARI (PALESE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>46.7</b>	<b>35.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.7</b>	<b>6</b>	<b>106</b>					
BARRA																									
GLASGOW	LOGANAIR LTD	S A	44	0	8	13.5	28.8	19.2	7.7	9.6	0.0	5.8	0.0	0.0	0.0	15.4	17	66.0	19	42					
GLASGOW	LOGANAIR LTD	S D	45	0	7	3.8	26.9	36.5	5.8	7.7	3.8	1.9	0.0	0.0	0.0	13.5	13	66.7	21	42					
<b>TOTAL BARRA</b>			<b>89</b>	<b>0</b>	<b>15</b>	<b>8.7</b>	<b>27.9</b>	<b>27.9</b>	<b>6.7</b>	<b>8.7</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.4</b>	<b>15</b>	<b>66.3</b>	<b>20</b>	<b>84</b>					



ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: B																	JAN 2019			
		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	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9
	EDINBURGH	HAINAN AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	8	9
	HEATHROW	AIR CHINA	S	A	67	0	0	35.8	22.4	17.9	11.9	7.5	3.0	0.0	1.5	0.0	0.0	0.0	13	81.1	6	74
	HEATHROW	AIR CHINA	S	D	67	0	0	4.5	46.3	38.8	4.5	3.0	0.0	3.0	0.0	0.0	0.0	0.0	8	85.1	5	74
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.5	10	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.9	15	31
	MANCHESTER	HAINAN AIRLINES	S	A	13	0	0	23.1	30.8	30.8	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	13	71.4	16	14
	MANCHESTER	HAINAN AIRLINES	S	D	13	0	0	0.0	53.8	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	71.4	8	14
<b>TOTAL BEIJING</b>					<b>160</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>35.6</b>	<b>29.4</b>	<b>7.5</b>	<b>5.0</b>	<b>1.9</b>	<b>1.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.6</b>	<b>8</b>	<b>256</b>
BEIJING DAXING INTERNATIONAL AIRPORT																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	2	37.9	20.7	6.9	6.9	6.9	6.9	3.4	3.4	0.0	0.0	6.9	25	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	3	0.0	48.3	20.7	10.3	0.0	6.9	0.0	3.4	0.0	0.0	10.3	19	0.0	0	0
<b>TOTAL BEIJING DAXING INTERNATIONAL AIRPORT</b>					<b>53</b>	<b>0</b>	<b>5</b>	<b>19.0</b>	<b>34.5</b>	<b>13.8</b>	<b>8.6</b>	<b>3.4</b>	<b>6.9</b>	<b>1.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>8.6</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BEIRUT																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	39.1	34.8	8.7	4.3	8.7	4.3	0.0	0.0	0.0	0.0	0.0	9	95.7	2	23
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	0.0	26.1	65.2	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.3	8	22
	HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	A	62	0	0	14.5	27.4	24.2	19.4	14.5	0.0	0.0	0.0	0.0	0.0	0.0	12	91.9	4	62
	HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	D	62	0	0	9.7	32.3	32.3	17.7	8.1	0.0	0.0	0.0	0.0	0.0	0.0	9	93.5	3	62
<b>TOTAL BEIRUT</b>					<b>170</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>30.0</b>	<b>30.6</b>	<b>15.3</b>	<b>9.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>91.1</b>	<b>4</b>	<b>169</b>
BELFAST CITY (GEORGE BEST)																						
	ABERDEEN	FLYBE LTD	S	A	16	0	0	6.3	68.8	18.8	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	4	95.0	3	20
	ABERDEEN	FLYBE LTD	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	4	20
	BIRMINGHAM	FLYBE LTD	S	A	160	0	0	40.6	48.8	6.9	1.9	0.0	1.9	0.0	0.0	0.0	0.0	0.0	2	90.6	5	170
	BIRMINGHAM	FLYBE LTD	S	D	158	0	0	1.3	69.0	25.3	2.5	1.3	0.6	0.0	0.0	0.0	0.0	0.0	3	77.2	11	171
	CARDIFF WALES	FLYBE LTD	S	A	31	0	0	0.0	58.1	35.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	82.2	10	45
	CARDIFF WALES	FLYBE LTD	S	D	31	0	0	0.0	77.4	16.1	0.0	3.2	3.2	0.0	0.0	0.0	0.0	0.0	5	86.7	8	45
	DONCASTER SHEFFIELD	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.2	8	19
	DONCASTER SHEFFIELD	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.7	4	19

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

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	78	0	0	6.4	78.2	10.3	2.6	0.0	2.6	0.0	0.0	0.0	0.0	0.0	3	98.9	1	92
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	79	0	0	10.1	74.7	10.1	3.8	1.3	0.0	0.0	0.0	0.0	0.0	2	94.6	5	92	
	EDINBURGH	FLYBE LTD	S	A	67	0	0	17.9	59.7	14.9	3.0	3.0	1.5	0.0	0.0	0.0	0.0	4	86.9	8	99	
	EDINBURGH	FLYBE LTD	S	D	67	0	0	1.5	58.2	32.8	3.0	1.5	3.0	0.0	0.0	0.0	0.0	5	86.9	9	98	
	EXETER	FLYBE LTD	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	2	90.0	8	20	
	EXETER	FLYBE LTD	S	D	12	0	0	0.0	41.7	58.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	12	20	
	GLASGOW	FLYBE LTD	S	A	78	0	0	14.1	67.9	11.5	1.3	3.8	0.0	0.0	1.3	0.0	0.0	6	91.1	4	90	
	GLASGOW	FLYBE LTD	S	D	78	0	0	1.3	73.1	21.8	0.0	1.3	1.3	0.0	1.3	0.0	0.0	6	87.8	8	90	
	LEEDS BRADFORD	FLYBE LTD	S	A	92	0	1	19.4	66.7	6.5	0.0	4.3	2.2	0.0	0.0	0.0	1.1	4	94.7	3	94	
	LEEDS BRADFORD	FLYBE LTD	S	D	91	0	2	8.6	66.7	15.1	3.2	3.2	1.1	0.0	0.0	0.0	2.2	4	86.3	6	94	
	HEATHROW	AER LINGUS	S	A	92	0	1	31.2	38.7	22.6	3.2	2.2	0.0	1.1	0.0	0.0	1.1	5	95.7	2	93	
	HEATHROW	AER LINGUS	S	D	93	0	0	4.3	72.0	15.1	4.3	2.2	0.0	1.1	1.1	0.0	0.0	6	92.5	3	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	117	0	1	20.3	43.2	26.3	6.8	2.5	0.0	0.0	0.0	0.0	0.8	4	95.0	3	118	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	0.0	63.9	29.4	3.4	3.4	0.0	0.0	0.0	0.0	0.0	4	92.5	3	118	
	LONDON CITY	FLYBE LTD	S	A	130	0	0	43.1	41.5	8.5	3.8	2.3	0.0	0.0	0.8	0.0	0.0	4	89.2	6	148	
	LONDON CITY	FLYBE LTD	S	D	129	0	4	0.0	46.6	40.6	3.0	3.0	3.0	0.8	0.0	0.0	3.0	7	76.7	11	146	
	MANCHESTER	FLYBE LTD	S	A	170	0	4	8.0	63.2	21.3	2.9	0.6	1.7	0.0	0.0	0.0	2.3	3	86.6	8	169	
	MANCHESTER	FLYBE LTD	S	D	170	0	4	0.6	47.7	42.5	3.4	2.3	1.1	0.0	0.0	0.0	2.3	4	80.2	11	169	
	SOUTHAMPTON	FLYBE LTD	S	A	60	0	0	16.7	58.3	16.7	6.7	1.7	0.0	0.0	0.0	0.0	0.0	3	86.6	7	67	
	SOUTHAMPTON	FLYBE LTD	S	D	60	0	0	0.0	45.0	46.7	6.7	1.7	0.0	0.0	0.0	0.0	0.0	4	83.6	8	67	
	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	100.0	15	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	34	1	
	SOUTHEND	STOBART AIR	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	
	TEESSIDE INTERNATIONAL AIRPORT	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	7	1	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>2207</b>	<b>0</b>	<b>17</b>	<b>12.2</b>	<b>58.5</b>	<b>22.1</b>	<b>3.1</b>	<b>2.0</b>	<b>1.1</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>4</b>	<b>87.8</b>	<b>7</b>	<b>2489</b>
BELFAST INTERNATIONAL																						
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	5	0	0	0.0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	31	0.0	25	1
	BIRMINGHAM	EASYJET UK LTD	S	A	78	0	0	14.1	52.6	17.9	7.7	2.6	3.8	1.3	0.0	0.0	0.0	9	88.3	7	77	
	BIRMINGHAM	EASYJET UK LTD	S	D	77	0	0	1.3	48.1	32.5	7.8	3.9	5.2	1.3	0.0	0.0	0.0	11	84.4	10	77	
	BIRMINGHAM	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	
	BIRMINGHAM	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	11	1	
	BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
BIRMINGHAM	FLYBE LTD	S D	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	1454	100.0	0	1
BRISTOL	EASTERN AIRWAYS	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
BRISTOL	EASTERN AIRWAYS	C D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
BRISTOL	EASYJET UK LTD	S A	84	0	0	11.9	45.2	33.3	8.3	1.2	0.0	0.0	0.0	0.0	0.0	0.0	5	69.9	16	83	
BRISTOL	EASYJET UK LTD	S D	84	0	0	6.0	60.7	23.8	7.1	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4	81.2	10	85	
EAST MIDLANDS INTERNATIONAL	EASYJET UK LTD	C A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0	
EDINBURGH	EASYJET UK LTD	S A	84	0	0	17.9	47.6	22.6	7.1	2.4	1.2	1.2	0.0	0.0	0.0	0.0	7	86.2	9	87	
EDINBURGH	EASYJET UK LTD	S D	84	0	0	4.8	57.1	23.8	11.9	1.2	0.0	1.2	0.0	0.0	0.0	0.0	6	83.0	9	88	
GLASGOW	EASYJET UK LTD	S A	93	0	0	26.9	45.2	15.1	4.3	3.2	3.2	2.2	0.0	0.0	0.0	0.0	9	85.7	8	91	
GLASGOW	EASYJET UK LTD	S D	93	0	0	1.1	67.7	18.3	2.2	2.2	7.5	1.1	0.0	0.0	0.0	0.0	10	84.6	6	91	
ISLE OF MAN	EASYJET UK 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	100.0	3	8	
ISLE OF MAN	EASYJET UK LTD	S D	9	0	0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	8	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	181	0	0	31.5	47.0	11.6	4.4	2.2	2.8	0.0	0.6	0.0	0.0	0.0	6	88.1	12	176	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	181	0	0	3.3	77.3	10.5	2.8	4.4	1.1	0.6	0.0	0.0	0.0	0.0	5	88.8	9	179	
GATWICK	EASYJET UK LTD	S A	172	0	0	19.2	43.6	26.7	3.5	5.2	0.6	0.6	0.6	0.0	0.0	0.0	7	80.6	12	170	
GATWICK	EASYJET UK LTD	S D	172	0	0	0.0	50.0	37.2	7.0	4.7	0.6	0.6	0.0	0.0	0.0	0.0	7	76.5	11	170	
HEATHROW	BRITISH AIRWAYS PLC	S A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	117	0.0	0	0	
LUTON	EASYJET UK LTD	S A	110	0	0	12.7	51.8	22.7	8.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	82.9	9	111	
LUTON	EASYJET UK LTD	S D	110	0	0	0.9	62.7	26.4	9.1	0.0	0.9	0.0	0.0	0.0	0.0	0.0	4	85.6	7	111	
STANSTED	EASYJET UK LTD	S A	124	0	0	25.8	46.0	16.9	4.8	3.2	3.2	0.0	0.0	0.0	0.0	0.0	6	82.0	13	122	
STANSTED	EASYJET UK LTD	S D	124	0	0	5.6	57.3	27.4	4.0	3.2	1.6	0.8	0.0	0.0	0.0	0.0	7	77.9	14	122	
STANSTED	RYANAIR	S A	9	0	0	0.0	22.2	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	96.7	4	92	
STANSTED	RYANAIR	S D	9	0	0	0.0	22.2	11.1	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	87.0	6	92	
MANCHESTER	EASYJET UK LTD	S A	109	0	0	21.1	55.0	11.9	6.4	2.8	1.8	0.0	0.9	0.0	0.0	0.0	7	75.0	17	111	
MANCHESTER	EASYJET UK LTD	S D	109	0	0	0.0	75.2	12.8	7.3	2.8	0.9	0.9	0.0	0.0	0.0	0.0	6	70.5	17	111	
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	98.4	5	61	
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	90.2	13	61	
NEWCASTLE	EASYJET UK LTD	S A	78	0	0	10.3	66.7	17.9	3.8	1.3	0.0	0.0	0.0	0.0	0.0	0.0	2	76.6	11	77	
NEWCASTLE	EASYJET UK LTD	S D	78	0	0	2.6	70.5	20.5	3.8	2.6	0.0	0.0	0.0	0.0	0.0	0.0	2	92.1	4	76	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>2271</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>55.8</b>	<b>21.1</b>	<b>6.1</b>	<b>3.1</b>	<b>1.7</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.4</b>	<b>10</b>	<b>2542</b>	
BELGRADE																					
	HEATHROW	AIR SERBIA	S A	33	0	0	24.2	45.5	18.2	3.0	6.1	3.0	0.0	0.0	0.0	0.0	7	80.6	14	31	
	HEATHROW	AIR SERBIA	S D	33	0	0	0.0	51.5	36.4	6.1	3.0	3.0	0.0	0.0	0.0	0.0	6	77.4	15	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	85.7	5	14	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019					
												NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
												More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
		LUTON	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	10	14					
		LUTON	WIZZ AIR UK LTD	S	A	13	0	0	7.7	23.1	46.2	0.0	15.4	0.0	7.7	0.0	0.0	0.0	21	0.0	0	0					
		LUTON	WIZZ AIR UK LTD	S	D	13	0	0	0.0	53.8	38.5	0.0	0.0	0.0	0.0	7.7	0.0	0.0	45	0.0	0	0					
<b>TOTAL BELGRADE</b>						<b>92</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>45.7</b>	<b>31.5</b>	<b>3.3</b>	<b>5.4</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>14</b>	<b>78.9</b>	<b>12</b>	<b>90</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	71.4	12	14					
		BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	25	14					
		GATWICK	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	57	1					
		HEATHROW	PAKISTAN INTL AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.0	7	21					
		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	63.6	14	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	83.9	7	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	71.0	30	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</b>	<b>73.9</b>	<b>16</b>	<b>134</b>					
BENBECULA																											
		GLASGOW	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	1	0.0	0	0					
		GLASGOW	LOGANAIR LTD	S	A	37	0	2	12.8	38.5	20.5	12.8	5.1	2.6	2.6	0.0	0.0	5.1	13	70.0	25	40					
		GLASGOW	LOGANAIR LTD	S	D	39	0	2	4.9	46.3	26.8	4.9	9.8	0.0	0.0	2.4	0.0	4.9	13	76.9	29	39					
<b>TOTAL BENBECULA</b>						<b>77</b>	<b>0</b>	<b>4</b>	<b>8.6</b>	<b>42.0</b>	<b>24.7</b>	<b>8.6</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>4.9</b>	<b>13</b>	<b>73.4</b>	<b>27</b>	<b>79</b>				
BERGAMO																											
		BELFAST INTERNATIONAL	RYANAIR	S	A	4	0	0	0.0	75.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	20	77.8	165	9					
		BELFAST INTERNATIONAL	RYANAIR	S	D	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	29	88.9	42	9					
		BRISTOL	RYANAIR	S	A	12	0	1	15.4	7.7	46.2	0.0	23.1	0.0	0.0	0.0	0.0	7.7	12	93.3	6	15					
		BRISTOL	RYANAIR	S	D	12	0	1	0.0	46.2	23.1	7.7	15.4	0.0	0.0	0.0	0.0	7.7	10	86.7	5	15					
		EAST MIDLANDS INTERNATIONAL	RYANAIR	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	5	46.7	27	15					
		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	14	0	0	0.0	21.4	50.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	10	26.7	34	15					
		EDINBURGH	RYANAIR	S	A	34	0	0	29.4	35.3	20.6	11.8	0.0	2.9	0.0	0.0	0.0	0.0	8	90.9	20	22					
		EDINBURGH	RYANAIR	S	D	34	0	0	5.9	58.8	29.4	2.9	0.0	2.9	0.0	0.0	0.0	0.0	5	81.8	5	22					
		GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	69.6	21.7	4.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0					
		GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	0.0	65.2	30.4	0.0	4.3	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0					
		STANSTED	RYANAIR	S	A	134	0	0	32.1	48.5	16.4	1.5	0.7	0.7	0.0	0.0	0.0	0.0	2	84.6	6	122					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2019				
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	134	0	0	0.0	47.8	40.3	8.2	2.2	1.5	0.0	0.0	0.0	0.0	0.0	6	57.7	19	122
	MANCHESTER	RYANAIR	S	A	41	0	0	2.4	29.3	41.5	14.6	12.2	0.0	0.0	0.0	0.0	0.0	12	45.2	23	31	
	MANCHESTER	RYANAIR	S	D	41	0	0	0.0	39.0	31.7	19.5	7.3	2.4	0.0	0.0	0.0	0.0	12	51.6	32	31	
	SOUTHEND	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	SOUTHEND	RYANAIR	S	A	12	0	0	0.0	8.3	58.3	8.3	16.7	0.0	0.0	8.3	0.0	0.0	41	0.0	0	0	
	SOUTHEND	RYANAIR	S	D	13	0	0	0.0	69.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BERGAMO</b>					<b>550</b>	<b>0</b>	<b>2</b>	<b>13.6</b>	<b>43.1</b>	<b>30.4</b>	<b>7.2</b>	<b>3.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>7</b>	<b>68.8</b>	<b>19</b>	<b>428</b>
BERGEN	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	A	46	0	2	0.0	22.9	58.3	10.4	2.1	2.1	0.0	0.0	0.0	0.0	4.2	8	77.6	10	44
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	D	46	0	2	0.0	41.7	41.7	8.3	2.1	2.1	0.0	0.0	0.0	0.0	4.2	6	79.6	8	44
	BOURNEMOUTH	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	10	1	
	EDINBURGH	LOGANAIR LTD	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	20	0.0	0	0	
	EDINBURGH	LOGANAIR LTD	S	D	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	S	A	9	0	0	0.0	11.1	44.4	11.1	22.2	0.0	0.0	0.0	11.1	0.0	0.0	58	50.0	13	4
	LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	S	D	9	0	0	0.0	11.1	44.4	11.1	22.2	0.0	0.0	0.0	11.1	0.0	0.0	57	100.0	8	4
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	58	0	0	12.1	44.8	34.5	8.6	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	14	54	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	58	0	0	3.4	56.9	29.3	5.2	1.7	1.7	0.0	1.7	0.0	0.0	8	74.1	17	54	
	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	100.0	0	2	
	LUTON	WIZZ AIR UK LTD	S	A	15	0	0	0.0	33.3	53.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	15	0	0	0.0	73.3	20.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	MANCHESTER	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	MANCHESTER	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	11.1	33.3	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	11.1	44.4	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	MANCHESTER	SAS	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	13	0.0	0	0	
	MANCHESTER	SAS	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	6	0.0	0	0	
	MANCHESTER	TITAN AIRWAYS LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JAN 2019		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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	100.0	0	1			
<b>TOTAL BERGEN</b>					<b>299</b>	<b>0</b>	<b>4</b>	<b>4.0</b>	<b>40.6</b>	<b>39.6</b>	<b>8.3</b>	<b>4.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.7</b>	<b>0.0</b>	<b>1.3</b>	<b>10</b>	<b>78.0</b>	<b>12</b>	<b>213</b>			
BERGERAC																									
	STANSTED	RYANAIR	S	A	15	0	0	20.0	53.3	20.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6	92.9	5	14			
	STANSTED	RYANAIR	S	D	15	0	0	0.0	46.7	40.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	10	15			
	SOUTHAMPTON	FLYBE LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	91.7	2	12			
	SOUTHAMPTON	FLYBE LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	3	12			
<b>TOTAL BERGERAC</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>47.1</b>	<b>35.3</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.7</b>	<b>5</b>	<b>53</b>			
BERLIN (SCHONEFELD)																									
	BELFAST INTERNATIONAL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	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	100.0	2	9			
	BRISTOL	EASYJET UK LTD	S	A	20	0	0	10.0	50.0	20.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	10	47.4	38	19			
	BRISTOL	EASYJET UK LTD	S	D	20	0	0	5.0	30.0	45.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	10	70.0	28	20			
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	10	0	0	30.0	40.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	11.1	55	9			
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	10	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	8	9			
	EDINBURGH	RYANAIR	S	A	21	0	0	0.0	14.3	47.6	38.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	55.6	33	27			
	EDINBURGH	RYANAIR	S	D	21	0	0	0.0	61.9	38.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.3	2	27			
	GLASGOW	EASYJET UK 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	0.0	1	85.0	8	20			
	GLASGOW	EASYJET UK LTD	S	D	15	0	0	0.0	73.3	20.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	9	85.0	5	20			
	LEEDS BRADFORD	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2			
	LEEDS BRADFORD	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2			
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	12	0	0	25.0	41.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	81.8	10	11			
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	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	100.0	1	11			
	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	C	D	0	0	0	0.0	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	43	0	0	25.6	44.2	20.9	7.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	4	90.5	9	42			
	GATWICK	EASYJET UK LTD	S	D	43	0	0	0.0	39.5	39.5	7.0	11.6	2.3	0.0	0.0	0.0	0.0	0.0	12	59.5	21	42			
	LUTON	EASYJET EUROPE	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
	LUTON	EASYJET UK LTD	S	A	32	0	0	18.8	53.1	21.9	3.1	0.0	3.1	0.0	0.0	0.0	0.0	0.0	4	76.2	13	42			
	LUTON	EASYJET UK LTD	S	D	32	0	0	0.0	53.1	37.5	6.3	3.1	0.0	0.0	0.0	0.0	0.0	0.0	5	88.1	4	42			
	STANSTED	RYANAIR	S	A	106	0	0	20.8	50.9	19.8	4.7	0.9	1.9	0.0	0.9	0.0	0.0	0.0	7	75.8	11	118			
	STANSTED	RYANAIR	S	D	106	0	0	0.0	46.2	39.6	7.5	4.7	0.9	0.9	0.0	0.0	0.0	0.0	7	67.8	17	120			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

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PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2019				
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	0	0	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	16	51
	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	88.2	10	51
	MANCHESTER	RYANAIR	S	A	40	0	0	27.5	35.0	22.5	2.5	10.0	2.5	0.0	0.0	0.0	0.0	0.0	10	61.3	25	31
	MANCHESTER	RYANAIR	S	D	40	0	0	2.5	30.0	37.5	12.5	12.5	5.0	0.0	0.0	0.0	0.0	0.0	15	45.2	35	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	88.9	9	9
	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	33.3	21	9
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>599</b>	<b>0</b>	<b>0</b>	<b>11.0</b>	<b>45.4</b>	<b>30.6</b>	<b>6.8</b>	<b>4.0</b>	<b>1.7</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>73.5</b>	<b>15</b>	<b>785</b>
BERLIN (TEGEL)																						
	BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	59.3	22	27
	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	55.6	23	27
	CARDIFF WALES	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2
	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	50.0	9	2
	EDINBURGH	EASYJET UK LTD	S	A	19	0	0	15.8	31.6	26.3	5.3	5.3	10.5	5.3	0.0	0.0	0.0	0.0	23	75.0	16	20
	EDINBURGH	EASYJET UK LTD	S	D	19	0	0	0.0	26.3	47.4	10.5	0.0	5.3	10.5	0.0	0.0	0.0	0.0	22	75.0	13	20
	GATWICK	EASYJET UK LTD	S	A	73	0	0	39.7	35.6	16.4	2.7	2.7	2.7	0.0	0.0	0.0	0.0	0.0	5	70.4	12	81
	GATWICK	EASYJET UK LTD	S	D	73	0	0	0.0	39.7	56.2	1.4	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3	93.8	4	81
	HEATHROW	BRITISH AIRWAYS PLC	S	A	180	0	0	22.8	48.3	20.6	6.1	1.1	1.1	0.0	0.0	0.0	0.0	0.0	4	87.4	5	205
	HEATHROW	BRITISH AIRWAYS PLC	S	D	180	0	0	0.0	55.6	38.9	5.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	3	94.7	3	206
	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	92.9	4	85
	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	84.7	6	85
	LONDON CITY	BA CITYFLYER LTD	S	A	88	0	1	22.5	43.8	20.2	4.5	5.6	2.2	0.0	0.0	0.0	0.0	1.1	6	86.6	6	67
	LONDON CITY	BA CITYFLYER LTD	S	D	89	0	2	0.0	29.7	39.6	14.3	6.6	6.6	0.0	1.1	0.0	0.0	2.2	16	85.3	9	68
	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	33	1
	STANSTED	BA CITYFLYER LTD	S	A	5	0	0	40.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	1	4
	STANSTED	BA CITYFLYER 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	25.0	46	4
	MANCHESTER	EASYJET UK LTD	S	A	42	0	0	23.8	47.6	21.4	0.0	2.4	4.8	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	D	42	0	0	0.0	78.6	14.3	2.4	2.4	2.4	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL BERLIN (TEGEL)</b>					<b>814</b>	<b>0</b>	<b>3</b>	<b>12.9</b>	<b>46.0</b>	<b>30.0</b>	<b>5.4</b>	<b>2.6</b>	<b>2.3</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>6</b>	<b>85.6</b>	<b>7</b>	<b>985</b>
BERMUDA																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	17.4	52.2	13.0	4.3	4.3	8.7	0.0	0.0	0.0	0.0	0.0	11	86.4	6	22
	GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	0.0	65.2	17.4	8.7	0.0	8.7	0.0	0.0	0.0	0.0	0.0	9	91.3	3	23
<b>TOTAL BERMUDA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>58.7</b>	<b>15.2</b>	<b>6.5</b>	<b>2.2</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>10</b>	<b>88.9</b>	<b>5</b>	<b>45</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: B																	JAN 2019			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								than 15 m early	to 1 m early	15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	than 360 m late						
BEZIERS																						
	LUTON	RYANAIR	S	A	9	0	0	11.1	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	8
	LUTON	RYANAIR	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	9
<b>TOTAL BEZIERS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>44.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>2</b>	<b>17</b>
BIARRITZ																						
	STANSTED	RYANAIR	S	A	15	0	0	13.3	46.7	20.0	6.7	0.0	6.7	0.0	6.7	0.0	0.0	0.0	25	80.0	12	15
	STANSTED	RYANAIR	S	D	15	0	0	0.0	60.0	33.3	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	5	93.3	8	15
<b>TOTAL BIARRITZ</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>53.3</b>	<b>26.7</b>	<b>3.3</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>86.7</b>	<b>10</b>	<b>30</b>
BIGGIN HILL																						
	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	11	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
<b>TOTAL BIGGIN HILL</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>2</b>
BILBAO																						
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	14	9
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	9
	EDINBURGH	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	100.0	3	3
	EDINBURGH	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
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	57.1	32.1	3.6	0.0	0.0	3.6	0.0	3.6	0.0	0.0	0.0	12	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	0.0	78.6	17.9	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	GATWICK	VUELING AIRLINES	S	A	34	0	0	5.9	35.3	44.1	8.8	2.9	2.9	0.0	0.0	0.0	0.0	0.0	9	90.0	8	30
	GATWICK	VUELING AIRLINES	S	D	34	0	0	0.0	35.3	47.1	8.8	5.9	2.9	0.0	0.0	0.0	0.0	0.0	11	83.3	10	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	2	33
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	2	33
	STANSTED	EASYJET UK LTD	S	A	10	0	0	20.0	20.0	20.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	45.5	34	11
	STANSTED	EASYJET UK LTD	S	D	10	0	0	0.0	40.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	27.3	36	11
	MANCHESTER	EASYJET UK LTD	S	A	12	0	0	16.7	33.3	16.7	0.0	8.3	25.0	0.0	0.0	0.0	0.0	0.0	25	81.8	15	11
	MANCHESTER	EASYJET UK LTD	S	D	12	0	0	0.0	33.3	33.3	8.3	0.0	25.0	0.0	0.0	0.0	0.0	0.0	24	72.7	21	11
	SOUTHEND	RYANAIR	S	A	13	0	0	0.0	46.2	38.5	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	SOUTHEND	RYANAIR	S	D	13	0	0	0.0	69.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL BILBAO</b>					<b>213</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>46.5</b>	<b>28.6</b>	<b>5.2</b>	<b>3.8</b>	<b>5.2</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>81.4</b>	<b>10</b>	<b>194</b>
BILLUND																						
	LEEDS BRADFORD	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	54	1



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	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	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	46.7	43.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	4	36	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	53.3	36.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	97.2	2	36	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	LONDON CITY	BA CITYFLYER LTD	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	42	0	0	2.4	14.3	59.5	11.9	11.9	0.0	0.0	0.0	0.0	0.0	0.0	13	95.5	3	44	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	D	42	0	0	0.0	21.4	38.1	21.4	16.7	2.4	0.0	0.0	0.0	0.0	0.0	17	90.9	4	44	
	STANSTED	RYANAIR	S	A	53	0	0	9.4	62.3	24.5	1.9	1.9	0.0	0.0	0.0	0.0	0.0	0.0	3	76.7	16	60	
	STANSTED	RYANAIR	S	D	53	0	0	0.0	69.8	22.6	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	72.1	13	61	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	41	0	1	2.4	45.2	40.5	4.8	4.8	0.0	0.0	0.0	0.0	0.0	2.4	6	76.6	17	45	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	40	0	2	4.8	52.4	33.3	0.0	4.8	0.0	0.0	0.0	0.0	0.0	4.8	4	74.5	17	45	
	MANCHESTER	RYANAIR	S	A	9	0	0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL BILLUND</b>					<b>349</b>	<b>0</b>	<b>5</b>	<b>8.5</b>	<b>46.0</b>	<b>32.2</b>	<b>6.2</b>	<b>5.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>6</b>	<b>81.8</b>	<b>10</b>	<b>373</b>	
<b>BIRMINGHAM</b>																							
	ABERDEEN	FLYBE LTD	S	A	63	0	0	23.8	61.9	9.5	0.0	1.6	3.2	0.0	0.0	0.0	0.0	0.0	3	91.2	5	68	
	ABERDEEN	FLYBE LTD	S	D	63	0	0	9.5	71.4	11.1	3.2	1.6	3.2	0.0	0.0	0.0	0.0	0.0	5	88.6	5	70	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	158	0	0	24.7	59.5	12.0	1.9	1.3	0.6	0.0	0.0	0.0	0.0	0.0	2	81.3	10	171	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	158	0	0	1.9	70.3	23.4	2.5	0.0	1.9	0.0	0.0	0.0	0.0	0.0	3	87.6	6	170	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	77	0	0	7.8	50.6	20.8	7.8	7.8	3.9	1.3	0.0	0.0	0.0	0.0	11	88.3	8	77	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	77	0	0	0.0	63.6	20.8	5.2	5.2	3.9	1.3	0.0	0.0	0.0	0.0	10	84.4	7	77	
	BELFAST INTERNATIONAL	FLYBE LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BELFAST INTERNATIONAL	FLYBE LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
	BOURNEMOUTH	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	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	0.0	22	0.0	0	0	
	BRISTOL	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	17	1	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	EDINBURGH	FLYBE LTD	S	A	158	0	0	22.8	63.3	10.1	1.9	1.3	0.6	0.0	0.0	0.0	0.0	0.0	2	75.1	13	176	
	EDINBURGH	FLYBE LTD	S	D	158	0	0	0.0	73.4	24.1	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	2	71.6	15	175	
	GLASGOW	FLYBE LTD	S	A	138	0	0	23.2	62.3	12.3	0.0	1.4	0.7	0.0	0.0	0.0	0.0	0.0	2	81.2	9	153	
	GLASGOW	FLYBE LTD	S	D	138	0	0	0.0	71.0	23.2	2.2	1.4	1.4	0.7	0.0	0.0	0.0	0.0	4	83.7	10	152	
	ISLE OF MAN	FLYBE LTD	S	A	25	0	0	8.0	56.0	32.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4	83.9	5	29	
	ISLE OF MAN	FLYBE LTD	S	D	26	0	0	0.0	46.2	46.2	3.8	0.0	0.0	0.0	3.8	0.0	0.0	0.0	13	90.3	7	29	
	JERSEY	FLYBE LTD	S	A	51	0	0	11.8	66.7	11.8	5.9	0.0	2.0	2.0	0.0	0.0	0.0	0.0	6	100.0	0	22	
	JERSEY	FLYBE LTD	S	D	50	0	1	5.9	64.7	19.6	0.0	2.0	3.9	2.0	0.0	0.0	2.0	0.0	8	98.0	3	49	
	MANCHESTER	AER LINGUS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1		
	MANCHESTER	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	5	0.0	0	0		
	NEWCASTLE	ENTER AIR	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	ENTER AIR	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	44	0.0	0	0		
	SOUTHAMPTON	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		
	SOUTHAMPTON	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		
<b>TOTAL BIRMINGHAM</b>					<b>1349</b>	<b>0</b>	<b>1</b>	<b>11.0</b>	<b>64.6</b>	<b>18.0</b>	<b>2.4</b>	<b>1.9</b>	<b>1.6</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>4</b>	<b>82.8</b>	<b>9</b>	<b>1422</b>	
BLACKPOOL																							
	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	100.0	0	1		
<b>TOTAL BLACKPOOL</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
BOA VISTA (RABIL)																							
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	9	0	0	33.3	11.1	22.2	11.1	11.1	0.0	0.0	0.0	11.1	0.0	0.0	173	100.0	2	9	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	33.3	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	28	88.9	7	9	
	GATWICK	TUI AIRWAYS LTD	S	A	18	0	1	10.5	31.6	26.3	10.5	5.3	5.3	0.0	0.0	5.3	0.0	5.3	81	77.8	10	18	
	GATWICK	TUI AIRWAYS LTD	S	D	18	0	0	0.0	5.6	66.7	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	7	18	
	MANCHESTER	TUI AIRWAYS LTD	S	A	9	0	1	0.0	20.0	30.0	0.0	30.0	10.0	0.0	0.0	0.0	0.0	10.0	25	84.6	10	13	
	MANCHESTER	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	19	13	
<b>TOTAL BOA VISTA (RABIL)</b>					<b>72</b>	<b>0</b>	<b>2</b>	<b>6.8</b>	<b>16.2</b>	<b>40.5</b>	<b>17.6</b>	<b>8.1</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>2.7</b>	<b>52</b>	<b>86.3</b>	<b>9</b>	<b>80</b>	
BOGOTA																							
	HEATHROW	AVIANCA COLOMBIA	S	A	31	0	0	58.1	12.9	19.4	3.2	0.0	3.2	0.0	3.2	0.0	0.0	0.0	11	64.5	25	31	
	HEATHROW	AVIANCA COLOMBIA	S	D	31	0	0	0.0	83.9	12.9	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	83.9	5	31	
<b>TOTAL BOGOTA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>29.0</b>	<b>48.4</b>	<b>16.1</b>	<b>1.6</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>0.0</b>	<b>6</b>	<b>74.2</b>	<b>15</b>	<b>62</b>	
BOLOGNA																							
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	22.2	22.2	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	30	55.6	14	9	
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	55.6	0.0	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	21	77.8	10	9	
	GATWICK	EASYJET UK LTD	S	A	16	0	0	6.3	43.8	25.0	6.3	12.5	0.0	6.3	0.0	0.0	0.0	0.0	19	75.0	16	20	
	GATWICK	EASYJET UK LTD	S	D	16	0	0	0.0	37.5	43.8	6.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	12	85.0	11	20	
	GATWICK	SIRIO	C	A	0	0	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		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	SIRIO	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	18.9	35.6	21.1	11.1	10.0	3.3	0.0	0.0	0.0	0.0	11	90.3	8	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	0.0	51.1	42.2	3.3	3.3	0.0	0.0	0.0	0.0	0.0	5	89.2	5	92	
	LUTON	RYANAIR	S	A	31	0	0	12.9	35.5	41.9	6.5	0.0	3.2	0.0	0.0	0.0	0.0	6	61.3	16	31	
	LUTON	RYANAIR	S	D	31	0	0	0.0	58.1	35.5	3.2	0.0	3.2	0.0	0.0	0.0	0.0	6	83.9	11	31	
	STANSTED	RYANAIR	S	A	57	0	0	31.6	43.9	19.3	3.5	1.8	0.0	0.0	0.0	0.0	0.0	2	82.8	11	58	
	STANSTED	RYANAIR	S	D	57	0	0	0.0	43.9	42.1	10.5	3.5	0.0	0.0	0.0	0.0	0.0	6	50.0	23	58	
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	11.1	44.4	11.1	11.1	22.2	0.0	0.0	0.0	0.0	28	77.8	19	9	
	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	6	88.9	16	9	
	SOUTHEND	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0	
<b>TOTAL BOLOGNA</b>					<b>425</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>42.8</b>	<b>32.2</b>	<b>6.8</b>	<b>6.1</b>	<b>2.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.2</b>	<b>11</b>	<b>440</b>	
BORDEAUX																						
	BRISTOL	EASYJET UK LTD	S	A	10	0	0	40.0	50.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	9	66.7	15	9	
	BRISTOL	EASYJET UK LTD	S	D	10	0	0	0.0	60.0	30.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	12	66.7	11	9	
	EDINBURGH	WDL FLUGDIENST	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	EDINBURGH	WDL FLUGDIENST	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	25	0	0	48.0	40.0	8.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	2	93.1	2	29	
	GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	0	0.0	60.0	36.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	4	96.6	2	29	
	GATWICK	EASYJET UK LTD	S	A	23	0	0	13.0	52.2	17.4	4.3	8.7	4.3	0.0	0.0	0.0	0.0	9	92.0	7	25	
	GATWICK	EASYJET UK LTD	S	D	23	0	0	0.0	26.1	39.1	8.7	13.0	8.7	0.0	4.3	0.0	0.0	26	80.0	12	25	
	LUTON	EASYJET UK LTD	S	A	19	0	0	21.1	31.6	21.1	10.5	10.5	5.3	0.0	0.0	0.0	0.0	11	64.7	10	17	
	LUTON	EASYJET UK LTD	S	D	19	0	0	0.0	21.1	52.6	21.1	5.3	0.0	0.0	0.0	0.0	0.0	10	64.7	15	17	
	STANSTED	RYANAIR	S	A	28	0	1	20.7	41.4	24.1	6.9	3.4	0.0	0.0	0.0	0.0	3.4	6	83.3	10	24	
	STANSTED	RYANAIR	S	D	28	0	0	0.0	67.9	14.3	10.7	3.6	3.6	0.0	0.0	0.0	0.0	7	86.4	7	22	
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	8	
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	8	
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	33.3	22.2	11.1	11.1	11.1	0.0	11.1	0.0	0.0	49	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	22.2	44.4	0.0	22.2	11.1	0.0	0.0	0.0	0.0	24	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	100.0	0	1	
	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	
<b>TOTAL BORDEAUX</b>					<b>248</b>	<b>0</b>	<b>1</b>	<b>12.9</b>	<b>44.2</b>	<b>24.9</b>	<b>7.2</b>	<b>5.6</b>	<b>4.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>11</b>	<b>84.4</b>	<b>8</b>	<b>224</b>
BOSTON																						
	GATWICK	NORWEGIAN AIR UK LTD	S	A	25	0	0	32.0	36.0	16.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	6	66.7	21	31	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	25	0	0	0.0	64.0	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.3	5	31	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019					
												NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
												More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 360 m late	Unmat	Can	Avg Delay (mins)
HEATHROW		BRITISH AIRWAYS PLC		S	A	107	0	0	0	37.4	35.5	14.0	3.7	5.6	2.8	0.9	0.0	0.0	0.0	0.0	0.0	7	78.7	11	106		
HEATHROW		BRITISH AIRWAYS PLC		S	D	106	0	0	0	0.0	35.8	36.8	15.1	8.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	12	74.8	14	106		
HEATHROW		DELTA AIRLINES		S	A	31	0	0	0	32.3	45.2	16.1	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	80.6	33	31			
HEATHROW		DELTA AIRLINES		S	D	31	0	0	0	0.0	67.7	25.8	0.0	3.2	3.2	0.0	0.0	0.0	0.0	0.0	6	90.3	6	31			
HEATHROW		UNITED AIRLINES		S	D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1			
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	A	61	0	0	0	34.4	27.9	24.6	6.6	4.9	0.0	1.6	0.0	0.0	0.0	0.0	7	63.3	22	30			
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	61	0	1	0	0.0	69.4	21.0	3.2	3.2	1.6	0.0	0.0	0.0	0.0	1.6	4	93.3	4	30			
<b>TOTAL BOSTON</b>						<b>447</b>	<b>0</b>	<b>1</b>	<b>17.6</b>	<b>43.8</b>	<b>24.1</b>	<b>6.5</b>	<b>5.4</b>	<b>2.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>78.6</b>	<b>14</b>	<b>397</b>			
BOURNEMOUTH																											
BIRMINGHAM		FLYBE LTD		S	D	1	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0			
BRISTOL		BMI REGIONAL		S	D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
LEEDS BRADFORD		ENTER AIR		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	40	0.0	0	0				
LIVERPOOL (JOHN LENNON)		BMI REGIONAL		C	A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1				
LIVERPOOL (JOHN LENNON)		BMI REGIONAL		C	D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
LONDON CITY		BA CITYFLYER LTD		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	48	0.0	0	0				
<b>TOTAL BOURNEMOUTH</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>0.0</b>	<b>36</b>	<b>50.0</b>	<b>7</b>	<b>3</b>			
BRATISLAVA																											
BIRMINGHAM		JOTA AVIATION 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	3	0.0	0	0				
BIRMINGHAM		JOTA AVIATION LTD		C	D	4	0	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0				
BIRMINGHAM		RYANAIR		S	A	15	0	0	0	13.3	40.0	26.7	13.3	6.7	0.0	0.0	0.0	0.0	0.0	9	66.7	29	15				
BIRMINGHAM		RYANAIR		S	D	15	0	0	0	0.0	33.3	60.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	4	93.3	5	15				
EDINBURGH		RYANAIR		S	A	10	0	0	0	40.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	4	44.4	16	9				
EDINBURGH		RYANAIR		S	D	10	0	0	0	10.0	80.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	9				
LEEDS BRADFORD		RYANAIR		S	A	10	0	0	0	20.0	40.0	30.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	22	62.5	10	7				
LEEDS BRADFORD		RYANAIR		S	D	10	0	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	24	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	100.0	12	1				
LUTON		WIZZ AIR UK LTD		S	A	19	0	0	0	15.8	52.6	15.8	10.5	5.3	0.0	0.0	0.0	0.0	0.0	6	56.5	25	23				
LUTON		WIZZ AIR UK LTD		S	D	19	0	0	0	0.0	63.2	31.6	5.3	0.0	0.0	0.0	0.0	0.0	0.0	2	78.3	15	23				
STANSTED		RYANAIR		S	A	51	0	0	0	9.8	49.0	23.5	5.9	7.8	3.9	0.0	0.0	0.0	0.0	9	64.2	18	52				
STANSTED		RYANAIR		S	D	51	0	0	0	0.0	54.9	35.3	3.9	3.9	2.0	0.0	0.0	0.0	0.0	6	69.2	14	52				
MANCHESTER		RYANAIR		S	A	12	0	0	0	16.7	41.7	8.3	0.0	8.3	16.7	8.3	0.0	0.0	0.0	31	57.1	22	14				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: B																		JAN 2019			
		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	
								8.3	50.0	16.7	0.0	8.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL BRATISLAVA</b>	MANCHESTER	RYANAIR	S	D	12	0	0	0.0	50.0	16.7	0.0	8.3	16.7	8.3	0.0	0.0	0.0	0.0	34	71.4	10	14	
					<b>242</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>50.0</b>	<b>28.1</b>	<b>4.5</b>	<b>5.0</b>	<b>2.9</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>68.9</b>	<b>17</b>	<b>242</b>	
BREMEN	STANSTED	RYANAIR	S	A	45	0	0	24.4	53.3	15.6	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	5	50.0	26	42	
	STANSTED	RYANAIR	S	D	45	0	0	0.0	71.1	24.4	2.2	0.0	2.2	0.0	0.0	0.0	0.0	0.0	4	88.6	6	43	
	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	100.0	12	1	
<b>TOTAL BREMEN</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>62.2</b>	<b>20.0</b>	<b>2.2</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>69.7</b>	<b>16</b>	<b>86</b>	
BREST	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	25	0.0	0	0	
	SOUTHEND	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	SOUTHEND	RYANAIR	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	0.0	0	0	
	SOUTHEND	RYANAIR	S	D	9	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BREST</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.9</b>	<b>36.8</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>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRIDGETOWN	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	17	0	0	11.8	11.8	29.4	23.5	17.6	0.0	0.0	0.0	5.9	0.0	0.0	89	43.8	58	16	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	18	0	0	0.0	11.1	72.2	5.6	0.0	5.6	0.0	0.0	5.6	0.0	0.0	87	64.7	46	17	
	BOURNEMOUTH	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	31	0.0	65	1	
	BOURNEMOUTH	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	8	50.0	45	2	
	BRISTOL	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1	
	CARDIFF WALES	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	7	100.0	0	1	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	30	1	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GLASGOW	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	2	
	GLASGOW	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	36	50.0	15	2	
	GATWICK	BRITISH AIRWAYS PLC	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	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	8	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	53	0	0	9.4	32.1	26.4	13.2	9.4	3.8	1.9	3.8	0.0	0.0	0.0	26	66.0	17	53	
	GATWICK	BRITISH AIRWAYS PLC	S	D	53	0	0	3.8	56.6	24.5	7.5	0.0	1.9	1.9	3.8	0.0	0.0	0.0	17	83.0	11	53	
	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	30.0	27	10	
	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	80.0	12	10	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	52	4	
	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	66	4	
	GATWICK	TUI AIRWAYS LTD	C	A	29	0	1	6.7	13.3	20.0	26.7	20.0	6.7	0.0	3.3	0.0	0.0	3.3	33	30.0	123	19	
	GATWICK	TUI AIRWAYS LTD	C	D	30	0	0	0.0	3.3	73.3	13.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	95.0	8	20	
	GATWICK	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	48	4	
	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	1	50.0	17	2	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	35	0	0	40.0	20.0	14.3	11.4	11.4	2.9	0.0	0.0	0.0	0.0	0.0	10	58.1	23	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	35	0	0	0.0	57.1	25.7	8.6	5.7	2.9	0.0	0.0	0.0	0.0	0.0	9	73.3	16	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS 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	9	88.9	6	9	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	9	
	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	16.7	36	6	
	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	16.7	53	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	35.7	61	14	
	MANCHESTER	TUI AIRWAYS LTD	C	A	20	0	0	20.0	10.0	40.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	13	41.2	26	17	
	MANCHESTER	TUI AIRWAYS LTD	C	D	18	0	0	0.0	0.0	50.0	22.2	27.8	0.0	0.0	0.0	0.0	0.0	0.0	18	46.7	29	15	
	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	
	MANCHESTER	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	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	12	0	0	16.7	33.3	33.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	33.3	50	7	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	0.0	38.5	53.8	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	7	66.7	9	9	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	85	1	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	1	
<b>TOTAL BRIDGETOWN</b>					<b>358</b>	<b>0</b>	<b>1</b>	<b>9.2</b>	<b>28.1</b>	<b>35.1</b>	<b>11.7</b>	<b>10.6</b>	<b>2.5</b>	<b>0.6</b>	<b>1.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.3</b>	<b>23</b>	<b>60.3</b>	<b>29</b>	<b>380</b>	
BRINDISI																							
	STANSTED	RYANAIR	S	A	13	0	0	0.0	53.8	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.5	8	16	
	STANSTED	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	100.0	2	17	
<b>TOTAL BRINDISI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>53.8</b>	<b>42.3</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.2</b>	<b>5</b>	<b>33</b>	
BRISTOL																							
	ABERDEEN	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	26	27	
	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	65.4	28	25	
	ABERDEEN	LOGANAIR LTD	S	A	25	0	0	36.0	28.0	24.0	8.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	8	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
ABERDEEN	LOGANAIR LTD	S D	25	0	0	0.0	64.0	32.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
BELFAST INTERNATIONAL	EASTERN AIRWAYS	C A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
BELFAST INTERNATIONAL	EASTERN AIRWAYS	C D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
BELFAST INTERNATIONAL	EASYJET UK LTD	S A	83	0	0	10.8	63.9	18.1	6.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	76.5	11	85		
BELFAST INTERNATIONAL	EASYJET UK LTD	S D	83	0	0	2.4	61.4	22.9	9.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	68.2	16	84		
BIRMINGHAM	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	0.0	27	0.0	0	0		
BIRMINGHAM	TUI AIRWAYS LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1		
EDINBURGH	EASYJET UK LTD	S A	110	0	1	18.9	53.2	17.1	6.3	0.9	0.9	1.8	0.0	0.0	0.0	0.0	0.9	6	82.4	10	107		
EDINBURGH	EASYJET UK LTD	S D	109	0	1	6.4	47.3	34.5	5.5	2.7	0.9	1.8	0.0	0.0	0.0	0.0	0.9	7	66.7	15	107		
GLASGOW	EASYJET UK LTD	S A	96	0	1	17.5	46.4	19.6	8.2	4.1	3.1	0.0	0.0	0.0	0.0	0.0	1.0	7	81.1	10	95		
GLASGOW	EASYJET UK LTD	S D	97	0	0	3.1	59.8	20.6	8.2	5.2	2.1	1.0	0.0	0.0	0.0	0.0	0.0	9	71.6	14	95		
ISLE OF MAN	EASYJET UK LTD	S A	9	0	0	11.1	22.2	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	62.5	12	8		
ISLE OF MAN	EASYJET UK LTD	S D	9	0	0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	62.5	13	8		
JERSEY	BLUE ISLANDS LIMITED	S A	26	0	0	42.3	38.5	3.8	0.0	3.8	3.8	3.8	3.8	0.0	0.0	0.0	0.0	18	92.3	5	26		
JERSEY	BLUE ISLANDS LIMITED	S D	27	0	0	0.0	51.9	25.9	11.1	0.0	0.0	7.4	3.7	0.0	0.0	0.0	0.0	22	92.3	8	26		
LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	S A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0		
GATWICK	TUI AIRWAYS LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
LUTON	EASYJET UK LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
LUTON	EASYJET UK LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
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	0.0	0.0	0	0.0	19	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	0.0	0.0	0	100.0	11	1		
NEWCASTLE	EASYJET UK LTD	S A	54	0	1	21.8	63.6	7.3	3.6	1.8	0.0	0.0	0.0	0.0	0.0	0.0	1.8	2	83.6	7	54		
NEWCASTLE	EASYJET UK LTD	S D	55	0	0	3.6	69.1	20.0	3.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.5	8	54		
<b>TOTAL BRISTOL</b>			<b>814</b>	<b>0</b>	<b>4</b>	<b>11.5</b>	<b>54.2</b>	<b>21.5</b>	<b>7.0</b>	<b>3.1</b>	<b>1.0</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>7</b>	<b>76.3</b>	<b>12</b>	<b>807</b>			
BRIVE-LA-GAILLARDE																							
BRISTOL	AIR NOSTRUM	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		
<b>TOTAL BRIVE-LA-GAILLARDE</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>			
BRNO (TURANY)																							
STANSTED	RYANAIR	S A	22	0	0	4.5	40.9	36.4	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	47.6	34	21		
STANSTED	RYANAIR	S D	23	0	0	0.0	69.6	17.4	8.7	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	17	21		
<b>TOTAL BRNO (TURANY)</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>55.6</b>	<b>26.7</b>	<b>8.9</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>57.1</b>	<b>26</b>	<b>42</b>			
BRUSSELS																							
ABERDEEN	LOGANAIR LTD	S A	6	0	6	0.0	25.0	8.3	0.0	8.3	0.0	0.0	8.3	0.0	0.0	50.0	42	0.0	0	0			
ABERDEEN	LOGANAIR LTD	S D	12	0	0	0.0	41.7	58.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	BRUSSELS AIRLINES	S A	92	0	1	3.2	63.4	21.5	5.4	4.3	1.1	0.0	0.0	0.0	0.0	0.0	1.1	5	82.7	10	75		
BIRMINGHAM	BRUSSELS AIRLINES	S D	91	0	0	0.0	40.7	44.0	6.6	3.3	4.4	0.0	1.1	0.0	0.0	0.0	11	60.8	28	74			
BRISTOL	BMI REGIONAL	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.2	23	65		
BRISTOL	BMI REGIONAL	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.1	21	67		
BRISTOL	BRUSSELS AIRLINES	S A	48	0	0	0.0	50.0	39.6	2.1	4.2	4.2	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
BRISTOL	BRUSSELS AIRLINES	S D	46	0	1	0.0	34.0	42.6	8.5	6.4	4.3	0.0	2.1	0.0	0.0	2.1	13	0.0	0	0			
BRISTOL	CITY JET	S D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0			
BRISTOL	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	100.0	0	1			
BRISTOL	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	28	1			
EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.1	8	43		
EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	9	41		
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	102	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
EDINBURGH	BRUSSELS AIRLINES	S A	46	0	0	10.9	47.8	34.8	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.1	8	46			
EDINBURGH	BRUSSELS AIRLINES	S D	45	0	0	0.0	51.1	31.1	11.1	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	78.3	10	45			
HEATHROW	BRITISH AIRWAYS PLC	S A	145	0	0	24.1	45.5	17.2	6.9	4.8	0.7	0.7	0.0	0.0	0.0	0.0	7	90.8	6	151			
HEATHROW	BRITISH AIRWAYS PLC	S D	144	0	1	0.0	57.2	35.2	5.5	0.7	0.7	0.0	0.0	0.0	0.0	0.7	3	88.8	4	151			
HEATHROW	BRUSSELS AIRLINES	S A	89	0	0	6.7	38.2	36.0	9.0	10.1	0.0	0.0	0.0	0.0	0.0	0.0	9	86.5	8	89			
HEATHROW	BRUSSELS AIRLINES	S D	89	0	0	0.0	33.7	41.6	15.7	7.9	1.1	0.0	0.0	0.0	0.0	0.0	10	80.9	11	89			
LONDON CITY	AIR ANTWERP	S A	1	0	1	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	177	0.0	0	0			
MANCHESTER	BRUSSELS AIRLINES	S A	85	0	0	2.4	61.2	29.4	4.7	1.2	1.2	0.0	0.0	0.0	0.0	0.0	4	82.4	9	84			
MANCHESTER	BRUSSELS AIRLINES	S D	84	0	0	1.2	54.8	32.1	7.1	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5	77.9	13	84			
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	58.7	15	43			
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	80.4	16	44			
NEWCASTLE	LOGANAIR LTD	S A	31	0	6	8.1	35.1	13.5	10.8	10.8	2.7	0.0	2.7	0.0	0.0	16.2	19	0.0	0	0			
NEWCASTLE	LOGANAIR LTD	S D	31	0	6	0.0	40.5	24.3	2.7	10.8	2.7	0.0	2.7	0.0	0.0	16.2	17	0.0	0	0			
<b>TOTAL BRUSSELS</b>			<b>1088</b>	<b>0</b>	<b>22</b>	<b>5.0</b>	<b>47.7</b>	<b>31.4</b>	<b>7.1</b>	<b>4.8</b>	<b>1.4</b>	<b>0.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>8</b>	<b>80.4</b>	<b>12</b>	<b>1193</b>			



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: B												JAN 2019									
						NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE															
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
BUCHAREST (OTOPENI)		BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	A	13	0	0	0.0	38.5	15.4	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	14	76.9	12	13				
		BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	D	13	0	0	0.0	0.0	46.2	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	22	76.9	14	13				
		BIRMINGHAM	WIZZ AIR	S	A	14	0	0	21.4	14.3	35.7	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	64.3	25	14				
		BIRMINGHAM	WIZZ AIR	S	D	14	0	0	0.0	0.0	50.0	14.3	28.6	7.1	0.0	0.0	0.0	0.0	0.0	26	42.9	37	14				
		BRISTOL	RYANAIR	S	A	10	0	0	0.0	50.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	60.0	11	10				
		BRISTOL	RYANAIR	S	D	10	0	0	0.0	90.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	10				
		DONCASTER SHEFFIELD	WIZZ AIR	S	A	15	0	0	13.3	26.7	40.0	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	17	13				
		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	16	42.9	21	13				
		EDINBURGH	RYANAIR	S	A	14	0	0	0.0	14.3	28.6	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0				
		EDINBURGH	RYANAIR	S	D	14	0	0	0.0	0.0	28.6	28.6	35.7	7.1	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0				
		EDINBURGH	WIZZ AIR	S	A	8	0	0	50.0	12.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0				
		EDINBURGH	WIZZ AIR	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	0.0	0	0				
		GLASGOW	BLUE AIR TRANSPORT AERIAN	S	A	9	0	0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	8	13				
		GLASGOW	BLUE AIR TRANSPORT AERIAN	S	D	9	0	0	11.1	66.7	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	11	13				
		LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	13	0	0	15.4	23.1	23.1	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	13	76.5	14	17				
		LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	13	0	0	0.0	15.4	69.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	88.2	11	17				
		LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	14	0	0	28.6	14.3	35.7	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	57.1	25	14				
		LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	13	0	0	0.0	15.4	53.8	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	42.9	30	14				
		GATWICK	WIZZ AIR	S	A	25	0	3	7.1	14.3	39.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	10.7	15	86.2	12	29				
		GATWICK	WIZZ AIR	S	D	25	0	3	0.0	32.1	35.7	21.4	0.0	0.0	0.0	0.0	0.0	0.0	10.7	8	69.0	18	29				
		HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	16.1	28.6	32.1	14.3	8.9	0.0	0.0	0.0	0.0	0.0	0.0	10	80.4	9	56				
		HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	0.0	33.9	53.6	8.9	3.6	0.0	0.0	0.0	0.0	0.0	0.0	6	92.7	5	55				
		HEATHROW	TAROM	S	A	31	0	0	22.6	29.0	35.5	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	82.8	13	29				
		HEATHROW	TAROM	S	D	31	0	0	0.0	22.6	64.5	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7	79.3	17	29				
		LUTON	BLUE AIR TRANSPORT AERIAN	S	A	30	0	0	6.7	36.7	40.0	10.0	3.3	0.0	3.3	0.0	0.0	0.0	0.0	11	65.8	15	38				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: B

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JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2019				
								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	BLUE AIR TRANSPORT AERIAN	S	D	30	0	0	0.0	36.7	50.0	6.7	3.3	0.0	3.3	0.0	0.0	0.0	0.0	11	62.2	14	37
	LUTON	WIZZ AIR	S	A	89	0	0	29.2	49.4	16.9	2.2	0.0	0.0	1.1	0.0	1.1	0.0	0.0	15	81.4	24	102
	LUTON	WIZZ AIR	S	D	89	0	0	0.0	40.4	55.1	1.1	1.1	0.0	1.1	0.0	1.1	0.0	0.0	11	75.0	19	100
	LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	57	2
	STANSTED	RYANAIR	S	A	75	0	1	23.7	31.6	34.2	5.3	1.3	0.0	1.3	0.0	1.3	0.0	1.3	12	73.4	10	64
	STANSTED	RYANAIR	S	D	75	0	0	0.0	32.0	50.7	13.3	1.3	2.7	0.0	0.0	0.0	0.0	0.0	8	48.4	24	64
	SOUTHEND	BLUE ISLANDS LIMITED	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	SOUTHEND	RYANAIR	S	A	24	0	0	0.0	20.8	54.2	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	SOUTHEND	RYANAIR	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	1	0.0	0	0
	SOUTHEND	WIZZ AIR	S	A	23	0	0	43.5	34.8	17.4	0.0	0.0	0.0	0.0	4.3	0.0	0.0	0.0	10	0.0	0	0
	SOUTHEND	WIZZ AIR	S	D	23	0	0	4.3	60.9	34.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>925</b>	<b>0</b>	<b>7</b>	<b>10.2</b>	<b>33.2</b>	<b>38.8</b>	<b>10.8</b>	<b>4.6</b>	<b>0.6</b>	<b>0.5</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.8</b>	<b>10</b>	<b>72.7</b>	<b>16</b>	<b>822</b>
<b>BUDAPEST</b>																						
	BIRMINGHAM	JET2.COM 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	2	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	BIRMINGHAM	LOT-POLISH AIRLINES	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	BIRMINGHAM	WIZZ AIR	S	A	10	0	0	20.0	50.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	70.0	13	10
	BIRMINGHAM	WIZZ AIR	S	D	10	0	0	0.0	30.0	40.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	20.0	25	10
	BRISTOL	RYANAIR	S	A	18	0	0	5.6	11.1	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	73.3	24	15
	BRISTOL	RYANAIR	S	D	18	0	0	0.0	27.8	27.8	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	21	66.7	29	15
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	8	0	0	12.5	37.5	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	15	80.0	10	10
	DONCASTER SHEFFIELD	WIZZ AIR	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	17	70.0	11	10
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	36	100.0	0	2
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	11	0	0	0.0	27.3	9.1	9.1	45.5	9.1	0.0	0.0	0.0	0.0	0.0	28	60.0	12	10
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	11	0	0	0.0	54.5	36.4	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	9	100.0	2	10
	EDINBURGH	JET2.COM 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	4	77.8	8	9
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	9	9
	EDINBURGH	RYANAIR	S	A	32	0	0	3.1	21.9	53.1	9.4	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	12.5	34	8
	EDINBURGH	RYANAIR	S	D	32	0	0	0.0	25.0	40.6	21.9	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	6	8
	EDINBURGH	WIZZ AIR	S	A	13	0	0	15.4	38.5	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	EDINBURGH	WIZZ AIR	S	D	13	0	0	0.0	15.4	53.8	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GLASGOW	WIZZ AIR	S A	9	0	0	0	11.1	11.1	22.2	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	28	77.8	13	9		
GLASGOW	WIZZ AIR	S D	9	0	0	0	0.0	0.0	22.2	11.1	44.4	22.2	0.0	0.0	0.0	0.0	0.0	40	66.7	16	9		
LEEDS BRADFORD	JET2.COM LTD	S A	1	0	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	55	100.0	0	2		
LEEDS BRADFORD	JET2.COM LTD	S D	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
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	0.0	30	1		
LIVERPOOL (JOHN LENNON)	WIZZ AIR	S A	9	0	0	0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	63.6	35	11		
LIVERPOOL (JOHN LENNON)	WIZZ AIR	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	5	63.6	37	11		
GATWICK	EASYJET UK LTD	S A	51	0	0	0	2.0	35.3	29.4	17.6	3.9	9.8	2.0	0.0	0.0	0.0	0.0	18	46.3	30	41		
GATWICK	EASYJET UK LTD	S D	51	0	0	0	0.0	23.5	64.7	5.9	2.0	3.9	0.0	0.0	0.0	0.0	0.0	10	78.0	9	41		
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	100.0	0	1		
GATWICK	WIZZ AIR	S A	27	0	1	0	0.0	10.7	39.3	17.9	25.0	0.0	3.6	0.0	0.0	0.0	3.6	26	0.0	0	0		
GATWICK	WIZZ AIR	S D	27	0	1	0	0.0	28.6	39.3	3.6	17.9	3.6	3.6	0.0	0.0	0.0	3.6	21	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S A	86	0	0	0	20.9	31.4	26.7	12.8	5.8	2.3	0.0	0.0	0.0	0.0	0.0	9	85.4	7	88		
HEATHROW	BRITISH AIRWAYS PLC	S D	86	0	0	0	0.0	46.5	38.4	7.0	4.7	2.3	1.2	0.0	0.0	0.0	0.0	9	91.0	5	88		
LONDON CITY	LOT-POLISH AIRLINES	S A	53	0	0	0	15.1	26.4	32.1	13.2	11.3	1.9	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
LONDON CITY	LOT-POLISH AIRLINES	S D	52	0	1	1	1.9	22.6	45.3	9.4	15.1	3.8	0.0	0.0	0.0	0.0	1.9	14	0.0	0	0		
LUTON	WIZZ AIR	S A	111	0	0	0	9.9	36.0	27.0	12.6	12.6	0.9	0.9	0.0	0.0	0.0	0.0	12	84.6	9	122		
LUTON	WIZZ AIR	S D	112	0	0	0	0.0	42.0	33.0	13.4	8.9	2.7	0.0	0.0	0.0	0.0	0.0	12	81.1	11	121		
LUTON	WIZZ AIR UK LTD	S A	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	252	0.0	0	0		
STANSTED	RYANAIR	S A	106	0	0	0	16.0	39.6	30.2	7.5	5.7	0.0	0.0	0.9	0.0	0.0	0.0	9	69.4	17	108		
STANSTED	RYANAIR	S D	106	0	0	0	0.0	49.1	41.5	7.5	1.9	0.0	0.0	0.0	0.0	0.0	0.0	5	75.9	12	108		
MANCHESTER	EASYJET UK LTD	S A	9	0	0	0	44.4	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	14	8		
MANCHESTER	EASYJET UK LTD	S D	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	6	100.0	1	8		
MANCHESTER	JET2.COM LTD	S A	18	0	0	0	16.7	55.6	22.2	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	90.9	4	11		
MANCHESTER	JET2.COM LTD	S D	18	0	0	0	0.0	11.1	72.2	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	81.8	6	11		
MANCHESTER	RYANAIR	S A	23	0	0	0	8.7	21.7	34.8	13.0	17.4	0.0	4.3	0.0	0.0	0.0	0.0	18	62.5	36	24		
MANCHESTER	RYANAIR	S D	23	0	0	0	0.0	21.7	30.4	13.0	21.7	4.3	8.7	0.0	0.0	0.0	0.0	28	58.3	22	24		
SOUTHEND	EASYJET UK LTD	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	3	87.5	5	8		
SOUTHEND	EASYJET UK LTD	S D	9	0	0	0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	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	0.0	0	66.7	17	3		
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	100.0	0	3		
<b>TOTAL BUDAPEST</b>			<b>1250</b>	<b>0</b>	<b>3</b>	<b>6.7</b>	<b>34.8</b>	<b>35.5</b>	<b>10.8</b>	<b>8.5</b>	<b>2.7</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>12</b>	<b>76.7</b>	<b>13</b>	<b>999</b>			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BUENOS AIRES																						
	GATWICK	NORWEGIAN AIR UK LTD	S	A	27	0	0	59.3	25.9	7.4	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	3	77.4	7	31
	GATWICK	NORWEGIAN AIR UK LTD	S	D	27	0	0	0.0	63.0	29.6	3.7	0.0	0.0	3.7	0.0	0.0	0.0	0.0	8	74.2	11	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	31.0	44.8	24.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.1	5	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	66.7	30.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	87.1	6	31
<b>TOTAL BUENOS AIRES</b>					<b>113</b>	<b>0</b>	<b>0</b>	<b>22.1</b>	<b>50.4</b>	<b>23.0</b>	<b>1.8</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>0.0</b>	<b>4</b>	<b>81.5</b>	<b>8</b>	<b>124</b>
BURGAS																						
	LUTON	WIZZ AIR UK 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	0.0	0	91.7	7	12
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	11	12
<b>TOTAL BURGAS</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>29.4</b>	<b>52.9</b>	<b>11.8</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>9</b>	<b>24</b>
BYDGOSZCZ																						
	BIRMINGHAM	RYANAIR	S	A	14	0	0	50.0	35.7	7.1	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	15	93.3	2	15
	BIRMINGHAM	RYANAIR	S	D	14	0	0	0.0	85.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	15
	LUTON	RYANAIR	S	A	14	0	0	14.3	28.6	21.4	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	11	21.4	35	14
	LUTON	RYANAIR	S	D	14	0	0	0.0	71.4	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	5	14
	STANSTED	RYANAIR	S	A	29	0	0	13.8	69.0	13.8	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	78.6	22	28
	STANSTED	RYANAIR	S	D	29	0	0	0.0	69.0	27.6	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.7	5	28
<b>TOTAL BYDGOSZCZ</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>62.3</b>	<b>18.4</b>	<b>5.3</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.7</b>	<b>12</b>	<b>114</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		NUMBER OF FLIGHTS								PERCENTAGE OF FLIGHTS LATE					JAN 2019				
										MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m late	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CAEN																											
		EDINBURGH		ENTER AIR	C	D			1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
		GLASGOW		ENTER AIR	C	A			1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0	
		SOUTHEND		STOBART AIR	S	A			4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	3		
		SOUTHEND		STOBART AIR	S	D			4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	3		
<b>TOTAL CAEN</b>									<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</b>	<b>30.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>6</b>		
CAGLIARI (ELMAS)																											
		STANSTED		EASYJET UK LTD	S	A			5	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	4	86.7	4	15		
		STANSTED		EASYJET UK LTD	S	D			5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	15		
		STANSTED		RYANAIR	S	A			23	0	0	4.3	34.8	43.5	8.7	8.7	0.0	0.0	0.0	0.0	0.0	8	60.0	12	15		
		STANSTED		RYANAIR	S	D			23	0	0	0.0	78.3	21.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	81.3	15	16		
<b>TOTAL CAGLIARI (ELMAS)</b>									<b>56</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>57.1</b>	<b>32.1</b>	<b>5.4</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>82.0</b>	<b>8</b>	<b>61</b>		
CAIRO																											
		HEATHROW		BRITISH AIRWAYS PLC	S	A			31	0	0	9.7	25.8	41.9	6.5	6.5	9.7	0.0	0.0	0.0	0.0	15	71.0	19	31		
		HEATHROW		BRITISH AIRWAYS PLC	S	D			31	0	0	0.0	25.8	58.1	12.9	3.2	0.0	0.0	0.0	0.0	0.0	7	58.1	19	31		
		HEATHROW		EGYPT AIR	S	A			62	0	0	9.7	29.0	43.5	14.5	1.6	1.6	0.0	0.0	0.0	0.0	8	82.3	10	62		
		HEATHROW		EGYPT AIR	S	D			62	0	0	6.5	33.9	33.9	12.9	9.7	3.2	0.0	0.0	0.0	0.0	11	80.6	11	62		
<b>TOTAL CAIRO</b>									<b>186</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>29.6</b>	<b>42.5</b>	<b>12.4</b>	<b>5.4</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.8</b>	<b>13</b>	<b>186</b>		
CALGARY																											
		GATWICK		WEST JET AIRLINES	S	A			15	0	0	40.0	13.3	20.0	20.0	6.7	0.0	0.0	0.0	0.0	0.0	9	69.2	65	13		
		GATWICK		WEST JET AIRLINES	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	7	69.2	69	13		
		HEATHROW		AIR CANADA	S	A			31	0	0	22.6	25.8	29.0	9.7	3.2	6.5	0.0	3.2	0.0	0.0	19	71.0	20	31		
		HEATHROW		AIR CANADA	S	D			31	0	0	0.0	41.9	41.9	9.7	3.2	0.0	0.0	3.2	0.0	0.0	16	71.0	15	31		
<b>TOTAL CALGARY</b>									<b>92</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>31.5</b>	<b>34.8</b>	<b>10.9</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>14</b>	<b>70.5</b>	<b>32</b>	<b>88</b>		
CAMBRIDGE																											
		MANCHESTER		BRITISH AIRWAYS PLC	S	A			9	0	0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	11		
		MANCHESTER		SUN AIR OF SCANDINAVIA	S	A			0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	0		
<b>TOTAL CAMBRIDGE</b>									<b>9</b>	<b>0</b>	<b>1</b>	<b>20.0</b>	<b>70.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>8</b>	<b>11</b>		
CAMPBELTOWN																											
		GLASGOW		LOGANAIR LTD	S	A			31	0	12	14.0	23.3	25.6	2.3	2.3	2.3	0.0	2.3	0.0	0.0	27.9	12	65.1	22	38	
		GLASGOW		LOGANAIR LTD	S	D			31	0	10	0.0	53.7	14.6	0.0	2.4	2.4	0.0	2.4	0.0	0.0	24.4	11	76.9	17	35	
<b>TOTAL CAMPBELTOWN</b>									<b>62</b>	<b>0</b>	<b>22</b>	<b>7.1</b>	<b>38.1</b>	<b>20.2</b>	<b>1.2</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>26.2</b>	<b>11</b>	<b>70.7</b>	<b>20</b>	<b>73</b>	
CANCUN																											
		BIRMINGHAM		TUI AIRWAYS 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	4	27.3	40	11		
		BIRMINGHAM		TUI AIRWAYS LTD	S	D			9	0	0	0.0	0.0	66.7	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	30	44.4	40	9	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	18.2	36.4	22.7	13.6	0.0	4.5	0.0	0.0	4.5	0.0	0.0	65	64.3	16	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	40.9	45.5	9.1	0.0	4.5	0.0	0.0	0.0	0.0	0.0	6	61.5	18	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	0.0	68	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	40.0	58	5
	GATWICK	TUI AIRWAYS LTD	S	A	15	0	0	6.7	40.0	26.7	13.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	11	40.0	39	14
	GATWICK	TUI AIRWAYS LTD	S	D	13	0	0	0.0	15.4	30.8	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	17	64.3	26	14
	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	50.0	43	2
	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	62	2
	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	50.0	17	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	17	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	50.0	10	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	21	4
	MANCHESTER	TUI AIRWAYS LTD	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	5	47.4	39	18
	MANCHESTER	TUI AIRWAYS LTD	S	D	12	0	0	0.0	0.0	50.0	41.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	40	18
<b>TOTAL CANCUN</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>28.1</b>	<b>37.7</b>	<b>19.3</b>	<b>4.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>47.9</b>	<b>33</b>	<b>142</b>
CAPE TOWN																						
	GATWICK	BRITISH AIRWAYS PLC	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	0	92.3	22	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	15.4	69.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	53.8	20	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	46.2	43	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	41.7	37	12
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	27.4	51.6	17.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.8	1	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	30.6	41.9	9.7	11.3	6.5	0.0	0.0	0.0	0.0	0.0	14	71.0	15	62
	HEATHROW	SOUTH AFRICAN AIRWAYS	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL CAPE TOWN</b>					<b>151</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>39.7</b>	<b>35.1</b>	<b>6.0</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>7</b>	<b>76.6</b>	<b>14</b>	<b>174</b>
CARCASSONNE																						
	STANSTED	RYANAIR	S	A	14	0	0	21.4	28.6	35.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	63.6	14	11
	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	3	84.6	10	13
	MANCHESTER	RYANAIR	S	A	10	0	0	20.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	10	8

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	10	0	0	0.0	30.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	8	8	
<b>TOTAL CARCASSONNE</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>29.2</b>	<b>41.7</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>78.0</b>	<b>11</b>	<b>40</b>	
CARDIFF WALES																							
	ABERDEEN	FLYBE LTD	S	A	24	0	2	7.7	57.7	15.4	0.0	3.8	0.0	7.7	0.0	0.0	0.0	7.7	15	0.0	0	0	
	ABERDEEN	FLYBE LTD	S	D	18	0	2	0.0	30.0	45.0	0.0	10.0	5.0	0.0	0.0	0.0	10.0	11	100.0	0	1		
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	31	0	0	9.7	74.2	9.7	0.0	3.2	3.2	0.0	0.0	0.0	0.0	6	84.4	10	45		
	BELFAST CITY (GEORGE BEST)	FLYBE 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	77.8	10	45		
	BELFAST INTERNATIONAL	FLYBE LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0		
	BIRMINGHAM	FLYBE LTD	S	A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	23	2		
	BIRMINGHAM	FLYBE 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	22	100.0	0	1		
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	95	1		
	EDINBURGH	FLYBE LTD	S	A	78	0	1	26.6	55.7	7.6	2.5	3.8	2.5	0.0	0.0	0.0	1.3	5	85.7	8	42		
	EDINBURGH	FLYBE LTD	S	D	74	0	1	0.0	52.0	37.3	1.3	1.3	6.7	0.0	0.0	0.0	1.3	8	76.2	12	42		
	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	84.2	14	19		
	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	78.9	16	19		
	JERSEY	FLYBE LTD	S	A	14	0	0	7.1	78.6	7.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	7	88.9	5	9		
	JERSEY	FLYBE LTD	S	D	14	0	0	7.1	78.6	7.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	7	88.9	4	9		
	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	0	1		
	NEWCASTLE	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	NEWCASTLE	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	NEWCASTLE	FLYBE LTD	S	A	22	0	2	45.8	25.0	16.7	4.2	0.0	0.0	0.0	0.0	0.0	8.3	3	91.7	1	22		
	NEWCASTLE	FLYBE LTD	S	D	22	0	21	0.0	7.0	27.9	9.3	2.3	2.3	0.0	2.3	0.0	48.8	23	43.9	12	23		
<b>TOTAL CARDIFF WALES</b>					<b>306</b>	<b>0</b>	<b>29</b>	<b>11.9</b>	<b>48.1</b>	<b>21.2</b>	<b>2.4</b>	<b>3.3</b>	<b>3.6</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>	<b>8</b>	<b>76.9</b>	<b>10</b>	<b>283</b>	
CARLISLE																							
	BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S	A	17	0	0	11.8	64.7	5.9	5.9	11.8	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
	BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S	D	17	0	0	11.8	58.8	11.8	11.8	5.9	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
	SOUTHEND	LOGANAIR LTD	S	A	18	0	0	5.6	66.7	11.1	0.0	5.6	5.6	0.0	0.0	5.6	0.0	88	0.0	0	0		
	SOUTHEND	LOGANAIR LTD	S	D	18	0	0	5.6	77.8	5.6	0.0	5.6	5.6	0.0	0.0	0.0	0.0	7	0.0	0	0		
<b>TOTAL CARLISLE</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>67.1</b>	<b>8.6</b>	<b>4.3</b>	<b>7.1</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CASABLANCA MOHAMED V																							
	GATWICK	ROYAL AIR MAROC	S	A	28	0	0	3.6	17.9	32.1	21.4	14.3	7.1	0.0	3.6	0.0	0.0	28	42.9	24	28		
	GATWICK	ROYAL AIR MAROC	S	D	28	0	0	0.0	17.9	17.9	21.4	28.6	10.7	0.0	3.6	0.0	0.0	37	39.3	28	28		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JAN 2019		
																More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 200 m late	200 m to 215 m late	215 m to 230 m late	230 m to 245 m late	245 m to 260 m late	260 m to 275 m late	275 m to 290 m late	290 m to 305 m late	305 m to 320 m late	320 m to 335 m late	335 m to 350 m late
TOTAL CASABLANCA MOHAMED V																																						
CASTELLON COSTA AZAHAR																																						
LUTON		WIZZ AIR UK LTD		S A		8		0		0		0		0																								
LUTON		WIZZ AIR UK LTD		S D		8		0		0		0		0																								
STANSTED		RYANAIR		S A		6		0		0		0		0																								
STANSTED		RYANAIR		S D		6		0		0		0		0																								
TOTAL CASTELLON COSTA AZAHAR																																						
CASTELLON DE LA PLANA AIRPORT																																						
LUTON		WIZZ AIR UK LTD		S A		1		0		0		0		0																								
LUTON		WIZZ AIR UK LTD		S D		1		0		0		0		0																								
STANSTED		RYANAIR		S A		0		0		0		0		0																								
STANSTED		RYANAIR		S D		0		0		0		0		0																								
TOTAL CASTELLON DE LA PLANA AIRPORT																																						
CATANIA (FONTANAROSSA)																																						
BRISTOL		EASYJET UK LTD		S A		2		0		0		0		0																								
BRISTOL		EASYJET UK LTD		S D		2		0		0		0		0																								
GATWICK		EASYJET UK LTD		S A		12		0		0		0		0																								
GATWICK		EASYJET UK LTD		S D		12		0		0		0		0																								
LUTON		EASYJET UK LTD		S A		10		0		0		0		0																								
LUTON		EASYJET UK LTD		S D		10		0		0		0		0																								
MANCHESTER		EASYJET UK LTD		S A		3		0		0		0		0																								
MANCHESTER		EASYJET UK LTD		S D		3		0		0		0		0																								
SOUTHEND		AIR MALTA		S A		0		0		0		0		0																								
SOUTHEND		AIR MALTA		S D		0		0		0		0		0																								
TOTAL CATANIA (FONTANAROSSA)																																						
CHAMBERY																																						
BIRMINGHAM		ENTER AIR		C A		4		0		0		0		0																								
BIRMINGHAM		ENTER AIR		C D		4		0		0		0		0																								
BIRMINGHAM		FLYBE LTD		C A		0		0		0		0		0																								



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
BIRMINGHAM	FLYBE LTD	C D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	4
BIRMINGHAM	FLYBE LTD	S A	5	0	0	0	0.0	20.0	0.0	20.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	92	75.0	17	4
BIRMINGHAM	FLYBE LTD	S D	5	0	0	0	20.0	0.0	20.0	20.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	63	50.0	22	4
BIRMINGHAM	TUI AIRWAYS LTD	C A	3	0	0	0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	136	50.0	27	4
BIRMINGHAM	TUI AIRWAYS LTD	C D	3	0	0	0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	73	75.0	15	4
BRISTOL	ENTER AIR	C 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	27	33.3	16	3
BRISTOL	ENTER AIR	C 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	13	50.0	31	4
BRISTOL	TUI AIRWAYS LTD	C A	4	0	0	0	25.0	0.0	0.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	83	50.0	9	4
BRISTOL	TUI AIRWAYS LTD	C D	4	0	0	0	0.0	0.0	25.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	101	100.0	2	4
CARDIFF WALES	FLYBE LTD	S A	3	0	0	0	0.0	0.0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	99	75.0	8	4
CARDIFF WALES	FLYBE LTD	S D	3	0	0	0	0.0	0.0	0.0	33.3	0.0	0.0	66.7	0.0	0.0	0.0	0.0	103	100.0	4	4
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	24	4
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	33	4
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	4	0	0	0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	146	50.0	31	4
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	4	0	0	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	128	75.0	10	4
EDINBURGH	BA CITYFLYER LTD	C A	8	0	0	0	0.0	37.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	75.0	17	8
EDINBURGH	BA CITYFLYER LTD	C D	8	0	0	0	0.0	37.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	4	8
EXETER	FLYBE LTD	S A	4	0	0	0	0.0	25.0	0.0	0.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	109	75.0	43	4
EXETER	FLYBE LTD	S D	4	0	0	0	0.0	0.0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	94	100.0	3	4
EXETER	TUI AIRWAYS LTD	C A	4	0	0	0	25.0	0.0	0.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	64	75.0	9	4
EXETER	TUI AIRWAYS LTD	C D	3	0	0	0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	82	75.0	6	4
GLASGOW	TUI AIRWAYS LTD	C A	4	0	0	0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	148	25.0	40	4
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	60	75.0	10	4
GATWICK	TITAN AIRWAYS LTD	C A	12	0	0	0	16.7	50.0	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	86.7	10	15
GATWICK	TITAN AIRWAYS LTD	C D	12	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	73.3	17	15
GATWICK	TUI AIRWAYS LTD	C A	18	0	2	5.0	15.0	15.0	5.0	25.0	0.0	5.0	15.0	5.0	0.0	10.0	87	57.9	30	19	
GATWICK	TUI AIRWAYS LTD	C D	19	0	1	0.0	5.0	40.0	10.0	10.0	0.0	15.0	15.0	0.0	0.0	5.0	66	80.0	16	20	
LONDON CITY	BA CITYFLYER LTD	S A	9	0	0	0	0.0	55.6	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	90.9	9	11
LONDON CITY	BA CITYFLYER LTD	S D	10	0	0	0	0.0	30.0	40.0	10.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0	40	72.7	10	11
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	50.0	48	4
LUTON	TUI AIRWAYS LTD	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	51	4
STANSTED	BA CITYFLYER LTD	S A	7	0	0	0	0.0	14.3	14.3	28.6	14.3	14.3	0.0	14.3	0.0	0.0	0.0	76	25.0	38	8

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	37.5	12.5	12.5	0.0	12.5	0.0	25.0	0.0	0.0	0.0	80	75.0	13	8	
	STANSTED	TITAN 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	87.5	6	8		
	STANSTED	TITAN 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	7	75.0	10	8		
	STANSTED	TUI AIRWAYS LTD	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		
	STANSTED	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	16	0.0	0	0		
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	0.0	25.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	37	0.0	0	0		
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	4	0	0	0.0	0.0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	116	60.0	21	5		
	MANCHESTER	BRITISH AIRWAYS PLC	S	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	60.0	12	4		
	MANCHESTER	FLYBE LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	80	25.0	29	4		
	MANCHESTER	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	68	75.0	14	4		
	MANCHESTER	TITAN 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	5	50.0	13	4		
	MANCHESTER	TITAN 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	4	75.0	15	4		
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	44.4	0.0	22.2	0.0	0.0	33.3	0.0	0.0	115	25.0	34	12		
	MANCHESTER	TUI AIRWAYS LTD	C	D	10	0	0	0.0	30.0	20.0	0.0	30.0	0.0	0.0	20.0	0.0	0.0	69	50.0	19	12		
	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	34	4		
	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	37	4		
	SOUTHAMPTON	FLYBE LTD	S	A	8	0	0	12.5	25.0	25.0	0.0	0.0	25.0	0.0	12.5	0.0	0.0	62	50.0	13	8		
	SOUTHAMPTON	FLYBE LTD	S	D	8	0	0	0.0	25.0	37.5	0.0	12.5	12.5	12.5	0.0	0.0	0.0	40	87.5	7	8		
<b>TOTAL CHAMBERY</b>					<b>262</b>	<b>0</b>	<b>3</b>	<b>4.2</b>	<b>21.1</b>	<b>26.8</b>	<b>10.2</b>	<b>12.1</b>	<b>7.2</b>	<b>4.2</b>	<b>12.5</b>	<b>0.8</b>	<b>0.0</b>	<b>1.1</b>	<b>57</b>	<b>65.3</b>	<b>18</b>	<b>307</b>	
CHANGSHA HUANGHUA INTERNATIONAL AIRPORT																							
	HEATHROW	HAINAN AIRLINES	S	A	9	0	0	0.0	44.4	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	14	84.6	6	13		
	HEATHROW	HAINAN AIRLINES	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	4	13		
<b>TOTAL CHANGSHA HUANGHUA INTERNATIONAL AIRPORT</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>22.2</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.5</b>	<b>5</b>	<b>26</b>	
CHARLEROI																							
	EDINBURGH	RYANAIR	S	A	23	0	0	34.8	39.1	17.4	8.7	0.0	0.0	0.0	0.0	0.0	0.0	2	94.1	4	17		
	EDINBURGH	RYANAIR	S	D	23	0	0	4.3	65.2	17.4	8.7	4.3	0.0	0.0	0.0	0.0	0.0	5	82.4	12	17		
	MANCHESTER	RYANAIR	S	A	42	0	0	16.7	59.5	11.9	4.8	7.1	0.0	0.0	0.0	0.0	0.0	5	73.7	20	38		
	MANCHESTER	RYANAIR	S	D	42	0	0	0.0	40.5	33.3	14.3	11.9	0.0	0.0	0.0	0.0	0.0	10	65.8	30	38		
<b>TOTAL CHARLEROI</b>					<b>130</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>50.8</b>	<b>20.8</b>	<b>9.2</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.5</b>	<b>20</b>	<b>110</b>		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: C							PERCENTAGE OF FLIGHTS LATE					JAN 2019				
										NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE							JAN 2019		
										MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
CHARLOTTE		HEATHROW	AMERICAN AIRLINES	S	A	62	0	0	35.5	30.6	17.7	9.7	6.5	0.0	0.0	0.0	0.0	0.0	6	80.0	12	45				
		HEATHROW	AMERICAN AIRLINES	S	D	62	0	0	4.8	71.0	17.7	3.2	1.6	0.0	1.6	0.0	0.0	0.0	5	86.4	37	44				
		HEATHROW	LUFTHANSA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1				
<b>TOTAL CHARLOTTE</b>						<b>124</b>	<b>0</b>	<b>0</b>	<b>20.2</b>	<b>50.8</b>	<b>17.7</b>	<b>6.5</b>	<b>4.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.2</b>	<b>25</b>	<b>90</b>				
CHATEAUX DEOLS		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	100.0	0	1				
<b>TOTAL CHATEAUX DEOLS</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>				
CHENGDU		GATWICK	AIR CHINA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	5	11				
		GATWICK	AIR CHINA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	11				
		HEATHROW	AIR CHINA	S	A	13	0	0	23.1	38.5	7.7	7.7	15.4	7.7	0.0	0.0	0.0	0.0	17	0.0	0	0				
		HEATHROW	AIR CHINA	S	D	13	0	0	23.1	30.8	30.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	9	0.0	0	0				
<b>TOTAL CHENGDU</b>						<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>34.6</b>	<b>19.2</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>13</b>	<b>95.5</b>	<b>5</b>	<b>22</b>				
CHENNAI		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	3.2	22.6	32.3	9.7	19.4	9.7	0.0	3.2	0.0	0.0	27	83.9	13	31				
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	22.6	51.6	6.5	16.1	3.2	0.0	0.0	0.0	0.0	15	54.8	20	31				
<b>TOTAL CHENNAI</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>22.6</b>	<b>41.9</b>	<b>8.1</b>	<b>17.7</b>	<b>6.5</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>69.4</b>	<b>16</b>	<b>62</b>				
CHICAGO (O'HARE)		GATWICK	NORWEGIAN AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	33	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	76.5	8	17				
		HEATHROW	AMERICAN AIRLINES	S	A	69	0	0	33.3	30.4	10.1	7.2	5.8	10.1	2.9	0.0	0.0	0.0	19	73.9	21	68				
		HEATHROW	AMERICAN AIRLINES	S	D	69	0	0	1.4	82.6	8.7	2.9	1.4	1.4	0.0	1.4	0.0	0.0	5	92.8	4	68				
		HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	3	14.8	27.9	32.8	8.2	3.3	3.3	1.6	0.0	3.3	0.0	4.9	59	78.3	9	57			
		HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	2	0.0	31.1	47.5	8.2	8.2	0.0	1.6	0.0	0.0	0.0	3.3	11	72.6	10	58			
		HEATHROW	UNITED AIRLINES	S	A	81	0	0	43.2	28.4	12.3	6.2	4.9	1.2	0.0	2.5	1.2	0.0	17	85.4	11	82				
		HEATHROW	UNITED AIRLINES	S	D	81	0	0	1.2	72.8	24.7	1.2	0.0	0.0	0.0	0.0	0.0	0.0	1	87.7	14	81				
<b>TOTAL CHICAGO (O'HARE)</b>						<b>417</b>	<b>0</b>	<b>5</b>	<b>16.4</b>	<b>46.4</b>	<b>21.8</b>	<b>5.5</b>	<b>3.8</b>	<b>2.6</b>	<b>0.9</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>1.2</b>	<b>17</b>	<b>80.8</b>	<b>12</b>	<b>449</b>			
CHISINAU (KISHINEV)		LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.9	24	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	50.0	31	32				
		LUTON	WIZZ AIR UK LTD	S	A	40	0	0	40.0	47.5	7.5	2.5	2.5	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0				
		LUTON	WIZZ AIR UK LTD	S	D	39	0	0	2.6	71.8	17.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: C										PERCENTAGE OF FLIGHTS LATE				JAN 2019		
										NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE										JAN 2019				
										MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	30 m to 60 m late	60 m to 120 m late	120 m to 180 m late	180 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TOTAL CHISINAU (KISHINEV)		CITY OF DERRY (EGLINTON)		CLERMONT FERRAND		CLUJ NAPOCA		23	0	0	0.0	43.5	30.4	4.3	21.7	0.0	0.0	0.0	0.0	0.0	0.0	13	40.9	32	21	
TOTAL CHISINAU (KISHINEV)		CITY OF DERRY (EGLINTON)		CLERMONT FERRAND		CLUJ NAPOCA		124	0	0	13.7	51.6	21.0	5.6	7.3	0.8	0.0	0.0	0.0	0.0	0.0	6	49.1	30	105	
BRISTOL		BIRMINGHAM		BRISTOL		BIRMINGHAM		0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1		
BRISTOL		BIRMINGHAM		BRISTOL		BIRMINGHAM		0	0	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		BIRMINGHAM		EDINBURGH		BIRMINGHAM		22	0	0	31.8	40.9	9.1	13.6	4.5	0.0	0.0	0.0	0.0	0.0	5	95.2	2	21		
EDINBURGH		BIRMINGHAM		EDINBURGH		BIRMINGHAM		22	0	0	0.0	50.0	31.8	13.6	4.5	0.0	0.0	0.0	0.0	0.0	7	85.7	7	21		
GLASGOW		BIRMINGHAM		GLASGOW		BIRMINGHAM		17	0	2	15.8	42.1	10.5	5.3	0.0	10.5	0.0	5.3	0.0	0.0	10.5	33	72.7	20	22	
GLASGOW		BIRMINGHAM		GLASGOW		BIRMINGHAM		16	0	2	0.0	50.0	16.7	11.1	0.0	5.6	5.6	0.0	0.0	0.0	11.1	21	68.2	23	22	
LIVERPOOL (JOHN LENNON)		BIRMINGHAM		LIVERPOOL (JOHN LENNON)		BIRMINGHAM		18	0	0	33.3	50.0	5.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	5	94.1	3	17		
LIVERPOOL (JOHN LENNON)		BIRMINGHAM		LIVERPOOL (JOHN LENNON)		BIRMINGHAM		18	0	0	0.0	66.7	27.8	0.0	0.0	5.6	0.0	0.0	0.0	0.0	4	100.0	2	17		
STANSTED		BIRMINGHAM		STANSTED		BIRMINGHAM		0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.2	6	53		
STANSTED		BIRMINGHAM		STANSTED		BIRMINGHAM		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	53		
MANCHESTER		BIRMINGHAM		MANCHESTER		BIRMINGHAM		2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
MANCHESTER		BIRMINGHAM		MANCHESTER		BIRMINGHAM		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		
SOUTHEND		BIRMINGHAM		SOUTHEND		BIRMINGHAM		57	1	1	10.2	72.9	5.1	1.7	3.4	1.7	0.0	1.7	1.7	8	0.0	0	0			
SOUTHEND		BIRMINGHAM		SOUTHEND		BIRMINGHAM		58	0	1	3.4	72.9	8.5	6.8	3.4	0.0	0.0	3.4	0.0	1.7	11	0.0	0	0		
TOTAL CITY OF DERRY (EGLINTON)		CLERMONT FERRAND		CLUJ NAPOCA		BIRMINGHAM		232	1	6	10.0	61.9	11.7	5.9	3.3	2.1	0.4	1.7	0.0	0.4	2.5	10	87.3	9	228	
BIRMINGHAM		BIRMINGHAM		BIRMINGHAM		BIRMINGHAM		1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
BIRMINGHAM		BIRMINGHAM		BIRMINGHAM		BIRMINGHAM		1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
BIRMINGHAM		BIRMINGHAM		BIRMINGHAM		BIRMINGHAM		0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
BIRMINGHAM		BIRMINGHAM		BIRMINGHAM		BIRMINGHAM		0	0	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		BIRMINGHAM		BRISTOL		BIRMINGHAM		0	0	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		BIRMINGHAM		BRISTOL		BIRMINGHAM		0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
TOTAL CLERMONT FERRAND		CLUJ NAPOCA		BIRMINGHAM		BIRMINGHAM		2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	4		
BIRMINGHAM		BIRMINGHAM		BIRMINGHAM		BIRMINGHAM		9	0	0	33.3	22.2	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	13	44.4	24	9		
BIRMINGHAM		BIRMINGHAM		BIRMINGHAM		BIRMINGHAM		9	0	0	0.0	33.3	0.0	44.4	11.1	11.1	0.0	0.0	0.0	0.0	23	0.0	39	9		
DONCASTER SHEFFIELD		BIRMINGHAM		DONCASTER SHEFFIELD		BIRMINGHAM		8	0	1	33.3	11.1	22.2	0.0	11.1	11.1	0.0	0.0	0.0	11.1	19	81.8	7	11		
DONCASTER SHEFFIELD		BIRMINGHAM		DONCASTER SHEFFIELD		BIRMINGHAM		8	0	1	11.1	22.2	33.3	0.0	11.1	11.1	0.0	0.0	11.1	20	72.7	10	11			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		Origin/Destinations: C																	JAN 2019			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
		C/	A/	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	7	0	0	28.6	42.9	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	6	25.0	26	8	
LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	8	0	0	0.0	37.5	37.5	0.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	36	25.0	31	8	
GATWICK	WIZZ AIR	S	A	24	0	1	28.0	16.0	16.0	12.0	16.0	8.0	0.0	0.0	0.0	0.0	4.0	18	0.0	0	0	
GATWICK	WIZZ AIR	S	D	24	0	1	0.0	24.0	32.0	12.0	16.0	12.0	0.0	0.0	0.0	0.0	4.0	23	0.0	0	0	
LUTON	WIZZ AIR	S	A	55	0	0	14.5	47.3	14.5	12.7	7.3	3.6	0.0	0.0	0.0	0.0	0.0	9	80.0	8	75	
LUTON	WIZZ AIR	S	D	55	0	0	0.0	50.9	34.5	1.8	10.9	1.8	0.0	0.0	0.0	0.0	0.0	8	76.0	12	75	
LUTON	WIZZ AIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	140	0.0	0	0	
<b>TOTAL CLUJ NAPOCA</b>				<b>208</b>	<b>0</b>	<b>4</b>	<b>11.3</b>	<b>36.8</b>	<b>23.6</b>	<b>9.0</b>	<b>10.8</b>	<b>5.7</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>15</b>	<b>68.9</b>	<b>13</b>	<b>206</b>	
COLOGNE BONN																						
BRISTOL	RYANAIR	S	A	18	0	0	5.6	72.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.2	4	17	
BRISTOL	RYANAIR	S	D	18	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	94.1	3	17	
EDINBURGH	EUROWINGS LUFTVERKEHRS	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	7	2	
EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	14	2	
GATWICK	BRITISH AIRWAYS PLC	S	A	16	0	0	6.3	68.8	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.2	6	17	
GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	0.0	81.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.2	3	17	
HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	80	0	0	50.0	35.0	8.8	3.8	2.5	0.0	0.0	0.0	0.0	0.0	0.0	3	85.0	8	76	
HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	80	0	0	1.3	61.3	31.3	3.8	2.5	0.0	0.0	0.0	0.0	0.0	0.0	3	81.3	9	76	
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	70.1	14	62	
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	64.2	18	62	
STANSTED	RYANAIR	S	A	72	0	0	16.7	52.8	18.1	5.6	5.6	1.4	0.0	0.0	0.0	0.0	0.0	6	68.7	18	66	
STANSTED	RYANAIR	S	D	72	0	0	0.0	56.9	27.8	6.9	6.9	0.0	1.4	0.0	0.0	0.0	0.0	7	73.1	17	66	
MANCHESTER	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	
MANCHESTER	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
MANCHESTER	RYANAIR	S	A	26	0	0	30.8	46.2	15.4	3.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	5	84.0	16	24	
MANCHESTER	RYANAIR	S	D	27	0	0	0.0	55.6	33.3	7.4	0.0	3.7	0.0	0.0	0.0	0.0	0.0	7	84.0	22	24	
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	53.3	26	15	
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	80.0	13	15	
<b>TOTAL COLOGNE BONN</b>				<b>431</b>	<b>0</b>	<b>0</b>	<b>14.6</b>	<b>54.3</b>	<b>21.1</b>	<b>6.0</b>	<b>3.0</b>	<b>0.7</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>76.6</b>	<b>13</b>	<b>558</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	0.0	0	0.0	26	1	
GATWICK	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	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	80.0	6	5	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: C																	JAN 2019			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	GATWICK	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	14	5
	HEATHROW	SRILANKAN AIRLINES	S	A	42	0	0	0.0	16.7	38.1	26.2	16.7	2.4	0.0	0.0	0.0	0.0	0.0	18	57.5	18	40
	HEATHROW	SRILANKAN AIRLINES	S	D	42	0	0	0.0	21.4	40.5	21.4	14.3	2.4	0.0	0.0	0.0	0.0	0.0	14	65.0	17	40
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL COLOMBO</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.0</b>	<b>39.3</b>	<b>23.8</b>	<b>15.5</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>16</b>	<b>61.7</b>	<b>16</b>	<b>94</b>
CONSTANTA																						
	EXETER	ENTER AIR	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	A	10	0	0	10.0	40.0	20.0	20.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	28	92.3	2	12
	LUTON	WIZZ AIR 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	2	71.4	13	14
<b>TOTAL CONSTANTA</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>57.1</b>	<b>23.8</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>81.5</b>	<b>8</b>	<b>26</b>
COPENHAGEN																						
	ABERDEEN	SAS	S	A	16	0	1	5.9	52.9	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	2	81.3	6	16
	ABERDEEN	SAS	S	D	16	0	1	0.0	41.2	47.1	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5.9	5	81.3	7	16
	BIRMINGHAM	CITY JET	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	75	1
	BIRMINGHAM	NORWEGIAN AIR INTERNATIONAL	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	BIRMINGHAM	SAS	S	A	47	0	0	8.5	44.7	38.3	4.3	2.1	2.1	0.0	0.0	0.0	0.0	0.0	6	76.1	12	46
	BIRMINGHAM	SAS	S	D	47	0	0	2.1	46.8	40.4	4.3	2.1	2.1	0.0	2.1	0.0	0.0	0.0	12	71.7	12	45
	BRISTOL	EASYJET UK LTD	S	A	11	0	0	18.2	63.6	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	5	70.0	15	10
	BRISTOL	EASYJET UK LTD	S	D	11	0	0	0.0	81.8	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	10
	EDINBURGH	EASYJET UK LTD	S	A	19	0	0	10.5	21.1	42.1	21.1	0.0	0.0	5.3	0.0	0.0	0.0	0.0	14	90.0	7	20
	EDINBURGH	EASYJET UK LTD	S	D	19	0	0	0.0	31.6	52.6	10.5	0.0	0.0	5.3	0.0	0.0	0.0	0.0	14	75.0	9	20
	EDINBURGH	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	0.0	0	100.0	10	2
	EDINBURGH	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	0.0	1	0.0	21	2
	EDINBURGH	RYANAIR	S	A	15	0	0	0.0	53.3	40.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	21	18
	EDINBURGH	RYANAIR	S	D	15	0	0	0.0	60.0	33.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	8	18
	EDINBURGH	SAS	S	A	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	EDINBURGH	SAS	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
	LIVERPOOL (JOHN LENNON)	DANISH AIR TRANSPORT	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	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	6	0.0	0	0
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	62	0	0	17.7	53.2	22.6	1.6	3.2	1.6	0.0	0.0	0.0	0.0	0.0	3	87.7	6	73
	GATWICK	EASYJET UK LTD	S	D	62	0	0	0.0	58.1	33.9	4.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	94.5	3	73

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: C		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JAN 2019		
						C/ S	A/ D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	137	0	0	8.0	44.5	38.0	6.6	2.2	0.7	0.0	0.0	0.0	0.0	0.0	0.0	5	78.6	10	153						
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	138	0	0	2.2	56.5	31.2	5.8	4.3	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	9	155							
GATWICK	TUI FLY NORDIC	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							
HEATHROW	BRITISH AIRWAYS PLC	S	A	155	0	1	31.4	44.2	14.7	3.2	1.9	3.2	0.0	0.6	0.0	0.0	0.6	6	93.3	3	149							
HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	1	0.0	55.8	33.3	3.8	3.8	1.3	1.3	0.0	0.0	0.0	0.6	7	94.0	3	149							
HEATHROW	SAS	S	A	66	0	1	9.0	41.8	37.3	7.5	1.5	0.0	1.5	0.0	0.0	0.0	1.5	7	80.7	8	82							
HEATHROW	SAS	S	D	67	0	1	0.0	61.8	32.4	1.5	0.0	1.5	1.5	0.0	0.0	0.0	1.5	5	84.1	6	81							
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	61	0	0	23.0	32.8	27.9	9.8	4.9	1.6	0.0	0.0	0.0	0.0	0.0	8	86.8	5	76							
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	59	0	0	0.0	66.1	28.8	3.4	1.7	0.0	0.0	0.0	0.0	0.0	0.0	3	89.5	6	76							
LUTON	RYANAIR	S	A	27	0	0	18.5	74.1	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.3	3	31							
LUTON	RYANAIR	S	D	27	0	0	0.0	63.0	25.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	96.8	4	31							
STANSTED	RYANAIR	S	A	78	0	0	3.8	52.6	34.6	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.9	4	77							
STANSTED	RYANAIR	S	D	78	0	0	0.0	56.4	29.5	12.8	1.3	0.0	0.0	0.0	0.0	0.0	0.0	4	74.4	12	78							
STANSTED	SAS	S	A	31	0	0	9.7	67.7	19.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0							
STANSTED	SAS	S	D	31	0	0	3.2	80.6	12.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0							
MANCHESTER	EASYJET UK LTD	S	A	33	0	0	12.1	45.5	24.2	6.1	6.1	3.0	3.0	0.0	0.0	0.0	0.0	11	72.2	25	36							
MANCHESTER	EASYJET UK LTD	S	D	33	0	0	0.0	66.7	12.1	9.1	6.1	6.1	0.0	0.0	0.0	0.0	0.0	10	75.0	24	36							
MANCHESTER	SAS	S	A	50	0	0	2.0	30.0	34.0	28.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	11	85.7	5	47							
MANCHESTER	SAS	S	D	49	0	1	0.0	48.0	36.0	8.0	6.0	0.0	0.0	0.0	0.0	0.0	2.0	7	85.7	5	47							
<b>TOTAL COPENHAGEN</b>				<b>1642</b>	<b>0</b>	<b>7</b>	<b>7.3</b>	<b>51.5</b>	<b>30.3</b>	<b>6.4</b>	<b>2.5</b>	<b>1.0</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>6</b>	<b>84.4</b>	<b>8</b>	<b>1675</b>							
<b>CORK</b>																												
BIRMINGHAM	STOBART AIR	S	A	54	0	0	44.4	40.7	11.1	1.9	1.9	0.0	0.0	0.0	0.0	0.0	0.0	1	94.5	3	55							
BIRMINGHAM	STOBART AIR	S	D	54	0	0	1.9	59.3	31.5	1.9	3.7	0.0	0.0	1.9	0.0	0.0	0.0	7	92.7	7	55							
BRISTOL	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	79.3	7	29							
BRISTOL	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	69.0	10	29							
BRISTOL	STOBART AIR	S	A	20	0	0	15.0	45.0	20.0	10.0	0.0	5.0	0.0	5.0	0.0	0.0	0.0	20	0.0	0	0							
BRISTOL	STOBART AIR	S	D	20	0	0	5.0	30.0	45.0	5.0	5.0	0.0	5.0	5.0	0.0	0.0	0.0	23	0.0	0	0							
CARDIFF WALES	FLYBE 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	9	90.0	2	10							
CARDIFF WALES	FLYBE 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	90.0	3	10							
CARDIFF WALES	STOBART 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							
CARDIFF WALES	STOBART AIR	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0							
CARDIFF WALES	STOBART AIR	S	D	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0							
EDINBURGH	AER LINGUS	S	A	35	0	0	25.7	51.4	17.1	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	2	94.4	9	36							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	EDINBURGH	AER LINGUS	S	D	35	0	0	11.4	57.1	20.0	5.7	5.7	0.0	0.0	0.0	0.0	0.0	5	88.9	12	36		
	GLASGOW	AER LINGUS	S	A	12	0	1	7.7	46.2	30.8	0.0	7.7	0.0	0.0	0.0	0.0	7.7	6	86.7	4	15		
	GLASGOW	AER LINGUS	S	D	13	0	0	0.0	61.5	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	6	93.3	5	15		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	22	0	0	31.8	40.9	9.1	9.1	9.1	0.0	0.0	0.0	0.0	0.0	7	76.2	13	21		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	22	0	0	0.0	40.9	36.4	13.6	4.5	4.5	0.0	0.0	0.0	0.0	10	76.2	12	21		
	GATWICK	RYANAIR	S	A	32	0	0	37.5	46.9	9.4	0.0	6.3	0.0	0.0	0.0	0.0	0.0	3	100.0	1	31		
	GATWICK	RYANAIR	S	D	32	0	0	0.0	46.9	46.9	0.0	6.3	0.0	0.0	0.0	0.0	0.0	6	87.1	6	31		
	HEATHROW	AER LINGUS	S	A	121	0	0	34.7	48.8	10.7	2.5	2.5	0.8	0.0	0.0	0.0	0.0	3	97.5	2	122		
	HEATHROW	AER LINGUS	S	D	121	0	0	13.2	68.6	9.9	5.8	1.7	0.8	0.0	0.0	0.0	0.0	3	94.3	3	122		
	LUTON	RYANAIR	S	A	23	0	0	56.5	30.4	4.3	4.3	0.0	0.0	0.0	4.3	0.0	0.0	11	95.5	8	22		
	LUTON	RYANAIR	S	D	23	0	0	0.0	78.3	17.4	0.0	4.3	0.0	0.0	0.0	0.0	0.0	3	90.9	15	22		
	STANSTED	RYANAIR	S	A	90	0	0	36.7	44.4	11.1	3.3	3.3	0.0	0.0	1.1	0.0	0.0	6	88.8	3	89		
	STANSTED	RYANAIR	S	D	90	0	0	0.0	58.9	27.8	7.8	3.3	2.2	0.0	0.0	0.0	0.0	7	76.4	11	89		
	MANCHESTER	AER LINGUS	S	A	71	0	0	39.4	40.8	12.7	2.8	1.4	2.8	0.0	0.0	0.0	0.0	4	88.4	4	68		
	MANCHESTER	AER LINGUS	S	D	71	0	0	0.0	54.9	31.0	5.6	4.2	2.8	1.4	0.0	0.0	0.0	10	82.6	6	68		
	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	100.0	2	9		
	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	100.0	3	9		
<b>TOTAL CORK</b>					<b>965</b>	<b>2</b>	<b>1</b>	<b>20.0</b>	<b>51.7</b>	<b>18.6</b>	<b>4.3</b>	<b>3.3</b>	<b>1.0</b>	<b>0.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.2</b>	<b>0.1</b>	<b>6</b>	<b>89.1</b>	<b>6</b>	<b>1015</b>	
CRAIOVA																							
	LUTON	WIZZ AIR	S	A	34	0	0	26.5	38.2	20.6	8.8	2.9	0.0	0.0	2.9	0.0	0.0	12	80.0	30	25		
	LUTON	WIZZ AIR	S	D	34	0	0	0.0	29.4	52.9	5.9	8.8	0.0	0.0	2.9	0.0	0.0	15	55.6	91	27		
<b>TOTAL CRAIOVA</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>33.8</b>	<b>36.8</b>	<b>7.4</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>13</b>	<b>67.3</b>	<b>62</b>	<b>52</b>		
CUNAGUA (CAYO COCO)																							
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	59	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	40.0	78	5		
<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</b>	<b>50.0</b>	<b>69</b>	<b>10</b>		



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m		
																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			
DALAMAN		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	77	3								
		GATWICK		THOMAS COOK AIRLINES LTD		S	D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	37	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	66.7	20	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	33.3	29	3								
<b>TOTAL DALAMAN</b>								<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>41</b>	<b>12</b>									
DALLAS/FORT WORTH		HEATHROW		AMERICAN AIRLINES		S	A	106	0	0	0	34.9	34.9	11.3	8.5	1.9	7.5	0.9	0.0	0.0	12	66.7	21	105							
		HEATHROW		AMERICAN AIRLINES		S	D	106	0	0	0	0.0	66.0	26.4	5.7	0.0	0.0	0.0	1.9	0.0	25	78.1	10	105							
		HEATHROW		BRITISH AIRWAYS PLC		S	A	29	0	0	0	41.4	37.9	10.3	0.0	10.3	0.0	0.0	0.0	5	92.3	4	26								
		HEATHROW		BRITISH AIRWAYS PLC		S	D	30	0	0	0	0.0	13.3	46.7	30.0	6.7	3.3	0.0	0.0	14	65.4	13	26								
		HEATHROW		DELTA AIRLINES		S	A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.4	8	31								
		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	93.5	3	31								
<b>TOTAL DALLAS/FORT WORTH</b>								<b>271</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18.1</b>	<b>45.0</b>	<b>21.0</b>	<b>8.9</b>	<b>2.6</b>	<b>3.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.7</b>	<b>17</b>	<b>75.9</b>	<b>12</b>	<b>324</b>							
DAMMAM		HEATHROW		BRITISH AIRWAYS PLC		S	A	31	0	0	0	0.0	32.3	19.4	35.5	6.5	3.2	0.0	0.0	38	0.0	0	0								
		HEATHROW		BRITISH AIRWAYS PLC		S	D	31	0	0	0	0.0	0.0	77.4	16.1	3.2	3.2	0.0	0.0	14	0.0	0	0								
<b>TOTAL DAMMAM</b>								<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.1</b>	<b>48.4</b>	<b>25.8</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>								
DEBRECEN		DONCASTER SHEFFIELD		WIZZ AIR		S	A	9	0	0	0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	4	66.7	35	9								
		DONCASTER SHEFFIELD		WIZZ AIR		S	D	9	0	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	5	66.7	37	9								
		LUTON		WIZZ AIR		S	A	36	0	0	0	19.4	30.6	22.2	22.2	0.0	5.6	0.0	0.0	12	74.3	12	35								
		LUTON		WIZZ AIR		S	D	36	0	0	0	0.0	30.6	50.0	5.6	8.3	5.6	0.0	0.0	12	71.4	19	35								
<b>TOTAL DEBRECEN</b>								<b>90</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>32.2</b>	<b>35.6</b>	<b>11.1</b>	<b>5.6</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>71.6</b>	<b>20</b>	<b>88</b>								
DEKALB-PEACHTREE		BELFAST CITY (GEORGE BEST)		TAG AVIATION (UK) LTD		C	D	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0								
<b>TOTAL DEKALB-PEACHTREE</b>								<b>1</b>	<b>0</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</b>	<b>0.0</b>	<b>0</b>	<b>0</b>								
DELHI		BIRMINGHAM		AIR INDIA		S	A	13	0	0	0	7.7	0.0	30.8	15.4	15.4	15.4	7.7	7.7	0.0	0.0	0.0	54	30.8	34	13					
		BIRMINGHAM		AIR INDIA		S	D	13	0	0	0	0.0	0.0	7.7	7.7	30.8	30.8	15.4	0.0	7.7	0.0	0.0	299	14.3	51	14					
		HEATHROW		AIR INDIA		S	A	62	0	0	0	1.6	12.9	37.1	24.2	14.5	6.5	3.2	0.0	0.0	24	67.7	21	62							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		Origin/Destinations: D										JAN 2019								
										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	AIR INDIA	S	D	62	0	0	1.6	25.8	38.7	9.7	8.1	11.3	4.8	0.0	0.0	0.0	0.0	24	64.5	31	62							
HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	30.6	33.9	24.2	6.5	1.6	0.0	3.2	0.0	0.0	0.0	0.0	7	83.9	9	62							
HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	21.0	48.4	17.7	8.1	3.2	0.0	1.6	0.0	0.0	0.0	14	74.2	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	93.5	2	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	83.9	7	31							
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	9.7	9.7	45.2	12.9	22.6	0.0	0.0	0.0	0.0	0.0	0.0	16	67.7	15	31							
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	48.4	38.7	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.9	12	31							
<b>TOTAL DELHI</b>				<b>336</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>22.6</b>	<b>36.6</b>	<b>14.0</b>	<b>9.8</b>	<b>5.7</b>	<b>3.0</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>72.2</b>	<b>17</b>	<b>399</b>							
DENVER INTERNATIONAL																												
GATWICK	NORWEGIAN AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	38.5	54	13							
GATWICK	NORWEGIAN AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	31	14							
HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	33.3	30.0	13.3	6.7	6.7	10.0	0.0	0.0	0.0	0.0	0.0	13	83.9	11	31							
HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	20.0	43.3	20.0	10.0	6.7	0.0	0.0	0.0	0.0	0.0	17	77.4	11	31							
HEATHROW	UNITED AIRLINES	S	A	30	0	0	70.0	10.0	3.3	0.0	10.0	0.0	6.7	0.0	0.0	0.0	0.0	15	0.0	0	0							
HEATHROW	UNITED AIRLINES	S	D	30	0	0	0.0	56.7	26.7	10.0	0.0	3.3	3.3	0.0	0.0	0.0	0.0	12	0.0	0	0							
<b>TOTAL DENVER INTERNATIONAL</b>				<b>120</b>	<b>0</b>	<b>0</b>	<b>25.8</b>	<b>29.2</b>	<b>21.7</b>	<b>9.2</b>	<b>6.7</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>14</b>	<b>70.8</b>	<b>20</b>	<b>89</b>							
DETROIT																												
HEATHROW	DELTA AIRLINES	S	A	31	0	0	22.6	35.5	22.6	9.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	8	81.3	10	48							
HEATHROW	DELTA AIRLINES	S	D	31	0	0	0.0	64.5	29.0	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	81.3	9	48							
<b>TOTAL DETROIT</b>				<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>50.0</b>	<b>25.8</b>	<b>6.5</b>	<b>4.8</b>	<b>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>81.3</b>	<b>10</b>	<b>96</b>							
DHAKHA																												
HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	19	0	0	5.3	15.8	21.1	26.3	21.1	0.0	5.3	5.3	0.0	0.0	0.0	35	56.0	26	25							
HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	18	0	0	0.0	0.0	38.9	27.8	22.2	0.0	5.6	5.6	0.0	0.0	0.0	38	52.0	33	25							
MANCHESTER	BIMAN BANGLADESH AIRLINES	S	A	12	0	0	0.0	0.0	16.7	33.3	16.7	25.0	0.0	8.3	0.0	0.0	0.0	60	0.0	0	0							
MANCHESTER	BIMAN BANGLADESH AIRLINES	S	D	12	0	0	0.0	0.0	8.3	8.3	50.0	16.7	8.3	8.3	0.0	0.0	0.0	71	0.0	0	0							
<b>TOTAL DHAKHA</b>				<b>61</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>4.9</b>	<b>23.0</b>	<b>24.6</b>	<b>26.2</b>	<b>8.2</b>	<b>4.9</b>	<b>6.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>54.0</b>	<b>30</b>	<b>50</b>							
DINARD																												
STANSTED	RYANAIR	S	A	13	0	0	7.7	92.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	12							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		Origin/Destinations: D		PERCENTAGE OF FLIGHTS LATE										JAN 2019							
										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		
TOTAL DINARD		DOHA HAMAD		STANSTED	RYANAIR	S	D			13	0	0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	12
<b>TOTAL DINARD</b>								<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>76.9</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>24</b>
				BIRMINGHAM	QATAR AIRWAYS	S	A			31	0	0	25.8	22.6	41.9	3.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.1	5	31
				BIRMINGHAM	QATAR AIRWAYS	S	D			31	0	0	0.0	51.6	45.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.1	10	31
				CARDIFF WALES	QATAR AIRWAYS	S	A			22	0	0	13.6	40.9	31.8	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	81.8	8	22
				CARDIFF WALES	QATAR AIRWAYS	S	D			22	0	0	9.1	36.4	36.4	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	95.5	3	22
				EDINBURGH	QATAR AIRWAYS	S	A			31	0	0	0.0	29.0	38.7	22.6	6.5	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	16	58.1	17	31
				EDINBURGH	QATAR AIRWAYS	S	D			31	0	0	3.2	41.9	38.7	12.9	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	10	77.4	11	31
				GATWICK	QATAR AIRWAYS	S	A			80	0	0	31.3	35.0	30.0	2.5	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.7	12	70
				GATWICK	QATAR AIRWAYS	S	D			80	0	0	0.0	46.3	45.0	7.5	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.1	7	70
				HEATHROW	BRITISH AIRWAYS PLC	S	A			31	0	0	3.2	19.4	16.1	25.8	22.6	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	35	74.2	14	31
				HEATHROW	BRITISH AIRWAYS PLC	S	D			31	0	0	0.0	12.9	67.7	3.2	3.2	3.2	6.5	3.2	0.0	0.0	0.0	0.0	0.0	26	74.2	13	31
				HEATHROW	QATAR AIRWAYS	S	A			186	0	0	18.8	29.6	26.9	12.9	8.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	80.6	10	186
				HEATHROW	QATAR AIRWAYS	S	D			185	0	1	0.0	42.5	44.1	5.9	4.8	1.1	1.1	0.0	0.0	0.0	0.0	0.5	0.0	8	83.9	10	186
				MANCHESTER	QATAR AIRWAYS	S	A			93	0	0	30.1	38.7	22.6	7.5	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	63.8	11	80
				MANCHESTER	QATAR AIRWAYS	S	D			93	0	0	5.4	49.5	30.1	10.8	2.2	1.1	1.1	0.0	0.0	0.0	0.0	0.0	0.0	7	68.8	16	80
<b>TOTAL DOHA HAMAD</b>								<b>947</b>	<b>0</b>	<b>1</b>	<b>11.4</b>	<b>37.2</b>	<b>35.1</b>	<b>9.1</b>	<b>4.7</b>	<b>1.3</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.4</b>	<b>11</b>	<b>902</b>	
				DOLE																									
				STANSTED	RYANAIR	S	A			4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	25.0	18	4
				STANSTED	RYANAIR	S	D			4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	10	4
<b>TOTAL DOLE</b>								<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>50.0</b>	<b>14</b>	<b>8</b>	
				DONCASTER SHEFFIELD																									
				BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A			0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	6	19
				BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D			0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.7	3	19
				BRISTOL	LOGANAIR LTD	S	D			1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
				JERSEY	FLYBE LTD	S	A			0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
				JERSEY	FLYBE LTD	S	D			0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2
				GATWICK	EASTERN AIRWAYS	C	A			1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
				GATWICK	EASTERN AIRWAYS	C	D			1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
				GATWICK	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	0.0	0	0
<b>TOTAL DONCASTER SHEFFIELD</b>								<b>4</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>92.9</b>	<b>5</b>	<b>42</b>	
				DONEGAL																									
				GLASGOW	LOGANAIR LTD	S	A			13	0	0	30.8	15.4	15.4	0.0	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	33	84.6	15	13

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: D										JAN 2019								
										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	
	GLASGOW	LOGANAIR LTD	S	D	14	0	0	0.0	21.4	28.6	7.1	14.3	21.4	7.1	0.0	0.0	0.0	0.0	41	69.2	19	13						
<b>TOTAL DONEGAL</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>18.5</b>	<b>22.2</b>	<b>3.7</b>	<b>14.8</b>	<b>18.5</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>76.9</b>	<b>17</b>	<b>26</b>						
DORTMUND																												
	LUTON	EASYJET UK LTD	S	A	21	0	0	4.8	33.3	47.6	9.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	8	68.0	16	25						
	LUTON	EASYJET UK LTD	S	D	21	0	0	0.0	28.6	47.6	14.3	9.5	0.0	0.0	0.0	0.0	0.0	0.0	10	76.0	15	25						
	STANSTED	RYANAIR	S	A	30	0	0	23.3	53.3	16.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	4	74.2	10	31						
	STANSTED	RYANAIR	S	D	30	0	0	0.0	76.7	16.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	3	64.5	15	31						
<b>TOTAL DORTMUND</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>51.0</b>	<b>29.4</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>70.5</b>	<b>14</b>	<b>112</b>						
DRESDEN																												
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0						
	STANSTED	RYANAIR	S	A	13	0	0	46.2	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0						
	STANSTED	RYANAIR	S	D	13	0	0	0.0	84.6	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
<b>TOTAL DRESDEN</b>					<b>26</b>	<b>0</b>	<b>1</b>	<b>22.2</b>	<b>59.3</b>	<b>14.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>						
DUBAI																												
	BIRMINGHAM	EMIRATES	S	A	62	0	0	8.1	19.4	27.4	22.6	14.5	3.2	0.0	4.8	0.0	0.0	0.0	30	52.4	17	63						
	BIRMINGHAM	EMIRATES	S	D	62	0	0	0.0	27.4	37.1	14.5	14.5	0.0	1.6	4.8	0.0	0.0	0.0	28	62.9	15	62						
	EDINBURGH	EMIRATES	S	A	31	0	0	0.0	12.9	41.9	16.1	22.6	6.5	0.0	0.0	0.0	0.0	0.0	20	60.0	15	25						
	EDINBURGH	EMIRATES	S	D	31	0	0	0.0	54.8	41.9	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	4	80.0	6	25						
	GLASGOW	EMIRATES	S	A	62	0	0	14.5	32.3	25.8	14.5	4.8	6.5	0.0	1.6	0.0	0.0	0.0	17	77.4	11	62						
	GLASGOW	EMIRATES	S	D	62	0	0	0.0	32.3	40.3	9.7	9.7	4.8	1.6	1.6	0.0	0.0	0.0	19	58.1	23	62						
	GATWICK	EMIRATES	S	A	94	0	0	9.6	23.4	33.0	17.0	10.6	2.1	2.1	2.1	0.0	0.0	0.0	21	73.4	12	94						
	GATWICK	EMIRATES	S	D	93	0	0	0.0	46.2	31.2	11.8	4.3	3.2	2.2	1.1	0.0	0.0	0.0	15	77.7	11	94						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	8.6	16.1	14.0	6.5	19.4	25.8	6.5	1.1	2.2	0.0	0.0	68	89.1	6	92						
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	0.0	33.3	44.1	14.0	6.5	1.1	1.1	0.0	0.0	0.0	0.0	11	71.0	14	93						
	HEATHROW	EMIRATES	S	A	185	0	0	14.6	25.9	26.5	16.2	9.7	5.4	1.1	0.5	0.0	0.0	0.0	18	72.5	10	189						
	HEATHROW	EMIRATES	S	D	185	0	1	0.0	29.0	45.2	10.8	9.1	2.7	1.1	1.1	0.5	0.0	0.5	19	79.8	8	188						
	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	93.3	3	30						
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	10	30						
	STANSTED	EMIRATES	S	A	62	0	0	11.3	32.3	27.4	17.7	6.5	1.6	1.6	1.6	0.0	0.0	0.0	16	78.1	8	32						
	STANSTED	EMIRATES	S	D	62	0	0	1.6	51.6	25.8	8.1	8.1	1.6	3.2	0.0	0.0	0.0	0.0	12	93.8	5	32						
	MANCHESTER	EMIRATES	S	A	92	0	0	10.9	25.0	31.5	12.0	7.6	10.9	0.0	1.1	1.1	0.0	0.0	29	56.5	16	91						
	MANCHESTER	EMIRATES	S	D	93	0	0	0.0	19.4	36.6	19.4	12.9	8.6	0.0	2.2	1.1	0.0	0.0	34	31.2	32	92						
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											JAN 2019					
												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				
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	100.0	0	1							
NEWCASTLE		EMIRATES		S	A	31	0	0	0	0.0	32.3	48.4	9.7	3.2	6.5	0.0	0.0	0.0	14	67.7	8	31						
NEWCASTLE		EMIRATES		S	D	31	0	0	0	0.0	12.9	45.2	16.1	19.4	3.2	3.2	0.0	0.0	22	54.8	21	31						
<b>TOTAL DUBAI</b>						<b>1424</b>	<b>0</b>	<b>1</b>	<b>5.3</b>	<b>28.8</b>	<b>33.6</b>	<b>13.5</b>	<b>10.0</b>	<b>5.6</b>	<b>1.5</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1</b>	<b>23</b>	<b>70.1</b>	<b>13</b>	<b>1420</b>					
DUBAI (WORLD CENTRAL)																												
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	100.0	15	1							
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	100.0	15	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	23	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	100.0	5	1							
<b>TOTAL DUBAI (WORLD CENTRAL)</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>15</b>	<b>4</b>							
DUBLIN																												
ABERDEEN		AER LINGUS		S	A	28	0	0	46.4	50.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0	90.7	5	43							
ABERDEEN		AER LINGUS		S	D	28	0	0	10.7	64.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.7	6	43							
BIRMINGHAM		AER LINGUS		S	A	101	0	0	38.6	49.5	8.9	3.0	0.0	0.0	0.0	0.0	0.0	1	98.0	1	99							
BIRMINGHAM		AER LINGUS		S	D	101	0	0	3.0	60.4	31.7	5.0	0.0	0.0	0.0	0.0	0.0	3	89.9	5	99							
BIRMINGHAM		AIR ARABIA MAROC		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	2							
BIRMINGHAM		CITY JET		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
BIRMINGHAM		CITY JET		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1							
BIRMINGHAM		RYANAIR		S	A	165	0	0	44.2	42.4	8.5	0.6	3.0	0.6	0.0	0.6	0.0	4	92.9	5	170							
BIRMINGHAM		RYANAIR		S	D	166	0	0	0.0	63.3	27.1	5.4	2.4	1.2	0.0	0.6	0.0	6	90.0	7	170							
BIRMINGHAM		STOBART AIR		S	A	46	0	0	37.0	52.2	6.5	2.2	2.2	0.0	0.0	0.0	0.0	2	100.0	0	48							
BIRMINGHAM		STOBART AIR		S	D	46	0	0	0.0	56.5	34.8	4.3	4.3	0.0	0.0	0.0	0.0	4	100.0	1	48							
BOURNEMOUTH		RYANAIR		S	A	16	1	0	0.0	41.2	35.3	17.6	0.0	0.0	0.0	0.0	5.9	0.0	6	0.0	0	0						
BOURNEMOUTH		RYANAIR		S	D	17	0	0	0.0	41.2	41.2	11.8	0.0	5.9	0.0	0.0	0.0	8	0.0	0	0							
BRISTOL		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	91.0	4	75							
BRISTOL		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	87.2	5	75							
BRISTOL		FLYBE 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							
BRISTOL		RYANAIR		S	A	87	0	0	17.2	44.8	26.4	5.7	2.3	2.3	1.1	0.0	0.0	7	86.0	8	86							
BRISTOL		RYANAIR		S	D	87	0	0	1.1	47.1	32.2	11.5	4.6	2.3	1.1	0.0	0.0	10	86.9	9	84							
BRISTOL		STOBART AIR		S	A	71	0	0	5.6	57.7	29.6	2.8	1.4	1.4	1.4	0.0	0.0	6	0.0	0	0							
BRISTOL		STOBART AIR		S	D	71	0	0	4.2	63.4	23.9	4.2	1.4	1.4	1.4	0.0	0.0	5	0.0	0	0							
CARDIFF WALES		FLYBE LTD		S	A	84	0	0	54.8	36.9	3.6	0.0	3.6	1.2	0.0	0.0	0.0	3	88.5	7	52							
CARDIFF WALES		FLYBE LTD		S	D	83	0	1	0.0	64.3	29.8	1.2	1.2	2.4	0.0	0.0	0.0	3	92.3	6	52							
DONCASTER SHEFFIELD		FLYBE LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	7	12							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	12	
	EAST MIDLANDS INTERNATIONAL	BRITISH AIRWAYS PLC	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	50	0	0	34.0	38.0	22.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	5	75.0	9	48	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	49	0	0	0.0	63.3	28.6	4.1	2.0	2.0	0.0	0.0	0.0	0.0	0.0	5	66.7	14	48	
	EDINBURGH	AER LINGUS	S	A	120	0	0	9.2	56.7	24.2	6.7	1.7	0.8	0.8	0.0	0.0	0.0	0.0	5	93.3	3	120	
	EDINBURGH	AER LINGUS	S	D	120	0	0	1.7	48.3	34.2	8.3	5.8	0.8	0.8	0.0	0.0	0.0	0.0	7	89.2	4	120	
	EDINBURGH	JET2.COM LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EDINBURGH	RYANAIR	S	A	111	0	0	43.2	45.9	9.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	91.4	5	105	
	EDINBURGH	RYANAIR	S	D	111	0	0	6.3	58.6	27.0	5.4	2.7	0.0	0.0	0.0	0.0	0.0	0.0	4	83.8	7	105	
	EXETER	FLYBE LTD	S	A	18	0	0	16.7	55.6	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.2	12	19	
	EXETER	FLYBE LTD	S	D	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	5	84.2	12	19	
	GLASGOW	AER LINGUS	S	A	112	0	0	39.3	40.2	12.5	4.5	1.8	1.8	0.0	0.0	0.0	0.0	0.0	4	96.8	2	124	
	GLASGOW	AER LINGUS	S	D	111	0	1	4.5	76.8	11.6	1.8	3.6	0.9	0.0	0.0	0.0	0.0	0.9	4	93.5	3	124	
	GLASGOW	RYANAIR	S	A	90	0	0	46.7	40.0	7.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	95.5	2	88	
	GLASGOW	RYANAIR	S	D	90	0	0	0.0	73.3	16.7	5.6	3.3	1.1	0.0	0.0	0.0	0.0	0.0	5	85.2	10	88	
	ISLE OF MAN	AER LINGUS	S	A	43	0	0	39.5	37.2	11.6	4.7	2.3	2.3	0.0	2.3	0.0	0.0	0.0	11	100.0	0	47	
	ISLE OF MAN	AER LINGUS	S	D	43	0	0	7.0	60.5	18.6	4.7	2.3	4.7	0.0	2.3	0.0	0.0	0.0	13	100.0	0	47	
	LEEDS BRADFORD	AER LINGUS	S	A	65	0	2	20.9	56.7	10.4	6.0	0.0	1.5	1.5	0.0	0.0	0.0	3.0	5	96.5	3	57	
	LEEDS BRADFORD	AER LINGUS	S	D	65	0	2	6.0	55.2	25.4	6.0	1.5	1.5	1.5	0.0	0.0	0.0	3.0	5	96.5	4	57	
	LEEDS BRADFORD	RYANAIR	S	A	58	0	0	29.3	44.8	17.2	5.2	3.4	0.0	0.0	0.0	0.0	0.0	0.0	4	79.3	9	57	
	LEEDS BRADFORD	RYANAIR	S	D	58	0	0	0.0	70.7	22.4	3.4	1.7	1.7	0.0	0.0	0.0	0.0	0.0	4	86.2	9	58	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	97	0	0	17.5	54.6	21.6	3.1	3.1	0.0	0.0	0.0	0.0	0.0	0.0	3	86.3	6	95	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	98	0	0	3.1	53.1	35.7	4.1	3.1	1.0	0.0	0.0	0.0	0.0	0.0	4	82.1	8	95	
	GATWICK	AER LINGUS	S	A	152	0	0	25.0	56.6	15.1	2.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	2	91.8	4	170	
	GATWICK	AER LINGUS	S	D	152	0	0	5.3	72.4	17.1	3.9	0.7	0.7	0.0	0.0	0.0	0.0	0.0	3	88.2	7	170	
	GATWICK	RYANAIR	S	A	203	0	1	43.6	39.7	9.8	2.5	2.9	1.0	0.0	0.0	0.0	0.0	0.5	3	93.9	3	247	
	GATWICK	RYANAIR	S	D	203	0	1	0.0	57.4	32.8	4.9	3.9	0.5	0.0	0.0	0.0	0.0	0.5	5	87.9	5	247	
	HEATHROW	AER LINGUS	S	A	306	0	0	18.0	51.3	20.9	5.6	3.3	1.0	0.0	0.0	0.0	0.0	0.0	4	95.3	2	316	
	HEATHROW	AER LINGUS	S	D	307	0	0	0.7	69.4	20.8	5.5	3.3	0.3	0.0	0.0	0.0	0.0	0.0	4	94.0	3	316	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	212	0	1	22.1	45.5	23.0	5.6	2.8	0.5	0.0	0.0	0.0	0.0	0.5	4	91.9	4	209	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	212	0	1	0.0	47.9	39.0	8.0	3.8	0.5	0.5	0.0	0.0	0.0	0.5	6	90.5	4	209	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: D		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					JAN 2019		
						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	AER LINGUS	S	A	155	0	2	47.1	29.9	16.6	1.3	3.2	0.6	0.0	0.0	0.0	0.0	1.3	3	95.0	3	159					
LONDON CITY	AER LINGUS	S	D	155	0	5	0.6	45.0	38.1	8.8	1.9	1.9	0.6	0.0	0.0	0.0	3.1	7	86.2	7	159					
LONDON CITY	BA CITYFLYER LTD	S	A	133	0	5	33.3	35.5	15.2	8.7	2.2	1.4	0.0	0.0	0.0	0.0	3.6	5	93.1	5	130					
LONDON CITY	BA CITYFLYER LTD	S	D	136	0	6	0.0	42.3	34.5	11.3	6.3	1.4	0.0	0.0	0.0	0.0	4.2	9	83.8	8	130					
LUTON	RYANAIR	S	A	89	0	0	37.1	39.3	11.2	6.7	1.1	3.4	1.1	0.0	0.0	0.0	0.0	7	86.8	5	91					
LUTON	RYANAIR	S	D	90	0	0	0.0	68.9	21.1	5.6	2.2	1.1	1.1	0.0	0.0	0.0	0.0	5	94.5	3	91					
STANSTED	AER LINGUS	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0					
STANSTED	RYANAIR	S	A	225	0	0	24.4	52.0	14.7	3.6	4.4	0.4	0.4	0.0	0.0	0.0	0.0	5	84.5	7	233					
STANSTED	RYANAIR	S	D	224	0	0	0.0	68.3	25.0	3.1	2.7	0.4	0.4	0.0	0.0	0.0	0.0	4	79.8	10	233					
MANCHESTER	AER LINGUS	S	A	158	0	0	22.2	60.1	12.7	0.0	3.8	0.6	0.6	0.0	0.0	0.0	0.0	4	85.5	6	157					
MANCHESTER	AER LINGUS	S	D	157	0	0	0.6	65.0	22.9	4.5	3.8	1.9	1.3	0.0	0.0	0.0	0.0	6	77.5	10	158					
MANCHESTER	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	12	0.0	0	0					
MANCHESTER	RYANAIR	S	A	165	0	0	35.8	46.7	10.3	3.6	1.2	2.4	0.0	0.0	0.0	0.0	0.0	4	88.3	7	171					
MANCHESTER	RYANAIR	S	D	165	0	0	6.7	60.0	23.0	4.8	1.8	3.0	0.6	0.0	0.0	0.0	0.0	6	79.4	10	170					
NEWCASTLE	AER LINGUS	S	A	30	0	0	16.7	63.3	16.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.8	3	32					
NEWCASTLE	AER LINGUS	S	D	30	0	0	0.0	60.0	36.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.6	4	32					
NEWCASTLE	RYANAIR	S	A	44	0	0	27.3	54.5	9.1	6.8	0.0	0.0	0.0	2.3	0.0	0.0	0.0	8	93.0	2	43					
NEWCASTLE	RYANAIR	S	D	44	0	0	0.0	47.7	40.9	4.5	4.5	0.0	0.0	2.3	0.0	0.0	0.0	11	90.7	6	43					
SOUTHAMPTON	FLYBE LTD	S	A	95	0	2	33.0	50.5	7.2	3.1	2.1	2.1	0.0	0.0	0.0	0.0	2.1	3	90.6	7	85					
SOUTHAMPTON	FLYBE LTD	S	D	96	0	1	0.0	42.3	49.5	4.1	2.1	1.0	0.0	0.0	0.0	0.0	1.0	4	91.8	5	85					
SOUTHEND	AER LINGUS	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	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					
SOUTHEND	RYANAIR	S	A	31	0	0	12.9	29.0	25.8	16.1	9.7	3.2	3.2	0.0	0.0	0.0	0.0	18	0.0	0	0					
SOUTHEND	RYANAIR	S	D	31	0	0	6.5	29.0	41.9	12.9	3.2	0.0	6.5	0.0	0.0	0.0	0.0	15	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	85.5	8	55					
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	91.1	4	56					
<b>TOTAL DUBLIN</b>				<b>6731</b>	<b>1</b>	<b>31</b>	<b>16.0</b>	<b>53.1</b>	<b>21.7</b>	<b>4.8</b>	<b>2.6</b>	<b>1.0</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>5</b>	<b>89.4</b>	<b>5</b>	<b>6890</b>					
DUBROVNIK																										
GATWICK	BRITISH AIRWAYS PLC	S	A	6	0	0	33.3	33.3	0.0	16.7	0.0	0.0	0.0	16.7	0.0	0.0	0.0	49	66.7	27	3					
GATWICK	BRITISH AIRWAYS PLC	S	D	6	0	0	0.0	50.0	16.7	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	16	66.7	12	3					
<b>TOTAL DUBROVNIK</b>				<b>12</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>41.7</b>	<b>8.3</b>	<b>16.7</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>66.7</b>	<b>20</b>	<b>6</b>					
DUNDEE																										
STANSTED	LOGANAIR LTD	S	A	46	0	1	12.8	61.7	12.8	4.3	4.3	2.1	0.0	0.0	0.0	0.0	2.1	6	95.7	3	46					
STANSTED	LOGANAIR LTD	S	D	46	0	1	14.9	51.1	21.3	4.3	4.3	2.1	0.0	0.0	0.0	0.0	2.1	6	87.2	5	46					
<b>TOTAL DUNDEE</b>				<b>92</b>	<b>0</b>	<b>2</b>	<b>13.8</b>	<b>56.4</b>	<b>17.0</b>	<b>4.3</b>	<b>4.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>6</b>	<b>91.5</b>	<b>4</b>	<b>92</b>					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: D			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
						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
DURBAN																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	61.5	23.1	0.0	0.0	0.0	0.0	7.7	7.7	0.0	0.0	0.0	30	92.3	1	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	23.1	53.8	15.4	0.0	0.0	7.7	0.0	0.0	0.0	0.0	18	84.6	9	13	
<b>TOTAL DURBAN</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>30.8</b>	<b>23.1</b>	<b>26.9</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>88.5</b>	<b>5</b>	<b>26</b>	
DUSSELDORF																							
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	96	0	0	18.8	60.4	17.7	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	78.1	9	92	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	95	0	0	0.0	65.3	27.4	4.2	2.1	1.1	0.0	0.0	0.0	0.0	0.0	4	76.0	11	92	
	BIRMINGHAM	FLYBE LTD	S	A	71	0	1	8.3	59.7	19.4	4.2	2.8	4.2	0.0	0.0	0.0	0.0	1.4	7	84.9	7	83	
	BIRMINGHAM	FLYBE LTD	S	D	71	0	0	0.0	52.1	38.0	5.6	1.4	2.8	0.0	0.0	0.0	0.0	0.0	5	77.9	11	83	
	BIRMINGHAM	GERMANWINGS	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.8	16	24	
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.1	14	26	
	BRISTOL	JOTA AVIATION LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1	
	BRISTOL	JOTA AVIATION LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	58	1	
	CARDIFF WALES	EASYJET UK LTD	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	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	2	2	
	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	82.8	7	28	
	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	89.7	4	28	
	GLASGOW	LOGANAIR LTD	S	A	13	0	0	0.0	15.4	46.2	23.1	0.0	15.4	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	GLASGOW	LOGANAIR LTD	S	D	13	0	0	0.0	46.2	38.5	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	LEEDS BRADFORD	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.7	1	19	
	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	89.5	2	19	
	GATWICK	EASYJET UK LTD	S	A	47	0	0	44.7	38.3	8.5	6.4	0.0	0.0	2.1	0.0	0.0	0.0	0.0	5	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	47	0	0	0.0	42.6	46.8	6.4	4.3	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	161	0	0	30.4	44.1	19.3	3.1	1.9	1.2	0.0	0.0	0.0	0.0	0.0	4	86.3	5	147	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	162	0	0	0.0	64.8	27.8	3.1	3.7	0.6	0.0	0.0	0.0	0.0	0.0	4	90.8	3	148	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	119	0	0	36.1	45.4	14.3	0.8	3.4	0.0	0.0	0.0	0.0	0.0	0.0	2	87.4	4	115	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	119	0	0	0.0	62.2	31.1	3.4	2.5	0.8	0.0	0.0	0.0	0.0	0.0	4	82.4	6	115	



ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LONDON CITY	BA CITYFLYER LTD	S A	64	0	0	12.5	54.7	23.4	4.7	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	78.7	14	59		
LONDON CITY	BA CITYFLYER LTD	S D	65	0	1	1.5	47.0	28.8	12.1	4.5	4.5	0.0	0.0	0.0	0.0	1.5	9	72.1	17	59			
LONDON CITY	FLYBE LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.6	11	68			
LONDON CITY	FLYBE LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	17	67			
MANCHESTER	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	0.0	522	1			
MANCHESTER	EUROWINGS LUFTVERKEHRS	S A	103	0	0	30.1	52.4	14.6	1.9	0.0	1.0	0.0	0.0	0.0	0.0	0.0	2	75.7	9	98			
MANCHESTER	EUROWINGS LUFTVERKEHRS	S D	102	0	1	1.0	67.0	26.2	2.9	1.0	1.0	0.0	0.0	0.0	0.0	1.0	3	74.8	12	98			
MANCHESTER	FLYBE LTD	S A	75	0	2	14.3	53.2	22.1	3.9	2.6	1.3	0.0	0.0	0.0	0.0	2.6	5	84.1	8	61			
MANCHESTER	FLYBE LTD	S D	76	0	1	0.0	39.0	44.2	9.1	3.9	2.6	0.0	0.0	0.0	0.0	1.3	8	77.8	8	62			
NEWCASTLE	EUROWINGS LUFTVERKEHRS	S A	27	0	0	14.8	74.1	3.7	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	3	70.8	17	24			
NEWCASTLE	EUROWINGS LUFTVERKEHRS	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	75.0	14	24			
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	84.2	6	19			
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	80.0	10	20			
SOUTHEND	BA CITYFLYER LTD	S A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
<b>TOTAL DUSSELDORF</b>			<b>1560</b>	<b>1</b>	<b>6</b>	<b>12.4</b>	<b>54.3</b>	<b>24.8</b>	<b>4.2</b>	<b>2.4</b>	<b>1.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.4</b>	<b>4</b>	<b>80.5</b>	<b>9</b>	<b>1685</b>			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
EAST MIDLANDS INTERNATIONAL	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	78	0	0	28.2	60.3	7.7	1.3	2.6	0.0	0.0	0.0	0.0	0.0	0.0	2	89.0	5	91
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	53	0	0	0.0	64.2	32.1	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	97.8	2	92
	BELFAST INTERNATIONAL	FLYBE 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	24	0.0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	64	0.0	0	0
	BIRMINGHAM	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	111	0.0	0	0
	EDINBURGH	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.1	8	63
	EDINBURGH	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.5	7	63
	EDINBURGH	LOGANAIR LTD	S	A	75	0	10	9.4	36.5	22.4	5.9	3.5	7.1	3.5	0.0	0.0	0.0	11.8	17	0.0	0	0
	EDINBURGH	LOGANAIR LTD	S	D	76	0	8	0.0	39.3	32.1	2.4	4.8	7.1	4.8	0.0	0.0	0.0	9.5	19	0.0	0	0
	GLASGOW	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.6	15	72
	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	77.8	12	72
	GLASGOW	LOGANAIR LTD	S	A	47	0	1	10.4	58.3	25.0	2.1	0.0	0.0	0.0	2.1	0.0	0.0	2.1	6	0.0	0	0
	GLASGOW	LOGANAIR LTD	S	D	48	0	0	4.2	66.7	20.8	6.3	2.1	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	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	56	0.0	0	0
	JERSEY	BLUE ISLANDS LIMITED	S	A	14	0	0	21.4	50.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	JERSEY	BLUE ISLANDS LIMITED	S	D	14	0	0	0.0	64.3	28.6	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	JERSEY	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	7	14
	JERSEY	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	2	14
	LUTON	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0
	NEWCASTLE	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	1	0.0	0	0
NEWCASTLE	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	406	1	
SOUTHAMPTON	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	9	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	0.0	22	1	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>412</b>	<b>0</b>	<b>19</b>	<b>9.3</b>	<b>51.3</b>	<b>23.4</b>	<b>3.5</b>	<b>3.0</b>	<b>3.2</b>	<b>1.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>9</b>	<b>84.5</b>	<b>9</b>	<b>484</b>
EDINBURGH	ABERDEEN	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	9	2	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2019		
								More than 15 m early	15 m to 30 m early	30 m to 60 m late	60 m to 120 m late	120 m to 180 m late	180 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S A	67	0	0	23.9	56.7	10.4	4.5	1.5	3.0	0.0	0.0	0.0	0.0	0.0	4	90.0	5	99
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S D	68	0	0	2.9	60.3	29.4	2.9	1.5	2.9	0.0	0.0	0.0	0.0	0.0	4	87.0	8	100
BELFAST INTERNATIONAL	EASYJET UK LTD	S A	84	0	0	20.2	44.0	26.2	7.1	1.2	0.0	1.2	0.0	0.0	0.0	0.0	5	86.2	8	87
BELFAST INTERNATIONAL	EASYJET UK LTD	S D	84	0	0	3.6	63.1	22.6	6.0	2.4	1.2	1.2	0.0	0.0	0.0	0.0	6	82.8	9	87
BELFAST INTERNATIONAL	FLYBE LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
BIRMINGHAM	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	13	0.0	0	0
BIRMINGHAM	EASYJET UK LTD	S A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
BIRMINGHAM	FLYBE LTD	S A	158	0	0	53.8	39.9	5.1	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0	1	79.0	11	175
BIRMINGHAM	FLYBE LTD	S D	159	0	0	1.3	57.2	38.4	0.6	1.9	0.6	0.0	0.0	0.0	0.0	0.0	3	71.6	16	175
BRISTOL	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	13	0.0	0	0
BRISTOL	EASYJET UK LTD	S A	109	0	1	10.0	49.1	29.1	7.3	0.9	2.7	0.0	0.0	0.0	0.0	0.9	7	75.5	13	106
BRISTOL	EASYJET UK LTD	S D	109	0	1	4.5	67.3	19.1	4.5	0.9	0.9	1.8	0.0	0.0	0.0	0.9	5	88.8	8	107
CARDIFF WALES	FLYBE LTD	S A	78	0	1	7.6	53.2	27.8	3.8	2.5	3.8	0.0	0.0	0.0	0.0	1.3	7	85.7	9	42
CARDIFF WALES	FLYBE LTD	S D	78	0	1	2.5	72.2	15.2	2.5	5.1	1.3	0.0	0.0	0.0	0.0	1.3	5	88.1	8	42
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.7	4	63
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	87.3	9	63
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S A	75	0	0	8.0	49.3	22.7	2.7	6.7	6.7	4.0	0.0	0.0	0.0	0.0	16	0.0	0	0
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S D	74	0	0	1.4	47.3	29.7	6.8	2.7	9.5	2.7	0.0	0.0	0.0	0.0	16	0.0	0	0
EXETER	FLYBE LTD	S A	22	0	0	31.8	68.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	13	24
EXETER	FLYBE LTD	S D	22	0	0	0.0	63.6	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	12	24
GLASGOW	BRITISH AIRWAYS PLC	S A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
ISLE OF MAN	LOGANAIR LTD	S A	17	0	1	27.8	33.3	5.6	16.7	11.1	0.0	0.0	0.0	0.0	0.0	5.6	12	77.8	16	9
ISLE OF MAN	LOGANAIR LTD	S D	17	0	1	5.6	61.1	11.1	11.1	0.0	5.6	0.0	0.0	0.0	0.0	5.6	8	77.8	14	9
JERSEY	EASYJET UK LTD	S A	9	0	0	22.2	22.2	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
JERSEY	EASYJET UK LTD	S D	9	0	0	11.1	33.3	22.2	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
GATWICK	BRITISH AIRWAYS PLC	S A	93	0	0	37.6	43.0	11.8	4.3	2.2	0.0	0.0	1.1	0.0	0.0	0.0	4	93.6	3	94
GATWICK	BRITISH AIRWAYS PLC	S D	94	0	0	0.0	78.7	18.1	1.1	1.1	1.1	0.0	0.0	0.0	0.0	0.0	2	91.5	4	94
GATWICK	EASYJET UK LTD	S A	110	0	1	21.6	34.2	22.5	9.9	7.2	2.7	0.9	0.0	0.0	0.0	0.9	9	80.4	9	112
GATWICK	EASYJET UK LTD	S D	111	0	0	0.0	45.0	41.4	9.0	3.6	0.9	0.0	0.0	0.0	0.0	0.0	6	82.1	7	112
HEATHROW	BRITISH AIRWAYS PLC	S A	259	0	1	31.9	42.7	16.9	5.4	1.9	0.8	0.0	0.0	0.0	0.0	0.4	4	93.5	2	230

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE 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									
	HEATHROW	BRITISH AIRWAYS PLC	S	D	259	0	1	0.0	57.7	34.6	5.4	1.2	0.8	0.0	0.0	0.0	0.0	0.4	4	90.5	4	230	
	HEATHROW	FLYBE LTD	S	A	179	0	0	31.8	44.7	15.6	3.9	3.4	0.6	0.0	0.0	0.0	0.0	0.0	4	85.7	6	105	
	HEATHROW	FLYBE LTD	S	D	178	0	1	0.6	55.3	36.9	2.8	2.2	0.6	0.0	1.1	0.0	0.0	0.6	6	83.8	7	105	
	LONDON CITY	BA CITYFLYER LTD	S	A	198	0	3	21.9	38.8	25.4	6.5	3.0	1.5	0.5	1.0	0.0	0.0	1.5	9	88.7	7	177	
	LONDON CITY	BA CITYFLYER LTD	S	D	196	0	5	0.5	44.8	31.8	10.0	6.5	3.5	0.5	0.0	0.0	0.0	2.5	10	81.9	9	176	
	LONDON CITY	FLYBE LTD	S	A	84	0	1	21.2	40.0	24.7	5.9	5.9	1.2	0.0	0.0	0.0	0.0	1.2	7	91.4	4	104	
	LONDON CITY	FLYBE LTD	S	D	83	0	2	0.0	22.4	51.8	15.3	5.9	1.2	1.2	0.0	0.0	0.0	2.4	11	80.2	11	103	
	LUTON	EASYJET UK LTD	S	A	95	0	0	29.5	43.2	16.8	6.3	3.2	1.1	0.0	0.0	0.0	0.0	0.0	5	81.3	11	96	
	LUTON	EASYJET UK LTD	S	D	95	0	0	0.0	62.1	24.2	8.4	3.2	1.1	1.1	0.0	0.0	0.0	0.0	7	78.9	9	95	
	STANSTED	EASYJET UK LTD	S	A	114	0	0	26.3	36.0	20.2	11.4	1.8	4.4	0.0	0.0	0.0	0.0	0.0	7	88.4	7	121	
	STANSTED	EASYJET UK LTD	S	D	114	0	0	2.6	65.8	16.7	7.9	2.6	4.4	0.0	0.0	0.0	0.0	0.0	8	88.4	6	121	
	STANSTED	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	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	95.8	2	144	
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.2	6	144	
	MANCHESTER	FLYBE LTD	S	A	65	0	0	16.9	53.8	26.2	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	3	89.9	6	78	
	MANCHESTER	FLYBE LTD	S	D	65	0	0	0.0	40.0	52.3	1.5	4.6	1.5	0.0	0.0	0.0	0.0	0.0	6	81.0	10	78	
	SOUTHAMPTON	FLYBE LTD	S	A	95	0	0	14.7	57.9	18.9	5.3	2.1	1.1	0.0	0.0	0.0	0.0	0.0	4	83.6	7	121	
	SOUTHAMPTON	FLYBE LTD	S	D	96	0	0	1.0	46.9	45.8	4.2	2.1	0.0	0.0	0.0	0.0	0.0	0.0	4	82.0	13	121	
	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	1	1	
<b>TOTAL EDINBURGH</b>					<b>3825</b>	<b>0</b>	<b>22</b>	<b>13.6</b>	<b>49.8</b>	<b>25.5</b>	<b>5.5</b>	<b>2.9</b>	<b>1.7</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>6</b>	<b>85.7</b>	<b>8</b>	<b>3978</b>	
EINDHOVEN																							
	EDINBURGH	RYANAIR	S	A	8	0	1	11.1	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11.1	6	61.5	15	13	
	EDINBURGH	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	4	69.2	12	13	
	LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	101	1	
	STANSTED	RYANAIR	S	A	72	0	2	24.3	33.8	17.6	8.1	5.4	2.7	4.1	0.0	1.4	0.0	2.7	20	79.5	16	73	
	STANSTED	RYANAIR	S	D	73	0	0	0.0	63.0	26.0	5.5	2.7	1.4	0.0	1.4	0.0	0.0	0.0	8	79.5	10	73	
	MANCHESTER	RYANAIR	S	A	15	0	1	6.3	50.0	25.0	6.3	0.0	0.0	6.3	0.0	0.0	0.0	6.3	13	52.9	28	17	
	MANCHESTER	RYANAIR	S	D	14	0	1	0.0	46.7	26.7	13.3	0.0	6.7	0.0	0.0	0.0	0.0	6.7	9	64.7	19	17	
<b>TOTAL EINDHOVEN</b>					<b>191</b>	<b>0</b>	<b>5</b>	<b>10.2</b>	<b>49.0</b>	<b>22.4</b>	<b>6.6</b>	<b>4.1</b>	<b>2.0</b>	<b>2.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>2.6</b>	<b>13</b>	<b>73.9</b>	<b>15</b>	<b>207</b>	
ENFIDHA - HAMMAMET INTL																							
	BIRMINGHAM	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	16	50.0	15	4	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	14	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	70.0	14	10	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	12	10	
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	4	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2019				
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	C	D	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	5	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	66.7	8	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	11	9	
	MANCHESTER	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	27	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	16	50.0	39	4	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>9.5</b>	<b>52.4</b>	<b>28.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>71.0</b>	<b>13</b>	<b>62</b>	
ENONTEKIO																						
	BIRMINGHAM	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	80	100.0	0	1
	BIRMINGHAM	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	
	BOURNEMOUTH	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
	BOURNEMOUTH	ENTER AIR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	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	16	1	
	BRISTOL	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EAST MIDLANDS INTERNATIONAL	ENTER AIR	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	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	4	0.0	0	0	
	EXETER	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	240	1	
	LEEDS BRADFORD	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	45	50.0	88	2	
	LEEDS BRADFORD	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	18	50.0	15	2	
	GATWICK	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	17	100.0	6	3	
	GATWICK	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	50.0	13	2	
	MANCHESTER	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	66.7	42	3	
	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	33.3	24	3	
	MANCHESTER	ENTER AIR	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	
	NEWCASTLE	ENTER AIR	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	20	0.0	0	0	
	NEWCASTLE	ENTER AIR	S	D	2	0	0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL ENONTEKIO</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>6.7</b>	<b>33.3</b>	<b>20.0</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>17</b>	<b>60.0</b>	<b>36</b>	<b>20</b>	
ERRACHIDIA																						
	GATWICK	TAG AVIATION (UK) LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	89	1	
<b>TOTAL ERRACHIDIA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>89</b>	<b>1</b>	
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	76.9	10	12	
	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	64.3	16	13	
	ABERDEEN	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1	
	ABERDEEN	LOGANAIR LTD	S	A	23	0	1	20.8	41.7	29.2	4.2	0.0	0.0	0.0	0.0	0.0	4.2	2	0.0	0	0	

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JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	ABERDEEN	LOGANAIR LTD	S	D	23	0	1	0.0	66.7	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	1	0.0	0	0
<b>TOTAL ESBJERG</b>					<b>46</b>	<b>0</b>	<b>2</b>	<b>10.4</b>	<b>54.2</b>	<b>29.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>2</b>	<b>67.9</b>	<b>14</b>	<b>26</b>
ESSAOUIRA																							
	STANSTED	RYANAIR	S	A	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	STANSTED	RYANAIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL ESSAOUIRA</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>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EXETER																							
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	11	0	0	9.1	63.6	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.0	10	20	
	BELFAST CITY (GEORGE BEST)	FLYBE 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	85.0	9	20	
	BELFAST INTERNATIONAL	FLYBE LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	64	0.0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	3	0	0	33.3	0.0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	75	57.1	52	7	
	BIRMINGHAM	FLYBE LTD	S	D	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	62.5	18	8	
	EDINBURGH	FLYBE LTD	S	A	23	0	0	21.7	52.2	21.7	0.0	0.0	0.0	0.0	4.3	0.0	0.0	0.0	10	87.5	12	24	
	EDINBURGH	FLYBE LTD	S	D	23	0	0	0.0	65.2	34.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	19	24	
	GLASGOW	FLYBE LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GLASGOW	FLYBE LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GLASGOW	FLYBE LTD	S	A	13	0	0	7.7	46.2	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	13	16	
	GLASGOW	FLYBE 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	81.3	8	16	
	JERSEY	FLYBE LTD	S	A	27	0	0	3.7	74.1	7.4	11.1	0.0	3.7	0.0	0.0	0.0	0.0	0.0	6	85.2	6	27	
	JERSEY	FLYBE LTD	S	D	44	0	0	6.8	61.4	15.9	2.3	2.3	6.8	2.3	2.3	0.0	0.0	0.0	18	78.7	13	47	
	LEEDS BRADFORD	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LONDON CITY	FLYBE LTD	S	A	22	0	0	4.5	31.8	50.0	4.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	9	84.0	6	25	
	LONDON CITY	FLYBE LTD	S	D	22	0	0	0.0	40.9	50.0	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	12	26	
	MANCHESTER	FLYBE LTD	S	A	76	0	1	7.8	71.4	16.9	1.3	0.0	1.3	0.0	0.0	0.0	0.0	1.3	2	80.0	11	84	
	MANCHESTER	FLYBE LTD	S	D	76	0	2	0.0	48.7	43.6	2.6	1.3	1.3	0.0	0.0	0.0	0.0	2.6	4	78.8	12	84	
	NEWCASTLE	FLYBE LTD	S	A	16	0	0	25.0	56.3	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	8	18	
	NEWCASTLE	FLYBE LTD	S	D	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	4	83.3	11	18	
	SOUTHAMPTON	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	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	50.0	16	2	
<b>TOTAL EXETER</b>					<b>404</b>	<b>0</b>	<b>3</b>	<b>6.1</b>	<b>56.0</b>	<b>29.0</b>	<b>3.4</b>	<b>1.5</b>	<b>2.2</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>6</b>	<b>80.0</b>	<b>12</b>	<b>468</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2019				
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
FARO	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	6	0	0	33.3	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	78.6	21	14
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	6	0	0	0.0	66.7	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	78.6	25	14
	BIRMINGHAM	JET2.COM LTD	S	A	11	0	0	45.5	27.3	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	3
	BIRMINGHAM	JET2.COM LTD	S	D	11	0	0	0.0	54.5	45.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	3
	BIRMINGHAM	RYANAIR	S	A	13	0	0	23.1	38.5	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	12
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	30.8	53.8	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	25.0	20	12
	BOURNEMOUTH	RYANAIR	S	A	11	0	0	0.0	72.7	9.1	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	8	9
	BOURNEMOUTH	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	12	55.6	16	9
	BRISTOL	EASYJET UK LTD	S	A	21	0	0	19.0	57.1	9.5	4.8	4.8	4.8	0.0	0.0	0.0	0.0	0.0	6	90.0	9	20
	BRISTOL	EASYJET UK LTD	S	D	21	0	0	0.0	52.4	33.3	9.5	0.0	4.8	0.0	0.0	0.0	0.0	0.0	8	80.0	10	20
	BRISTOL	RYANAIR	S	A	3	0	0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	12	92.9	4	14
	BRISTOL	RYANAIR	S	D	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	92.9	1	14
	CARDIFF WALES	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2
	CARDIFF WALES	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	2	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	EAST MIDLANDS INTERNATIONAL	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	9	100.0	4	15
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	15
	EDINBURGH	RYANAIR	S	A	10	0	0	20.0	50.0	20.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10	80.0	8	10
	EDINBURGH	RYANAIR	S	D	10	0	0	0.0	10.0	70.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	15	80.0	16	10
	EXETER	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	52	2
	EXETER	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	63	2
	GLASGOW	EASYJET UK LTD	S	A	9	0	0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	4	10
	GLASGOW	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	81.8	6	11
	LEEDS BRADFORD	JET2.COM LTD	S	A	3	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	4
	LEEDS BRADFORD	JET2.COM LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
	LEEDS BRADFORD	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	6	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	88.9	8	9
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	25	11
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	25	11

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	8	8		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	8		
	GATWICK	BRITISH AIRWAYS PLC	S	A	33	0	0	39.4	39.4	9.1	3.0	3.0	6.1	0.0	0.0	0.0	0.0	7	96.9	2	32		
	GATWICK	BRITISH AIRWAYS PLC	S	D	33	0	0	0.0	45.5	48.5	6.1	0.0	0.0	0.0	0.0	0.0	0.0	3	93.8	4	32		
	GATWICK	EASYJET UK LTD	S	A	40	0	0	32.5	30.0	12.5	12.5	5.0	7.5	0.0	0.0	0.0	0.0	12	94.6	4	37		
	GATWICK	EASYJET UK LTD	S	D	40	0	0	0.0	32.5	45.0	10.0	5.0	7.5	0.0	0.0	0.0	0.0	13	81.1	10	37		
	HEATHROW	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		
	LUTON	EASYJET UK LTD	S	A	20	0	0	20.0	40.0	15.0	10.0	15.0	0.0	0.0	0.0	0.0	0.0	11	75.0	9	20		
	LUTON	EASYJET UK LTD	S	D	20	0	0	0.0	55.0	35.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	6	85.0	8	20		
	STANSTED	JET2.COM LTD	S	A	12	0	0	16.7	58.3	16.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	4	100.0	1	10		
	STANSTED	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	100.0	2	10		
	STANSTED	RYANAIR	S	A	31	0	0	6.5	64.5	19.4	9.7	0.0	0.0	0.0	0.0	0.0	0.0	3	83.9	7	31		
	STANSTED	RYANAIR	S	D	31	0	0	0.0	38.7	51.6	6.5	3.2	0.0	0.0	0.0	0.0	0.0	6	64.5	18	31		
	MANCHESTER	EASYJET UK 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	0	82.4	9	17		
	MANCHESTER	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	2	94.1	4	17		
	MANCHESTER	JET2.COM LTD	S	A	15	0	0	13.3	40.0	40.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	8	90.9	21	11		
	MANCHESTER	JET2.COM LTD	S	D	15	0	0	0.0	33.3	53.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	7	90.9	3	11		
	MANCHESTER	RYANAIR	S	A	11	0	0	27.3	45.5	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	74.2	15	31		
	MANCHESTER	RYANAIR	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	7	58.1	24	31		
	NEWCASTLE	EASYJET UK LTD	S	A	8	0	0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	9		
	NEWCASTLE	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	6	88.9	4	9		
	SOUTHEND	EASYJET UK LTD	S	A	9	0	0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	10		
	SOUTHEND	EASYJET UK LTD	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	10		
	SOUTHEND	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
	SOUTHEND	RYANAIR	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL FARO</b>					<b>589</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>44.0</b>	<b>30.6</b>	<b>7.6</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>6</b>	<b>84.4</b>	<b>10</b>	<b>706</b>		
FEZ																							
	GATWICK	AIR ARABIA MAROC	S	A	9	0	0	0.0	44.4	44.4	0.0	0.0	0.0	11.1	0.0	0.0	0.0	20	66.7	11	9		
	GATWICK	AIR ARABIA MAROC	S	D	9	0	0	0.0	88.9	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	13	77.8	8	9		
	STANSTED	RYANAIR	S	A	10	0	0	0.0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	3	44.4	29	9		
	STANSTED	RYANAIR	S	D	10	0	0	0.0	0.0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	18	11.1	51	9		
<b>TOTAL FEZ</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.4</b>	<b>31.6</b>	<b>13.2</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>50.0</b>	<b>25</b>	<b>36</b>		
FLORENCE																							
	EAST MIDLANDS INTERNATIONAL	BRITISH AIRWAYS PLC	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	35	0.0	0	0		



ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: F																	JAN 2019			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								13.6	47.7	18.2	6.8	2.3	2.3	4.5	0.0	2.3	0.0	2.3	30	73.2	11	39
	GATWICK	VUELING AIRLINES	S	A	43	0	1	13.6	47.7	18.2	6.8	2.3	2.3	4.5	0.0	2.3	0.0	2.3	22	77.5	10	39
	GATWICK	VUELING AIRLINES	S	D	43	0	1	0.0	36.4	34.1	9.1	6.8	2.3	6.8	0.0	2.3	0.0	2.3	30	73.2	11	39
	LONDON CITY	BA CITYFLYER LTD	S	A	50	0	4	22.2	40.7	20.4	3.7	0.0	5.6	0.0	0.0	0.0	0.0	7.4	6	74.3	8	33
	LONDON CITY	BA CITYFLYER LTD	S	D	56	0	2	0.0	37.9	46.6	6.9	1.7	3.4	0.0	0.0	0.0	0.0	3.4	8	75.0	14	36
	LUTON	VUELING AIRLINES	S	A	4	0	2	0.0	33.3	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	33.3	12	0.0	0	0
	LUTON	VUELING AIRLINES	S	D	4	0	2	0.0	16.7	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	33.3	13	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	10	1
<b>TOTAL FLORENCE</b>					<b>202</b>	<b>0</b>	<b>12</b>	<b>8.4</b>	<b>39.3</b>	<b>29.9</b>	<b>6.5</b>	<b>3.7</b>	<b>3.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>5.6</b>	<b>16</b>	<b>75.2</b>	<b>11</b>	<b>148</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	0.0	0.0	0.0	0	84.6	38	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.2	52	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	54.8	24	31
	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	61.3	24	31
<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>63.6</b>	<b>30</b>	<b>88</b>
FRANKFURT MAIN																						
	BIRMINGHAM	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	0.0	0	0
	BIRMINGHAM	CONDOR	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	75	0.0	0	0
	BIRMINGHAM	LUFTHANSA	S	A	101	0	0	3.0	44.6	45.5	5.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.2	6	96
	BIRMINGHAM	LUFTHANSA	S	D	100	0	0	0.0	37.0	50.0	8.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	7	76.8	11	96
	BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.3	14	77
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.6	10	76
	EDINBURGH	LUFTHANSA	S	A	35	0	0	0.0	22.9	60.0	8.6	8.6	0.0	0.0	0.0	0.0	0.0	0.0	11	51.4	17	34
	EDINBURGH	LUFTHANSA	S	D	35	0	0	0.0	17.1	54.3	20.0	5.7	2.9	0.0	0.0	0.0	0.0	0.0	13	71.4	13	34
	GLASGOW	LUFTHANSA	S	A	26	0	1	0.0	40.7	48.1	3.7	3.7	0.0	0.0	0.0	0.0	0.0	3.7	6	71.0	12	30
	GLASGOW	LUFTHANSA	S	D	26	0	1	0.0	77.8	14.8	3.7	0.0	0.0	0.0	0.0	0.0	0.0	3.7	1	93.5	1	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	164	0	0	18.9	42.1	24.4	10.4	1.2	2.4	0.6	0.0	0.0	0.0	0.0	6	82.9	6	161
	HEATHROW	BRITISH AIRWAYS PLC	S	D	164	0	0	0.0	45.7	44.5	5.5	3.7	0.6	0.0	0.0	0.0	0.0	0.0	5	88.9	5	166
	HEATHROW	LUFTHANSA	S	A	319	0	3	15.2	38.8	31.1	10.6	2.5	0.9	0.0	0.0	0.0	0.0	0.9	6	83.1	6	318
	HEATHROW	LUFTHANSA	S	D	318	0	3	0.0	56.4	33.0	5.6	2.8	0.9	0.3	0.0	0.0	0.0	0.9	5	83.0	7	317
	LONDON CITY	BA CITYFLYER LTD	S	A	75	0	2	7.8	51.9	26.0	3.9	3.9	1.3	2.6	0.0	0.0	0.0	2.6	8	77.3	10	71

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: F																	JAN 2019			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	late	late	late	late	late	late	late	late	late	late	late	late
	LONDON CITY	BA CITYFLYER LTD	S	D	76	0	1	0.0	31.2	50.6	9.1	5.2	1.3	1.3	0.0	0.0	0.0	1.3	10	76.0	10	73
	LONDON CITY	LUFTHANSA	S	A	75	0	4	6.3	53.2	25.3	7.6	2.5	0.0	0.0	0.0	0.0	0.0	5.1	4	78.7	8	85
	LONDON CITY	LUFTHANSA	S	D	75	0	5	0.0	28.8	47.5	13.8	2.5	1.3	0.0	0.0	0.0	0.0	6.3	7	73.0	12	85
	STANSTED	RYANAIR	S	A	74	0	0	6.8	52.7	36.5	2.7	1.4	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	7	52
	STANSTED	RYANAIR	S	D	74	0	0	0.0	25.7	54.1	14.9	4.1	1.4	0.0	0.0	0.0	0.0	0.0	9	34.6	27	52
	MANCHESTER	LUFTHANSA	S	A	129	0	0	4.7	40.3	38.8	11.6	4.7	0.0	0.0	0.0	0.0	0.0	0.0	7	63.9	14	137
	MANCHESTER	LUFTHANSA	S	D	127	0	0	0.8	38.6	42.5	10.2	4.7	2.4	0.8	0.0	0.0	0.0	0.0	9	66.4	18	136
	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	88.5	6	26
	MANCHESTER	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.0	14	25
	SOUTHEND	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	5	0.0	0	0
<b>TOTAL FRANKFURT MAIN</b>					<b>1996</b>	<b>0</b>	<b>20</b>	<b>5.3</b>	<b>43.0</b>	<b>37.8</b>	<b>8.5</b>	<b>3.2</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>6</b>	<b>77.8</b>	<b>9</b>	<b>2177</b>
FREETOWN																						
	GATWICK	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	64	0.0	0	0
<b>TOTAL FREETOWN</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>64</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
FRIEDRICHSHAFEN																						
	BIRMINGHAM	JET2.COM 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	344	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	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	91.7	25	12
	GATWICK	BRITISH AIRWAYS PLC	C	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.7	2	12
	GATWICK	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	4	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	100.0	1	4
	GATWICK	EASYJET UK LTD	S	A	11	0	0	27.3	36.4	18.2	0.0	9.1	9.1	0.0	0.0	0.0	0.0	0.0	13	92.3	9	13
	GATWICK	EASYJET UK LTD	S	D	11	0	0	0.0	54.5	18.2	18.2	0.0	9.1	0.0	0.0	0.0	0.0	0.0	15	92.3	6	13
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	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	30	1
	STANSTED	JET2.COM LTD	S	A	4	0	0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	STANSTED	JET2.COM LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>55</b>	<b>0</b>	<b>0</b>	<b>23.6</b>	<b>47.3</b>	<b>18.2</b>	<b>3.6</b>	<b>1.8</b>	<b>3.6</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>89.8</b>	<b>10</b>	<b>59</b>
FUERTEVENTURA																						
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	33.3	22.2	11.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	55.6	15	9
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	11.1	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	77.8	10	9
	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	2	4

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BELFAST INTERNATIONAL	JET2.COM LTD	S D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	7	4		
BIRMINGHAM	JET2.COM LTD	S A	18	0	0	50.0	27.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	7	10		
BIRMINGHAM	JET2.COM LTD	S D	18	0	0	0.0	38.9	55.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	3	10		
BIRMINGHAM	RYANAIR	S A	9	0	0	11.1	22.2	44.4	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	12	8		
BIRMINGHAM	RYANAIR	S D	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	12	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	0.0	0.0	0	40.0	34	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	0.0	0	40.0	29	5		
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	0.0	1	66.7	12	9		
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	66.7	10	9		
BRISTOL	EASYJET UK LTD	S A	9	0	0	22.2	11.1	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	55.6	20	9		
BRISTOL	EASYJET UK LTD	S D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	55.6	19	9		
BRISTOL	THOMAS COOK AIRLINES LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	5		
BRISTOL	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	20.0	33	4		
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	0.0	3	75.0	11	4		
BRISTOL	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	25.0	29	4		
EAST MIDLANDS INTERNATIONAL	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	0.0	1	88.9	7	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	0.0	0.0	0	100.0	1	9		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	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	0.0	4	90.0	3	10		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	10	0	0	0.0	30.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	10		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	5		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	5		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	5	0	0	20.0	40.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	80.0	5	5		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	5		
EDINBURGH	JET2.COM LTD	S A	10	0	0	30.0	60.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	10	9		
EDINBURGH	JET2.COM LTD	S D	10	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	6	9		
EDINBURGH	RYANAIR	S A	5	0	0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	55.6	14	9		
EDINBURGH	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	0.0	0.0	10	88.9	9	9		
GLASGOW	JET2.COM LTD	S A	14	0	0	57.1	21.4	7.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	90.0	8	10		
GLASGOW	JET2.COM LTD	S D	14	0	0	0.0	78.6	14.3	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	70.0	13	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	0	88.9	7	9		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: F																	JAN 2019			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	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
	LEEDS BRADFORD	JET2.COM LTD	S	A	8	0	0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	4	9
	LEEDS BRADFORD	JET2.COM LTD	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	2	9
	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	88.9	5	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	88.9	4	9
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	7	0	0	42.9	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	10	9
	LIVERPOOL (JOHN LENNON)	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	0.0	0	88.9	9	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	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	75.0	5	4
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	13	4
	GATWICK	EASYJET UK LTD	S	A	21	0	0	28.6	23.8	23.8	19.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	4	24
	GATWICK	EASYJET UK LTD	S	D	21	0	0	0.0	23.8	61.9	9.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	95.8	3	24
	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	80.0	10	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	40.0	29	5
	GATWICK	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	13	54.5	30	11
	GATWICK	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	5	50.0	29	10
	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	77.8	8	9
	LUTON	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	9
	STANSTED	JET2.COM LTD	S	A	19	0	0	36.8	36.8	0.0	10.5	15.8	0.0	0.0	0.0	0.0	0.0	0.0	7	71.4	9	14
	STANSTED	JET2.COM LTD	S	D	19	0	0	0.0	57.9	36.8	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	14
	STANSTED	RYANAIR	S	A	20	0	0	0.0	30.0	45.0	15.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	11	75.0	8	20
	STANSTED	RYANAIR	S	D	20	0	0	0.0	40.0	55.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	95.0	2	20
	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	60.0	10	5
	STANSTED	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	5
	MANCHESTER	JET2.COM LTD	S	A	15	0	0	40.0	26.7	13.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	76.9	20	13
	MANCHESTER	JET2.COM LTD	S	D	15	0	0	0.0	33.3	53.3	6.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	10	84.6	12	13
	MANCHESTER	RYANAIR	S	A	15	0	0	13.3	26.7	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	85.7	10	14
	MANCHESTER	RYANAIR	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	1	92.9	7	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	0.0	0	86.7	32	15
	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	26	15
	MANCHESTER	TUI AIRWAYS LTD	C	A	13	0	0	15.4	23.1	46.2	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	15	63.6	29	11
	MANCHESTER	TUI AIRWAYS LTD	C	D	13	0	0	0.0	15.4	61.5	7.7	0.0	7.7	7.7	0.0	0.0	0.0	0.0	24	36.4	38	11

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	10	4
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	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	1	5
<b>TOTAL FUERTEVENTURA FUNCHAL</b>					<b>495</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.8</b>	<b>36.4</b>	<b>7.9</b>	<b>3.6</b>	<b>1.4</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>79.6</b>	<b>11</b>	<b>618</b>
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	4
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4
	BIRMINGHAM	JET2.COM LTD	S	A	10	0	0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	45	8
	BIRMINGHAM	JET2.COM LTD	S	D	10	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	8
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BRISTOL	EASYJET UK LTD	S	A	14	0	0	28.6	35.7	28.6	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	13	60.0	10	10
	BRISTOL	EASYJET UK LTD	S	D	14	0	0	0.0	78.6	14.3	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	12	70.0	11	10
	EAST MIDLANDS INTERNATIONAL	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	100.0	1	4
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	4
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	6	4
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	7	4
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	4
	GLASGOW	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	50.0	14	4
	GLASGOW	JET2.COM LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
	JERSEY	EUROPE AIRPOST	C	A	11	0	0	0.0	45.5	36.4	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	JERSEY	EUROPE AIRPOST	C	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
	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	38.5	24	13
	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	85.7	5	7
	LEEDS BRADFORD	JET2.COM LTD	S	A	5	0	0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	30	5
	LEEDS BRADFORD	JET2.COM LTD	S	D	5	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5
	GATWICK	BRITISH AIRWAYS PLC	S	A	24	0	0	50.0	29.2	12.5	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	3	96.2	2	26
	GATWICK	BRITISH AIRWAYS PLC	S	D	24	0	0	0.0	54.2	41.7	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4	88.5	5	26

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	29	0	0	17.2	44.8	20.7	10.3	3.4	3.4	0.0	0.0	0.0	0.0	0.0	0.0	9	82.9	8	35		
GATWICK	EASYJET UK LTD	S D	29	0	0	0.0	24.1	65.5	6.9	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	82.9	9	35		
GATWICK	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	120	75.0	12	4		
GATWICK	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	111	75.0	8	4		
STANSTED	JET2.COM LTD	S A	11	0	0	36.4	27.3	27.3	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	13	12		
STANSTED	JET2.COM 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	0.0	1	91.7	10	12		
MANCHESTER	EASYJET UK LTD	S A	9	0	0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	2	8		
MANCHESTER	EASYJET UK LTD	S D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	7	8		
MANCHESTER	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	0.0	1	75.0	10	8		
MANCHESTER	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	1	87.5	6	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	0.0	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	100.0	15	1		
MANCHESTER	TUI AIRWAYS LTD	C A	4	0	0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	25.0	19	4		
MANCHESTER	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25	75.0	15	4		
NEWCASTLE	JET2.COM LTD	S A	4	0	0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	4		
NEWCASTLE	JET2.COM LTD	S D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	4		
<b>TOTAL FUNCHAL</b>			<b>297</b>	<b>0</b>	<b>0</b>	<b>16.8</b>	<b>42.1</b>	<b>31.6</b>	<b>4.7</b>	<b>2.4</b>	<b>1.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>82.3</b>	<b>9</b>	<b>311</b>		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: G																	JAN 2019			
		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
GANDER		BELFAST INTERNATIONAL	AIR CM GLOBAL LTD	C	A	0	0	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 GANDER</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>1</b>
GATWICK		ABERDEEN	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.3	2	27	
		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	63.0	14	27	
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	172	0	0	20.9	46.5	22.7	4.7	2.9	1.7	0.6	0.0	0.0	0.0	5	80.0	11	170
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	172	0	0	0.6	62.8	25.0	7.0	2.9	1.2	0.6	0.0	0.0	0.0	6	78.8	14	170
		BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
		BIRMINGHAM	EASYJET UK LTD	S	D	3	0	0	0.0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	52	0.0	0	0
		BIRMINGHAM	NORWEGIAN AIR INTERNATIONAL	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	
		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	29	0.0	0	0
		BOURNEMOUTH	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	2	
		BOURNEMOUTH	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
		BOURNEMOUTH	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
		BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
		BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
		BRISTOL	BRITISH AIRWAYS PLC	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
		BRISTOL	EASYJET UK LTD	S	A	3	0	0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
		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	11	0.0	0	0
		BRISTOL	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	46	1	
		CARDIFF WALES	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	36	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	
		DONCASTER SHEFFIELD	EASTERN AIRWAYS	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
		DONCASTER SHEFFIELD	FREEBIRD AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1	
		DONCASTER SHEFFIELD	LOGANAIR LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
		EDINBURGH	BRITISH AIRWAYS PLC	S	A	94	0	0	26.6	57.4	13.8	0.0	2.1	0.0	0.0	0.0	0.0	0.0	2	90.4	4	94
		EDINBURGH	BRITISH AIRWAYS PLC	S	D	94	0	0	1.1	78.7	14.9	3.2	2.1	0.0	0.0	0.0	0.0	0.0	2	92.6	4	94
		EDINBURGH	EASYJET UK LTD	S	A	111	0	0	18.0	43.2	27.0	7.2	3.6	0.9	0.0	0.0	0.0	0.0	5	84.1	7	113
		EDINBURGH	EASYJET UK LTD	S	D	111	0	0	1.8	43.2	29.7	16.2	5.4	3.6	0.0	0.0	0.0	0.0	10	73.2	13	112
		GLASGOW	BRITISH AIRWAYS PLC	S	A	107	0	0	35.5	49.5	12.1	1.9	0.9	0.0	0.0	0.0	0.0	0.0	2	92.4	3	105

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: G																	JAN 2019			
		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
								0.9	83.2	13.1	0.9	0.9	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2
	GLASGOW	BRITISH AIRWAYS PLC	S	D	107	0	0	0.9	83.2	13.1	0.9	0.9	0.9	0.0	0.0	0.0	0.0	0.0	2	91.4	4	105
	GLASGOW	EASYJET UK LTD	S	A	85	0	0	25.9	51.8	12.9	4.7	4.7	0.0	0.0	0.0	0.0	0.0	0.0	4	82.4	11	85
	GLASGOW	EASYJET UK LTD	S	D	85	0	0	0.0	69.4	21.2	4.7	4.7	0.0	0.0	0.0	0.0	0.0	0.0	4	75.3	14	85
	ISLE OF MAN	EASYJET UK LTD	S	A	42	0	2	13.6	40.9	20.5	4.5	9.1	0.0	0.0	2.3	4.5	0.0	4.5	79	88.1	5	42
	ISLE OF MAN	EASYJET UK LTD	S	D	42	0	2	4.5	29.5	36.4	2.3	18.2	0.0	0.0	2.3	2.3	0.0	4.5	51	76.2	12	42
	JERSEY	BRITISH AIRWAYS PLC	S	A	151	0	0	31.8	51.7	13.9	2.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	3	94.7	4	151
	JERSEY	BRITISH AIRWAYS PLC	S	D	151	0	0	11.9	80.8	5.3	0.7	0.7	0.0	0.0	0.7	0.0	0.0	0.0	2	96.0	3	151
	JERSEY	EASYJET UK LTD	S	A	68	0	0	19.1	44.1	19.1	8.8	5.9	2.9	0.0	0.0	0.0	0.0	0.0	8	93.4	2	76
	JERSEY	EASYJET UK LTD	S	D	68	0	0	10.3	48.5	22.1	10.3	4.4	4.4	0.0	0.0	0.0	0.0	0.0	9	96.1	3	76
	LEEDS BRADFORD	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	15	1
	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	6	1
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	33	1
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1
	LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	LUTON	EASYJET UK LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	LUTON	EASYJET UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	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	0.0	33	0.0	0	0
	MANCHESTER	EASYJET UK LTD	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
<b>TOTAL GATWICK</b>					<b>1681</b>	<b>0</b>	<b>6</b>	<b>14.3</b>	<b>56.8</b>	<b>18.7</b>	<b>4.9</b>	<b>3.4</b>	<b>1.0</b>	<b>0.1</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>86.2</b>	<b>7</b>	<b>1738</b>
GDANSK																						
	ABERDEEN	WIZZ AIR	S	A	9	0	0	11.1	77.8	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	9	8
	ABERDEEN	WIZZ AIR	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	87.5	13	8
	BELFAST INTERNATIONAL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	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	77.8	12	9
	BIRMINGHAM	RYANAIR	S	A	12	0	0	41.7	33.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	72.7	12	11
	BIRMINGHAM	RYANAIR	S	D	11	0	0	0.0	36.4	63.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	81.8	10	11
	BRISTOL	RYANAIR	S	A	11	0	0	18.2	63.6	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	10	9
	BRISTOL	RYANAIR	S	D	11	0	0	0.0	54.5	36.4	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	9
	DONCASTER SHEFFIELD	WIZZ AIR	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	3	72.2	18	18



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2019				
								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		
	DONCASTER SHEFFIELD	WIZZ AIR	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	72.2	16	18
	EDINBURGH	RYANAIR	S	A	24	0	0	16.7	41.7	37.5	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	53.3	16	15
	EDINBURGH	RYANAIR	S	D	24	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	53.3	18	15
	EDINBURGH	WIZZ AIR	S	A	13	0	0	30.8	23.1	23.1	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	EDINBURGH	WIZZ AIR	S	D	13	0	0	0.0	38.5	38.5	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	LEEDS BRADFORD	RYANAIR	S	A	13	0	0	15.4	76.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	53.8	28	13
	LEEDS BRADFORD	RYANAIR	S	D	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	2	76.9	18	13
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	15	0	0	20.0	33.3	40.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.9	8	14
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	15	0	0	0.0	33.3	60.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5	92.9	8	14
	GATWICK	WIZZ AIR	S	A	26	0	2	14.3	32.1	32.1	0.0	7.1	7.1	0.0	0.0	0.0	0.0	7.1	10	0.0	0	0
	GATWICK	WIZZ AIR	S	D	26	0	2	0.0	39.3	35.7	7.1	3.6	7.1	0.0	0.0	0.0	0.0	7.1	13	0.0	0	0
	LUTON	WIZZ AIR	S	A	53	0	0	24.5	37.7	24.5	11.3	0.0	1.9	0.0	0.0	0.0	0.0	0.0	6	84.1	10	69
	LUTON	WIZZ AIR	S	D	53	0	0	1.9	54.7	32.1	3.8	5.7	1.9	0.0	0.0	0.0	0.0	0.0	7	84.1	10	69
	STANSTED	RYANAIR	S	A	51	0	0	27.5	43.1	23.5	3.9	2.0	0.0	0.0	0.0	0.0	0.0	0.0	3	51.9	30	52
	STANSTED	RYANAIR	S	D	51	0	0	0.0	64.7	33.3	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	3	77.4	14	53
	STANSTED	WIZZ 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	0.0	19	0.0	0	0
	MANCHESTER	RYANAIR	S	A	10	0	0	30.0	20.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	27.3	42	11
	MANCHESTER	RYANAIR	S	D	10	0	0	0.0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	54.5	27	11
<b>TOTAL GDANSK</b>					<b>510</b>	<b>0</b>	<b>4</b>	<b>12.1</b>	<b>46.9</b>	<b>30.5</b>	<b>5.3</b>	<b>2.7</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>5</b>	<b>74.1</b>	<b>15</b>	<b>459</b>
GENEVA																						
	ABERDEEN	EASYJET SWITZERLAND	S	A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	4
	ABERDEEN	EASYJET SWITZERLAND	S	D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	25.0	24	4
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	18	0	0	16.7	38.9	16.7	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	5	18
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	18	0	0	0.0	50.0	38.9	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	94.4	2	18
	BIRMINGHAM	EASYJET SWITZERLAND	S	A	22	0	0	4.5	63.6	22.7	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4	89.5	5	19
	BIRMINGHAM	EASYJET SWITZERLAND	S	D	22	0	0	0.0	31.8	40.9	13.6	13.6	0.0	0.0	0.0	0.0	0.0	0.0	12	84.2	10	19
	BIRMINGHAM	EASYJET UK LTD	S	A	40	0	0	17.5	47.5	15.0	12.5	0.0	7.5	0.0	0.0	0.0	0.0	0.0	10	87.5	5	40
	BIRMINGHAM	EASYJET UK LTD	S	D	40	0	0	0.0	15.0	42.5	22.5	10.0	7.5	2.5	0.0	0.0	0.0	0.0	22	82.1	12	39
	BIRMINGHAM	FLYBE LTD	S	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	85	4
	BIRMINGHAM	FLYBE LTD	S	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	25.0	13	4
	BIRMINGHAM	JET2.COM LTD	S	A	12	0	0	0.0	50.0	33.3	8.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	11	100.0	2	8
	BIRMINGHAM	JET2.COM LTD	S	D	12	0	0	0.0	16.7	66.7	8.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	13	100.0	2	8

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

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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							
BIRMINGHAM	SWISS AIRLINES	S A	1	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0		
BIRMINGHAM	SWISS AIRLINES	S D	1	0	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0		
BIRMINGHAM	TUI AIRWAYS LTD	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	4		
BIRMINGHAM	TUI AIRWAYS LTD	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4		
BOURNEMOUTH	EASYJET SWITZERLAND	S A	14	0	0	0	21.4	42.9	21.4	0.0	7.1	0.0	0.0	0.0	7.1	0.0	0.0	107	90.9	3	11		
BOURNEMOUTH	EASYJET SWITZERLAND	S D	14	0	0	0	0.0	42.9	28.6	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	10	81.8	5	11		
BOURNEMOUTH	EASYJET UK LTD	S A	12	0	0	0	0.0	25.0	33.3	25.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	24	12		
BOURNEMOUTH	EASYJET UK LTD	S D	12	0	0	0	0.0	0.0	41.7	16.7	41.7	0.0	0.0	0.0	0.0	0.0	0.0	22	66.7	30	12		
BRISTOL	EASYJET UK LTD	S A	93	0	0	0	3.2	33.3	35.5	11.8	12.9	3.2	0.0	0.0	0.0	0.0	0.0	13	67.0	14	91		
BRISTOL	EASYJET UK LTD	S D	93	0	0	0	0.0	49.5	31.2	10.8	7.5	1.1	0.0	0.0	0.0	0.0	0.0	7	89.1	5	92		
BRISTOL	FLYBE LTD	C D	1	0	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	106	0.0	0	0		
BRISTOL	THOMAS COOK AIRLINES LTD	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	3		
BRISTOL	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	75.0	0	3		
BRISTOL	TUI AIRWAYS LTD	C A	4	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	34	4		
BRISTOL	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	75.0	8	4		
CARDIFF WALES	FLYBE LTD	S A	5	0	0	0	0.0	60.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	41	88.9	4	9		
CARDIFF WALES	FLYBE LTD	S D	5	0	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	4	9		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	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	75.0	16	4		
EAST MIDLANDS INTERNATIONAL	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	50.0	23	4		
EDINBURGH	EASYJET UK LTD	S A	62	0	0	0	9.7	35.5	33.9	14.5	3.2	1.6	1.6	0.0	0.0	0.0	0.0	10	65.6	15	61		
EDINBURGH	EASYJET UK LTD	S D	62	0	0	0	0.0	51.6	33.9	9.7	1.6	1.6	1.6	0.0	0.0	0.0	0.0	8	83.6	9	61		
EDINBURGH	JET2.COM LTD	S A	8	0	0	0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	4	8		
EDINBURGH	JET2.COM LTD	S D	8	0	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8		
EDINBURGH	TUI AIRWAYS LTD	C A	4	0	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	75.0	31	4		
EDINBURGH	TUI AIRWAYS LTD	C D	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	22	50.0	15	4		
EXETER	FLYBE LTD	S A	4	0	0	0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	95	50.0	20	4		
EXETER	FLYBE LTD	S D	3	0	0	0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	31	50.0	12	4		
GLASGOW	EASYJET UK LTD	S A	12	0	0	0	0.0	25.0	41.7	8.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	91.7	5	12		
GLASGOW	EASYJET UK LTD	S D	12	0	0	0	0.0	25.0	50.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	2	12		
ISLE OF MAN	FLYBE 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	6	0.0	0	0		
ISLE OF MAN	FLYBE LTD	C 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	8	0.0	0	0		
ISLE OF MAN	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	75.0	46	4		
ISLE OF MAN	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	100.0	1	4		
JERSEY	FLYBE 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	27	75.0	13	4		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
JERSEY	FLYBE LTD	S	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	19	75.0	4	4		
LEEDS BRADFORD	JET2.COM LTD	S	A	29	0	0	3.4	48.3	27.6	10.3	10.3	0.0	0.0	0.0	0.0	0.0	9	77.4	10	31			
LEEDS BRADFORD	JET2.COM LTD	S	D	29	0	0	0.0	41.4	44.8	3.4	6.9	3.4	0.0	0.0	0.0	0.0	7	96.8	2	31			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	83	0	0	7.2	45.8	21.7	7.2	9.6	7.2	1.2	0.0	0.0	0.0	15	89.3	8	84			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	83	0	0	0.0	72.3	24.1	0.0	1.2	0.0	2.4	0.0	0.0	0.0	5	91.7	7	84			
GATWICK	BRITISH AIRWAYS PLC	S	A	110	0	0	16.4	48.2	22.7	5.5	5.5	0.9	0.9	0.0	0.0	0.0	7	89.2	5	102			
GATWICK	BRITISH AIRWAYS PLC	S	D	110	0	0	0.0	63.6	29.1	4.5	1.8	0.9	0.0	0.0	0.0	0.0	4	96.1	3	102			
GATWICK	EASYJET UK LTD	S	A	255	0	1	9.4	41.8	32.8	7.4	5.9	1.6	0.4	0.4	0.0	0.0	9	78.1	10	256			
GATWICK	EASYJET UK LTD	S	D	255	0	0	0.0	31.0	48.6	11.8	6.3	1.2	0.4	0.8	0.0	0.0	11	80.1	10	256			
GATWICK	SWISS AIRLINES	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	9	100.0	10	4			
GATWICK	SWISS 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	29	25.0	28	4			
GATWICK	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	4			
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	3	4			
GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	26	50.0	30	8			
GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	12	8			
HEATHROW	BRITISH AIRWAYS PLC	S	A	335	0	1	12.2	41.4	27.7	11.3	6.3	0.9	0.0	0.0	0.0	0.0	8	88.5	5	327			
HEATHROW	BRITISH AIRWAYS PLC	S	D	336	0	1	0.0	47.2	42.7	6.5	2.7	0.6	0.0	0.0	0.0	0.0	5	92.1	4	327			
HEATHROW	SWISS AIRLINES	S	A	154	0	1	5.8	42.6	34.2	7.1	9.7	0.0	0.0	0.0	0.0	0.0	8	80.6	9	152			
HEATHROW	SWISS AIRLINES	S	D	154	0	1	0.0	45.2	34.2	9.0	8.4	2.6	0.0	0.0	0.0	0.0	9	81.8	8	150			
LONDON CITY	BA CITYFLYER LTD	S	A	31	0	0	9.7	38.7	32.3	12.9	6.5	0.0	0.0	0.0	0.0	0.0	8	82.9	6	69			
LONDON CITY	BA CITYFLYER LTD	S	D	31	0	0	0.0	22.6	45.2	19.4	6.5	6.5	0.0	0.0	0.0	0.0	14	87.1	6	70			
LONDON CITY	SWISS AIRLINES	S	A	73	0	5	11.5	41.0	19.2	16.7	5.1	0.0	0.0	0.0	0.0	6.4	7	88.5	4	76			
LONDON CITY	SWISS AIRLINES	S	D	72	0	8	0.0	27.5	33.8	12.5	15.0	0.0	1.3	0.0	0.0	10.0	15	78.5	9	76			
LUTON	EASYJET SWITZERLAND	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0			
LUTON	EASYJET UK LTD	S	A	173	0	0	12.7	39.9	22.0	9.8	10.4	3.5	1.7	0.0	0.0	0.0	12	78.2	8	170			
LUTON	EASYJET UK LTD	S	D	173	0	0	0.0	52.6	35.8	7.5	1.7	2.3	0.0	0.0	0.0	0.0	6	89.4	6	170			
STANSTED	EASYJET UK LTD	S	A	65	0	0	3.1	43.1	33.8	12.3	6.2	1.5	0.0	0.0	0.0	0.0	9	73.4	11	64			
STANSTED	EASYJET UK LTD	S	D	65	0	0	0.0	75.4	20.0	1.5	1.5	1.5	0.0	0.0	0.0	0.0	3	93.8	5	64			
STANSTED	JET2.COM LTD	S	A	24	0	0	4.2	45.8	33.3	8.3	4.2	4.2	0.0	0.0	0.0	0.0	9	61.5	12	13			
STANSTED	JET2.COM LTD	S	D	24	0	0	0.0	62.5	33.3	0.0	0.0	4.2	0.0	0.0	0.0	0.0	6	100.0	2	13			
STANSTED	SWISS AIRLINES	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	1			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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 SWITZERLAND	S	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	4
	MANCHESTER	EASYJET SWITZERLAND	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	6	4
	MANCHESTER	EASYJET UK LTD	S	A	71	0	0	8.5	42.3	23.9	15.5	7.0	2.8	0.0	0.0	0.0	0.0	0.0	10	73.2	20	71
	MANCHESTER	EASYJET UK LTD	S	D	71	0	0	0.0	49.3	36.6	9.9	2.8	1.4	0.0	0.0	0.0	0.0	0.0	6	74.6	18	71
	MANCHESTER	JET2.COM LTD	S	A	23	0	0	8.7	52.2	17.4	4.3	13.0	4.3	0.0	0.0	0.0	0.0	0.0	10	61.5	17	25
	MANCHESTER	JET2.COM LTD	S	D	23	0	0	0.0	34.8	56.5	0.0	4.3	4.3	0.0	0.0	0.0	0.0	0.0	7	84.6	10	25
	MANCHESTER	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	38	4
	MANCHESTER	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	25	4
	MANCHESTER	TYROL AIR AMBULANCE	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	EASYJET UK LTD	S	A	27	0	0	3.7	37.0	37.0	7.4	14.8	0.0	0.0	0.0	0.0	0.0	0.0	10	85.2	9	27
	NEWCASTLE	EASYJET UK LTD	S	D	27	0	0	0.0	29.6	51.9	3.7	14.8	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	5	27
	NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	25	4
	NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	3	4
	SOUTHAMPTON	EASYJET SWITZERLAND	S	A	9	0	1	0.0	10.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	11	92.9	3	14
	SOUTHAMPTON	EASYJET SWITZERLAND	S	D	9	0	1	0.0	10.0	30.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	16	100.0	2	14
	SOUTHAMPTON	FLYBE LTD	S	A	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	75.0	7	12
	SOUTHAMPTON	FLYBE 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	9	100.0	1	12
	SOUTHEND	EASYJET UK LTD	S	A	29	0	0	17.2	51.7	13.8	10.3	3.4	3.4	0.0	0.0	0.0	0.0	0.0	8	100.0	1	29
	SOUTHEND	EASYJET UK LTD	S	D	29	0	0	3.4	75.9	13.8	3.4	0.0	0.0	3.4	0.0	0.0	0.0	0.0	6	89.7	3	29
<b>TOTAL GENEVA</b>					<b>3703</b>	<b>0</b>	<b>20</b>	<b>4.7</b>	<b>43.4</b>	<b>33.1</b>	<b>9.6</b>	<b>6.4</b>	<b>1.7</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>9</b>	<b>83.9</b>	<b>8</b>	<b>3756</b>
GENOA																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	15	0	0	46.7	40.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.7	3	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	15	0	0	0.0	53.3	40.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	8	12
	STANSTED	RYANAIR	S	A	16	0	0	6.3	56.3	31.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	22	15
	STANSTED	RYANAIR	S	D	16	0	0	0.0	68.8	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	15
<b>TOTAL GENOA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>54.8</b>	<b>27.4</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.9</b>	<b>10</b>	<b>54</b>
GIBRALTAR																						
	BRISTOL	EASYJET UK LTD	S	A	10	0	0	20.0	70.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	78.6	11	14
	BRISTOL	EASYJET UK LTD	S	D	10	0	0	0.0	50.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	6	14
	GATWICK	EASYJET UK LTD	S	A	20	0	0	40.0	25.0	20.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	11	20
	GATWICK	EASYJET UK LTD	S	D	20	0	0	0.0	35.0	50.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	7	95.0	4	20
	HEATHROW	BRITISH AIRWAYS PLC	S	A	35	0	0	34.3	28.6	14.3	17.1	0.0	2.9	0.0	2.9	0.0	0.0	0.0	14	95.9	3	49
	HEATHROW	BRITISH AIRWAYS PLC	S	D	35	0	0	0.0	48.6	40.0	5.7	5.7	0.0	0.0	0.0	0.0	0.0	0.0	4	87.8	4	49

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019					
												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			
LUTON	EASYJET UK LTD	S	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	4	77.8	10	9						
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	88.9	3	9						
MANCHESTER	EASYJET UK LTD	S	A	10	0	0	50.0	30.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	37	9						
MANCHESTER	EASYJET UK LTD	S	D	10	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	32	9						
<b>TOTAL GIBRALTAR</b>				<b>166</b>	<b>0</b>	<b>0</b>	<b>16.3</b>	<b>39.2</b>	<b>30.1</b>	<b>9.0</b>	<b>4.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>87.1</b>	<b>8</b>	<b>202</b>						
GLASGOW																											
ABERDEEN	ICELANDAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1						
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	78	0	0	25.6	64.1	6.4	0.0	2.6	0.0	0.0	1.3	0.0	0.0	0.0	5	88.9	7	90						
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	77	0	0	5.2	68.8	19.5	0.0	5.2	0.0	0.0	1.3	0.0	0.0	0.0	6	91.1	4	90						
BELFAST CITY (GEORGE BEST)	LUXAVIATION	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	93	0	0	18.3	52.7	17.2	2.2	2.2	6.5	1.1	0.0	0.0	0.0	0.0	10	90.1	5	91						
BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	93	0	0	6.5	63.4	17.2	4.3	2.2	5.4	1.1	0.0	0.0	0.0	0.0	9	82.4	9	91						
BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	99	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	2	1						
BIRMINGHAM	FLYBE LTD	S	A	138	0	0	45.7	47.1	2.9	0.7	2.2	1.4	0.0	0.0	0.0	0.0	0.0	3	86.3	8	152						
BIRMINGHAM	FLYBE LTD	S	D	138	0	0	1.4	65.9	28.3	2.9	0.7	0.7	0.0	0.0	0.0	0.0	0.0	2	80.5	11	154						
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	55	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	0.0	50	1						
BRISTOL	EASYJET UK LTD	S	A	97	0	0	2.1	59.8	21.6	6.2	5.2	4.1	1.0	0.0	0.0	0.0	0.0	10	69.9	13	93						
BRISTOL	EASYJET UK LTD	S	D	97	0	0	5.2	57.7	19.6	9.3	6.2	2.1	0.0	0.0	0.0	0.0	0.0	7	83.2	8	95						
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	84.2	13	19						
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	84.2	15	19						
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.9	9	72						
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	76.4	13	72						
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S	A	47	0	0	6.4	48.9	38.3	4.3	2.1	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0						
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S	D	47	0	0	0.0	55.3	40.4	0.0	2.1	0.0	0.0	2.1	0.0	0.0	0.0	7	0.0	0	0						
EDINBURGH	BRITISH AIRWAYS PLC	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0						
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	50.0	40	2						
EDINBURGH	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1						
EDINBURGH	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0						
EXETER	FLYBE LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EXETER	FLYBE LTD	C D	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
EXETER	FLYBE LTD	S A	13	0	0	0	38.5	30.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	6	16		
EXETER	FLYBE LTD	S D	13	0	0	0	0.0	53.8	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	68.8	16	16		
JERSEY	EASYJET UK LTD	S A	9	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	3	90.0	15	10		
JERSEY	EASYJET UK LTD	S D	9	0	0	0	22.2	66.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	18	10		
GATWICK	BRITISH AIRWAYS PLC	S A	107	0	0	0	35.5	51.4	10.3	0.0	1.9	0.9	0.0	0.0	0.0	0.0	0.0	2	90.5	4	105		
GATWICK	BRITISH AIRWAYS PLC	S D	107	0	0	0	0.0	82.2	12.1	3.7	1.9	0.0	0.0	0.0	0.0	0.0	0.0	2	91.4	4	105		
GATWICK	EASYJET UK LTD	S A	85	0	0	0	27.1	45.9	15.3	8.2	3.5	0.0	0.0	0.0	0.0	0.0	0.0	4	81.2	11	85		
GATWICK	EASYJET UK LTD	S D	85	0	0	0	0.0	52.9	35.3	4.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	82.4	9	85		
HEATHROW	BRITISH AIRWAYS PLC	S A	283	0	0	0	20.8	47.7	23.7	4.2	2.8	0.7	0.0	0.0	0.0	0.0	0.0	4	89.9	5	225		
HEATHROW	BRITISH AIRWAYS PLC	S D	281	0	0	0	0.0	59.4	33.5	5.3	1.8	0.0	0.0	0.0	0.0	0.0	0.0	3	87.3	6	225		
LONDON CITY	BA CITYFLYER LTD	S A	143	0	5	5	33.8	37.2	16.2	4.7	3.4	1.4	0.0	0.0	0.0	0.0	3.4	5	89.2	5	129		
LONDON CITY	BA CITYFLYER LTD	S D	140	0	5	0	0.0	48.3	35.9	6.2	4.1	2.1	0.0	0.0	0.0	0.0	3.4	7	82.7	7	126		
LUTON	EASYJET UK LTD	S A	74	0	0	0	24.3	45.9	13.5	9.5	2.7	1.4	1.4	1.4	0.0	0.0	0.0	10	90.3	6	72		
LUTON	EASYJET UK LTD	S D	73	0	0	0	5.5	57.5	16.4	9.6	4.1	4.1	1.4	1.4	0.0	0.0	0.0	13	80.3	11	71		
STANSTED	EASYJET UK LTD	S A	80	0	0	0	15.0	56.3	16.3	5.0	3.8	1.3	0.0	2.5	0.0	0.0	0.0	11	81.6	10	87		
STANSTED	EASYJET UK LTD	S D	80	0	0	0	1.3	65.0	18.8	6.3	3.8	3.8	0.0	1.3	0.0	0.0	0.0	10	81.6	12	87		
MANCHESTER	FLYBE LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.2	8	52		
MANCHESTER	FLYBE LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.1	14	51		
MANCHESTER	LUFTHANSA	S D	0	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
SOUTHAMPTON	FLYBE LTD	S A	105	0	0	0	22.9	59.0	11.4	4.8	1.9	0.0	0.0	0.0	0.0	0.0	0.0	2	89.3	6	121		
SOUTHAMPTON	FLYBE LTD	S D	105	0	0	0	4.8	69.5	21.0	1.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	89.3	7	121		
SOUTHEND	LOGANAIR LTD	S A	3	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	14	0.0	0	0		
SOUTHEND	LOGANAIR LTD	S D	3	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	7	0.0	0	0		
<b>TOTAL GLASGOW</b>			<b>2708</b>	<b>0</b>	<b>12</b>	<b>13.5</b>	<b>55.9</b>	<b>21.0</b>	<b>4.4</b>	<b>3.1</b>	<b>1.4</b>	<b>0.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>5</b>	<b>84.9</b>	<b>8</b>	<b>2844</b>			
GOA																							
BIRMINGHAM	TUI AIRWAYS LTD	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	49	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	75.0	11	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	84.6	14	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	0	42.9	32	14		
GATWICK	TUI AIRWAYS LTD	C A	9	0	1	0	0.0	10.0	0.0	20.0	40.0	10.0	10.0	0.0	0.0	0.0	10.0	45	50.0	31	4		
GATWICK	TUI AIRWAYS LTD	C D	9	0	1	0	0.0	0.0	40.0	10.0	40.0	0.0	0.0	0.0	0.0	0.0	10.0	21	75.0	25	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	0	38.9	46	18		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019					
																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	
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		41.2	36	17							
MANCHESTER		TUI AIRWAYS LTD		C A		8 0		0 0		25.0 12.5		25.0 0.0		37.5 0.0		0.0 0.0		0.0 0.0		19 25.0		110	4								
MANCHESTER		TUI AIRWAYS LTD		C D		9 0		0 0		0.0 11.1		44.4 22.2		11.1 11.1		0.0 0.0		0.0 0.0		21 25.0		19	4								
<b>TOTAL GOA</b>						<b>35 0</b>		<b>2 5.4</b>		<b>8.1 27.0</b>		<b>13.5 32.4</b>		<b>5.4 2.7</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>27 49.4</b>		<b>36</b>	<b>87</b>								
GOOSE BAY		BELFAST INTERNATIONAL		AIR CM GLOBAL LTD		C D		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0		100.0	0	1									
<b>TOTAL GOOSE BAY</b>						<b>0 0</b>		<b>0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0 0.0</b>		<b>100.0</b>	<b>0</b>	<b>1</b>									
GOTEBORG (LANDVETTER)		EDINBURGH		RYANAIR		S A		9 0		0 0		0.0 66.7		33.3 0.0		0.0 0.0		0 0		62.5	13	8									
EDINBURGH		RYANAIR		S D		9 0		0 0		0.0 44.4		55.6 0.0		0.0 0.0		0.0 0.0		0 1		62.5	16	8									
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		91.7	9	12									
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		100.0	1	12									
GATWICK		NORWEGIAN AIR SHUTTLE		S A		45 0		0 0		8.9 42.2		37.8 8.9		2.2 0.0		0.0 0.0		0 4		91.3	5	46									
GATWICK		NORWEGIAN AIR SHUTTLE		S D		45 0		0 0		0.0 71.1		26.7 2.2		0.0 0.0		0.0 0.0		0 2		93.5	6	46									
HEATHROW		BRITISH AIRWAYS PLC		S A		84 0		0 0		33.3 29.8		20.2 6.0		7.1 2.4		0.0 1.2		0 10		87.3	7	71									
HEATHROW		BRITISH AIRWAYS PLC		S D		84 0		0 0		0.0 65.5		29.8 1.2		2.4 1.2		0.0 0.0		0 3		88.9	8	72									
STANSTED		RYANAIR		S A		41 0		0 0		31.7 41.5		22.0 4.9		0.0 0.0		0.0 0.0		0 2		76.3	14	38									
STANSTED		RYANAIR		S D		41 0		0 0		0.0 51.2		36.6 7.3		4.9 0.0		0.0 0.0		0 6		51.3	22	39									
MANCHESTER		BRITISH AIRWAYS PLC		S A		2 0		4 0		16.7 16.7		0.0 0.0		0.0 0.0		0.0 0.0		66.7 0		0.0	0	0									
MANCHESTER		BRITISH AIRWAYS PLC		S D		11 0		3 0		0.0 57.1		21.4 0.0		0.0 0.0		0.0 0.0		21.4 1		90.9	3	11									
MANCHESTER		RYANAIR		S A		9 0		0 0		0.0 22.2		55.6 0.0		22.2 0.0		0.0 0.0		0 13		0.0	0	0									
MANCHESTER		RYANAIR		S D		9 0		0 0		0.0 44.4		22.2 11.1		11.1 0.0		11.1 0.0		0 24		0.0	0	0									
<b>TOTAL GOTEBORG (LANDVETTER)</b>						<b>389 0</b>		<b>7 11.6</b>		<b>49.0 28.5</b>		<b>4.3 3.5</b>		<b>0.8 0.3</b>		<b>0.3 0.3</b>		<b>0.0 0.0</b>		<b>5 83.2</b>		<b>9</b>	<b>363</b>								
GRANADA		GATWICK		EASYJET UK LTD		S A		3 0		0 0		0.0 33.3		33.3 0.0		0.0 0.0		0 8		90.0	3	10									
GATWICK		EASYJET UK LTD		S D		3 0		0 0		0.0 33.3		66.7 0.0		0.0 0.0		0.0 0.0		0 6		90.0	4	10									
MANCHESTER		EASYJET UK LTD		S A		3 0		0 0		0.0 33.3		66.7 0.0		0.0 0.0		0.0 0.0		0 4		100.0	3	8									
MANCHESTER		EASYJET UK LTD		S D		3 0		0 0		0.0 33.3		66.7 0.0		0.0 0.0		0.0 0.0		0 6		87.5	3	8									
<b>TOTAL GRANADA</b>						<b>12 0</b>		<b>0 0.0</b>		<b>33.3 58.3</b>		<b>8.3 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>6 91.7</b>		<b>3</b>	<b>36</b>								
GRAND CAYMAN		HEATHROW		BRITISH AIRWAYS PLC		S A		17 0		0 0		29.4 47.1		17.6 0.0		0.0 5.9		0 7		82.4	13	17									

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: G										JAN 2019								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
		HEATHROW		BRITISH AIRWAYS PLC		S	D	18	0	0	0.0	38.9	50.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	76.5	7	17		
<b>TOTAL GRAND CAYMAN</b>								<b>35</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>42.9</b>	<b>34.3</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>0.0</b>	<b>7</b>	<b>79.4</b>	<b>10</b>	<b>34</b>			
GRENADA																												
		GATWICK		BRITISH AIRWAYS PLC		S	A	9	0	0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	17	9			
		GATWICK		BRITISH AIRWAYS PLC		S	D	9	0	0	0.0	33.3	44.4	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	55.6	17	9			
		GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S	A	8	0	0	37.5	25.0	0.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	17	60.0	113	9			
		GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S	D	9	0	0	0.0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	62.5	17	8			
<b>TOTAL GRENADA</b>								<b>35</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>25.7</b>	<b>37.1</b>	<b>8.6</b>	<b>8.6</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>61.1</b>	<b>42</b>	<b>35</b>			
GRENOBLE																												
		BIRMINGHAM		JET2.COM LTD		S	A	12	0	0	16.7	66.7	8.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	9	62.5	43	8			
		BIRMINGHAM		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	0.0	7	100.0	2	8			
		BIRMINGHAM		THOMAS COOK AIRLINES LTD		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	72	3			
		BIRMINGHAM		THOMAS COOK AIRLINES LTD		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	3			
		BRISTOL		AIR NOSTRUM		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			
		BRISTOL		EASYJET UK LTD		S	A	12	0	0	16.7	33.3	41.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	26	12			
		BRISTOL		EASYJET UK LTD		S	D	12	0	0	0.0	33.3	50.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	24	12			
		BRISTOL		RYANAIR		S	A	3	0	0	66.7	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0			
		BRISTOL		RYANAIR		S	D	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	26	0.0	0	0			
		BRISTOL		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			
		EDINBURGH		EASYJET UK LTD		S	A	4	0	0	0.0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	51	50.0	30	4			
		EDINBURGH		EASYJET UK LTD		S	D	4	0	0	0.0	0.0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	56	75.0	31	4			
		GLASGOW		JET2.COM LTD		S	A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	24	4			
		GLASGOW		JET2.COM LTD		S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	4			
		JERSEY		BLUE ISLANDS LIMITED		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1			
		LEEDS BRADFORD		JET2.COM LTD		S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	65	4			
		LEEDS BRADFORD		JET2.COM LTD		S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	4			
		LIVERPOOL (JOHN LENNON)		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	1	75.0	5	4			
		LIVERPOOL (JOHN LENNON)		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	0	100.0	0	4			
		GATWICK		BRITISH AIRWAYS PLC		C	A	24	0	0	54.2	25.0	20.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	91.7	11	24			



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019				
												More than 15 m early	15 m to 30 m late	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
GATWICK	BRITISH AIRWAYS PLC	C	D	24	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	79.2	10	24				
GATWICK	BRITISH AIRWAYS PLC	S	A	10	0	0	60.0	10.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	14	83.3	6	12				
GATWICK	BRITISH AIRWAYS PLC	S	D	10	0	0	0.0	30.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	12	12				
GATWICK	EASYJET UK LTD	S	A	16	0	0	31.3	43.8	6.3	0.0	6.3	6.3	0.0	6.3	0.0	0.0	0.0	20	82.4	39	17					
GATWICK	EASYJET UK LTD	S	D	16	0	0	0.0	56.3	31.3	0.0	0.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	18	82.4	8	17				
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	14	62.5	26	8					
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	62.5	19	8					
GATWICK	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	44	6					
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	75.0	9	4					
GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	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	57.1	20	7					
GATWICK	TITAN AIRWAYS LTD	C	A	12	0	0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	24	8					
GATWICK	TITAN AIRWAYS LTD	C	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	4	87.5	11	8					
GATWICK	VUELING 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	27	0.0	0	0					
HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	16	4					
HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	4					
LUTON	EASYJET UK LTD	S	A	9	0	0	33.3	44.4	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	71.4	62	7					
LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	10	8					
LUTON	WIZZ AIR UK LTD	S	A	8	0	0	25.0	25.0	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	11	100.0	2	9					
LUTON	WIZZ AIR UK LTD	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	9					
STANSTED	BA CITYFLYER LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	185	0.0	0	0					
STANSTED	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	177	0.0	0	0					
STANSTED	EASYJET UK 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	4	62.5	19	8					
STANSTED	EASYJET UK LTD	S	D	8	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	19	8					
STANSTED	JET2.COM LTD	S	A	13	0	0	23.1	46.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	41	4					
STANSTED	JET2.COM LTD	S	D	13	0	0	0.0	84.6	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	4					
STANSTED	RYANAIR	S	A	13	0	1	14.3	57.1	0.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	7.1	7	66.7	22	15					
STANSTED	RYANAIR	S	D	13	0	0	0.0	76.9	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	86.7	9	15					
STANSTED	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	49	1					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019				
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MANCHESTER		BRITISH AIRWAYS PLC		S	D	1	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	262	0.0	0	0					
MANCHESTER		EXECUTIVE JET MANAGEMENT EUROPE		S	A	0	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	0					
MANCHESTER		JET2.COM LTD		S	A	16	0	0	0	6.3	31.3	43.8	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	58.3	19	12					
MANCHESTER		JET2.COM LTD		S	D	16	0	0	0	0.0	43.8	50.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	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	0.0	0	50.0	61	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	0	75.0	30	4					
MANCHESTER		TUI AIRWAYS LTD		C	A	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0					
NEWCASTLE		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	0.0	0	50.0	67	4					
NEWCASTLE		JET2.COM LTD		S	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	0.0	2	100.0	4	4					
SOUTHEND		BA CITYFLYER LTD		S	A	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0					
<b>TOTAL GRENOBLE</b>						<b>375</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14.9</b>	<b>41.9</b>	<b>32.4</b>	<b>4.5</b>	<b>2.1</b>	<b>1.9</b>	<b>1.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>9</b>	<b>76.2</b>	<b>19</b>	<b>374</b>						
GRONINGEN																														
SOUTHEND		STOBART AIR		S	A	22	0	0	0	4.5	40.9	50.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	7	75.9	12	52					
SOUTHEND		STOBART AIR		S	D	22	0	0	0	0.0	63.6	31.8	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	85.5	8	53					
<b>TOTAL GRONINGEN</b>						<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>52.3</b>	<b>40.9</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.7</b>	<b>10</b>	<b>105</b>						
GUANGZHOU BAIYUN INTERNATIONAL																														
HEATHROW		CHINA SOUTHERN		S	A	40	0	0	0	40.0	22.5	12.5	5.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	13	94.4	4	36					
HEATHROW		CHINA SOUTHERN		S	D	40	0	0	0	7.5	67.5	22.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	97.2	2	36					
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>						<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.8</b>	<b>45.0</b>	<b>17.5</b>	<b>3.8</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>7</b>	<b>95.8</b>	<b>3</b>	<b>72</b>						
GUERNSEY																														
BIRMINGHAM		FLYBE LTD		S	A	19	0	0	0	15.8	63.2	5.3	10.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	22						
BIRMINGHAM		FLYBE LTD		S	D	20	0	0	0	0.0	55.0	40.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	4	18					
BRISTOL		AURIGNY AIR SERVICES		S	A	17	0	2	0	0.0	63.2	26.3	0.0	0.0	0.0	0.0	0.0	0.0	10.5	2	64.7	17	17							
BRISTOL		AURIGNY AIR SERVICES		S	D	18	0	2	0	5.0	60.0	20.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	10.0	11	76.5	18	17						
BRISTOL		BLUE ISLANDS LIMITED		S	A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2					
BRISTOL		BLUE ISLANDS LIMITED		S	D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	2	9					
BRISTOL		FLYBE LTD		S	A	9	0	0	0	0.0	33.3	33.3	0.0	11.1	11.1	0.0	11.1	0.0	0.0	0.0	42	0.0	0	0						
BRISTOL		FLYBE LTD		S	D	16	0	1	0	17.6	58.8	11.8	0.0	0.0	0.0	5.9	0.0	0.0	0.0	5.9	9	0.0	0	0						
EAST MIDLANDS INTERNATIONAL		AURIGNY AIR SERVICES		S	A	18	0	0	0	11.1	61.1	11.1	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	76.5	21	16						
EAST MIDLANDS INTERNATIONAL		AURIGNY AIR SERVICES		S	D	18	0	0	0	5.6	66.7	11.1	5.6	5.6	0.0	5.6	0.0	0.0	0.0	0.0	13	70.6	22	16						
EDINBURGH		LOGANAIR LTD		S	A	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	EDINBURGH	LOGANAIR LTD	S	D	1	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	
	EXETER	FLYBE LTD	S	A	18	0	0	16.7	44.4	16.7	0.0	5.6	11.1	0.0	5.6	0.0	0.0	0.0	26	70.0	25	20	
	EXETER	FLYBE LTD	S	D	24	0	0	0.0	75.0	20.8	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	4	81.5	6	27	
	JERSEY	AURIGNY AIR SERVICES	S	A	40	0	5	0.0	40.0	31.1	2.2	6.7	6.7	0.0	0.0	2.2	0.0	11.1	20	0.0	0	0	
	JERSEY	AURIGNY AIR SERVICES	S	D	41	0	7	0.0	29.2	41.7	6.3	4.2	2.1	0.0	0.0	2.1	0.0	14.6	17	0.0	0	0	
	JERSEY	BLUE ISLANDS LIMITED	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	83	1		
	JERSEY	BLUE ISLANDS LIMITED	S	A	114	0	11	2.4	39.2	29.6	6.4	5.6	5.6	0.0	2.4	0.0	0.0	8.8	17	89.5	6	114	
	JERSEY	BLUE ISLANDS LIMITED	S	D	97	0	10	0.0	54.2	24.3	0.9	2.8	5.6	0.9	0.9	0.9	0.0	9.3	15	93.3	9	89	
	JERSEY	FLYBE LTD	S	A	46	0	1	4.3	66.0	21.3	2.1	0.0	4.3	0.0	0.0	0.0	0.0	2.1	6	87.2	9	47	
	JERSEY	FLYBE LTD	S	D	30	0	1	3.2	71.0	12.9	3.2	0.0	3.2	3.2	0.0	0.0	0.0	3.2	9	0.0	0	0	
	LEEDS BRADFORD	AURIGNY AIR SERVICES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1		
	LEEDS BRADFORD	AURIGNY AIR SERVICES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	GATWICK	AURIGNY AIR SERVICES	S	A	151	0	5	3.2	44.2	32.7	7.1	5.8	0.6	0.6	2.6	0.0	0.0	3.2	13	83.8	9	147	
	GATWICK	AURIGNY AIR SERVICES	S	D	151	0	7	1.9	46.8	27.8	7.6	7.0	0.0	1.3	3.2	0.0	0.0	4.4	16	82.6	12	147	
	HEATHROW	FLYBE LTD	S	A	30	0	2	6.3	56.3	28.1	0.0	0.0	0.0	3.1	0.0	0.0	0.0	6.3	7	0.0	0	0	
	HEATHROW	FLYBE LTD	S	D	30	0	1	0.0	71.0	22.6	0.0	0.0	3.2	0.0	0.0	0.0	0.0	3.2	3	0.0	0	0	
	STANSTED	AURIGNY AIR SERVICES	S	A	20	0	0	0.0	50.0	25.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	9	61.1	13	18		
	STANSTED	AURIGNY AIR SERVICES	S	D	20	0	0	5.0	40.0	25.0	15.0	10.0	0.0	5.0	0.0	0.0	0.0	16	61.1	14	18		
	MANCHESTER	AURIGNY AIR SERVICES	S	A	50	0	1	19.6	41.2	19.6	3.9	3.9	7.8	2.0	0.0	0.0	0.0	2.0	14	81.6	10	48	
	MANCHESTER	AURIGNY AIR SERVICES	S	D	50	0	1	2.0	45.1	23.5	11.8	5.9	5.9	3.9	0.0	0.0	0.0	2.0	17	68.0	15	48	
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	A	53	0	3	1.8	64.3	17.9	0.0	3.6	1.8	3.6	1.8	0.0	0.0	5.4	13	0.0	0	0	
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	D	54	0	4	0.0	25.9	44.8	6.9	3.4	1.7	6.9	3.4	0.0	0.0	6.9	25	0.0	0	0	
	SOUTHAMPTON	FLYBE LTD	S	A	77	0	6	3.6	49.4	26.5	1.2	2.4	2.4	7.2	0.0	0.0	0.0	7.2	16	87.9	9	58	
	SOUTHAMPTON	FLYBE LTD	S	D	81	0	5	0.0	30.2	44.2	7.0	3.5	5.8	1.2	2.3	0.0	0.0	5.8	17	84.5	9	58	
	SOUTHEND	BLUE ISLANDS LIMITED	S	A	17	0	1	22.2	33.3	33.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	5.6	5	0.0	0	0	
	SOUTHEND	BLUE ISLANDS LIMITED	S	D	17	0	1	0.0	61.1	27.8	0.0	5.6	0.0	0.0	0.0	0.0	0.0	5.6	3	0.0	0	0	
	SOUTHEND	STOBART AIR	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	SOUTHEND	STOBART AIR	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 GUERNSEY</b>					<b>1348</b>	<b>0</b>	<b>79</b>	<b>3.4</b>	<b>47.8</b>	<b>27.8</b>	<b>4.7</b>	<b>4.3</b>	<b>3.0</b>	<b>1.8</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>5.5</b>	<b>14</b>	<b>83.4</b>	<b>10</b>	<b>959</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: H			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
						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
HAHN																							
	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	66.7	18	21	
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	52.4	28	21	
	MANCHESTER	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL HAHN</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>60.5</b>	<b>22</b>	<b>43</b>	
HALIFAX INT																							
	HEATHROW	AIR CANADA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.7	17	17	
	HEATHROW	AIR CANADA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.2	6	17	
<b>TOTAL HALIFAX INT</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>76.5</b>	<b>11</b>	<b>34</b>	
HAMBURG																							
	BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.2	14	19	
	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	57.9	14	19	
	BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	52.9	23	17	
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	20	18	
	BRISTOL	JOTA AVIATION LTD	S	A	0	0	0	0.0	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	
	BRISTOL	JOTA AVIATION LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	43	1	
	EDINBURGH	EASYJET UK LTD	S	A	11	0	0	0.0	45.5	45.5	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	15	81.8	8	11	
	EDINBURGH	EASYJET UK LTD	S	D	11	0	0	0.0	36.4	54.5	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	11	90.9	9	11	
	EDINBURGH	RYANAIR	S	A	4	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	7	18	
	EDINBURGH	RYANAIR	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	68.4	10	18	
	GATWICK	EASYJET UK LTD	S	A	25	0	0	0.0	24.0	40.0	24.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	13	69.7	14	33	
	GATWICK	EASYJET UK LTD	S	D	25	0	0	0.0	32.0	52.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.9	7	33	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	139	0	0	36.7	43.9	12.2	4.3	2.2	0.7	0.0	0.0	0.0	0.0	0.0	4	92.2	3	126	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	139	0	0	0.0	52.5	38.1	5.8	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5	89.9	6	127	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	84	0	0	23.8	46.4	21.4	6.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4	85.9	5	84	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	84	0	0	0.0	48.8	40.5	8.3	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4	82.4	7	84	
	STANSTED	RYANAIR	S	A	23	0	0	0.0	56.5	34.8	4.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	5	63.2	14	37	
	STANSTED	RYANAIR	S	D	23	0	0	0.0	43.5	43.5	8.7	0.0	4.3	0.0	0.0	0.0	0.0	0.0	7	47.4	20	37	
	MANCHESTER	EASYJET UK LTD	S	A	16	0	0	0.0	43.8	25.0	12.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	15	74.3	18	35	
	MANCHESTER	EASYJET UK LTD	S	D	16	0	0	0.0	68.8	6.3	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	16	35	
	MANCHESTER	RYANAIR	S	A	17	0	0	11.8	23.5	35.3	11.8	5.9	5.9	5.9	0.0	0.0	0.0	0.0	22	81.0	10	21	
	MANCHESTER	RYANAIR	S	D	17	0	0	0.0	23.5	58.8	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	95.0	4	20	
	SOUTHAMPTON	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	1	
<b>TOTAL HAMBURG</b>					<b>638</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>45.3</b>	<b>31.0</b>	<b>7.7</b>	<b>3.3</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.1</b>	<b>9</b>	<b>806</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JAN 2019		
																-----										-----										-----		
										More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat														
HANOI		HEATHROW	VIETNAM AIRLINES	S	A	18	0	0	27.8	11.1	33.3	5.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	27.8	36	18															
		HEATHROW	VIETNAM AIRLINES	S	D	18	0	0	0.0	38.9	44.4	11.1	0.0	0.0	0.0	0.0	5.6	0.0	0.0	26	88.9	8	18															
<b>TOTAL HANOI</b>						<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>25.0</b>	<b>38.9</b>	<b>8.3</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>58.3</b>	<b>22</b>	<b>36</b>															
HANOI		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	76.2	13	21																
		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	81.0	10	21																
		BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2																
		BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1																
		HEATHROW	BRITISH AIRWAYS PLC	S	A	47	0	0	17.0	40.4	36.2	6.4	0.0	0.0	0.0	0.0	0.0	0.0	4	87.1	5	61																
		HEATHROW	BRITISH AIRWAYS PLC	S	D	47	0	0	0.0	61.7	31.9	6.4	0.0	0.0	0.0	0.0	0.0	0.0	3	91.9	5	61																
		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	77.8	11	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	51.9	17	27																
		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	100.0	11	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	100.0	0	1																
		MANCHESTER	FLYBE LTD	S	A	23	0	0	17.4	52.2	26.1	0.0	0.0	0.0	4.3	0.0	0.0	0.0	7	80.0	22	19																
		MANCHESTER	FLYBE LTD	S	D	23	0	0	0.0	30.4	56.5	4.3	8.7	0.0	0.0	0.0	0.0	0.0	6	57.9	26	19																
		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	90	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	0	1																
<b>TOTAL HANOI</b>						<b>140</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>47.9</b>	<b>36.4</b>	<b>5.0</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>4</b>	<b>79.3</b>	<b>11</b>	<b>263</b>																
HANOI		GATWICK	VIRGIN ATLANTIC AIRWAYS 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	8	44.4	31	9																
		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	0.0	66.7	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	10	66.7	14	9																
<b>TOTAL HANOI</b>						<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>55.6</b>	<b>22</b>	<b>18</b>																
HANOI		BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	8.3	587	17																
		BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	18	24																
		BRISTOL	LOGANAIR LTD	C	A	23	0	0	4.3	60.9	26.1	4.3	4.3	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0																
		BRISTOL	LOGANAIR LTD	C	D	24	0	0	16.7	25.0	25.0	8.3	8.3	12.5	0.0	4.2	0.0	0.0	29	0.0	0	0																
<b>TOTAL HANOI</b>						<b>47</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>42.6</b>	<b>25.5</b>	<b>6.4</b>	<b>6.4</b>	<b>6.4</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>37.5</b>	<b>254</b>	<b>41</b>																
HEATHROW		ABERDEEN	BRITISH AIRWAYS PLC	S	A	207	0	0	14.5	55.1	21.3	7.2	1.4	0.5	0.0	0.0	0.0	0.0	3	85.7	8	144																
		ABERDEEN	BRITISH AIRWAYS PLC	S	D	207	0	0	4.3	65.7	23.2	4.8	1.4	0.5	0.0	0.0	0.0	0.0	3	82.4	6	144																

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
ABERDEEN	FLYBE LTD	S	A	78	0	0	20.5	50.0	19.2	2.6	3.8	2.6	1.3	0.0	0.0	0.0	0.0	8	95.0	4	80		
ABERDEEN	FLYBE LTD	S	D	78	0	0	0.0	46.2	37.2	12.8	1.3	2.6	0.0	0.0	0.0	0.0	0.0	7	88.5	7	78		
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	92	0	0	31.5	42.4	19.6	2.2	2.2	0.0	1.1	1.1	0.0	0.0	0.0	6	94.6	3	93		
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	92	0	1	2.2	58.1	32.3	2.2	2.2	1.1	1.1	0.0	0.0	0.0	1.1	5	94.6	2	93		
BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S	A	118	0	0	8.5	58.5	26.3	4.2	2.5	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	4	118		
BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S	D	119	0	1	0.8	59.2	24.2	10.8	3.3	0.0	0.0	0.8	0.0	0.0	0.8	7	93.3	4	118		
BELFAST INTERNATIONAL	AER LINGUS	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	BRITISH AIRWAYS PLC	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
BELFAST INTERNATIONAL	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		
BIRMINGHAM	FLYBE 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	21	0.0	0	0		
BIRMINGHAM	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	67	0.0	0	0		
BRISTOL	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	2	0.0	0	0		
EDINBURGH	BRITISH AIRWAYS PLC	S	A	259	0	1	10.8	53.8	27.3	5.4	1.5	0.8	0.0	0.0	0.0	0.0	0.4	4	90.6	6	231		
EDINBURGH	BRITISH AIRWAYS PLC	S	D	259	0	1	5.8	71.9	15.0	4.2	1.2	1.5	0.0	0.0	0.0	0.0	0.4	3	92.7	3	230		
EDINBURGH	FLYBE LTD	S	A	178	0	1	27.9	53.1	12.8	2.8	1.1	0.6	0.0	1.1	0.0	0.0	0.6	5	87.6	5	105		
EDINBURGH	FLYBE LTD	S	D	179	0	0	0.0	48.6	42.5	3.4	4.5	1.1	0.0	0.0	0.0	0.0	0.0	6	78.1	12	105		
EXETER	FLYBE LTD	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
GLASGOW	BRITISH AIRWAYS PLC	S	A	282	0	0	11.3	57.1	24.8	6.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	3	86.4	7	227		
GLASGOW	BRITISH AIRWAYS PLC	S	D	283	0	0	0.0	73.9	19.8	3.2	2.5	0.7	0.0	0.0	0.0	0.0	0.0	4	88.9	7	225		
JERSEY	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	60	0.0	0	0		
LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	A	44	0	1	0.0	28.9	51.1	8.9	8.9	0.0	0.0	0.0	0.0	0.0	2.2	10	90.9	5	44		
LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	D	44	0	2	0.0	50.0	28.3	13.0	4.3	0.0	0.0	0.0	0.0	0.0	4.3	7	93.2	5	44		
GATWICK	BRITISH AIRWAYS PLC	C	D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
GATWICK	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	VIRGIN ATLANTIC 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	25	0.0	0	0		
MANCHESTER	BRITISH AIRWAYS PLC	S	A	166	0	0	9.6	54.2	22.3	9.0	3.6	1.2	0.0	0.0	0.0	0.0	0.0	6	82.0	7	200		
MANCHESTER	BRITISH AIRWAYS PLC	S	D	166	0	0	1.8	48.8	34.3	7.2	6.6	1.2	0.0	0.0	0.0	0.0	0.0	7	83.4	9	200		
NEWCASTLE	BRITISH AIRWAYS PLC	S	A	118	0	0	5.9	52.5	31.4	6.8	2.5	0.0	0.8	0.0	0.0	0.0	0.0	5	85.8	8	119		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								8.0	56.3	25.8	5.9	2.6	0.7	0.2	0.1	0.0	0.0	0.4	5	87.8	6	2717
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	118	0	0	0.0	34.7	45.8	14.4	4.2	0.0	0.8	0.0	0.0	0.0	0.0	9	85.0	10	119
	SOUTHAMPTON	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
<b>TOTAL HEATHROW</b>					<b>3098</b>	<b>1</b>	<b>11</b>	<b>8.0</b>	<b>56.3</b>	<b>25.8</b>	<b>5.9</b>	<b>2.6</b>	<b>0.7</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>5</b>	<b>87.8</b>	<b>6</b>	<b>2717</b>
HELSINKI																						
	EDINBURGH	FINNAIR	S	A	13	0	0	0.0	15.4	46.2	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	2	9
	EDINBURGH	FINNAIR	S	D	13	0	0	0.0	23.1	61.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	5	8
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	61	0	1	8.1	27.4	33.9	9.7	14.5	3.2	1.6	0.0	0.0	0.0	1.6	16	80.6	13	62
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	61	0	0	0.0	24.6	37.7	13.1	13.1	9.8	0.0	1.6	0.0	0.0	0.0	21	71.0	13	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	41.9	35.5	22.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	84.0	8	50
	HEATHROW	BRITISH AIRWAYS PLC	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	2	92.2	5	50
	HEATHROW	FINNAIR	S	A	186	0	0	12.9	24.7	38.7	16.1	7.5	0.0	0.0	0.0	0.0	0.0	0.0	9	70.3	14	152
	HEATHROW	FINNAIR	S	D	185	0	0	0.5	50.8	33.0	9.7	4.3	1.6	0.0	0.0	0.0	0.0	0.0	8	70.8	16	151
	MANCHESTER	FINNAIR	S	A	62	0	0	1.6	21.0	43.5	22.6	9.7	1.6	0.0	0.0	0.0	0.0	0.0	14	66.1	12	61
	MANCHESTER	FINNAIR	S	D	62	0	0	0.0	30.6	43.5	16.1	8.1	1.6	0.0	0.0	0.0	0.0	0.0	11	66.1	14	61
<b>TOTAL HELSINKI</b>					<b>705</b>	<b>0</b>	<b>1</b>	<b>6.2</b>	<b>33.9</b>	<b>37.4</b>	<b>13.2</b>	<b>7.1</b>	<b>1.8</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>10</b>	<b>73.7</b>	<b>13</b>	<b>666</b>
HERAKLION																						
	GATWICK	AEGEAN AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	2
	GATWICK	AEGEAN AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	17	3
	MANCHESTER	AEGEAN AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	3
	MANCHESTER	AEGEAN AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	24	3
<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>36.4</b>	<b>22</b>	<b>11</b>
HO CHI MINH CITY																						
	HEATHROW	VIETNAM AIRLINES	S	A	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	9	76.9	9	13
	HEATHROW	VIETNAM AIRLINES	S	D	13	0	0	0.0	61.5	23.1	0.0	7.7	0.0	0.0	0.0	7.7	0.0	0.0	36	76.9	16	13
<b>TOTAL HO CHI MINH CITY</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>38.5</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>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>76.9</b>	<b>13</b>	<b>26</b>
HOLGUIN (FRANK PAIS)																						
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	22	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	20.0	32	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	40.0	33	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	0.0	71	4
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>26.3</b>	<b>38</b>	<b>19</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT	AIRLINE	Origin/Destinations: H				PERCENTAGE OF FLIGHTS LATE											JAN 2019				
				C/S	A/D	NUMBER OF FLIGHTS			More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
						MAT	UNMAT	CAN															
HONG KONG (CHEK LAP KOK)																							
	GATWICK	CATHAY PACIFIC AIRWAYS	S	A	28	0	0	14.3	35.7	14.3	17.9	17.9	0.0	0.0	0.0	0.0	0.0	0.0	14	92.9	3	28	
	GATWICK	CATHAY PACIFIC AIRWAYS	S	D	28	0	0	0.0	64.3	25.0	3.6	0.0	3.6	3.6	0.0	0.0	0.0	0.0	10	89.3	6	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	3.6	62.5	28.6	3.6	0.0	0.0	0.0	0.0	1.8	0.0	0.0	13	100.0	1	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	0.0	23.2	44.6	8.9	19.6	0.0	1.8	0.0	1.8	0.0	0.0	34	69.4	18	62	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	150	0	0	23.3	29.3	22.0	14.0	10.7	0.7	0.0	0.0	0.0	0.0	0.0	10	84.5	7	148	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	150	0	0	0.0	44.0	36.0	14.0	4.7	1.3	0.0	0.0	0.0	0.0	0.0	9	80.4	11	148	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	0.0	71.0	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.6	13	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	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	2	74.2	10	31	
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	30	0	0	16.7	30.0	23.3	13.3	10.0	3.3	3.3	0.0	0.0	0.0	0.0	16	88.5	11	26	
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	30	0	0	0.0	60.0	30.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	4	80.8	17	26	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>					<b>590</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>43.6</b>	<b>29.2</b>	<b>10.5</b>	<b>7.3</b>	<b>0.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.4</b>	<b>9</b>	<b>590</b>	
HOUSTON																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	0	26.9	30.8	23.1	5.8	7.7	3.8	1.9	0.0	0.0	0.0	0.0	12	88.2	4	50	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	53	0	0	0.0	47.2	28.3	9.4	7.5	5.7	1.9	0.0	0.0	0.0	0.0	13	74.5	13	50	
	HEATHROW	SINGAPORE 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	14	1	
	HEATHROW	UNITED AIRLINES	S	A	62	0	1	41.3	34.9	11.1	6.3	4.8	0.0	0.0	0.0	0.0	0.0	1.6	4	91.9	9	62	
	HEATHROW	UNITED AIRLINES	S	D	62	0	1	1.6	71.4	22.2	1.6	0.0	0.0	0.0	1.6	0.0	0.0	1.6	5	93.5	6	62	
	MANCHESTER	SINGAPORE AIRLINES	S	A	22	0	0	81.8	9.1	4.5	0.0	0.0	0.0	0.0	4.5	0.0	0.0	0.0	10	90.9	13	22	
	MANCHESTER	SINGAPORE AIRLINES	S	D	22	0	0	0.0	31.8	22.7	31.8	13.6	0.0	0.0	0.0	0.0	0.0	0.0	13	54.5	31	22	
<b>TOTAL HOUSTON</b>					<b>273</b>	<b>0</b>	<b>2</b>	<b>21.5</b>	<b>42.5</b>	<b>19.6</b>	<b>7.3</b>	<b>5.1</b>	<b>1.8</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>9</b>	<b>85.2</b>	<b>10</b>	<b>269</b>	
HUMBERSIDE																							
	ABERDEEN	FLYBE LTD	S	A	47	0	12	45.8	6.8	5.1	1.7	11.9	3.4	3.4	1.7	0.0	0.0	20.3	21	74.5	12	48	
	ABERDEEN	FLYBE LTD	S	D	49	0	4	11.3	49.1	15.1	3.8	5.7	3.8	3.8	0.0	0.0	0.0	7.5	14	75.5	10	48	
	GATWICK	EASTERN AIRWAYS	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	GATWICK	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0	
	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	100.0	4	1	
	NEWCASTLE	EASTERN AIRWAYS	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	62	100.0	0	1	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	NEWCASTLE	FLYBE LTD	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	TEESSIDE INTERNATIONAL AIRPORT	EASTERN AIRWAYS	S	A	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	TEESSIDE INTERNATIONAL AIRPORT	EASTERN AIRWAYS	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	85	100.0	2	1
	TEESSIDE INTERNATIONAL AIRPORT	FLYBE LTD	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	0	46.7	20	12
	TEESSIDE INTERNATIONAL AIRPORT	FLYBE LTD	S	D	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	6	60.0	13	14
<b>TOTAL HUMBERSIDE</b>					<b>116</b>	<b>0</b>	<b>16</b>	<b>26.5</b>	<b>28.0</b>	<b>12.9</b>	<b>3.0</b>	<b>9.1</b>	<b>4.5</b>	<b>3.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>12.1</b>	<b>17</b>	<b>70.1</b>	<b>11</b>	<b>125</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	83.3	5	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	94.4	6	18
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	14	0	0	21.4	35.7	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	7	5
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	14	0	0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	5
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	33.3	33.3	22.2	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	33	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	BRISTOL	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	15	4
	BRISTOL	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	4
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	22	77.8	22	9
	BRISTOL	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	50.0	20	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	50.0	19	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	7	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	100.0	15	1
	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	10	1
	GATWICK	EASYJET UK LTD	S	A	13	0	1	21.4	42.9	21.4	0.0	0.0	7.1	0.0	0.0	0.0	0.0	7.1	6	80.0	18	14
	GATWICK	EASYJET UK LTD	S	D	13	0	0	0.0	7.7	53.8	30.8	0.0	0.0	0.0	7.7	0.0	0.0	0.0	35	78.6	14	14
	GATWICK	ENTER AIR	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
	GATWICK	ENTER AIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	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	80.0	8	15
	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	16	15

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	10	0	0	10.0	50.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	60.0	17	10
	GATWICK	TUI AIRWAYS LTD	S	D	11	0	0	0.0	0.0	81.8	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	17	10
	STANSTED	EASYJET UK LTD	S	A	8	0	0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	9
	STANSTED	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	62.5	47	8
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	33.3	33.3	11.1	0.0	0.0	11.1	0.0	0.0	0.0	44	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	66.7	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	MANCHESTER	ENTER AIR	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	31	0.0	0	0
	MANCHESTER	ENTER AIR	C	D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	31	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	52.4	31	20
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	31	21
	MANCHESTER	TUI AIRWAYS 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	0.0	4	53.8	24	12
	MANCHESTER	TUI AIRWAYS LTD	S	D	13	0	0	0.0	7.7	92.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	9	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	100.0	3	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	4
<b>TOTAL HURGHADA</b>					<b>174</b>	<b>0</b>	<b>1</b>	<b>10.3</b>	<b>24.0</b>	<b>46.9</b>	<b>9.1</b>	<b>4.6</b>	<b>2.9</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>14</b>	<b>72.4</b>	<b>17</b>	<b>250</b>
HYDERABAD ( RAJIV GHANDI )																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	6.5	38.7	32.3	9.7	6.5	6.5	0.0	0.0	0.0	0.0	0.0	11	74.2	19	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	74.2	9.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	13	61.3	26	31
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>22.6</b>	<b>53.2</b>	<b>9.7</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>12</b>	<b>67.7</b>	<b>22</b>	<b>62</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2019				
								More than 15 m early	15 m to 30 m early	30 m to 60 m late	60 m to 120 m late	120 m to 180 m late	180 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
IASI	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	9	0	0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	17	8
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	62.5	30	8
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	14	0	0	42.9	21.4	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	24	13
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	14	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.6	27	13
	LUTON	TAROM	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	10
	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	60.0	19	10
	LUTON	WIZZ AIR	S	A	31	0	0	22.6	41.9	25.8	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	90.3	4	30
	LUTON	WIZZ AIR	S	D	31	0	0	0.0	64.5	19.4	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	74.2	16	30
<b>TOTAL IASI</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>43.5</b>	<b>33.3</b>	<b>7.4</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>76.6</b>	<b>17</b>	<b>122</b>
IBIZA	LONDON CITY	BA CITYFLYER LTD	S	A	27	0	0	29.6	40.7	18.5	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.8	9	26
	LONDON CITY	BA CITYFLYER LTD	S	D	27	0	0	0.0	29.6	44.4	22.2	3.7	0.0	0.0	0.0	0.0	0.0	0.0	9	81.5	11	27
	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
<b>TOTAL IBIZA</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>35.2</b>	<b>31.5</b>	<b>16.7</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>7</b>	<b>81.5</b>	<b>10</b>	<b>54</b>
ILHA DO SAL C.VERDE	BIRMINGHAM	TUI AIRWAYS LTD	S	A	9	0	0	11.1	22.2	44.4	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	17	83.3	11	6
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	77.8	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	80.0	11	5
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	32	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	8	100.0	0	5
	BRISTOL	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	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	60.0	10	5
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	8	5
	GATWICK	TUI AIRWAYS LTD	S	A	13	0	0	0.0	30.8	23.1	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	19	61.1	19	18
	GATWICK	TUI AIRWAYS LTD	S	D	13	0	0	0.0	0.0	53.8	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	25	18
	MANCHESTER	AIRTANKER SERVICES LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	7	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	18	5
	MANCHESTER	TUI AIRWAYS LTD	S	A	9	0	0	0.0	22.2	44.4	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	28	57.1	43	14

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MANCHESTER	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	24	57.1	39	14
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>12.7</b>	<b>49.3</b>	<b>15.5</b>	<b>12.7</b>	<b>7.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>68.6</b>	<b>22</b>	<b>105</b>
INNSBRUCK	BIRMINGHAM	AUSTRIAN AIRLINES	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	8	25.0	37	4	
	BIRMINGHAM	AUSTRIAN AIRLINES	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	2	50.0	59	4	
	BIRMINGHAM	JET2.COM LTD	S	A	4	0	0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	79	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	71	66.7	16	3	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	19	3	
	BRISTOL	AUSTRIAN AIRLINES	C	A	4	0	0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	62.5	31	8	
	BRISTOL	AUSTRIAN AIRLINES	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	75.0	23	8	
	BRISTOL	EASYJET UK LTD	S	A	10	0	0	20.0	50.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	6	42.9	49	7	
	BRISTOL	EASYJET UK LTD	S	D	10	0	0	0.0	60.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	9	100.0	4	7	
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	85	0.0	0	0	
	BRISTOL	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	16	0.0	0	0	
	EDINBURGH	AUSTRIAN AIRLINES	C	A	4	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	35	50.0	25	4	
	EDINBURGH	AUSTRIAN AIRLINES	C	D	4	0	0	0.0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	56	25.0	51	4	
	EDINBURGH	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	16	50.0	61	4	
	EDINBURGH	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	17	50.0	38	4	
	GATWICK	AUSTRIAN AIRLINES	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	AUSTRIAN AIRLINES	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	7	100.0	7	1	
	GATWICK	BRITISH AIRWAYS PLC	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	6	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	50.0	27.3	9.1	0.0	4.5	4.5	0.0	0.0	4.5	0.0	64	75.0	16	20	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	54.5	36.4	0.0	0.0	4.5	0.0	0.0	4.5	0.0	64	85.7	10	20	
	GATWICK	EASYJET UK LTD	S	A	71	0	0	19.7	32.4	28.2	11.3	4.2	1.4	1.4	0.0	1.4	0.0	15	68.5	21	72	
	GATWICK	EASYJET UK LTD	S	D	71	0	0	0.0	54.9	38.0	1.4	2.8	1.4	1.4	0.0	0.0	0.0	7	75.7	14	73	
	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	71.4	17	7	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	4		
GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	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	86	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	61.5	16	12		
GATWICK	TUI AIRWAYS LTD	C	A	11	0	4	6.7	13.3	26.7	6.7	13.3	0.0	0.0	6.7	0.0	0.0	26.7	42	28.6	85	7		
GATWICK	TUI AIRWAYS LTD	C	D	12	0	4	0.0	12.5	37.5	6.3	12.5	0.0	0.0	6.3	0.0	0.0	25.0	36	62.5	27	7		
HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	23.8	9.5	38.1	0.0	19.0	0.0	4.8	4.8	0.0	0.0	0.0	33	78.8	14	31		
HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	47.6	38.1	0.0	9.5	0.0	4.8	0.0	0.0	0.0	0.0	14	85.3	10	32		
LUTON	EASYJET UK LTD	S	A	13	0	0	23.1	30.8	23.1	0.0	7.7	15.4	0.0	0.0	0.0	0.0	0.0	18	55.6	13	8		
LUTON	EASYJET UK LTD	S	D	13	0	0	0.0	53.8	23.1	0.0	7.7	15.4	0.0	0.0	0.0	0.0	0.0	21	75.0	6	8		
STANSTED	AUSTRIAN AIRLINES	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	26	66.7	15	3		
STANSTED	AUSTRIAN AIRLINES	C	D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	35	75.0	11	4		
STANSTED	LAUDA MOTION GMBH	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	4		
STANSTED	LAUDA MOTION GMBH	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	35	4		
STANSTED	TUI AIRWAYS LTD	C	A	4	0	0	25.0	0.0	25.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	72	100.0	5	3		
STANSTED	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	77	75.0	44	4		
MANCHESTER	AUSTRIAN AIRLINES	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	20	50.0	43	4		
MANCHESTER	AUSTRIAN AIRLINES	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	8	25.0	31	4		
MANCHESTER	EASYJET UK LTD	S	A	6	0	0	0.0	33.3	16.7	0.0	16.7	16.7	16.7	0.0	0.0	0.0	0.0	48	50.0	38	4		
MANCHESTER	EASYJET UK LTD	S	D	6	0	0	0.0	33.3	16.7	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50	75.0	6	4		
MANCHESTER	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	4		
MANCHESTER	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	27	4		
MANCHESTER	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	0.0	0	0		
MANCHESTER	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
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	50	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	50.0	24	8		
MANCHESTER	TUI AIRWAYS LTD	C	A	12	0	0	16.7	25.0	8.3	8.3	16.7	8.3	0.0	8.3	8.3	0.0	0.0	160	57.1	76	7		
MANCHESTER	TUI AIRWAYS LTD	C	D	12	0	0	0.0	8.3	50.0	0.0	8.3	25.0	0.0	0.0	8.3	0.0	0.0	54	57.1	15	7		
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	0	0		
NEWCASTLE	TUI AIRWAYS 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	24	25.0	76	4		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019				
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
																-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
NEWCASTLE		TUI AIRWAYS LTD		S	D	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	25.0	33	4						
<b>TOTAL INNSBRUCK</b>						<b>439</b>	<b>0</b>	<b>8</b>	<b>9.4</b>	<b>34.9</b>	<b>32.4</b>	<b>5.1</b>	<b>6.5</b>	<b>5.6</b>	<b>1.1</b>	<b>2.0</b>	<b>1.1</b>	<b>0.0</b>	<b>1.8</b>	<b>29</b>	<b>66.5</b>	<b>23</b>	<b>453</b>							
INVERNESS		BELFAST CITY (GEORGE BEST)		FLYBE LTD	S	A	15	0	0	20.0	60.0	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	2	88.2	9	17							
		BELFAST CITY (GEORGE BEST)		FLYBE 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	94.1	7	17							
		BIRMINGHAM		FLYBE LTD	S	A	17	0	0	35.3	47.1	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	2	95.5	4	22							
		BIRMINGHAM		FLYBE 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	86.4	7	22							
		BRISTOL		EASYJET UK LTD	S	A	19	0	0	15.8	47.4	15.8	15.8	0.0	5.3	0.0	0.0	0.0	0.0	11	78.9	12	19							
		BRISTOL		EASYJET UK LTD	S	D	19	0	0	0.0	57.9	36.8	5.3	0.0	0.0	0.0	0.0	0.0	0.0	3	73.7	11	19							
		DONCASTER SHEFFIELD		LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
		DONCASTER SHEFFIELD		LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1							
		EAST MIDLANDS INTERNATIONAL		LOGANAIR 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	0.0	0	0							
		EAST MIDLANDS INTERNATIONAL		LOGANAIR LTD	S	D	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0							
		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	100.0	12	1							
		GLASGOW		LOGANAIR LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	78	100.0	6	2							
		GATWICK		EASYJET UK LTD	S	A	61	0	0	8.2	57.4	27.9	3.3	1.6	1.6	0.0	0.0	0.0	0.0	5	89.2	5	65							
		GATWICK		EASYJET UK LTD	S	D	61	0	0	0.0	52.5	32.8	6.6	6.6	1.6	0.0	0.0	0.0	0.0	6	86.2	5	65							
		HEATHROW		BRITISH AIRWAYS PLC	S	A	49	0	0	14.3	30.6	40.8	8.2	4.1	2.0	0.0	0.0	0.0	0.0	8	100.0	1	18							
		HEATHROW		BRITISH AIRWAYS PLC	S	D	49	0	0	0.0	85.7	10.2	2.0	2.0	0.0	0.0	0.0	0.0	0.0	2	94.4	3	18							
		LUTON		EASYJET UK LTD	S	A	36	0	0	8.3	58.3	19.4	2.8	11.1	0.0	0.0	0.0	0.0	0.0	6	87.1	10	31							
		LUTON		EASYJET UK LTD	S	D	36	0	0	0.0	38.9	44.4	5.6	8.3	2.8	0.0	0.0	0.0	0.0	8	80.6	10	31							
		MANCHESTER		LOGANAIR LTD	S	A	59	0	0	27.1	47.5	16.9	5.1	1.7	1.7	0.0	0.0	0.0	0.0	6	88.7	5	68							
		MANCHESTER		LOGANAIR LTD	S	D	59	0	0	0.0	47.5	42.4	3.4	5.1	1.7	0.0	0.0	0.0	0.0	6	85.9	7	68							
<b>TOTAL INVERNESS</b>						<b>519</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>52.2</b>	<b>28.7</b>	<b>5.4</b>	<b>3.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.4</b>	<b>7</b>	<b>485</b>							
IRELAND WEST(KNOCK)		BIRMINGHAM		FLYBE LTD	S	A	10	0	0	70.0	30.0	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	10	0	0	10.0	70.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	68.8	16	16							
		BRISTOL		RYANAIR	S	A	15	0	0	40.0	26.7	26.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	9	13							
		BRISTOL		RYANAIR	S	D	15	0	0	0.0	60.0	33.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	3	69.2	8	13							
		EAST MIDLANDS INTERNATIONAL		RYANAIR	S	A	17	0	0	17.6	52.9	23.5	0.0	0.0	0.0	0.0	5.9	0.0	0.0	14	70.6	10	17							
		EAST MIDLANDS INTERNATIONAL		RYANAIR	S	D	18	0	0	0.0	61.1	22.2	11.1	0.0	0.0	0.0	5.6	0.0	0.0	15	70.6	9	17							
		EDINBURGH		FLYBE LTD	S	A	9	0	1	40.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	1	91.7	6	12								

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019								
																More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
																0.0	70.0	30.0	0.0	0.0	0.0	0.0	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 D		10 0		0 0		0.0 70.0		30.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		2 83.3 8		12								
LIVERPOOL (JOHN LENNON)		RYANAIR		S A		28 0		0 0		28.6 53.6		10.7 0.0		3.6 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		9 84.6 5		26								
LIVERPOOL (JOHN LENNON)		RYANAIR		S D		28 0		0 0		0.0 78.6		21.4 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		1 92.3 3		26								
GATWICK		AER LINGUS		S A		23 0		2 28.0		44.0 8.0		8.0 0.0		0.0 0.0		4.0 0.0		0.0 0.0		0.0 8.0		7 92.6 4		27										
GATWICK		AER LINGUS		S D		24 0		1 12.0		52.0 20.0		8.0 0.0		4.0 0.0		0.0 0.0		0.0 4.0		0.0 0.0		8 96.3 5		27										
LUTON		RYANAIR		S A		26 0		0 26.9		42.3 11.5		0.0 15.4		3.8 0.0		0.0 0.0		0.0 0.0		0.0 0.0		10 96.2 3		26										
LUTON		RYANAIR		S D		26 0		0 0.0		76.9 3.8		7.7 3.8		7.7 0.0		0.0 0.0		0.0 0.0		0.0 0.0		9 92.6 4		27										
STANSTED		RYANAIR		S A		43 0		1 29.5		52.3 6.8		0.0 4.5		4.5 0.0		0.0 0.0		0.0 2.3		0.0 0.0		6 79.1 12		43										
STANSTED		RYANAIR		S D		45 0		0 0.0		64.4 31.1		2.2 0.0		2.2 0.0		0.0 0.0		0.0 0.0		0.0 0.0		4 83.7 6		43										
MANCHESTER		FLYBE LTD		S A		13 0		0 15.4		30.8 38.5		7.7 0.0		0.0 0.0		0.0 7.7		0.0 0.0		0.0 0.0		17 73.7 13		19										
MANCHESTER		FLYBE LTD		S D		13 0		0 0.0		30.8 53.8		7.7 0.0		7.7 0.0		0.0 0.0		0.0 0.0		0.0 0.0		11 84.2 10		19										
<b>TOTAL IRELAND WEST (KNOCK)</b>						<b>373 0</b>		<b>5 16.1</b>		<b>54.5 19.0</b>		<b>3.4 2.1</b>		<b>2.1 0.3</b>		<b>1.1 1.1</b>		<b>0.0 0.0</b>		<b>0.0 1.3</b>		<b>7 84.7 7</b>		<b>398</b>										
ISLAMABAD INTERNATIONAL AIRPORT																																		
BIRMINGHAM		PAKISTAN INTL AIRLINES		S A		17 0		0 11.8		35.3 29.4		11.8 0.0		0.0 0.0		0.0 11.8		0.0 0.0		0.0 0.0		29 0.0 0		0										
BIRMINGHAM		PAKISTAN INTL AIRLINES		S D		17 0		0 0.0		5.9 47.1		23.5 0.0		11.8 0.0		11.8 0.0		0.0 0.0		0.0 0.0		52 0.0 0		0										
DONCASTER SHEFFIELD		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		0 100.0 10		1										
HEATHROW		BRITISH AIRWAYS PLC		S A		13 0		0 15.4		38.5 0.0		0.0 7.7		23.1 15.4		0.0 0.0		0.0 0.0		0.0 0.0		46 0.0 0		0										
HEATHROW		BRITISH AIRWAYS PLC		S D		13 0		0 0.0		0.0 30.8		23.1 23.1		0.0 7.7		15.4 0.0		0.0 0.0		0.0 0.0		63 0.0 0		0										
HEATHROW		PAKISTAN INTL AIRLINES		S A		22 0		0 0.0		9.1 36.4		18.2 27.3		4.5 4.5		0.0 0.0		0.0 0.0		0.0 0.0		28 0.0 0		0										
HEATHROW		PAKISTAN INTL AIRLINES		S D		22 0		0 0.0		36.4 31.8		18.2 4.5		9.1 0.0		0.0 0.0		0.0 0.0		0.0 0.0		16 0.0 0		0										
MANCHESTER		PAKISTAN INTL AIRLINES		S A		32 0		0 3.1		12.5 50.0		25.0 6.3		3.1 0.0		0.0 0.0		0.0 0.0		0.0 0.0		15 0.0 0		0										
MANCHESTER		PAKISTAN INTL AIRLINES		S D		31 0		0 3.2		32.3 38.7		12.9 9.7		3.2 0.0		0.0 0.0		0.0 0.0		0.0 0.0		12 0.0 0		0										
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>						<b>167 0</b>		<b>0 3.6</b>		<b>21.6 35.9</b>		<b>17.4 9.6</b>		<b>6.0 2.4</b>		<b>3.6 3.6</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>28 100.0 10</b>		<b>1</b>										
ISLAY																																		
GLASGOW		LOGANAIR LTD		S A		44 0		7 23.5		47.1 5.9		3.9 2.0		3.9 0.0		0.0 0.0		0.0 13.7		6 50.9 28		44												
GLASGOW		LOGANAIR LTD		S D		46 0		5 3.9		49.0 27.5		3.9 0.0		3.9 0.0		2.0 0.0		0.0 9.8		12 58.8 27		44												
<b>TOTAL ISLAY</b>						<b>90 0</b>		<b>12 13.7</b>		<b>48.0 16.7</b>		<b>3.9 1.0</b>		<b>3.9 0.0</b>		<b>1.0 1.0</b>		<b>0.0 0.0</b>		<b>0.0 11.8</b>		<b>9 54.8 28</b>		<b>88</b>										
ISLE OF MAN																																		
BELFAST INTERNATIONAL		EASYJET UK 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		8												
BELFAST INTERNATIONAL		EASYJET UK LTD		S D		9 0		0 0.0		88.9 11.1		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 75.0 6		8												

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	28	0	0	14.3	46.4	35.7	0.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	10	90.3	7	29	
	BIRMINGHAM	FLYBE LTD	S	D	29	0	0	0.0	31.0	44.8	13.8	6.9	3.4	0.0	0.0	0.0	0.0	0.0	10	80.6	8	29	
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	11.1	11.1	22.2	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	18	62.5	12	8	
	BRISTOL	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	11	62.5	12	8	
	EDINBURGH	LOGANAIR LTD	S	A	17	0	1	22.2	50.0	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	5.6	6	88.9	12	9	
	EDINBURGH	LOGANAIR LTD	S	D	17	0	1	0.0	38.9	27.8	11.1	16.7	0.0	0.0	0.0	0.0	0.0	5.6	11	77.8	18	9	
	LEEDS BRADFORD	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	38	0	0	18.4	63.2	7.9	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	4	97.7	2	44	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	38	0	0	0.0	76.3	13.2	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	4	97.7	2	43	
	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	A	81	0	3	0.0	36.9	47.6	9.5	1.2	1.2	0.0	0.0	0.0	0.0	3.6	6	87.2	13	108	
	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	D	80	0	5	0.0	40.0	50.6	1.2	1.2	1.2	0.0	0.0	0.0	0.0	5.9	3	94.5	2	108	
	GATWICK	EASYJET UK LTD	S	A	42	0	2	11.4	25.0	27.3	11.4	15.9	0.0	2.3	2.3	0.0	0.0	4.5	21	73.8	12	42	
	GATWICK	EASYJET UK LTD	S	D	42	0	1	0.0	41.9	34.9	11.6	9.3	0.0	0.0	0.0	0.0	0.0	2.3	9	83.3	8	42	
	LONDON CITY	BA CITYFLYER LTD	S	A	63	0	6	17.4	47.8	17.4	4.3	2.9	1.4	0.0	0.0	0.0	0.0	8.7	4	87.0	8	69	
	LONDON CITY	BA CITYFLYER LTD	S	D	63	0	8	0.0	14.1	52.1	12.7	8.5	1.4	0.0	0.0	0.0	0.0	11.3	12	67.1	18	69	
	MANCHESTER	FLYBE LTD	S	A	113	0	6	9.2	43.7	36.1	3.4	2.5	0.0	0.0	0.0	0.0	0.0	5.0	4	81.0	7	136	
	MANCHESTER	FLYBE LTD	S	D	116	0	4	0.0	38.3	45.8	7.5	1.7	2.5	0.0	0.8	0.0	0.0	3.3	9	76.8	11	136	
	NEWCASTLE	ENTER AIR	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
	NEWCASTLE	ENTER AIR	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	67	0.0	0	0	
<b>TOTAL ISLE OF MAN</b>					<b>805</b>	<b>0</b>	<b>37</b>	<b>6.2</b>	<b>40.3</b>	<b>35.7</b>	<b>7.4</b>	<b>4.5</b>	<b>1.1</b>	<b>0.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>8</b>	<b>83.5</b>	<b>9</b>	<b>906</b>	
ISTANBUL	BIRMINGHAM	THY TURKISH AIRLINES	S	A	43	0	0	53.5	32.6	7.0	2.3	4.7	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	BIRMINGHAM	THY TURKISH AIRLINES	S	D	43	0	0	0.0	48.8	39.5	4.7	7.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	EDINBURGH	THY TURKISH AIRLINES	S	A	31	0	0	38.7	25.8	29.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	EDINBURGH	THY TURKISH AIRLINES	S	D	31	0	0	9.7	64.5	16.1	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	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	25	1	
	GATWICK	THY TURKISH AIRLINES	S	A	61	0	1	41.9	40.3	9.7	3.2	3.2	0.0	0.0	0.0	0.0	0.0	1.6	3	82.3	7	62	
	GATWICK	THY TURKISH AIRLINES	S	D	61	0	1	0.0	38.7	45.2	8.1	3.2	1.6	1.6	0.0	0.0	0.0	1.6	9	62.9	12	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	0	21.2	40.4	21.2	11.5	5.8	0.0	0.0	0.0	0.0	0.0	0.0	6	78.8	9	52	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019																														
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat																									
																More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat																						
HEATHROW		BRITISH AIRWAYS PLC		S D		52		0		0		0.0		25.0		55.8		13.5		5.8		0.0		0.0		0.0		0.0		0.0		9		80.8	10	52																				
HEATHROW		THY TURKISH AIRLINES		S A		164		0		0		39.0		26.8		24.4		4.9		3.0		1.2		0.6		0.0		0.0		0.0		6		82.3	7	164																				
HEATHROW		THY TURKISH AIRLINES		S D		164		0		0		11.6		40.2		39.6		3.0		4.3		1.2		0.0		0.0		0.0		0.0		5		86.0	7	164																				
STANSTED		ATLASJET INTERNATIONAL		S A		7		0		1		75.0		0.0		0.0		12.5		0.0		0.0		0.0		0.0		12.5		2		77.4	24	31																						
STANSTED		ATLASJET INTERNATIONAL		S D		7		0		1		0.0		37.5		37.5		0.0		12.5		0.0		0.0		0.0		0.0		12.5		9		58.1	30	31																				
MANCHESTER		THY TURKISH AIRLINES		S A		63		0		0		27.0		42.9		20.6		6.3		3.2		0.0		0.0		0.0		0.0		0.0		4		0.0	0	0																				
MANCHESTER		THY TURKISH AIRLINES		S D		62		0		0		1.6		22.6		58.1		9.7		8.1		0.0		0.0		0.0		0.0		0.0		8		0.0	0	0																				
<b>TOTAL ISTANBUL</b>						<b>841</b>		<b>0</b>		<b>4</b>		<b>21.5</b>		<b>35.5</b>		<b>31.4</b>		<b>6.2</b>		<b>4.1</b>		<b>0.6</b>		<b>0.2</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.5</b>		<b>6</b>		<b>79.3</b>	<b>10</b>	<b>619</b>																		
ISTANBUL (SABIHA GOKCEN)																						GATWICK		THY TURKISH AIRLINES		S A		23		0		0		34.8		34.8		26.1		4.3		0.0		0.0		0.0		0.0		0.0		3		95.5	4	22
GATWICK		THY TURKISH AIRLINES		S D		23		0		0		0.0		65.2		30.4		4.3		0.0		0.0		0.0		0.0		0.0		0.0		3		86.4	6	22																				
STANSTED		PEGASUS AIRLINES		S A		136		0		7		10.5		32.2		32.2		10.5		9.1		0.7		0.0		0.0		0.0		4.9		9		71.6	11	102																				
STANSTED		PEGASUS AIRLINES		S D		134		0		6		2.1		31.4		33.6		17.1		10.0		1.4		0.0		0.0		0.0		4.3		12		69.1	13	97																				
MANCHESTER		PEGASUS AIRLINES		S A		34		0		1		11.4		28.6		40.0		14.3		2.9		0.0		0.0		0.0		0.0		2.9		7		0.0	0	0																				
MANCHESTER		PEGASUS AIRLINES		S D		34		0		1		0.0		17.1		54.3		8.6		17.1		0.0		0.0		0.0		0.0		2.9		13		0.0	0	0																				
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>						<b>384</b>		<b>0</b>		<b>15</b>		<b>7.5</b>		<b>32.3</b>		<b>34.8</b>		<b>12.3</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>3.8</b>		<b>9</b>		<b>74.1</b>	<b>11</b>	<b>243</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		83.7	6	43
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		76.7	9	43																				
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		63.6	11	22																				
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		54.5	22	22																				
LUTON		MNG AIRLINES		S D		1		0		0		0.0		100.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0		0.0	0	0																				
MANCHESTER		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		75.4	10	61																				
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		46.0	26	62																				
<b>TOTAL ISTANBUL ATATURK</b>						<b>1</b>		<b>0</b>		<b>0</b>		<b>0.0</b>		<b>100.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0</b>		<b>66.9</b>	<b>14</b>	<b>253</b>																				
IVALO																						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		100.0	0	1		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	FINNAIR	S	A	9	0	0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	13	9	
	GATWICK	FINNAIR	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	88.9	9	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL IVALO</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>27.8</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.0</b>	<b>9</b>	<b>21</b>	
IZMIR (ADNAN MENDERES)																							
	STANSTED	PEGASUS AIRLINES	S	A	15	0	0	13.3	20.0	20.0	33.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	13	62.5	21	16	
	STANSTED	PEGASUS AIRLINES	S	D	15	0	0	0.0	20.0	33.3	13.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	25	16	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>20.0</b>	<b>26.7</b>	<b>23.3</b>	<b>23.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>56.3</b>	<b>23</b>	<b>32</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT	AIRLINE	Origin/Destinations: J					PERCENTAGE OF FLIGHTS LATE											JAN 2019		
				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)
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	14.3	47	14
		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	44.4	27	9
<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>26.1</b>	<b>39</b>	<b>23</b>
JEDDAH		HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	27.8	44.4	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.0	5	25
		HEATHROW	BRITISH AIRWAYS PLC	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	7	88.5	6	26
		HEATHROW	SAUDI ARABIAN AIRLINES	S	A	31	0	0	0.0	6.5	32.3	32.3	29.0	0.0	0.0	0.0	0.0	0.0	21	58.1	15	31
		HEATHROW	SAUDI ARABIAN AIRLINES	S	D	31	0	0	0.0	22.6	41.9	19.4	12.9	3.2	0.0	0.0	0.0	0.0	16	71.0	10	31
		MANCHESTER	SAUDI ARABIAN AIRLINES	S	A	25	0	0	0.0	0.0	16.0	52.0	28.0	4.0	0.0	0.0	0.0	0.0	28	24.1	34	28
		MANCHESTER	SAUDI ARABIAN AIRLINES	S	D	25	0	1	0.0	11.5	26.9	19.2	26.9	7.7	3.8	0.0	0.0	3.8	29	73.9	8	23
<b>TOTAL JEDDAH</b>						<b>147</b>	<b>0</b>	<b>1</b>	<b>3.4</b>	<b>16.9</b>	<b>32.4</b>	<b>25.0</b>	<b>18.2</b>	<b>2.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>66.1</b>	<b>13</b>	<b>164</b>
JEREZ		STANSTED	RYANAIR	S	A	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	9	8
		STANSTED	RYANAIR	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	8
<b>TOTAL JEREZ</b>						<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>44.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.5</b>	<b>5</b>	<b>16</b>
JERSEY		BIRMINGHAM	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	14	0.0	0	0
		BIRMINGHAM	FLYBE LTD	S	A	31	0	1	50.0	25.0	15.6	0.0	0.0	6.3	0.0	0.0	0.0	3.1	7	85.2	6	27
		BIRMINGHAM	FLYBE LTD	S	D	31	0	0	0.0	32.3	58.1	6.5	0.0	0.0	3.2	0.0	0.0	0.0	8	90.3	7	31
		BRISTOL	BLUE ISLANDS LIMITED	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	7	24
		BRISTOL	BLUE ISLANDS LIMITED	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.2	8	17
		BRISTOL	FLYBE LTD	S	A	18	0	1	15.8	47.4	21.1	0.0	5.3	0.0	5.3	0.0	0.0	5.3	11	0.0	0	0
		BRISTOL	FLYBE LTD	S	D	10	0	0	0.0	50.0	20.0	10.0	0.0	10.0	0.0	10.0	0.0	0.0	31	0.0	0	0
		CARDIFF WALES	FLYBE LTD	S	A	13	0	1	14.3	64.3	0.0	0.0	0.0	14.3	0.0	0.0	0.0	7.1	12	88.9	5	9
		CARDIFF WALES	FLYBE LTD	S	D	14	0	0	0.0	57.1	35.7	0.0	0.0	7.1	0.0	0.0	0.0	0.0	6	88.9	5	9
		DONCASTER SHEFFIELD	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
		DONCASTER SHEFFIELD	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
		EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	15	0	0	6.7	60.0	20.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	4	92.9	3	14

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

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	D	14	0	0	7.1	64.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	78.6	10	14
	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	22.2	44.4	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	EDINBURGH	EASYJET UK LTD	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	24	0.0	0	0
	EXETER	FLYBE LTD	S	A	26	0	0	3.8	69.2	15.4	3.8	0.0	3.8	3.8	0.0	0.0	0.0	0.0	10	81.5	6	27
	EXETER	FLYBE LTD	S	D	20	0	0	0.0	45.0	35.0	10.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0	15	76.2	7	20
	GLASGOW	EASYJET UK LTD	S	A	9	0	0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	19	10
	GLASGOW	EASYJET UK LTD	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.0	16	10
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	32	0	0	50.0	34.4	9.4	0.0	3.1	0.0	0.0	0.0	3.1	0.0	0.0	18	95.0	4	40
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	32	0	0	3.1	81.3	9.4	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.5	4	40
	GATWICK	BRITISH AIRWAYS PLC	S	A	150	0	1	49.7	41.7	4.6	2.0	0.7	0.0	0.0	0.7	0.0	0.0	0.7	2	95.4	3	151
	GATWICK	BRITISH AIRWAYS PLC	S	D	151	0	0	0.7	80.8	15.2	2.6	0.7	0.0	0.0	0.0	0.0	0.0	0.0	2	93.4	5	151
	GATWICK	EASYJET UK LTD	S	A	68	0	0	20.6	42.6	20.6	7.4	7.4	1.5	0.0	0.0	0.0	0.0	0.0	8	96.1	2	76
	GATWICK	EASYJET UK LTD	S	D	68	0	0	0.0	38.2	41.2	8.8	7.4	4.4	0.0	0.0	0.0	0.0	0.0	12	90.8	4	76
	LONDON CITY	FLYBE LTD	S	A	44	0	3	14.9	21.3	29.8	10.6	6.4	6.4	4.3	0.0	0.0	0.0	6.4	19	93.8	4	47
	LONDON CITY	FLYBE LTD	S	D	44	0	4	0.0	22.9	31.3	14.6	12.5	6.3	4.2	0.0	0.0	0.0	8.3	24	83.3	8	47
	MANCHESTER	EASYJET UK LTD	S	A	13	0	0	76.9	15.4	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	MANCHESTER	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	0.0	8	0.0	0	0
	MANCHESTER	FLYBE LTD	S	A	14	0	1	6.7	53.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	2	89.5	6	19
	MANCHESTER	FLYBE LTD	S	D	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	6	94.7	4	19
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0
	SOUTHAMPTON	FLYBE LTD	S	A	100	0	1	3.0	64.4	21.8	5.0	2.0	2.0	1.0	0.0	0.0	0.0	1.0	7	82.8	9	120
	SOUTHAMPTON	FLYBE LTD	S	D	97	0	2	0.0	48.5	37.4	5.1	1.0	2.0	4.0	0.0	0.0	0.0	2.0	10	83.3	8	121
	SOUTHEND	BLUE ISLANDS LIMITED	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL JERSEY</b>					<b>1072</b>	<b>0</b>	<b>15</b>	<b>14.5</b>	<b>50.2</b>	<b>22.1</b>	<b>5.0</b>	<b>3.0</b>	<b>2.3</b>	<b>1.2</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>1.4</b>	<b>8</b>	<b>89.6</b>	<b>6</b>	<b>1123</b>
JOHANNESBURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	48.4	27.4	12.9	0.0	4.8	1.6	1.6	0.0	3.2	0.0	0.0	28	87.3	7	79
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	21.0	32.3	16.1	16.1	4.8	4.8	1.6	3.2	0.0	0.0	64	72.2	16	79
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	31	0	0	0.0	32.3	32.3	16.1	16.1	0.0	0.0	0.0	3.2	0.0	0.0	41	48.4	22	31
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	32	0	0	0.0	59.4	34.4	0.0	3.1	0.0	0.0	3.1	0.0	0.0	0.0	13	90.3	11	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	52	0	0	13.5	48.1	30.8	1.9	3.8	1.9	0.0	0.0	0.0	0.0	0.0	5	80.6	8	62

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	52	0	0	0.0	57.7	40.4	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.7	5	62
<b>TOTAL JOHANNESBURG</b>					<b>291</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>39.2</b>	<b>29.6</b>	<b>5.8</b>	<b>7.2</b>	<b>1.7</b>	<b>1.4</b>	<b>0.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>79.7</b>	<b>10</b>	<b>344</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JAN 2019		
																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								
KARACHI		HEATHROW	PAKISTAN INTL AIRLINES	S	A	4	0	0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	46	22.2	39	9															
		HEATHROW	PAKISTAN INTL AIRLINES	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	19	9															
<b>TOTAL KARACHI</b>						<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>50.0</b>	<b>29</b>	<b>18</b>															
KARLSRUHE/BADEN BADEN		BRISTOL	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	100.0	7	1																
		BRISTOL	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	0	1																
		STANSTED	RYANAIR	S	A	34	0	0	5.9	55.9	17.6	14.7	2.9	0.0	0.0	0.0	2.9	0.0	0.0	17	75.0	20	32															
		STANSTED	RYANAIR	S	D	34	0	0	0.0	52.9	29.4	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	71.9	20	32															
<b>TOTAL KARLSRUHE/BADEN BADEN</b>						<b>68</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>54.4</b>	<b>23.5</b>	<b>13.2</b>	<b>4.4</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>12</b>	<b>74.2</b>	<b>20</b>	<b>66</b>															
KARUP		SOUTHEND	DANISH AIR TRANSPORT	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1																
		SOUTHEND	DANISH AIR TRANSPORT	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1																
<b>TOTAL KARUP</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>																
KATOWICE		BIRMINGHAM	RYANAIR	S	A	10	0	0	30.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	8	8																
		BIRMINGHAM	RYANAIR	S	D	10	0	0	0.0	40.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	8																
		BRISTOL	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	241	0.0	0	0																
		BRISTOL	WIZZ AIR	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	5	50.0	21	10																
		BRISTOL	WIZZ AIR	S	D	9	0	0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	60.0	19	10																
		DONCASTER SHEFFIELD	WIZZ AIR	S	A	18	0	0	27.8	44.4	11.1	5.6	5.6	0.0	5.6	0.0	0.0	0.0	13	66.7	20	18																
		DONCASTER SHEFFIELD	WIZZ AIR	S	D	18	0	0	0.0	38.9	33.3	16.7	5.6	0.0	0.0	5.6	0.0	0.0	22	66.7	20	18																
		EDINBURGH	RYANAIR	S	A	10	0	0	10.0	50.0	20.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	13	37.5	31	8																
		EDINBURGH	RYANAIR	S	D	10	0	0	0.0	60.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	6	75.0	9	8																
		LEEDS BRADFORD	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	407	0.0	0	0																
		LEEDS BRADFORD	WIZZ AIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0																
		LIVERPOOL (JOHN LENNON)	WIZZ AIR	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	70.0	10	10																
		LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	9	10																
		LUTON	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	259	0.0	0	0																
		LUTON	WIZZ AIR	S	A	62	0	0	24.2	38.7	32.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	3	79.7	8	79																
		LUTON	WIZZ AIR	S	D	61	0	0	0.0	65.6	32.8	1.6	0.0	0.0	0.0	0.0	0.0	0.0	2	77.2	10	79																
		STANSTED	RYANAIR	S	A	43	0	0	23.3	48.8	20.9	0.0	0.0	4.7	0.0	0.0	2.3	0.0	0.0	15	53.1	21	32															

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE							JAN 2019			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	43	0	0	0.0	55.8	39.5	0.0	2.3	2.3	0.0	0.0	0.0	0.0	0.0	5	78.1	13	32
	MANCHESTER	RYANAIR	S	A	15	0	0	46.7	26.7	20.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	MANCHESTER	RYANAIR	S	D	14	0	0	0.0	64.3	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL KATOWICE</b>					<b>352</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>48.6</b>	<b>29.5</b>	<b>3.4</b>	<b>1.7</b>	<b>1.1</b>	<b>0.3</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>72.4</b>	<b>13</b>	<b>330</b>
KAUNAS																						
	BRISTOL	RYANAIR	S	A	10	0	0	0.0	50.0	30.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	25	22.2	37	9
	BRISTOL	RYANAIR	S	D	10	0	0	0.0	60.0	30.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	21	77.8	8	9
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	62.5	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	EDINBURGH	RYANAIR	S	D	8	0	0	12.5	62.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	LUTON	RYANAIR	S	A	31	0	0	25.8	58.1	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.8	3	31
	LUTON	RYANAIR	S	D	31	0	0	0.0	77.4	22.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	71.0	9	31
	LUTON	WIZZ AIR UK LTD	S	A	23	0	0	17.4	43.5	30.4	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	89.3	7	28
	LUTON	WIZZ AIR UK LTD	S	D	23	0	0	0.0	82.6	17.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.9	4	28
	STANSTED	RYANAIR	S	A	22	0	0	9.1	40.9	36.4	9.1	0.0	0.0	4.5	0.0	0.0	0.0	0.0	12	82.6	6	23
	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	0.0	6	69.6	14	23
<b>TOTAL KAUNAS</b>					<b>188</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>59.6</b>	<b>25.0</b>	<b>4.3</b>	<b>0.5</b>	<b>1.1</b>	<b>0.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.8</b>	<b>8</b>	<b>182</b>
KEFLAVIK																						
	ABERDEEN	ICELANDAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	0.0	44.4	22.2	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	17	75.0	9	8
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	87.5	8	8
	BRISTOL	EASYJET UK LTD	S	A	9	0	1	0.0	30.0	30.0	20.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0	73	70.0	19	10
	BRISTOL	EASYJET UK LTD	S	D	9	0	1	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0	62	90.0	6	10
	BRISTOL	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	68	0.0	0	0
	BRISTOL	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	7	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	0	1
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2
	EDINBURGH	EASYJET UK LTD	S	A	18	0	6	4.2	16.7	12.5	20.8	8.3	8.3	4.2	0.0	0.0	0.0	25.0	30	55.0	19	20
	EDINBURGH	EASYJET UK LTD	S	D	18	0	4	0.0	27.3	31.8	13.6	0.0	4.5	4.5	0.0	0.0	0.0	18.2	21	65.0	19	20
	GLASGOW	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1
	GLASGOW	ICELANDAIR	S	A	25	0	2	18.5	40.7	3.7	11.1	7.4	3.7	0.0	3.7	3.7	0.0	7.4	40	88.9	9	27
	GLASGOW	ICELANDAIR	S	D	25	0	2	3.7	74.1	7.4	0.0	0.0	0.0	0.0	3.7	3.7	0.0	7.4	24	96.6	3	29
	GATWICK	EASYJET UK LTD	S	A	33	0	2	8.6	31.4	22.9	22.9	8.6	0.0	0.0	0.0	0.0	0.0	5.7	10	89.7	7	39
	GATWICK	EASYJET UK LTD	S	D	33	0	2	0.0	17.1	65.7	2.9	8.6	0.0	0.0	0.0	0.0	0.0	5.7	8	92.3	5	39
	GATWICK	ICELANDAIR	S	A	26	0	3	27.6	13.8	37.9	6.9	3.4	0.0	0.0	0.0	0.0	0.0	10.3	6	82.4	9	34
	GATWICK	ICELANDAIR	S	D	26	0	3	0.0	41.4	41.4	3.4	0.0	3.4	0.0	0.0	0.0	0.0	10.3	6	73.5	14	34

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019					
												NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
												More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	0.0	130	0.0	0	0				
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	1	0	1	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	105	0.0	0	0					
GATWICK	TUI AIRWAYS LTD	C	A	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	34	88.9	3	9					
GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	55.6	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	24	100.0	4	9					
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	80.0	7	44						
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	84.1	8	44						
HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	29.2	29.2	12.5	12.5	8.3	0.0	4.2	0.0	4.2	0.0	0.0	75	96.7	1	30						
HEATHROW	BRITISH AIRWAYS PLC	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	3	86.7	4	30						
HEATHROW	ICELANDAIR	S	A	57	0	5	29.0	17.7	21.0	11.3	6.5	1.6	3.2	1.6	0.0	0.0	8.1	20	88.7	3	62						
HEATHROW	ICELANDAIR	S	D	56	0	5	3.3	37.7	31.1	9.8	3.3	0.0	3.3	0.0	3.3	0.0	8.2	45	88.7	5	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	0.0	0	77.8	29	9						
LONDON CITY	BA CITYFLYER LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	19	9						
LUTON	EASYJET UK LTD	S	A	51	0	3	7.4	37.0	18.5	7.4	9.3	5.6	0.0	5.6	3.7	0.0	5.6	44	77.0	10	61						
LUTON	EASYJET UK LTD	S	D	51	0	1	0.0	34.6	38.5	11.5	1.9	1.9	0.0	7.7	1.9	0.0	1.9	38	88.7	7	62						
LUTON	WIZZ AIR UK LTD	S	A	20	0	0	10.0	35.0	30.0	15.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	28	36.8	27	19						
LUTON	WIZZ AIR UK 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	4	52.6	21	19						
STANSTED	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	6	14						
STANSTED	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	4	14						
MANCHESTER	EASYJET UK LTD	S	A	34	0	3	16.2	37.8	8.1	5.4	8.1	5.4	2.7	8.1	0.0	0.0	8.1	37	83.3	14	42						
MANCHESTER	EASYJET UK LTD	S	D	34	0	2	0.0	25.0	47.2	2.8	8.3	2.8	0.0	8.3	0.0	0.0	5.6	30	85.7	12	42						
MANCHESTER	ICELANDAIR	S	A	28	0	2	20.0	46.7	6.7	10.0	3.3	0.0	0.0	3.3	3.3	0.0	6.7	30	92.9	6	28						
MANCHESTER	ICELANDAIR	S	D	28	0	2	10.0	43.3	30.0	3.3	0.0	0.0	0.0	3.3	3.3	0.0	6.7	27	96.4	5	28						
MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	22.2	11.1	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	77.8	34	9						
MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	77.8	33	9						
<b>TOTAL KEFLAVIK</b>				<b>708</b>	<b>0</b>	<b>50</b>	<b>9.0</b>	<b>33.0</b>	<b>29.0</b>	<b>9.2</b>	<b>4.9</b>	<b>2.9</b>	<b>1.3</b>	<b>2.4</b>	<b>1.7</b>	<b>0.0</b>	<b>6.6</b>	<b>29</b>	<b>83.1</b>	<b>9</b>	<b>938</b>						
KERRY COUNTY																											
LUTON	RYANAIR	S	A	26	0	0	42.3	46.2	3.8	0.0	3.8	3.8	0.0	0.0	0.0	0.0	0.0	6	85.2	13	27						
LUTON	RYANAIR	S	D	26	0	0	0.0	92.3	3.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	8	27						
STANSTED	RYANAIR	S	A	24	0	0	16.7	66.7	12.5	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	91.3	4	23						
STANSTED	RYANAIR	S	D	24	0	0	0.0	79.2	20.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	91.3	6	23						
<b>TOTAL KERRY COUNTY</b>				<b>100</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>71.0</b>	<b>10.0</b>	<b>1.0</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>89.0</b>	<b>8</b>	<b>100</b>						
KHARKOV OSNOVA INTL																											
LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	4	11						



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019		
																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		WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	11					
<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</b>	<b>95.5</b>	<b>3</b>	<b>22</b>						
KIEV (BORISPOL)																												
		GATWICK		UKRAINE INTERNATIONAL AIRLINES	S	A	59	0	0	11.9	37.3	22.0	23.7	5.1	0.0	0.0	0.0	0.0	0.0	8	53.3	22	60					
		GATWICK		UKRAINE INTERNATIONAL AIRLINES	S	D	59	0	0	0.0	44.1	25.4	20.3	10.2	0.0	0.0	0.0	0.0	0.0	10	54.1	25	61					
		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	96.2	3	26					
		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	88.5	4	26					
		STANSTED		RYANAIR	S	A	19	0	0	5.3	26.3	47.4	21.1	0.0	0.0	0.0	0.0	0.0	8	47.8	19	23						
		STANSTED		RYANAIR	S	D	19	0	0	0.0	78.9	21.1	0.0	0.0	0.0	0.0	0.0	0.0	1	87.0	10	23						
		MANCHESTER		RYANAIR	S	A	11	0	0	0.0	18.2	27.3	27.3	18.2	0.0	0.0	9.1	0.0	0.0	35	0.0	0	0					
		MANCHESTER		RYANAIR	S	D	11	0	0	0.0	72.7	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
<b>TOTAL KIEV (BORISPOL)</b>							<b>178</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>43.8</b>	<b>26.4</b>	<b>18.5</b>	<b>6.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>65.8</b>	<b>17</b>	<b>219</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	71.4	13	14						
		LUTON		WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.3	17	14						
		LUTON		WIZZ AIR UK LTD	S	A	16	0	0	18.8	62.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0						
		LUTON		WIZZ AIR UK LTD	S	D	16	0	0	0.0	81.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0						
<b>TOTAL KIEV (ZHULYANY)</b>							<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>71.9</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>1</b>	<b>67.9</b>	<b>15</b>	<b>28</b>						
KIGALI																												
		GATWICK		RWANDAIR EXPRESS	S	A	13	0	0	69.2	15.4	0.0	0.0	0.0	7.7	0.0	7.7	0.0	0.0	24	75.0	6	16					
		GATWICK		RWANDAIR EXPRESS	S	D	13	0	1	7.1	14.3	42.9	7.1	0.0	14.3	0.0	7.1	0.0	7.1	35	81.3	6	16					
<b>TOTAL KIGALI</b>							<b>26</b>	<b>0</b>	<b>1</b>	<b>37.0</b>	<b>14.8</b>	<b>22.2</b>	<b>3.7</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>29</b>	<b>78.1</b>	<b>6</b>	<b>32</b>				
KINGSTON																												
		GATWICK		BRITISH AIRWAYS PLC	S	A	13	0	0	7.7	15.4	61.5	15.4	0.0	0.0	0.0	0.0	0.0	8	21.4	34	14						
		GATWICK		BRITISH AIRWAYS PLC	S	D	14	0	0	0.0	50.0	42.9	7.1	0.0	0.0	0.0	0.0	0.0	4	61.5	17	13						
<b>TOTAL KINGSTON</b>							<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>33.3</b>	<b>51.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>40.7</b>	<b>26</b>	<b>27</b>						
KIRKWALL																												
		ABERDEEN		LOGANAIR LTD	S	A	80	0	0	33.8	36.3	17.5	5.0	1.3	1.3	5.0	0.0	0.0	11	77.5	13	68						
		ABERDEEN		LOGANAIR LTD	S	D	81	0	3	2.4	50.0	26.2	9.5	2.4	2.4	2.4	1.2	0.0	0.0	3.6	13	78.4	11	71				
		EDINBURGH		LOGANAIR LTD	S	A	63	0	0	12.7	50.8	20.6	3.2	1.6	9.5	1.6	0.0	0.0	14	80.0	17	59						
		EDINBURGH		LOGANAIR LTD	S	D	63	0	0	1.6	60.3	22.2	1.6	3.2	7.9	3.2	0.0	0.0	14	78.7	15	59						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: K		PERCENTAGE OF FLIGHTS LATE											JAN 2019			
								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)
GLASGOW	LOGANAIR LTD	S	A	30	0	0	33.3	30.0	10.0	6.7	3.3	10.0	6.7	0.0	0.0	0.0	0.0	22	77.8	18	26			
GLASGOW	LOGANAIR LTD	S	D	31	0	0	3.2	38.7	45.2	3.2	3.2	6.5	0.0	0.0	0.0	0.0	0.0	10	81.5	15	27			
<b>TOTAL KIRKWALL</b>				<b>348</b>	<b>0</b>	<b>3</b>	<b>14.0</b>	<b>46.2</b>	<b>22.8</b>	<b>5.1</b>	<b>2.3</b>	<b>5.4</b>	<b>3.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>14</b>	<b>78.8</b>	<b>14</b>	<b>310</b>			
KIRUNA																								
HEATHROW	SAS	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	6	100.0	0	3			
HEATHROW	SAS	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	2			
<b>TOTAL KIRUNA</b>				<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>2</b>	<b>5</b>			
KITTLA																								
BRISTOL	EASYJET UK 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	25.0	41	4			
BRISTOL	EASYJET UK LTD	C	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	4			
GATWICK	EASYJET UK 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	0.0	11	66.7	28	3			
GATWICK	EASYJET UK LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	4			
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	FINNAIR	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	14	100.0	3	4			
GATWICK	FINNAIR	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	10	100.0	0	4			
GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	60.0	11	5			
GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	13	4			
MANCHESTER	JET2.COM LTD	C	A	5	0	0	0.0	20.0	20.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	49	80.0	7	5			
MANCHESTER	JET2.COM LTD	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	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	0	100.0	0	1			
<b>TOTAL KITTLA</b>				<b>43</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>30.2</b>	<b>34.9</b>	<b>14.0</b>	<b>9.3</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>13</b>	<b>79.1</b>	<b>10</b>	<b>43</b>			
KLAGENFURT																								
GATWICK	EASYJET UK 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	1	9			
GATWICK	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	0.0	1	88.9	4	9			
<b>TOTAL KLAGENFURT</b>				<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>42.9</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>94.4</b>	<b>3</b>	<b>18</b>			
KOSICE																								
LUTON	WIZZ AIR UK LTD	S	A	25	0	0	32.0	40.0	16.0	8.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	6	92.9	5	28			
LUTON	WIZZ AIR UK LTD	S	D	25	0	0	0.0	52.0	40.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	18	82.1	9	28			
<b>TOTAL KOSICE</b>				<b>50</b>	<b>0</b>	<b>0</b>	<b>16.0</b>	<b>46.0</b>	<b>28.0</b>	<b>6.0</b>	<b>0.0</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>12</b>	<b>87.5</b>	<b>7</b>	<b>56</b>			
KRAKOW																								
BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	10	0	0	10.0	70.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	71.4	43	14			
BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	10	0	0	0.0	80.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	14			
BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.7	8	14			
BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	21.4	24	14			
BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	43	88.9	5	9			
BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
BIRMINGHAM	RYANAIR	S A	15	0	0	13.3	40.0	33.3	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	10	81.8	6	11
BIRMINGHAM	RYANAIR	S D	14	0	0	7.1	71.4	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	11	
BIRMINGHAM	WIZZ AIR	S A	12	0	1	7.7	23.1	46.2	7.7	0.0	0.0	7.7	0.0	0.0	0.0	7.7	17	0.0	0	0	
BIRMINGHAM	WIZZ AIR	S D	12	0	1	0.0	7.7	38.5	38.5	0.0	0.0	7.7	0.0	0.0	0.0	7.7	23	0.0	0	0	
BOURNEMOUTH	RYANAIR	S A	9	0	1	0.0	40.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	3	75.0	22	8	
BOURNEMOUTH	RYANAIR	S D	9	0	1	0.0	50.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	3	100.0	0	8	
BRISTOL	EASYJET UK LTD	S A	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	8	57.9	52	19	
BRISTOL	EASYJET UK LTD	S D	14	0	0	0.0	28.6	35.7	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	5	19	
BRISTOL	RYANAIR	S A	17	0	0	11.8	47.1	29.4	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	8	58.8	19	17	
BRISTOL	RYANAIR	S D	18	0	0	0.0	72.2	22.2	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0	14	94.1	7	17	
DONCASTER SHEFFIELD	WIZZ AIR	S A	8	0	1	0.0	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11.1	9	0.0	0	0	
DONCASTER SHEFFIELD	WIZZ AIR	S D	8	0	1	0.0	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11.1	10	0.0	0	0	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	15	0	0	26.7	40.0	13.3	13.3	0.0	0.0	0.0	6.7	0.0	0.0	0.0	18	62.5	21	16	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	15	0	0	0.0	46.7	40.0	6.7	0.0	0.0	0.0	6.7	0.0	0.0	0.0	20	81.3	14	16	
EDINBURGH	EASYJET UK LTD	S A	11	0	0	18.2	36.4	27.3	0.0	0.0	9.1	9.1	0.0	0.0	0.0	0.0	23	100.0	1	10	
EDINBURGH	EASYJET UK LTD	S D	11	0	0	0.0	63.6	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	10	
EDINBURGH	RYANAIR	S A	22	0	1	17.4	43.5	21.7	8.7	0.0	4.3	0.0	0.0	0.0	0.0	4.3	6	63.6	16	22	
EDINBURGH	RYANAIR	S D	23	0	0	0.0	47.8	34.8	13.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	6	81.8	7	22	
GLASGOW	JET2.COM LTD	S A	9	0	0	11.1	11.1	66.7	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	48	0.0	0	0	
GLASGOW	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	0.0	0	0	
GLASGOW	RYANAIR	S A	9	0	0	22.2	22.2	33.3	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	38	66.7	12	9	
GLASGOW	RYANAIR	S D	9	0	0	0.0	22.2	22.2	33.3	0.0	11.1	0.0	11.1	0.0	0.0	0.0	46	44.4	26	9	
LEEDS BRADFORD	JET2.COM LTD	S A	8	0	0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	2	
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	3	100.0	0	2	
LEEDS BRADFORD	RYANAIR	S A	18	0	1	5.3	31.6	47.4	5.3	0.0	5.3	0.0	0.0	0.0	0.0	5.3	10	60.0	15	19	
LEEDS BRADFORD	RYANAIR	S D	19	0	0	0.0	47.4	36.8	5.3	0.0	5.3	5.3	0.0	0.0	0.0	0.0	12	84.2	7	19	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	13	0	1	21.4	57.1	7.1	0.0	0.0	0.0	7.1	0.0	0.0	0.0	7.1	13	83.3	10	12	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	13	0	0	0.0	69.2	23.1	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	5	92.3	2	13	
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	18	0	0	11.1	72.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	60.0	13	15	
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	19	0	0	0.0	68.4	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.7	5	15	
GATWICK	EASYJET UK LTD	S A	46	0	0	10.9	39.1	34.8	8.7	2.2	0.0	0.0	4.3	0.0	0.0	0.0	13	62.5	16	40	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

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NUMBER OF FLIGHTS

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JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	GATWICK	EASYJET UK LTD	S	D	46	0	0	0.0	45.7	43.5	8.7	2.2	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	6	40
	GATWICK	ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	9	1
	GATWICK	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	6	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	19	0	0	21.1	52.6	21.1	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	49	91.3	5	23
	HEATHROW	BRITISH AIRWAYS PLC	S	D	19	0	0	0.0	42.1	57.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.0	3	23
	LUTON	EASYJET UK LTD	S	A	17	0	0	11.8	52.9	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	18	18
	LUTON	EASYJET UK LTD	S	D	18	0	0	0.0	61.1	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	13	18
	LUTON	RYANAIR	S	A	19	0	0	10.5	36.8	42.1	0.0	5.3	5.3	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	LUTON	RYANAIR	S	D	19	0	0	0.0	47.4	52.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	LUTON	WIZZ AIR	S	A	50	0	1	17.6	54.9	17.6	0.0	2.0	2.0	0.0	3.9	0.0	0.0	2.0	13	0.0	0	0
	LUTON	WIZZ AIR	S	D	51	0	0	3.9	66.7	15.7	2.0	2.0	5.9	0.0	3.9	0.0	0.0	0.0	16	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	STANSTED	RYANAIR	S	A	85	0	0	5.9	41.2	34.1	7.1	1.2	1.2	1.2	8.2	0.0	0.0	0.0	32	59.5	16	84
	STANSTED	RYANAIR	S	D	86	0	0	0.0	51.2	33.7	10.5	2.3	0.0	0.0	2.3	0.0	0.0	0.0	11	67.1	14	85
	MANCHESTER	EASYJET UK LTD	S	A	18	0	1	26.3	31.6	10.5	5.3	10.5	5.3	5.3	0.0	0.0	5.3	21	47.1	26	17	
	MANCHESTER	EASYJET UK LTD	S	D	18	0	0	0.0	50.0	22.2	16.7	0.0	5.6	5.6	0.0	0.0	0.0	0.0	18	81.3	10	16
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	16.7	55.6	11.1	0.0	11.1	0.0	0.0	5.6	0.0	0.0	32	90.9	10	11	
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	55.6	38.9	0.0	5.6	0.0	0.0	0.0	0.0	0.0	5	90.9	4	11	
	MANCHESTER	RYANAIR	S	A	23	0	1	0.0	50.0	25.0	8.3	8.3	4.2	0.0	0.0	0.0	4.2	11	63.6	20	22	
	MANCHESTER	RYANAIR	S	D	24	0	0	0.0	20.8	50.0	20.8	4.2	4.2	0.0	0.0	0.0	0.0	14	50.0	29	22	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	0.0	66.7	22.2	0.0	0.0	0.0	0.0	11.1	0.0	0.0	40	55.6	17	9	
	NEWCASTLE	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	3	77.8	8	9	
<b>TOTAL KRAKOW</b>					<b>1070</b>	<b>0</b>	<b>12</b>	<b>6.5</b>	<b>47.4</b>	<b>31.9</b>	<b>6.5</b>	<b>1.9</b>	<b>1.7</b>	<b>0.7</b>	<b>1.9</b>	<b>0.4</b>	<b>0.0</b>	<b>1.1</b>	<b>14</b>	<b>72.7</b>	<b>14</b>	<b>845</b>
KRISTIANSAND (KJEVIK)																						
	STANSTED	WIDEROE FLYVESELSKAP A/S	S	A	15	0	0	13.3	60.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.1	3	17
	STANSTED	WIDEROE FLYVESELSKAP A/S	S	D	15	0	0	0.0	46.7	53.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.1	3	17
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>53.3</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>94.1</b>	<b>3</b>	<b>34</b>
KUALA LUMPUR (SEPANG)																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	16.1	38.7	25.8	9.7	6.5	0.0	0.0	3.2	0.0	0.0	0.0	18	83.9	7	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	29.0	61.3	6.5	0.0	3.2	0.0	0.0	0.0	0.0	0.0	8	74.2	16	31
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	62	0	0	27.4	21.0	27.4	11.3	11.3	0.0	1.6	0.0	0.0	0.0	0.0	12	69.4	17	62

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	62	0	0	0.0	58.1	37.1	0.0	1.6	3.2	0.0	0.0	0.0	0.0	0.0	4	93.5	4	62
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>37.6</b>	<b>36.0</b>	<b>6.5</b>	<b>5.4</b>	<b>1.6</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.6</b>	<b>11</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	100.0	0	6	
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	6	
	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	88.9	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	LUTON	WIZZ AIR 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	10	0.0	0	0	
<b>TOTAL KUTAISI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>44.4</b>	<b>11.1</b>	<b>33.3</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>12</b>	
KUUSAMO																						
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	36	75.0	15	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	100.0	5	4	
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	4	
	GATWICK	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	1	100.0	3	4	
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	34	100.0	5	4	
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	21	100.0	3	4	
<b>TOTAL KUUSAMO</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>25.0</b>	<b>8.3</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>16</b>	<b>95.8</b>	<b>5</b>	<b>24</b>	
KUWAIT																						
	GATWICK	JAZEERA AIRWAYS K.S.C.P	S	A	31	0	0	29.0	25.8	25.8	9.7	6.5	0.0	0.0	3.2	0.0	0.0	14	0.0	0	0	
	GATWICK	JAZEERA AIRWAYS K.S.C.P	S	D	31	0	0	0.0	6.5	48.4	22.6	19.4	0.0	0.0	3.2	0.0	0.0	27	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	6.5	22.6	19.4	16.1	29.0	3.2	0.0	3.2	0.0	0.0	30	90.3	51	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	51.6	38.7	3.2	3.2	3.2	0.0	0.0	0.0	0.0	6	77.4	45	31	
	HEATHROW	KUWAIT AIRWAYS	S	A	54	0	0	40.7	25.9	20.4	9.3	3.7	0.0	0.0	0.0	0.0	0.0	4	63.6	20	44	
	HEATHROW	KUWAIT AIRWAYS	S	D	54	0	0	1.9	25.9	51.9	16.7	3.7	0.0	0.0	0.0	0.0	0.0	7	50.0	29	44	
<b>TOTAL KUWAIT</b>					<b>232</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>26.3</b>	<b>34.5</b>	<b>12.9</b>	<b>9.5</b>	<b>0.9</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>68.0</b>	<b>34</b>	<b>150</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: L										JAN 2019										
										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			
LA ROCHELLE																														
	STANSTED	RYANAIR	S	A	9	0	0	0.0	33.3	44.4	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	26	50.0	20	8								
	STANSTED	RYANAIR	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	62.5	19	8								
	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	0	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	100.0	1	1								
	SOUTHAMPTON	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1								
<b>TOTAL LA ROCHELLE</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.0</b>	<b>55.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>61.1</b>	<b>18</b>	<b>18</b>								
LA ROMANA																														
	MANCHESTER	VIRGIN ATLANTIC 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	0	0.0	0	0								
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0								
<b>TOTAL LA ROMANA</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>0.0</b>	<b>0</b>	<b>0</b>								
LAGOS																														
	GATWICK	EVELOP	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	132	0.0	0	0								
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	32.3	35.5	16.1	3.2	3.2	0.0	0.0	9.7	0.0	0.0	95	67.7	12	31								
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	38.7	25.8	32.3	3.2	0.0	0.0	0.0	0.0	0.0	23	51.6	24	31								
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	35.5	45.2	16.1	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	96.8	1	31								
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	61.3	16.1	19.4	0.0	0.0	3.2	0.0	0.0	0.0	0.0	10	74.2	11	31								
<b>TOTAL LAGOS</b>					<b>125</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>34.4</b>	<b>26.4</b>	<b>15.2</b>	<b>9.6</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>72.6</b>	<b>12</b>	<b>124</b>								
LAHORE																														
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	14	0	0	0.0	0.0	0.0	35.7	57.1	7.1	0.0	0.0	0.0	0.0	0.0	40	42.9	27	14								
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	14	0	0	0.0	7.1	57.1	7.1	14.3	7.1	0.0	7.1	0.0	0.0	0.0	32	61.5	16	13								
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	10	0	0	10.0	0.0	20.0	40.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	22	44.4	23	9								
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	10	0	0	0.0	0.0	10.0	70.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	31	0.0	54	9								
<b>TOTAL LAHORE</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>2.1</b>	<b>22.9</b>	<b>35.4</b>	<b>29.2</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>32</b>	<b>40.0</b>	<b>28</b>	<b>45</b>								
LAMETIA-TERME																														
	STANSTED	RYANAIR	S	A	13	0	0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	8	9								
	STANSTED	RYANAIR	S	D	13	0	0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	9								
<b>TOTAL LAMETIA-TERME</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.5</b>	<b>38.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>88.9</b>	<b>7</b>	<b>18</b>								
LANGKAWI																														
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	2	0	0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	33.3	59	3								
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	3	0	0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	5	3								
	GATWICK	TUI AIRWAYS LTD	C	A	3	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	57	33.3	36	3								

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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	9	3
	MANCHESTER	TUI AIRWAYS LTD	C	A	3	0	0	0.0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	37	0.0	25	2	
	MANCHESTER	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	15	33.3	55	3	
<b>TOTAL LANGKAWI</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>11.8</b>	<b>29.4</b>	<b>29.4</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>25</b>	<b>47.1</b>	<b>32</b>	<b>17</b>
LARNACA																						
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.2	16	13	
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	38.5	32	13	
	BRISTOL	EASYJET UK LTD	S	A	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	6	9	
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	12	9	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	37	8	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	14	9	
	GATWICK	EASYJET UK LTD	S	A	19	0	1	5.0	55.0	30.0	5.0	0.0	0.0	0.0	0.0	0.0	5.0	3	78.9	12	19	
	GATWICK	EASYJET UK LTD	S	D	19	0	0	0.0	5.3	73.7	15.8	5.3	0.0	0.0	0.0	0.0	0.0	12	73.7	15	19	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	0	27.9	37.2	25.6	7.0	2.3	0.0	0.0	0.0	0.0	0.0	4	72.5	10	40	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	0.0	34.9	55.8	7.0	2.3	0.0	0.0	0.0	0.0	0.0	5	82.5	7	40	
	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	100.0	1	8	
	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	75.0	17	4	
	LUTON	CYPRUS AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	9	
	LUTON	CYPRUS 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	38.5	18	13	
	LUTON	WIZZ AIR UK LTD	S	A	28	0	0	14.3	35.7	21.4	10.7	10.7	7.1	0.0	0.0	0.0	0.0	15	77.8	10	27	
	LUTON	WIZZ AIR UK LTD	S	D	29	0	0	0.0	34.5	58.6	3.4	0.0	3.4	0.0	0.0	0.0	0.0	6	89.3	5	28	
	STANSTED	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	3	50.0	15	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	9	50.0	13	2	
<b>TOTAL LARNACA</b>					<b>208</b>	<b>0</b>	<b>1</b>	<b>8.6</b>	<b>34.0</b>	<b>45.0</b>	<b>7.7</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>0.5</b>	<b>7</b>	<b>76.1</b>	<b>12</b>	<b>272</b>
LAS PALMAS																						
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	6	0	0	50.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	4	
	BELFAST INTERNATIONAL	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	6	100.0	2	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	100.0	8	1	
	BIRMINGHAM	JET2.COM LTD	S	A	20	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	8	10	
	BIRMINGHAM	JET2.COM LTD	S	D	20	0	0	0.0	45.0	50.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	7	10	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2019			
								More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
BIRMINGHAM	RYANAIR	S A	5	0	0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	13	8
BIRMINGHAM	RYANAIR	S D	5	0	0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	1	8
BIRMINGHAM	TUI AIRWAYS LTD	C A	8	0	0	25.0	25.0	12.5	0.0	12.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	63	88.9	11	9
BIRMINGHAM	TUI AIRWAYS LTD	C D	7	0	0	0.0	42.9	42.9	0.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	43	88.9	14	9
BOURNEMOUTH	RYANAIR	S A	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
BOURNEMOUTH	RYANAIR	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	0.0	12	0.0	0	0
BOURNEMOUTH	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	0.0	0.0	11	75.0	5	4
BOURNEMOUTH	TUI AIRWAYS LTD	C D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	4
BRISTOL	EASYJET UK LTD	S A	8	0	0	12.5	25.0	37.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	88.9	6	9
BRISTOL	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	0.0	11	100.0	3	9
BRISTOL	RYANAIR	S 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	0.0	9	75.0	11	4
BRISTOL	RYANAIR	S D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	5	4
BRISTOL	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	50.0	81	4
BRISTOL	TUI AIRWAYS LTD	C D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	85	4
CARDIFF WALES	TUI AIRWAYS LTD	C A	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	28	75.0	9	4
CARDIFF WALES	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	3	4
DONCASTER SHEFFIELD	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	0.0	5	100.0	0	4
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	14	0	0	35.7	21.4	14.3	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	3	9
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	14	0	0	0.0	50.0	42.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	4	9
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	5	0	0	40.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	5
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	5
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	11	6
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	80.0	10	5
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	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	0.0	0	100.0	4	4
EDINBURGH	JET2.COM LTD	S A	10	0	0	20.0	30.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	9
EDINBURGH	JET2.COM LTD	S D	10	0	0	0.0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	9
EDINBURGH	RYANAIR	S A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	8	9
EDINBURGH	RYANAIR	S D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	3	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	0	75.0	6	4
EDINBURGH	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
EXETER	TUI AIRWAYS LTD	C A	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	28	100.0	2	4
EXETER	TUI AIRWAYS LTD	C D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	6	4
GLASGOW	JET2.COM LTD	S A	18	0	0	33.3	27.8	11.1	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	57.1	9	14	
GLASGOW	JET2.COM LTD	S D	18	0	0	0.0	66.7	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.9	3	14	
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	16	4	
GLASGOW	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4	
GLASGOW	TUI AIRWAYS LTD	C A	4	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	2	3	
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	2	
LEEDS BRADFORD	JET2.COM LTD	S A	13	0	0	23.1	30.8	15.4	15.4	7.7	0.0	7.7	0.0	0.0	0.0	0.0	18	50.0	20	10	
LEEDS BRADFORD	JET2.COM LTD	S D	13	0	0	0.0	15.4	69.2	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	15	90.0	5	10	
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	11	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	33.3	29	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	0.0	17	1	
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	0.0	20	1	
GATWICK	BRITISH AIRWAYS PLC	S A	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	0.0	0	0	
GATWICK	BRITISH AIRWAYS PLC	S D	10	0	0	0.0	30.0	40.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
GATWICK	EASYJET UK LTD	S A	26	0	0	15.4	19.2	38.5	15.4	7.7	3.8	0.0	0.0	0.0	0.0	0.0	15	85.7	5	28	
GATWICK	EASYJET UK LTD	S D	26	0	0	0.0	26.9	61.5	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	92.9	3	28	
GATWICK	MALETH AERO	C D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	9	0	0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	8	9	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	9	
GATWICK	NORWEGIAN AIR SHUTTLE	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	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	100.0	2	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	9	4	
GATWICK	TUI AIRWAYS LTD	C A	15	0	0	0.0	40.0	33.3	6.7	6.7	13.3	0.0	0.0	0.0	0.0	0.0	17	70.6	15	17	
GATWICK	TUI AIRWAYS LTD	C D	15	0	0	0.0	0.0	73.3	20.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	11	76.5	17	17	
HEATHROW	BRITISH AIRWAYS PLC	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	8	
HEATHROW	BRITISH AIRWAYS PLC	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	8	
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	32	0.0	27	1	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	STANSTED	JET2.COM LTD	S	A	18	0	0	16.7	27.8	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	64.3	10	14
	STANSTED	JET2.COM LTD	S	D	18	0	0	0.0	61.1	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.9	3	14	
	STANSTED	RYANAIR	S	A	22	0	0	9.1	22.7	59.1	4.5	4.5	0.0	0.0	0.0	0.0	0.0	8	82.1	7	28	
	STANSTED	RYANAIR	S	D	23	0	0	0.0	60.9	34.8	0.0	4.3	0.0	0.0	0.0	0.0	0.0	5	82.1	10	28	
	STANSTED	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	21	75.0	9	4	
	STANSTED	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	4	
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	9	88.9	15	9	
	MANCHESTER	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	6	66.7	23	9	
	MANCHESTER	JET2.COM LTD	S	A	22	0	0	31.8	31.8	22.7	4.5	9.1	0.0	0.0	0.0	0.0	0.0	6	63.2	19	19	
	MANCHESTER	JET2.COM LTD	S	D	22	0	0	0.0	36.4	50.0	4.5	4.5	4.5	0.0	0.0	0.0	0.0	7	89.5	11	19	
	MANCHESTER	RYANAIR	S	A	12	0	0	0.0	33.3	33.3	25.0	8.3	0.0	0.0	0.0	0.0	0.0	12	84.6	10	13	
	MANCHESTER	RYANAIR	S	D	12	0	0	0.0	33.3	50.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	7	69.2	15	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	14	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	80.0	16	10	
	MANCHESTER	TUI AIRWAYS LTD	C	A	15	0	0	6.7	33.3	20.0	33.3	6.7	0.0	0.0	0.0	0.0	0.0	11	47.1	31	17	
	MANCHESTER	TUI AIRWAYS LTD	C	D	15	0	0	0.0	13.3	80.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5	70.6	19	17	
	NEWCASTLE	JET2.COM 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	5	66.7	14	9	
	NEWCASTLE	JET2.COM LTD	S	D	10	0	0	0.0	20.0	70.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	9	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	25	75.0	11	4	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	18	50.0	10	4	
<b>TOTAL LAS PALMAS</b>					<b>642</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>35.5</b>	<b>37.2</b>	<b>10.3</b>	<b>5.3</b>	<b>1.4</b>	<b>0.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.8</b>	<b>10</b>	<b>685</b>	
LAS VEGAS																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	28.6	35.7	7.1	7.1	7.1	7.1	0.0	7.1	0.0	0.0	22	64.3	27	14	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	0.0	28.6	50.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	7	46.2	26	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	82.4	7	17	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.5	10	17	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	6	18	
	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	64.7	14	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	20.0	26.7	30.0	3.3	10.0	6.7	0.0	3.3	0.0	0.0	19	90.3	9	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	36.7	30.0	10.0	13.3	10.0	0.0	0.0	0.0	0.0	19	54.8	27	31	
	HEATHROW	DELTA AIRLINES	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	52	0.0	0	0	
	HEATHROW	DELTA AIRLINES	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019								
																More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TOTAL LAS VEGAS		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S A		35 0		0 0		22.9 25.7		42.9 2.9		5.7 0.0		0.0 0.0		0.0 0.0		0.0 0.0		5 75.0		8 4								
		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S D		35 0		0 0		0.0 57.1		22.9 2.9		11.4 5.7		0.0 0.0		0.0 0.0		0.0 0.0		11 100.0		4 4								
<b>TOTAL LAS VEGAS</b>								<b>162 0</b>		<b>0 0</b>		<b>11.1 36.4</b>		<b>30.9 6.2</b>		<b>8.6 5.6</b>		<b>0.0 1.2</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>14 72.3</b>		<b>15 166</b>								
LEEDS BRADFORD		BELFAST CITY (GEORGE BEST)		FLYBE LTD		S A		92 0		2 29.8		50.0 9.6		2.1 4.3		0.0 0.0		1.1 1.1		0.0 0.0		2.1 7		88.4 5		94 94								
		BELFAST CITY (GEORGE BEST)		FLYBE LTD		S D		92 0		1 1.1		74.2 16.1		1.1 4.3		2.2 0.0		0.0 0.0		0.0 1.1		5 92.6		6 94										
		BIRMINGHAM		JET2.COM LTD		S 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		11 0.0		0 0										
		BIRMINGHAM		JET2.COM LTD		S D		1 0		0 0		0.0 0.0		0.0 100.0		0.0 0.0		0.0 0.0		0.0 0.0		39 0.0		0 0										
		BOURNEMOUTH		ENTER AIR		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		15 100.0		0 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 0.0		20 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		0 100.0		10 1										
		HEATHROW		BRITISH AIRWAYS PLC		S A		44 0		0 15.9		36.4 27.3		13.6 2.3		2.3 0.0		2.3 0.0		0.0 0.0		13 97.7		3 44										
		HEATHROW		BRITISH AIRWAYS PLC		S D		45 0		0 0.0		42.2 44.4		11.1 2.2		0.0 0.0		0.0 0.0		0.0 0.0		5 95.5		3 44										
		SOUTHAMPTON		EASTERN AIRWAYS		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		27 0.0		0 0										
		SOUTHAMPTON		EASTERN AIRWAYS		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		46 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 2.1		0 1										
		SOUTHAMPTON		EASTERN AIRWAYS		S D		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 2.1		0 1										
		SOUTHAMPTON		FLYBE LTD		S A		58 0		4 6.5		43.5 30.6		3.2 4.8		3.2 1.6		0.0 0.0		0.0 6.5		10 88.9		10 44										
		SOUTHAMPTON		FLYBE LTD		S D		57 0		5 1.6		35.5 41.9		6.5 1.6		3.2 1.6		1.6 0.0		0.0 0.0		8.1 9		88.9 12		44 44								
<b>TOTAL LEEDS BRADFORD</b>								<b>394 0</b>		<b>12 10.1</b>		<b>49.3 25.4</b>		<b>5.4 3.9</b>		<b>1.7 0.7</b>		<b>0.5 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>8 73.3</b>		<b>6 369</b>								
LEIPZIG		STANSTED		RYANAIR		S A		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 76.9		14 13										
		STANSTED		RYANAIR		S D		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 69.2		14 13										
<b>TOTAL LEIPZIG</b>								<b>0 0</b>		<b>0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0 73.1</b>		<b>14 26</b>										
LIBERIA		GATWICK		TUI AIRWAYS LTD		C A		4 0		0 25.0		25.0 25.0		0.0 0.0		25.0 0.0		0.0 0.0		0.0 0.0		17 40.0		19 5										
		GATWICK		TUI AIRWAYS LTD		C 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		7 25.0		21 4										
<b>TOTAL LIBERIA</b>								<b>8 0</b>		<b>0 12.5</b>		<b>12.5 50.0</b>		<b>12.5 0.0</b>		<b>12.5 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>12 33.3</b>		<b>20 9</b>										
LIEIDA		BIRMINGHAM		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		107 2										
		BIRMINGHAM		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 33.3		23 3										
		BRISTOL		FLYBE LTD		C A		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0.0		74 3										

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: L																	JAN 2019			
		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
	BRISTOL	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	84	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	50.0	28	4
	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	66.7	15	3
	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	12	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	100.0	2	2
	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	37	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	4
<b>TOTAL LIEIDA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>40.0</b>	<b>37</b>	<b>30</b>
LIMOGES																						
	BRISTOL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	15	9
	BRISTOL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	3	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	10	0	0	30.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.7	7	11
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	10	0	0	10.0	50.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.9	6	11
	STANSTED	RYANAIR	S	A	19	0	0	21.1	36.8	31.6	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	13	16
	STANSTED	RYANAIR	S	D	19	0	0	0.0	47.4	42.1	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	82.4	9	17
	MANCHESTER	RYANAIR	S	A	12	0	0	8.3	16.7	33.3	33.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	24	44.4	29	9
	MANCHESTER	RYANAIR	S	D	12	0	0	0.0	25.0	50.0	16.7	0.0	0.0	8.3	0.0	0.0	0.0	0.0	20	66.7	27	9
	SOUTHAMPTON	FLYBE LTD	S	A	2	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	62	2
	SOUTHAMPTON	FLYBE 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	33.3	68	2
<b>TOTAL LIMOGES</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>38.4</b>	<b>34.9</b>	<b>9.3</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>9</b>	<b>72.2</b>	<b>15</b>	<b>95</b>
LINZ																						
	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	0.0	195	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	100.0	3	1
	BRISTOL	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	15	1
	GLASGOW	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	100	1
	GLASGOW	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	88	1
	GATWICK	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	148	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	100.0	0	1
	LUTON	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	215	1
	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	19	1
	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	196	1
	STANSTED	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL LINZ</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>94</b>	<b>12</b>
LISBON																						
	BRISTOL	EASYJET UK LTD	S	A	20	0	0	0.0	20.0	25.0	30.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	22	55.0	30	20

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	20	0	0	0.0	60.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	10	75.0	15	20		
	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	11.1	11.1	55.6	0.0	0.0	11.1	11.1	0.0	0.0	0.0	33	70.0	18	10		
	EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	10	80.0	13	10		
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	22.2	22.2	22.2	11.1	11.1	11.1	0.0	0.0	0.0	41	25.0	30	8		
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	22.2	22.2	11.1	11.1	22.2	11.1	0.0	0.0	0.0	43	12.5	41	8		
	GATWICK	AIR PORTUGAL	S	A	53	0	0	3.8	34.0	24.5	17.0	15.1	5.7	0.0	0.0	0.0	16	66.7	16	48			
	GATWICK	AIR PORTUGAL	S	D	53	0	0	0.0	34.0	30.2	11.3	17.0	5.7	0.0	1.9	0.0	0.0	22	58.3	19	48		
	GATWICK	EASYJET UK LTD	S	A	44	0	0	27.3	27.3	27.3	11.4	2.3	2.3	0.0	0.0	2.3	0.0	17	81.4	8	43		
	GATWICK	EASYJET UK LTD	S	D	44	0	0	0.0	27.3	63.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	6	83.7	9	43		
	HEATHROW	AIR PORTUGAL	S	A	169	0	0	12.4	29.0	28.4	11.8	11.8	5.9	0.6	0.0	0.0	0.0	16	78.4	11	167		
	HEATHROW	AIR PORTUGAL	S	D	169	0	0	0.6	30.2	35.5	10.1	14.8	6.5	1.8	0.6	0.0	0.0	19	79.6	12	167		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	77	0	0	14.3	29.9	26.0	13.0	13.0	2.6	1.3	0.0	0.0	0.0	14	84.3	8	88		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	77	0	0	0.0	42.9	50.6	5.2	0.0	0.0	1.3	0.0	0.0	0.0	6	84.3	7	88		
	LONDON CITY	AIR PORTUGAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	17	50			
	LONDON CITY	AIR PORTUGAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	56.0	25	50			
	LUTON	EASYJET UK LTD	S	A	52	0	0	11.5	23.1	25.0	17.3	13.5	5.8	3.8	0.0	0.0	0.0	22	75.9	11	58		
	LUTON	EASYJET UK LTD	S	D	52	0	0	0.0	36.5	57.7	1.9	3.8	0.0	0.0	0.0	0.0	0.0	5	86.2	6	58		
	LUTON	WIZZ AIR UK LTD	S	A	26	0	0	3.8	19.2	30.8	26.9	15.4	0.0	3.8	0.0	0.0	0.0	20	61.3	15	31		
	LUTON	WIZZ AIR UK LTD	S	D	26	0	0	0.0	42.3	42.3	0.0	7.7	3.8	3.8	0.0	0.0	0.0	14	74.2	11	31		
	STANSTED	RYANAIR	S	A	114	0	0	8.8	19.3	35.1	20.2	11.4	4.4	0.9	0.0	0.0	0.0	17	66.7	20	93		
	STANSTED	RYANAIR	S	D	114	0	0	0.0	32.5	45.6	7.0	10.5	2.6	1.8	0.0	0.0	0.0	14	61.3	17	93		
	MANCHESTER	AIR PORTUGAL	S	A	44	0	0	6.8	22.7	27.3	22.7	11.4	6.8	0.0	0.0	2.3	0.0	25	65.3	16	49		
	MANCHESTER	AIR PORTUGAL	S	D	43	0	1	0.0	20.5	36.4	11.4	13.6	15.9	0.0	0.0	0.0	2.3	24	55.1	25	49		
	MANCHESTER	EASYJET UK LTD	S	A	10	0	0	20.0	10.0	10.0	0.0	40.0	10.0	10.0	0.0	0.0	0.0	39	71.4	20	14		
	MANCHESTER	EASYJET UK LTD	S	D	10	0	0	0.0	30.0	60.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10	92.9	7	14		
	MANCHESTER	RYANAIR	S	A	28	0	0	10.7	14.3	28.6	17.9	14.3	10.7	3.6	0.0	0.0	0.0	25	50.0	34	30		
	MANCHESTER	RYANAIR	S	D	28	0	0	0.0	21.4	35.7	25.0	14.3	3.6	0.0	0.0	0.0	0.0	18	50.0	33	30		
<b>TOTAL LISBON</b>					<b>1309</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>29.1</b>	<b>35.3</b>	<b>12.4</b>	<b>11.1</b>	<b>4.8</b>	<b>1.4</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.1</b>	<b>17</b>	<b>71.8</b>	<b>15</b>	<b>1418</b>	
LIVERPOOL (JOHN LENNON)																							
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	180	0	0	16.1	63.9	11.7	2.2	4.4	1.1	0.0	0.6	0.0	0.0	5	89.8	9	176		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	180	0	0	8.3	67.2	13.9	4.4	3.3	2.2	0.0	0.6	0.0	0.0	6	84.8	13	177		
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	109	1		
	BIRMINGHAM	FLYBE LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BOURNEMOUTH	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	33	1		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	BOURNEMOUTH	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	110	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	
	ISLE OF MAN	EASYJET UK LTD	S	A	38	0	0	21.1	65.8	2.6	7.9	2.6	0.0	0.0	0.0	0.0	0.0	0.0	4	93.3	34	44	
	ISLE OF MAN	EASYJET UK LTD	S	D	38	0	0	5.3	68.4	15.8	5.3	2.6	2.6	0.0	0.0	0.0	0.0	0.0	4	93.3	35	44	
	ISLE OF MAN	FLYBE LTD	S	A	80	0	5	5.9	54.1	29.4	0.0	3.5	0.0	0.0	0.0	1.2	0.0	5.9	22	93.6	3	108	
	ISLE OF MAN	FLYBE LTD	S	D	82	0	2	0.0	29.8	56.0	8.3	1.2	2.4	0.0	0.0	0.0	0.0	2.4	6	86.5	5	109	
	JERSEY	EASYJET UK LTD	S	A	31	0	0	35.5	45.2	16.1	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	18	97.5	3	40	
	JERSEY	EASYJET UK LTD	S	D	31	0	0	16.1	67.7	9.7	3.2	0.0	0.0	0.0	0.0	3.2	0.0	0.0	18	97.5	3	40	
	GATWICK	LOGANAIR LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	LOGANAIR LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LONDON CITY	AIR DOLOMITI	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	
	LUTON	EASYJET UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	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	100.0	0	1	
	SOUTHAMPTON	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1	
	SOUTHAMPTON	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	24	1	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>					<b>666</b>	<b>0</b>	<b>7</b>	<b>11.1</b>	<b>59.0</b>	<b>19.9</b>	<b>3.9</b>	<b>3.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.3</b>	<b>0.4</b>	<b>0.0</b>	<b>1.0</b>	<b>9</b>	<b>89.5</b>	<b>11</b>	<b>745</b>	
LJUBLJANA																							
	GATWICK	EASYJET UK 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	88.2	5	17	
	GATWICK	EASYJET UK LTD	S	D	14	0	0	0.0	42.9	50.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	82.4	8	17	
	LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.1	2	17	
	LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	3	18	
	STANSTED	EASYJET UK LTD	S	A	18	0	0	50.0	38.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	5	19	
	STANSTED	EASYJET UK LTD	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	94.7	5	19	
<b>TOTAL LJUBLJANA</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>20.3</b>	<b>53.1</b>	<b>23.4</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>0.0</b>	<b>2</b>	<b>90.7</b>	<b>5</b>	<b>107</b>	
LODZ LUBLINEK																							
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	12	0	0	25.0	41.7	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	62.5	37	8	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	12	0	0	0.0	58.3	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	39	8	
	STANSTED	RYANAIR	S	A	26	0	0	30.8	50.0	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.5	6	26	
	STANSTED	RYANAIR	S	D	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	92.3	8	26	
<b>TOTAL LODZ LUBLINEK</b>					<b>77</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>54.5</b>	<b>24.7</b>	<b>5.2</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>0.0</b>	<b>3</b>	<b>82.4</b>	<b>14</b>	<b>68</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	53.1	20	46	
	ABERDEEN	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.4	6	47	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	128	0	4	44.7	35.6	8.3	3.0	2.3	2.3	0.0	0.0	0.8	0.0	3.0	15	84.1	9	148	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	133	0	0	0.0	56.4	35.3	4.5	3.0	0.8	0.0	0.0	0.0	0.0	0.0	4	88.7	7	150	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	77	0.0	0	0	
	BOURNEMOUTH	BA CITYFLYER LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
	EDINBURGH	BA CITYFLYER LTD	S	A	196	0	0	8.7	48.0	27.0	7.7	5.1	2.6	0.5	0.5	0.0	0.0	0.0	9	87.0	7	176	
	EDINBURGH	BA CITYFLYER LTD	S	D	199	0	0	1.0	56.3	31.7	5.5	2.5	1.5	0.5	1.0	0.0	0.0	0.0	8	85.3	9	177	
	EDINBURGH	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	0.0	0	0	
	EDINBURGH	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	0.0	0	0	
	EDINBURGH	FLYBE LTD	S	A	83	0	2	12.9	31.8	31.8	11.8	8.2	1.2	0.0	0.0	0.0	0.0	2.4	9	84.0	8	103	
	EDINBURGH	FLYBE LTD	S	D	84	0	1	0.0	56.5	30.6	9.4	0.0	2.4	0.0	0.0	0.0	0.0	1.2	6	84.9	9	105	
	EXETER	FLYBE LTD	S	A	22	0	0	13.6	68.2	13.6	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	3	88.5	7	26	
	EXETER	FLYBE LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	8	25	
	GLASGOW	BA CITYFLYER LTD	S	A	139	0	0	16.5	55.4	17.3	5.8	2.9	2.2	0.0	0.0	0.0	0.0	0.0	5	86.6	6	126	
	GLASGOW	BA CITYFLYER LTD	S	D	143	0	0	0.0	65.0	19.6	10.5	2.8	2.1	0.0	0.0	0.0	0.0	0.0	6	85.4	7	129	
	GLASGOW	BRITISH AIRWAYS PLC	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	
	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	0.0	0	0	
	ISLE OF MAN	BA CITYFLYER LTD	S	A	63	0	6	14.5	31.9	24.6	13.0	5.8	1.4	0.0	0.0	0.0	0.0	8.7	8	74.3	15	69	
	ISLE OF MAN	BA CITYFLYER LTD	S	D	63	0	5	1.5	16.2	66.2	7.4	0.0	1.5	0.0	0.0	0.0	0.0	7.4	5	88.4	9	69	
	JERSEY	BLUE ISLANDS LIMITED	S	A	44	0	4	6.3	20.8	31.3	8.3	16.7	6.3	2.1	0.0	0.0	0.0	8.3	21	93.8	5	47	
	JERSEY	BLUE ISLANDS LIMITED	S	D	46	0	3	0.0	24.5	32.7	18.4	8.2	8.2	2.0	0.0	0.0	0.0	6.1	21	83.3	7	47	
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	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	75.0	7	4	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	23	4	
	NEWCASTLE	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	43.9	24	39	
	NEWCASTLE	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.4	7	40	
	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	0.0	97	1	
<b>TOTAL LONDON CITY</b>					<b>1358</b>	<b>0</b>	<b>38</b>	<b>9.3</b>	<b>46.5</b>	<b>27.1</b>	<b>7.7</b>	<b>3.9</b>	<b>2.1</b>	<b>0.4</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>2.7</b>	<b>9</b>	<b>83.5</b>	<b>9</b>	<b>1578</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LOS ANGELES INTERNATIONAL																						
	GATWICK	NORWEGIAN AIR UK LTD	S	A	29	0	0	24.1	37.9	24.1	10.3	0.0	3.4	0.0	0.0	0.0	0.0	0.0	7	83.9	8	31
	GATWICK	NORWEGIAN AIR UK LTD	S	D	29	0	0	0.0	24.1	58.6	3.4	6.9	6.9	0.0	0.0	0.0	0.0	0.0	12	77.4	10	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	HEATHROW	AIR NEW ZEALAND LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	285	0.0	0	0
	HEATHROW	AMERICAN AIRLINES	S	A	50	0	0	62.0	24.0	8.0	4.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	9	86.3	7	51
	HEATHROW	AMERICAN AIRLINES	S	D	50	0	0	0.0	68.0	26.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	76.5	39	51
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	0	26.7	23.3	31.4	7.0	10.5	0.0	0.0	1.2	0.0	0.0	0.0	11	76.4	10	89
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	0	0	0.0	16.1	48.3	19.5	10.3	4.6	0.0	1.1	0.0	0.0	0.0	18	74.7	12	89
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	58.1	22.6	16.1	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	5	87.1	9	30
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	0.0	67.7	25.8	0.0	3.2	0.0	3.2	0.0	0.0	0.0	0.0	7	90.3	4	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	61	0	0	32.8	27.9	21.3	9.8	3.3	0.0	3.3	1.6	0.0	0.0	0.0	15	86.2	6	58
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	61	0	0	0.0	42.6	45.9	8.2	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6	77.6	11	58
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>517</b>	<b>0</b>	<b>0</b>	<b>19.1</b>	<b>32.9</b>	<b>31.7</b>	<b>8.3</b>	<b>4.8</b>	<b>1.4</b>	<b>0.8</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>80.3</b>	<b>12</b>	<b>518</b>
LOS CABOS																						
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	1	0.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	8	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
<b>TOTAL LOS CABOS</b>					<b>9</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LUBLIN (PORT LOTNICZY)																						
	LUTON	WIZZ AIR UK LTD	S	A	30	0	0	50.0	33.3	13.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	2	89.3	4	28
	LUTON	WIZZ AIR UK LTD	S	D	30	0	0	0.0	83.3	3.3	6.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	6	96.4	3	28
	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	68.4	10	19
	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	100.0	4	19
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>58.3</b>	<b>8.3</b>	<b>3.3</b>	<b>3.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>89.4</b>	<b>5</b>	<b>94</b>
LUTON																						
	ABERDEEN	EASYJET UK LTD	S	A	20	0	0	0.0	80.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	7	18
	ABERDEEN	EASYJET UK LTD	S	D	20	0	0	0.0	45.0	35.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	7	73.7	9	18
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	110	0	0	20.0	48.2	24.5	5.5	0.9	0.9	0.0	0.0	0.0	0.0	0.0	4	88.1	8	109
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	110	0	0	0.9	50.0	33.6	10.9	4.5	0.0	0.0	0.0	0.0	0.0	0.0	7	79.1	13	110



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	LONDON EXECUTIVE 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	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	131	2		
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	156	0.0	0	0		
	BRISTOL	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	BRISTOL	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2		
	BRISTOL	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	100.0	0	1		
	EDINBURGH	EASYJET UK LTD	S	A	95	0	0	25.3	45.3	20.0	4.2	3.2	1.1	1.1	0.0	0.0	0.0	6	79.2	9	96		
	EDINBURGH	EASYJET UK LTD	S	D	95	0	0	5.3	60.0	22.1	7.4	4.2	1.1	0.0	0.0	0.0	0.0	6	74.7	10	95		
	GLASGOW	EASYJET UK LTD	S	A	72	0	0	31.9	31.9	19.4	6.9	4.2	2.8	1.4	1.4	0.0	0.0	12	83.3	12	72		
	GLASGOW	EASYJET UK LTD	S	D	72	0	0	0.0	65.3	19.4	8.3	2.8	1.4	1.4	1.4	0.0	0.0	10	87.5	8	72		
	LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	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		
	LIVERPOOL (JOHN LENNON)	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	37	0.0	0	0		
	GATWICK	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	38	0.0	0	0		
	NEWCASTLE	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL LUTON</b>					<b>600</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>50.5</b>	<b>23.8</b>	<b>7.3</b>	<b>3.5</b>	<b>1.0</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.6</b>	<b>10</b>	<b>597</b>	
LUXEMBOURG																							
	BOURNEMOUTH	DUCAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	EDINBURGH	RYANAIR	S	A	14	0	0	7.1	50.0	28.6	7.1	7.1	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
	EDINBURGH	RYANAIR	S	D	14	0	0	7.1	71.4	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
	GATWICK	EASYJET UK LTD	S	A	20	0	0	10.0	15.0	55.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	12	57.9	19	19		
	GATWICK	EASYJET UK LTD	S	D	20	0	0	0.0	20.0	60.0	15.0	0.0	5.0	0.0	0.0	0.0	0.0	10	63.2	16	19		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	68	0	0	16.2	48.5	30.9	2.9	1.5	0.0	0.0	0.0	0.0	0.0	3	82.3	5	61		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	68	0	0	0.0	60.3	30.9	8.8	0.0	0.0	0.0	0.0	0.0	0.0	4	87.1	4	61		
	LONDON CITY	LUXAIR	S	A	144	0	1	2.1	55.2	32.4	4.8	2.8	2.1	0.0	0.0	0.0	0.0	5	86.5	9	147		
	LONDON CITY	LUXAIR	S	D	144	0	5	0.0	32.9	51.0	6.7	3.4	2.7	0.0	0.0	0.0	0.0	3.4	8	77.7	13	147	
	STANSTED	RYANAIR	S	A	31	0	0	41.9	22.6	19.4	6.5	3.2	6.5	0.0	0.0	0.0	0.0	9	71.0	12	31		
	STANSTED	RYANAIR	S	D	31	0	0	0.0	54.8	25.8	6.5	9.7	3.2	0.0	0.0	0.0	0.0	10	77.4	13	31		
	MANCHESTER	FLYBE LTD	S	A	9	0	0	11.1	66.7	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	9	58.8	20	17		
	MANCHESTER	FLYBE 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	12	88.2	10	17		
	SOUTHEND	LUXAIR	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
<b>TOTAL LUXEMBOURG</b>					<b>574</b>	<b>0</b>	<b>6</b>	<b>5.5</b>	<b>44.7</b>	<b>37.2</b>	<b>6.4</b>	<b>2.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>7</b>	<b>79.8</b>	<b>10</b>	<b>551</b>	
LUXOR																							
	HEATHROW	EGYPT AIR	S	A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	25	50.0	74	4		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

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JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	EGYPT AIR	S	D	4	0	0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	266	50.0	52	4
<b>TOTAL LUXOR</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>146</b>	<b>50.0</b>	<b>63</b>	<b>8</b>
LVOV																							
	LUTON	WIZZ AIR UK LTD	S	A	10	0	0	30.0	40.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	41.7	61	12	
	LUTON	WIZZ AIR UK LTD	S	D	10	0	0	0.0	90.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	11	
	STANSTED	RYANAIR	S	A	15	0	0	13.3	33.3	33.3	13.3	0.0	6.7	0.0	0.0	0.0	0.0	0.0	11	53.8	42	13	
	STANSTED	RYANAIR	S	D	15	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.6	7	13	
<b>TOTAL LVOV</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>54.0</b>	<b>26.0</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>0.0</b>	<b>6</b>	<b>69.4</b>	<b>28</b>	<b>49</b>	
LYON																							
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	25.0	21	4	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	21	4	
	BIRMINGHAM	FLYBE LTD	S	A	3	0	0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	63.2	11	19	
	BIRMINGHAM	FLYBE LTD	S	D	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	14	63.2	14	19	
	BIRMINGHAM	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	BIRMINGHAM	JOTA AVIATION LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	14	4	
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	4	
	CARDIFF WALES	PAN EUROPEAN AIR SERVICE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	CARDIFF WALES	PAN EUROPEAN AIR SERVICE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EDINBURGH	EASYJET UK LTD	S	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	20	4	
	EDINBURGH	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	2	100.0	4	4	
	GATWICK	BRITISH AIRWAYS PLC	C	A	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	17	4	
	GATWICK	BRITISH AIRWAYS PLC	C	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8	
	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	100.0	1	8	
	GATWICK	EASYJET UK LTD	S	A	63	0	0	25.4	46.0	20.6	3.2	1.6	3.2	0.0	0.0	0.0	0.0	0.0	5	87.3	16	63	
	GATWICK	EASYJET UK LTD	S	D	63	0	0	0.0	38.1	34.9	17.5	4.8	3.2	1.6	0.0	0.0	0.0	0.0	12	79.4	10	63	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	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	75.0	18	4	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	5	100.0	1	4	
	GATWICK	TUI AIRWAYS LTD	C	A	3	0	0	0.0	33.3	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	74	100.0	1	4	
	GATWICK	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	58	100.0	1	4	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	85	0	1	10.5	37.2	23.3	16.3	7.0	3.5	1.2	0.0	0.0	0.0	0.0	1.2	12	91.9	5	74
	HEATHROW	BRITISH AIRWAYS PLC	S	D	85	0	1	0.0	48.8	44.2	3.5	1.2	1.2	0.0	0.0	0.0	0.0	0.0	1.2	4	89.2	4	74
	LUTON	EASYJET UK LTD	S	A	29	0	0	3.4	44.8	34.5	10.3	6.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	62.1	32	29
	LUTON	EASYJET UK LTD	S	D	29	0	0	0.0	41.4	51.7	3.4	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	72.4	11	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	100.0	0	1
	STANSTED	EASYJET UK LTD	S	A	9	0	0	33.3	33.3	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	5
	STANSTED	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	5
	STANSTED	JET2.COM LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	11	4
	STANSTED	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	4
	STANSTED	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	285	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	A	4	0	0	25.0	0.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	24	75.0	24	4
	MANCHESTER	EASYJET UK LTD	S	D	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	75.0	5	4
	MANCHESTER	FLYBE LTD	S	A	14	0	0	14.3	57.1	21.4	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	81.8	12	11
	MANCHESTER	FLYBE LTD	S	D	14	0	0	0.0	28.6	64.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.9	4	11
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	22	4
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	4
	MANCHESTER	TUI AIRWAYS LTD	C	A	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	0.0	54	0.0	0	0
	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	48	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	0.0	0	100.0	11	1
	SOUTHAMPTON	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	SOUTHEND	STOBART AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.2	10	19
	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	84.2	6	19
<b>TOTAL LYON</b>					<b>509</b>	<b>0</b>	<b>2</b>	<b>6.8</b>	<b>42.1</b>	<b>34.1</b>	<b>9.0</b>	<b>3.7</b>	<b>3.1</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>9</b>	<b>82.6</b>	<b>10</b>	<b>533</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019					
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MADRID																							
	BIRMINGHAM	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	1	
	BIRMINGHAM	IBERIA EXPRESS	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	3	100.0	2	13		
	BIRMINGHAM	IBERIA EXPRESS	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	8	92.3	8	13		
	BIRMINGHAM	RYANAIR	S	A	17	0	0	0.0	29.4	35.3	29.4	5.9	0.0	0.0	0.0	0.0	0.0	13	58.8	17	17		
	BIRMINGHAM	RYANAIR	S	D	17	0	0	0.0	11.8	35.3	17.6	23.5	11.8	0.0	0.0	0.0	0.0	24	29.4	30	17		
	BRISTOL	EASYJET UK LTD	S	A	22	0	0	0.0	45.5	36.4	13.6	0.0	0.0	0.0	4.5	0.0	0.0	15	57.1	23	21		
	BRISTOL	EASYJET UK LTD	S	D	22	0	0	0.0	36.4	54.5	4.5	0.0	0.0	4.5	0.0	0.0	0.0	12	77.3	15	22		
	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	40	0.0	0	0		
	EDINBURGH	EASYJET UK LTD	S	A	26	0	0	26.9	34.6	23.1	0.0	3.8	11.5	0.0	0.0	0.0	0.0	14	80.8	12	26		
	EDINBURGH	EASYJET UK LTD	S	D	26	0	0	0.0	42.3	34.6	7.7	7.7	7.7	0.0	0.0	0.0	0.0	15	84.6	9	26		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	14	0	0	28.6	35.7	21.4	0.0	7.1	7.1	0.0	0.0	0.0	0.0	10	100.0	1	16		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	14	0	0	0.0	71.4	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	16		
	GATWICK	AIR EUROPA	S	A	63	0	0	12.7	34.9	41.3	7.9	3.2	0.0	0.0	0.0	0.0	0.0	6	74.6	9	63		
	GATWICK	AIR EUROPA	S	D	61	0	1	0.0	37.1	50.0	8.1	3.2	0.0	0.0	0.0	0.0	1.6	6	74.6	12	63		
	GATWICK	EASYJET UK LTD	S	A	92	0	1	18.3	40.9	26.9	5.4	6.5	1.1	0.0	0.0	0.0	1.1	6	85.6	5	104		
	GATWICK	EASYJET UK LTD	S	D	92	0	0	1.1	40.2	50.0	5.4	2.2	1.1	0.0	0.0	0.0	0.0	5	88.5	6	104		
	GATWICK	GESTAIR EXECUTIVE JET	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
	GATWICK	IBERIA EXPRESS	S	A	61	0	0	18.0	42.6	31.1	4.9	3.3	0.0	0.0	0.0	0.0	0.0	4	90.3	4	62		
	GATWICK	IBERIA EXPRESS	S	D	61	0	0	0.0	26.2	49.2	19.7	4.9	0.0	0.0	0.0	0.0	0.0	10	75.8	10	62		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	27	0	0	3.7	29.6	29.6	22.2	11.1	3.7	0.0	0.0	0.0	0.0	14	86.5	7	52		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	27	0	0	0.0	77.8	18.5	3.7	0.0	0.0	0.0	0.0	0.0	0.0	2	84.6	7	52		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	146	0	0	7.5	41.1	34.2	11.6	4.1	1.4	0.0	0.0	0.0	0.0	8	85.1	8	152		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	146	0	0	0.0	41.8	48.6	6.8	2.7	0.0	0.0	0.0	0.0	0.0	5	87.7	6	152		
	HEATHROW	IBERIA	S	A	233	0	4	30.0	41.8	17.3	5.9	2.5	0.4	0.4	0.0	0.0	1.7	4	90.2	5	233		
	HEATHROW	IBERIA	S	D	233	0	4	0.4	48.5	37.6	7.2	2.5	1.3	0.4	0.4	0.0	1.7	8	87.2	7	232		
	LUTON	EASYJET UK LTD	S	A	22	0	0	9.1	31.8	36.4	13.6	0.0	9.1	0.0	0.0	0.0	0.0	11	81.0	5	21		
	LUTON	EASYJET UK LTD	S	D	22	0	0	0.0	22.7	72.7	0.0	0.0	4.5	0.0	0.0	0.0	0.0	8	81.0	7	21		
	STANSTED	RYANAIR	S	A	127	0	0	26.0	37.8	26.0	4.7	3.1	2.4	0.0	0.0	0.0	0.0	6	80.3	8	122		
	STANSTED	RYANAIR	S	D	127	0	0	0.0	38.6	46.5	6.3	6.3	2.4	0.0	0.0	0.0	0.0	9	62.6	16	123		
	MANCHESTER	IBERIA EXPRESS	S	A	13	0	0	15.4	46.2	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	7	9		
	MANCHESTER	IBERIA EXPRESS	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	77.8	13	9		
	MANCHESTER	RYANAIR	S	A	32	0	0	0.0	46.9	28.1	6.3	6.3	12.5	0.0	0.0	0.0	0.0	14	74.2	13	31		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: M																	JAN 2019			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								9.5	40.7	35.9	7.7	3.7	1.8	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	MANCHESTER	RYANAIR	S	D	32	0	0	0.0	40.6	43.8	6.3	0.0	9.4	0.0	0.0	0.0	0.0	0.0	12	77.4	13	31
<b>TOTAL MADRID</b>					<b>1817</b>	<b>0</b>	<b>10</b>	<b>9.5</b>	<b>40.7</b>	<b>35.9</b>	<b>7.7</b>	<b>3.7</b>	<b>1.8</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>7</b>	<b>82.6</b>	<b>8</b>	<b>1886</b>
MAHON																						
	GATWICK	EASYJET UK LTD	S	A	8	0	0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9
	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	0.0	3	100.0	1	9
<b>TOTAL MAHON</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>56.3</b>	<b>31.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>1</b>	<b>18</b>
MALAGA																						
	BELFAST INTERNATIONAL	AIR X CHARTER (GERMANY)	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
	BELFAST INTERNATIONAL	EASYJET UK LTD	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	0.0	8	76.9	21	13
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	11	0	0	0.0	54.5	36.4	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	6	92.3	12	13
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	11.1	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	30	18
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	12	18
	BELFAST INTERNATIONAL	TOYO AVIATION	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BIRMINGHAM	JET2.COM LTD	S	A	19	0	0	52.6	36.8	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.3	10	15
	BIRMINGHAM	JET2.COM LTD	S	D	19	0	0	0.0	36.8	57.9	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	15
	BIRMINGHAM	RYANAIR	S	A	28	0	0	10.7	57.1	17.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	93.1	3	29
	BIRMINGHAM	RYANAIR	S	D	28	0	0	0.0	53.6	35.7	7.1	3.6	0.0	0.0	0.0	0.0	0.0	0.0	6	96.6	5	29
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	4	4
	BOURNEMOUTH	RYANAIR	S	A	10	0	0	30.0	40.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.7	12	11
	BOURNEMOUTH	RYANAIR	S	D	10	0	0	0.0	80.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	63.6	21	11
	BRISTOL	EASYJET UK LTD	S	A	21	0	0	28.6	38.1	9.5	14.3	4.8	0.0	4.8	0.0	0.0	0.0	0.0	13	85.0	8	20
	BRISTOL	EASYJET UK LTD	S	D	21	0	0	0.0	71.4	19.0	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	21
	BRISTOL	RYANAIR	S	A	26	0	0	23.1	46.2	23.1	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	88.5	5	26
	BRISTOL	RYANAIR	S	D	26	0	0	0.0	46.2	46.2	3.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	7	92.3	3	26
	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	19	1
	BRISTOL	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	4	0	0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	11	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	100.0	0	4
	CARDIFF WALES	VUELING AIRLINES	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	11	9
	CARDIFF WALES	VUELING AIRLINES	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	33.3	29	9
	DONCASTER SHEFFIELD	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	50.0	13	4

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	4	0	0	0.0	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	15	0	0	40.0	40.0	6.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	12	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	15	0	0	0.0	66.7	26.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	12	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	23	0	0	17.4	47.8	26.1	0.0	4.3	4.3	0.0	0.0	0.0	0.0	0.0	6	100.0	3	21	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	23	0	0	0.0	65.2	26.1	4.3	0.0	4.3	0.0	0.0	0.0	0.0	0.0	7	85.7	4	21	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	7	4	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	4	
	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	6	0.0	0	0	
	EDINBURGH	JET2.COM LTD	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	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	12	0.0	0	0	
	EDINBURGH	RYANAIR	S	A	20	0	0	20.0	55.0	10.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.2	8	21	
	EDINBURGH	RYANAIR	S	D	20	0	0	0.0	55.0	40.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	71.4	11	21	
	EXETER	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	8	
	EXETER	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	8	
	EXETER	RYANAIR	S	A	10	0	0	0.0	40.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	EXETER	RYANAIR	S	D	10	0	0	0.0	30.0	40.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	GLASGOW	EASYJET UK LTD	S	A	18	0	0	22.2	22.2	16.7	11.1	22.2	0.0	5.6	0.0	0.0	0.0	0.0	21	76.5	13	17	
	GLASGOW	EASYJET UK LTD	S	D	18	0	0	0.0	38.9	38.9	11.1	5.6	0.0	5.6	0.0	0.0	0.0	0.0	16	76.5	14	17	
	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	50.0	25	2	
	GLASGOW	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	50.0	13	2	
	GLASGOW	RYANAIR	S	A	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	GLASGOW	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	LEEDS BRADFORD	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	2	100.0	1	15	
	LEEDS BRADFORD	JET2.COM LTD	S	D	17	0	0	0.0	35.3	64.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	15	
	LEEDS BRADFORD	RYANAIR	S	A	15	0	0	26.7	33.3	20.0	6.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	9	85.7	23	14	
	LEEDS BRADFORD	RYANAIR	S	D	15	0	0	0.0	66.7	13.3	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	78.6	29	14	
	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	0	1	
	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	1	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	21	0	0	23.8	42.9	14.3	9.5	4.8	0.0	4.8	0.0	0.0	0.0	0.0	12	91.7	4	24	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019					
																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	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	21	0	0	0.0	66.7	28.6	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	8	95.8	1	24										
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	18	0	0	16.7	61.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	7	18										
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	18	0	0	0.0	44.4	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	4	18										
GATWICK	BRITISH AIRWAYS PLC	S	A	43	0	1	18.2	43.2	20.5	9.1	0.0	4.5	0.0	0.0	2.3	0.0	2.3	32	92.7	2	40										
GATWICK	BRITISH AIRWAYS PLC	S	D	43	0	0	0.0	51.2	46.5	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	4	95.1	3	41										
GATWICK	EASYJET UK LTD	S	A	61	0	0	27.9	39.3	19.7	8.2	3.3	0.0	0.0	1.6	0.0	0.0	0.0	8	92.8	4	69										
GATWICK	EASYJET UK LTD	S	D	61	0	0	0.0	32.8	57.4	4.9	3.3	0.0	0.0	1.6	0.0	0.0	0.0	9	87.0	6	69										
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	49	0	0	4.1	38.8	38.8	10.2	6.1	2.0	0.0	0.0	0.0	0.0	0.0	10	66.7	23	66										
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	49	0	0	0.0	57.1	32.7	4.1	6.1	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	11	66										
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	0.0	4	75.0	16	4										
GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	16	4										
HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	0	18.8	37.5	31.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	76.5	10	17										
HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	0.0	31.3	62.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	94.1	4	17										
LONDON CITY	BA CITYFLYER LTD	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	88.9	16	27										
LONDON CITY	BA CITYFLYER LTD	S	D	14	0	0	0.0	21.4	28.6	28.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	18	85.2	12	27										
LUTON	EASYJET UK LTD	S	A	23	0	0	26.1	34.8	17.4	17.4	0.0	4.3	0.0	0.0	0.0	0.0	0.0	10	88.5	10	26										
LUTON	EASYJET UK LTD	S	D	23	0	0	0.0	52.2	26.1	8.7	8.7	4.3	0.0	0.0	0.0	0.0	0.0	9	84.6	12	26										
LUTON	RYANAIR	S	A	27	0	0	25.9	40.7	25.9	3.7	0.0	3.7	0.0	0.0	0.0	0.0	0.0	6	85.7	4	28										
LUTON	RYANAIR	S	D	27	0	0	0.0	63.0	29.6	0.0	3.7	3.7	0.0	0.0	0.0	0.0	0.0	5	92.9	5	28										
STANSTED	EASYJET UK LTD	S	A	11	0	0	36.4	54.5	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	15										
STANSTED	EASYJET UK LTD	S	D	11	0	0	0.0	72.7	9.1	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	15										
STANSTED	JET2.COM LTD	S	A	11	0	0	18.2	63.6	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	11										
STANSTED	JET2.COM LTD	S	D	11	0	0	0.0	81.8	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	11										
STANSTED	RYANAIR	S	A	58	0	0	15.5	39.7	29.3	12.1	3.4	0.0	0.0	0.0	0.0	0.0	0.0	5	68.8	11	63										
STANSTED	RYANAIR	S	D	58	0	0	0.0	48.3	37.9	6.9	6.9	0.0	0.0	0.0	0.0	0.0	0.0	7	68.8	16	64										
MANCHESTER	EASYJET UK LTD	S	A	21	0	0	38.1	28.6	19.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	22	21										
MANCHESTER	EASYJET UK LTD	S	D	21	0	0	0.0	71.4	23.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	23	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	0.0	20	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	0.0	30	1										
MANCHESTER	JET2.COM LTD	S	A	23	0	0	13.0	52.2	21.7	4.3	0.0	4.3	0.0	4.3	0.0	0.0	0.0	16	94.4	4	18										
MANCHESTER	JET2.COM LTD	S	D	23	0	0	0.0	21.7	73.9	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	18										
MANCHESTER	RYANAIR	S	A	36	0	0	2.8	33.3	38.9	13.9	2.8	8.3	0.0	0.0	0.0	0.0	0.0	13	73.8	14	41										

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019		
																More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
																0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MANCHESTER	RYANAIR	S	D	36	0	0	0.0	27.8	58.3	8.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	8	81.0	14	41							
MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	33.3	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	30	55.6	17	9							
MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	66.7	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	23	100.0	4	9							
NEWCASTLE	EASYJET UK LTD	S	A	15	0	1	31.3	43.8	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6.3	2	100.0	2	18							
NEWCASTLE	EASYJET UK LTD	S	D	16	0	0	0.0	56.3	43.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	3	18							
NEWCASTLE	JET2.COM LTD	S	A	3	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	3							
NEWCASTLE	JET2.COM LTD	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	3							
NEWCASTLE	RYANAIR	S	A	18	0	0	16.7	38.9	16.7	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	13	83.3	5	18							
NEWCASTLE	RYANAIR	S	D	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	16	72.2	12	18							
SOUTHEND	EASYJET UK LTD	S	A	14	0	0	28.6	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	2	17							
SOUTHEND	EASYJET UK LTD	S	D	14	0	0	0.0	64.3	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	18							
SOUTHEND	RYANAIR	S	A	18	0	0	0.0	33.3	38.9	5.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	24	0.0	0	0							
SOUTHEND	RYANAIR	S	D	18	0	0	0.0	72.2	22.2	0.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	9	0.0	0	0							
<b>TOTAL MALAGA</b>				<b>1576</b>	<b>0</b>	<b>2</b>	<b>10.1</b>	<b>44.4</b>	<b>32.1</b>	<b>7.3</b>	<b>3.8</b>	<b>1.3</b>	<b>0.6</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>8</b>	<b>85.2</b>	<b>9</b>	<b>1651</b>							
MALE INTERNATIONAL																												
GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	0.0	0.0	0.0	7.7	76.9	15.4	0.0	0.0	0.0	0.0	0.0	50	15.4	34	13							
GATWICK	BRITISH AIRWAYS PLC	S	D	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	84.6	6	13							
<b>TOTAL MALE INTERNATIONAL</b>				<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>25.9</b>	<b>18.5</b>	<b>7.4</b>	<b>37.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>50.0</b>	<b>20</b>	<b>26</b>							
MALTA																												
BELFAST INTERNATIONAL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	8							
BELFAST INTERNATIONAL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	21	8							
BIRMINGHAM	RYANAIR	S	A	15	0	0	26.7	26.7	20.0	20.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	61.5	14	13							
BIRMINGHAM	RYANAIR	S	D	15	0	0	0.0	60.0	26.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6	69.2	9	13							
BOURNEMOUTH	RYANAIR	S	A	9	0	0	44.4	22.2	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	9	77.8	7	9							
BOURNEMOUTH	RYANAIR	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	2	9							
BRISTOL	RYANAIR	S	A	15	0	0	13.3	26.7	40.0	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	57.1	15	14							
BRISTOL	RYANAIR	S	D	15	0	0	0.0	73.3	13.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6	78.6	12	14							
CARDIFF WALES	RYANAIR	S	A	9	0	0	22.2	22.2	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0							
CARDIFF WALES	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	0.0	0	0							
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	14	0	0	7.1	57.1	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	78.6	9	14							
EAST MIDLANDS INTERNATIONAL	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	0.0	1	71.4	9	14							
EDINBURGH	RYANAIR	S	A	12	0	0	0.0	25.0	41.7	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	13	44.4	25	9							
EDINBURGH	RYANAIR	S	D	12	0	0	0.0	58.3	25.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	8	9							
EXETER	RYANAIR	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	5	0.0	0	0							



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M												PERCENTAGE OF FLIGHTS LATE				JAN 2019				
						NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE												JAN 2019		
						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	
EXETER	RYANAIR	S	D	8	0	0	0.0	0.0	75.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0					
LEEDS BRADFORD	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	12	77.8	5	8					
LEEDS BRADFORD	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	100.0	0	9					
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	55.6	19	9					
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	33.3	44.4	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	14	8					
GATWICK	AIR MALTA	S	A	33	0	0	3.0	33.3	42.4	15.2	6.1	0.0	0.0	0.0	0.0	0.0	0.0	10	68.8	11	32					
GATWICK	AIR MALTA	S	D	33	0	0	0.0	24.2	57.6	15.2	3.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	9	32					
GATWICK	BRITISH AIRWAYS PLC	S	A	12	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	92.9	6	14					
GATWICK	BRITISH AIRWAYS PLC	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	6	100.0	1	14					
GATWICK	EASYJET UK LTD	S	A	20	0	0	25.0	50.0	10.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	84.0	7	25					
GATWICK	EASYJET UK LTD	S	D	20	0	0	0.0	30.0	65.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	96.0	4	25					
GATWICK	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1					
HEATHROW	AIR MALTA	S	A	64	0	1	9.2	26.2	35.4	12.3	15.4	0.0	0.0	0.0	0.0	0.0	1.5	11	59.7	18	62					
HEATHROW	AIR MALTA	S	D	64	0	1	0.0	36.9	38.5	10.8	10.8	1.5	0.0	0.0	0.0	0.0	1.5	10	67.7	17	62					
LUTON	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	78	1					
LUTON	RYANAIR	S	A	18	0	0	11.1	50.0	22.2	11.1	0.0	0.0	0.0	5.6	0.0	0.0	0.0	21	72.2	10	18					
LUTON	RYANAIR	S	D	18	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	8	18					
STANSTED	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
STANSTED	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
STANSTED	RYANAIR	S	A	16	0	0	0.0	50.0	31.3	12.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	10	55.6	14	18					
STANSTED	RYANAIR	S	D	16	0	0	0.0	37.5	50.0	0.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	10	47.4	19	19					
MANCHESTER	EASYJET UK LTD	S	A	17	0	0	17.6	41.2	23.5	11.8	0.0	0.0	0.0	5.9	0.0	0.0	0.0	16	88.9	8	18					
MANCHESTER	EASYJET UK LTD	S	D	17	0	0	0.0	52.9	41.2	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	5	88.9	7	18					
MANCHESTER	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
MANCHESTER	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
MANCHESTER	RYANAIR	S	A	17	0	0	5.9	17.6	52.9	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	12	53.8	27	13					
MANCHESTER	RYANAIR	S	D	17	0	0	0.0	47.1	41.2	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5	46.2	31	13					
MANCHESTER	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	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	60.0	13	5					
NEWCASTLE	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	18	4					
NEWCASTLE	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	17	80.0	8	5					
SOUTHEND	AIR MALTA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2					
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	100.0	2	2					
SOUTHEND	EASYJET UK LTD	S	A	9	0	0	11.1	55.6	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	3	9					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	SOUTHEND	EASYJET UK LTD	S	D	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	8	9	
<b>TOTAL MALTA</b>					<b>618</b>	<b>0</b>	<b>2</b>	<b>5.8</b>	<b>41.3</b>	<b>35.6</b>	<b>8.9</b>	<b>6.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>8</b>	<b>72.3</b>	<b>12</b>	<b>612</b>	
MANAUS-EDUARDO GOMES																							
	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	82	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	240	1		
<b>TOTAL MANAUS-EDUARDO GOMES</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>161</b>	<b>2</b>		
MANCHESTER																							
	ABERDEEN	FLYBE LTD	S	A	119	0	3	18.9	59.0	13.1	4.1	1.6	0.8	0.0	0.0	0.0	0.0	2.5	3	79.3	15	133	
	ABERDEEN	FLYBE LTD	S	D	121	0	1	0.0	74.6	16.4	3.3	4.1	0.0	0.8	0.0	0.0	0.0	0.8	4	83.0	9	133	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	169	0	4	8.7	60.1	22.5	2.9	2.3	1.2	0.0	0.0	0.0	0.0	2.3	4	81.4	10	169	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	170	0	4	0.0	53.4	37.9	2.9	2.3	1.1	0.0	0.0	0.0	0.0	2.3	3	86.0	8	169	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	109	0	0	37.6	38.5	11.9	8.3	0.9	1.8	0.9	0.0	0.0	0.0	0.0	5	72.1	17	111	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	109	0	0	2.8	71.6	12.8	7.3	2.8	1.8	0.0	0.9	0.0	0.0	0.0	7	76.6	18	111	
	BELFAST INTERNATIONAL	FLYBE LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
	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	90.2	12	61		
	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	98.4	6	61		
	BIRMINGHAM	EMIRATES	S	D	0	0	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		
	BIRMINGHAM	ETIHAD AIRWAYS	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
	BIRMINGHAM	FLYBE LTD	S	A	4	0	0	75.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	40	0.0	0	0		
	BIRMINGHAM	FLYBE LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1		
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
	BIRMINGHAM	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	37	3		
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BRISTOL	AURIGNY AIR SERVICES	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
	BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	BRISTOL	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
	BRISTOL	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	22	0.0	0	0		
	BRISTOL	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		
	BRISTOL	LOGANAIR LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	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	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
EDINBURGH	FLYBE LTD	S	A	65	0	0	24.6	55.4	13.8	1.5	1.5	3.1	0.0	0.0	0.0	0.0	0.0	4	75.9	10	78		
EDINBURGH	FLYBE LTD	S	D	65	0	0	0.0	41.5	50.8	3.1	3.1	1.5	0.0	0.0	0.0	0.0	0.0	5	83.5	9	78		
EXETER	AURIGNY AIR SERVICES	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
EXETER	FLYBE LTD	S	A	75	0	0	22.7	57.3	17.3	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	2	84.7	9	84		
EXETER	FLYBE LTD	S	D	76	0	0	0.0	51.3	46.1	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	2	83.5	8	84		
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	76.9	12	51		
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	77.4	9	52		
GLASGOW	ICELANDAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	2		
ISLE OF MAN	FLYBE LTD	S	A	113	0	6	23.5	42.0	16.8	5.0	3.4	3.4	0.0	0.8	0.0	0.0	5.0	9	74.6	10	136		
ISLE OF MAN	FLYBE LTD	S	D	113	0	6	0.0	27.7	62.2	2.5	2.5	0.0	0.0	0.0	0.0	0.0	5.0	5	81.0	7	136		
JERSEY	EASYJET UK LTD	S	A	13	0	0	38.5	53.8	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
JERSEY	EASYJET UK LTD	S	D	13	0	0	53.8	30.8	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
JERSEY	FLYBE LTD	S	A	15	0	0	33.3	40.0	20.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	89.5	3	19		
JERSEY	FLYBE LTD	S	D	15	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	89.5	4	19		
LEEDS BRADFORD	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1		
GATWICK	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	100.0	0	1		
GATWICK	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	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	0.0	0	100.0	2	1		
GATWICK	TUI AIRWAYS LTD	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S	A	166	0	0	16.9	45.8	23.5	6.0	6.0	1.8	0.0	0.0	0.0	0.0	0.0	6	86.3	7	200		
HEATHROW	BRITISH AIRWAYS PLC	S	D	165	0	0	0.0	42.4	44.8	8.5	3.0	1.2	0.0	0.0	0.0	0.0	0.0	6	85.0	6	200		
HEATHROW	SINGAPORE 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	67	1		
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	0.0	253	1		
LONDON CITY	BA CITYFLYER LTD	S	A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	21	4		
LONDON CITY	BA CITYFLYER LTD	S	D	5	0	0	0.0	80.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	6	75.0	13	4		
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	79	2		
LUTON	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	2		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											JAN 2019					
												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		
STANSTED	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1						
NEWCASTLE	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2						
NEWCASTLE	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2						
SOUTHAMPTON	FLYBE LTD	S	A	145	0	1	10.3	69.9	15.1	1.4	2.7	0.0	0.0	0.0	0.0	0.0	0.7	2	71.4	11	121							
SOUTHAMPTON	FLYBE LTD	S	D	145	0	1	0.0	57.5	35.6	2.1	2.7	1.4	0.0	0.0	0.0	0.0	0.7	3	74.6	13	122							
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	71.4	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	78.6	12	12							
<b>TOTAL MANCHESTER</b>				<b>2009</b>	<b>2</b>	<b>27</b>	<b>10.2</b>	<b>52.9</b>	<b>27.1</b>	<b>4.1</b>	<b>2.8</b>	<b>1.2</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>1.3</b>	<b>5</b>	<b>80.8</b>	<b>10</b>	<b>2386</b>							
MANILA																												
HEATHROW	PHILIPPINE AIRLINES	S	A	22	0	0	36.4	13.6	18.2	13.6	9.1	9.1	0.0	0.0	0.0	0.0	0.0	18	22.2	70	26							
HEATHROW	PHILIPPINE AIRLINES	S	D	22	0	0	22.7	54.5	9.1	0.0	9.1	4.5	0.0	0.0	0.0	0.0	0.0	7	85.2	44	26							
<b>TOTAL MANILA</b>				<b>44</b>	<b>0</b>	<b>0</b>	<b>29.5</b>	<b>34.1</b>	<b>13.6</b>	<b>6.8</b>	<b>9.1</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>53.7</b>	<b>57</b>	<b>52</b>							
MARRAKESH																												
BELFAST INTERNATIONAL	EASYJET UK 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	0	0							
BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
BIRMINGHAM	TUI AIRWAYS LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	22.2	33.3	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	9	8							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	33.3	44.4	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	14	87.5	3	8							
GATWICK	AIR ARABIA MAROC	S	A	9	0	0	22.2	33.3	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	14	9							
GATWICK	AIR ARABIA MAROC	S	D	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	8	9							
GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	33.3	44.4	7.4	7.4	3.7	0.0	0.0	0.0	3.7	0.0	0.0	23	90.9	11	22							
GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	59.3	37.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	3	86.4	5	22							
GATWICK	EASYJET UK LTD	S	A	47	0	0	29.8	36.2	19.1	8.5	2.1	2.1	2.1	0.0	0.0	0.0	0.0	8	83.7	9	43							
GATWICK	EASYJET UK LTD	S	D	47	0	0	0.0	25.5	57.4	12.8	2.1	0.0	2.1	0.0	0.0	0.0	0.0	10	95.3	5	43							
GATWICK	TUI AIRWAYS LTD	S	A	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	83.3	9	6							
GATWICK	TUI AIRWAYS LTD	S	D	9	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	4	6							
HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	33.3	33.3	11.1	5.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	12	33.3	17	9							
HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	9							
LUTON	RYANAIR	S	A	9	0	0	0.0	22.2	11.1	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	21	66.7	11	9							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	LUTON	RYANAIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	8	9
	STANSTED	RYANAIR	S	A	35	0	0	14.3	37.1	20.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	71.9	27	32
	STANSTED	RYANAIR	S	D	35	0	0	0.0	45.7	42.9	5.7	2.9	2.9	0.0	0.0	0.0	0.0	0.0	6	71.9	10	32
	MANCHESTER	EASYJET UK LTD	S	A	13	0	0	23.1	38.5	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	72.7	5	10
	MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	30.8	53.8	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	7	10
	MANCHESTER	RYANAIR	S	A	10	0	0	0.0	0.0	30.0	40.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0
	MANCHESTER	RYANAIR	S	D	10	0	0	0.0	30.0	60.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	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	75.0	49	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	19	9
	MANCHESTER	TUI AIRWAYS 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	5	55.6	32	9
	MANCHESTER	TUI AIRWAYS LTD	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	24	9
<b>TOTAL MARRAKESH</b>					<b>401</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>37.9</b>	<b>33.9</b>	<b>9.0</b>	<b>5.5</b>	<b>1.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.1</b>	<b>12</b>	<b>332</b>
MARSA ALAM																						
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	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	7	4
	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
	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	80.0	9	5
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	17	5
	GATWICK	TUI AIRWAYS LTD	S	A	5	0	0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	68	100.0	2	6
	GATWICK	TUI AIRWAYS LTD	S	D	5	0	0	0.0	20.0	60.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	64	100.0	3	6
	MANCHESTER	TUI AIRWAYS LTD	S	A	5	0	0	0.0	0.0	40.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	48	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL MARSA ALAM</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>61.9</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>4.8</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>93.3</b>	<b>7</b>	<b>30</b>
MARSEILLE																						
	EDINBURGH	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1
	EDINBURGH	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
	EDINBURGH	RYANAIR	S	A	10	0	0	0.0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	9	9
	EDINBURGH	RYANAIR	S	D	10	0	0	0.0	50.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	9
	GATWICK	EASYJET UK LTD	S	A	28	0	0	3.6	32.1	32.1	10.7	7.1	14.3	0.0	0.0	0.0	0.0	0.0	19	73.9	12	23
	GATWICK	EASYJET UK LTD	S	D	28	0	0	0.0	25.0	60.7	10.7	3.6	0.0	0.0	0.0	0.0	0.0	0.0	7	73.9	10	23
	HEATHROW	BRITISH AIRWAYS PLC	S	A	67	0	1	5.9	36.8	27.9	19.1	4.4	1.5	1.5	1.5	0.0	0.0	1.5	16	92.1	4	63
	HEATHROW	BRITISH AIRWAYS PLC	S	D	67	0	1	0.0	48.5	36.8	10.3	2.9	0.0	0.0	0.0	0.0	0.0	1.5	5	92.1	5	63
	LUTON	EASYJET UK LTD	S	A	10	0	0	0.0	40.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	4	9
	LUTON	EASYJET UK LTD	S	D	10	0	0	0.0	70.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	6	9

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

## Origin/Destinations: M

## NUMBER OF FLIGHTS

## PERCENTAGE OF FLIGHTS LATE

## JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2019				
								More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	STANSTED	RYANAIR	S	A	32	0	0	6.3	37.5	31.3	15.6	6.3	3.1	0.0	0.0	0.0	0.0	0.0	9	71.0	12	31
	STANSTED	RYANAIR	S	D	32	0	0	0.0	50.0	43.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	3	96.8	5	31	
	MANCHESTER	RYANAIR	S	A	8	0	0	0.0	25.0	50.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	18	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL MARSEILLE</b>					<b>310</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>41.0</b>	<b>36.5</b>	<b>12.8</b>	<b>3.8</b>	<b>2.2</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>86.4</b>	<b>7</b>	<b>272</b>
MAURITIUS																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	47.8	30.4	13.0	0.0	4.3	0.0	0.0	0.0	4.3	0.0	0.0	64	100.0	0	22
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	22.7	54.5	4.5	9.1	4.5	4.5	0.0	0.0	0.0	20	81.8	9	22	
	GATWICK	TUI AIRWAYS LTD	S	A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	26	4	
	GATWICK	TUI AIRWAYS LTD	S	D	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	38	4	
	HEATHROW	AIR MAURITIUS LTD	S	A	15	0	0	26.7	13.3	33.3	0.0	13.3	0.0	6.7	6.7	0.0	0.0	39	71.4	14	14	
	HEATHROW	AIR MAURITIUS LTD	S	D	15	0	0	6.7	33.3	40.0	0.0	6.7	6.7	0.0	6.7	0.0	0.0	35	92.9	2	14	
<b>TOTAL MAURITIUS</b>					<b>83</b>	<b>0</b>	<b>0</b>	<b>21.7</b>	<b>26.5</b>	<b>32.5</b>	<b>3.6</b>	<b>7.2</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>83.8</b>	<b>9</b>	<b>80</b>
MELBOURNE																						
	HEATHROW	QANTAS	S	A	31	0	0	0.0	9.7	32.3	25.8	16.1	6.5	6.5	3.2	0.0	0.0	0.0	39	32.3	77	30
	HEATHROW	QANTAS	S	D	31	0	0	0.0	32.3	58.1	3.2	3.2	3.2	0.0	0.0	0.0	0.0	7	83.9	30	30	
<b>TOTAL MELBOURNE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.0</b>	<b>45.2</b>	<b>14.5</b>	<b>9.7</b>	<b>4.8</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>58.1</b>	<b>53</b>	<b>60</b>
MEMMINGEN ALLGAU																						
	BRISTOL	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	28	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	66.7	15	9	
	EDINBURGH	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9	
	STANSTED	RYANAIR	S	A	23	0	0	17.4	52.2	13.0	4.3	4.3	8.7	0.0	0.0	0.0	0.0	10	23.8	36	21	
	STANSTED	RYANAIR	S	D	23	0	0	0.0	60.9	30.4	4.3	0.0	4.3	0.0	0.0	0.0	0.0	5	68.2	23	22	
<b>TOTAL MEMMINGEN ALLGAU</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>56.5</b>	<b>21.7</b>	<b>4.3</b>	<b>2.2</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>56.5</b>	<b>23</b>	<b>62</b>
MEXICO CITY																						
	HEATHROW	AEROMEXICO	S	A	31	0	0	29.0	25.8	12.9	9.7	9.7	6.5	3.2	3.2	0.0	0.0	0.0	24	80.6	7	31
	HEATHROW	AEROMEXICO	S	D	31	0	0	0.0	64.5	29.0	3.2	0.0	0.0	0.0	0.0	3.2	0.0	0.0	28	93.5	9	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	38.1	19.0	9.5	14.3	4.8	14.3	0.0	0.0	0.0	0.0	17	68.2	26	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	22.7	50.0	13.6	13.6	0.0	0.0	0.0	0.0	0.0	10	66.7	23	21	
<b>TOTAL MEXICO CITY</b>					<b>105</b>	<b>0</b>	<b>0</b>	<b>16.2</b>	<b>35.2</b>	<b>24.8</b>	<b>9.5</b>	<b>6.7</b>	<b>4.8</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>79.0</b>	<b>15</b>	<b>105</b>
MIAMI INTERNATIONAL																						
	GATWICK	NORWEGIAN AIR UK LTD	S	A	25	0	0	16.0	20.0	44.0	12.0	0.0	4.0	4.0	0.0	0.0	0.0	16	0.0	0	0	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	25	0	0	0.0	32.0	64.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	7	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		PERCENTAGE OF FLIGHTS LATE											JAN 2019			
						NUMBER OF FLIGHTS																
						C/	A/	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 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	AMERICAN AIRLINES	S	A	62	0	0	64.5	11.3	8.1	6.5	6.5	1.6	1.6	0.0	0.0	0.0	0.0	8	61.3	23	31	
HEATHROW	AMERICAN AIRLINES	S	D	62	0	0	0.0	59.7	33.9	4.8	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3	93.5	3	31	
HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	35.5	38.7	14.5	4.8	3.2	1.6	0.0	1.6	0.0	0.0	0.0	8	71.0	15	93	
HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	25.8	43.5	12.9	12.9	4.8	0.0	0.0	0.0	0.0	0.0	16	72.0	19	93	
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	43	0	0	72.1	20.9	2.3	2.3	0.0	0.0	2.3	0.0	0.0	0.0	0.0	4	98.1	2	53	
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	42	0	0	0.0	40.5	45.2	4.8	7.1	2.4	0.0	0.0	0.0	0.0	0.0	8	92.3	5	52	
<b>TOTAL MIAMI INTERNATIONAL</b>				<b>383</b>	<b>0</b>	<b>0</b>	<b>25.3</b>	<b>32.1</b>	<b>28.5</b>	<b>6.3</b>	<b>4.7</b>	<b>2.1</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.6</b>	<b>12</b>	<b>353</b>	
MILAN (LINATE)	EAST MIDLANDS INTERNATIONAL	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	GATWICK	S	A	75	0	0	16.0	53.3	22.7	6.7	0.0	0.0	1.3	0.0	0.0	0.0	0.0	5	90.1	6	81	
	GATWICK	S	D	75	0	0	0.0	69.3	26.7	1.3	1.3	1.3	0.0	0.0	0.0	0.0	0.0	3	87.8	6	81	
	HEATHROW	S	A	62	0	0	24.2	37.1	35.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.7	3	62	
	HEATHROW	S	D	62	0	0	1.6	61.3	30.6	4.8	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3	88.7	4	62	
	HEATHROW	S	A	217	0	4	24.9	34.4	23.5	9.0	4.5	1.8	0.0	0.0	0.0	0.0	1.8	7	92.9	3	180	
	HEATHROW	S	D	217	0	4	0.0	57.5	33.9	3.2	2.7	0.9	0.0	0.0	0.0	0.0	1.8	4	92.9	3	180	
	LONDON CITY	S	A	146	0	1	28.6	44.9	15.6	8.2	1.4	0.0	0.7	0.0	0.0	0.0	0.7	4	89.9	4	147	
	LONDON CITY	S	D	146	0	2	0.0	48.0	35.8	9.5	4.7	0.0	0.7	0.0	0.0	0.0	1.4	7	82.4	7	145	
	LONDON CITY	S	A	99	0	2	27.7	42.6	19.8	5.9	2.0	0.0	0.0	0.0	0.0	0.0	2.0	3	88.3	5	102	
	LONDON CITY	S	D	102	0	1	0.0	35.0	38.8	15.5	4.9	3.9	0.0	0.0	1.0	0.0	1.0	25	80.6	10	103	
	MANCHESTER	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL MILAN (LINATE)</b>				<b>1203</b>	<b>0</b>	<b>14</b>	<b>12.6</b>	<b>47.0</b>	<b>28.1</b>	<b>7.1</b>	<b>2.8</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>1.2</b>	<b>7</b>	<b>88.7</b>	<b>5</b>	<b>1143</b>	
MILAN (MALPENSA)	BIRMINGHAM	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	11	89.7	6	29	
	BIRMINGHAM	S	D	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	82.8	8	29	
	BRISTOL	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	0.0	0	0	
	BRISTOL	S	D	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	2	0.0	0	0	
	BRISTOL	S	A	9	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	S	D	9	0	0	0.0	88.9	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	CARDIFF WALES	S	A	0	0	0	0.0	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	
	CARDIFF WALES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2	
	EDINBURGH	S	A	20	0	0	5.0	60.0	20.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019					
																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	EASYJET EUROPE	S	D	20	0	0	0.0	45.0	25.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0									
EDINBURGH	EASYJET UK LTD	S	A	4	0	0	0.0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	55	70.8	9	24									
EDINBURGH	EASYJET UK LTD	S	D	4	0	0	0.0	0.0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	56	58.3	14	24									
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.3	14	14									
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	0.0	0	64.3	12	14									
GATWICK	EASYJET UK LTD	S	A	128	0	0	10.9	40.6	32.0	8.6	3.9	2.3	1.6	0.0	0.0	0.0	0.0	0.0	9	76.4	14	140									
GATWICK	EASYJET UK LTD	S	D	128	0	1	0.0	43.4	34.9	12.4	6.2	2.3	0.0	0.0	0.0	0.0	0.8	9	75.4	13	140										
HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	14.0	28.1	38.6	8.8	8.8	1.8	0.0	0.0	0.0	0.0	0.0	9	82.1	7	81										
HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	0.0	52.6	43.9	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	89.3	5	82										
LUTON	EASYJET UK LTD	S	A	29	0	0	6.9	48.3	17.2	13.8	13.8	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	21	33										
LUTON	EASYJET UK LTD	S	D	29	0	0	0.0	48.3	41.4	3.4	3.4	3.4	0.0	0.0	0.0	0.0	0.0	7	87.5	9	32										
STANSTED	RYANAIR	S	A	78	0	0	7.7	16.7	47.4	12.8	9.0	5.1	1.3	0.0	0.0	0.0	0.0	16	59.7	19	62										
STANSTED	RYANAIR	S	D	78	0	0	0.0	47.4	26.9	9.0	12.8	2.6	0.0	1.3	0.0	0.0	0.0	13	59.7	17	62										
MANCHESTER	EASYJET EUROPE	S	A	22	0	0	0.0	54.5	22.7	18.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0										
MANCHESTER	EASYJET EUROPE	S	D	22	0	0	0.0	45.5	31.8	4.5	13.6	4.5	0.0	0.0	0.0	0.0	0.0	11	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	69.6	10	23										
MANCHESTER	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	26.1	30	23										
MANCHESTER	FLYBE LTD	S	A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	58.8	17	16										
MANCHESTER	FLYBE 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	64.7	15	16										
MANCHESTER	RYANAIR	S	A	22	0	0	0.0	9.1	50.0	27.3	13.6	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0										
MANCHESTER	RYANAIR	S	D	22	0	0	0.0	45.5	54.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0										
<b>TOTAL MILAN (MALPENSA)</b>				<b>778</b>	<b>0</b>	<b>1</b>	<b>5.8</b>	<b>40.1</b>	<b>34.5</b>	<b>9.9</b>	<b>6.9</b>	<b>1.9</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>10</b>	<b>73.3</b>	<b>13</b>	<b>848</b>										
MINNEAPOLIS-ST PAUL																															
HEATHROW	DELTA AIRLINES	S	A	30	0	1	45.2	19.4	12.9	6.5	3.2	6.5	0.0	3.2	0.0	0.0	3.2	15	100.0	0	31										
HEATHROW	DELTA AIRLINES	S	D	30	0	1	0.0	67.7	22.6	3.2	0.0	3.2	0.0	0.0	0.0	0.0	3.2	3	93.5	6	31										
<b>TOTAL MINNEAPOLIS-ST PAUL</b>				<b>60</b>	<b>0</b>	<b>2</b>	<b>22.6</b>	<b>43.5</b>	<b>17.7</b>	<b>4.8</b>	<b>1.6</b>	<b>4.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>9</b>	<b>96.8</b>	<b>3</b>	<b>62</b>										
MINSK INT'L																															
GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	18	0	0	11.1	22.2	55.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	7	13										
GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	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	69.2	9	13										
<b>TOTAL MINSK INT'L</b>				<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>27.8</b>	<b>50.0</b>	<b>8.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.9</b>	<b>8</b>	<b>26</b>										
MONTEGO BAY																															
BIRMINGHAM	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	13	5										



ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: M																	JAN 2019			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	BIRMINGHAM	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	7	5
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GLASGOW	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	17	2
	GLASGOW	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	150	1
	GATWICK	TUI AIRWAYS LTD	C	A	14	0	0	0.0	7.1	7.1	42.9	14.3	21.4	7.1	0.0	0.0	0.0	0.0	42	26.7	50	15
	GATWICK	TUI AIRWAYS LTD	C	D	14	0	0	0.0	0.0	57.1	35.7	0.0	7.1	0.0	0.0	0.0	0.0	0.0	19	66.7	24	15
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	46.2	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	7	13
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	0.0	46.2	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	76.9	10	13
	STANSTED	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
	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	18	1
	MANCHESTER	TUI AIRWAYS LTD	C	A	15	0	0	13.3	40.0	13.3	6.7	13.3	6.7	6.7	0.0	0.0	0.0	0.0	24	42.9	53	14
	MANCHESTER	TUI AIRWAYS LTD	C	D	14	0	0	0.0	0.0	64.3	14.3	7.1	7.1	7.1	0.0	0.0	0.0	0.0	33	42.9	59	14
	NEWCASTLE	TUI AIRWAYS LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	NEWCASTLE	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	4	1
<b>TOTAL MONTEGO BAY</b>					<b>97</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>22.7</b>	<b>36.1</b>	<b>17.5</b>	<b>5.2</b>	<b>6.2</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>60.8</b>	<b>31</b>	<b>102</b>
MONTPELLIER																						
	EDINBURGH	RYANAIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1
	EDINBURGH	RYANAIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	47	1
	GATWICK	EASYJET UK LTD	S	A	24	0	0	16.7	41.7	29.2	4.2	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	73.9	13	23
	GATWICK	EASYJET UK LTD	S	D	24	0	0	0.0	41.7	45.8	8.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	6	87.0	7	23
	NEWCASTLE	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1
	NEWCASTLE	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	6	1
<b>TOTAL MONTPELLIER</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>41.7</b>	<b>37.5</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>78.0</b>	<b>11</b>	<b>50</b>
MONTREAL (DORVAL)																						
	HEATHROW	AIR CANADA	S	A	31	0	0	3.2	22.6	25.8	16.1	19.4	3.2	3.2	6.5	0.0	0.0	0.0	36	64.5	16	31
	HEATHROW	AIR CANADA	S	D	29	0	2	0.0	35.5	41.9	12.9	0.0	3.2	0.0	0.0	0.0	0.0	6.5	7	83.9	9	31
	HEATHROW	AIR FRANCE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	22.6	22.6	19.4	9.7	16.1	6.5	3.2	0.0	0.0	0.0	0.0	20	48.4	28	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	22.6	58.1	9.7	3.2	3.2	0.0	3.2	0.0	0.0	0.0	15	67.7	25	31
<b>TOTAL MONTREAL (DORVAL)</b>					<b>122</b>	<b>0</b>	<b>2</b>	<b>6.5</b>	<b>25.8</b>	<b>36.3</b>	<b>12.1</b>	<b>9.7</b>	<b>4.0</b>	<b>1.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>20</b>	<b>66.4</b>	<b>19</b>	<b>125</b>
MOSCOW (DOMODEDOVO)																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	51	0	0	7.8	29.4	35.3	7.8	11.8	3.9	2.0	2.0	0.0	0.0	0.0	23	87.7	6	57
	HEATHROW	BRITISH AIRWAYS PLC	S	D	51	0	0	0.0	31.4	51.0	5.9	5.9	0.0	5.9	0.0	0.0	0.0	0.0	15	87.7	6	57

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JAN 2019		
																More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 200 m late	More than 200 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
STANSTED		URAL AIRLINES		S	A	15	0	0	0	6.7	26.7	33.3	20.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0													
STANSTED		URAL AIRLINES		S	D	15	0	0	0	0.0	53.3	33.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0													
<b>TOTAL MOSCOW (DOMODEDOVO)</b>						<b>132</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>32.6</b>	<b>40.9</b>	<b>8.3</b>	<b>9.1</b>	<b>1.5</b>	<b>3.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.7</b>	<b>6</b>	<b>114</b>														
MOSCOW (SHEREMETYEVO)																																						
HEATHROW		AEROFLOT		S	A	135	0	0	0	23.7	38.5	23.0	10.4	2.2	2.2	0.0	0.0	0.0	0.0	0.0	7	89.5	4	132														
HEATHROW		AEROFLOT		S	D	133	0	0	0	5.3	65.4	21.1	4.5	2.3	1.5	0.0	0.0	0.0	0.0	0.0	4	95.5	2	131														
HEATHROW		BRITISH AIRWAYS PLC		S	A	23	0	0	0	13.0	39.1	26.1	13.0	4.3	4.3	0.0	0.0	0.0	0.0	0.0	11	79.2	10	24														
HEATHROW		BRITISH AIRWAYS PLC		S	D	23	0	0	0	0.0	39.1	47.8	0.0	8.7	4.3	0.0	0.0	0.0	0.0	0.0	9	91.7	4	24														
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>						<b>314</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.4</b>	<b>50.0</b>	<b>24.2</b>	<b>7.3</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>0.0</b>	<b>6</b>	<b>91.4</b>	<b>4</b>	<b>311</b>														
MOSCOW (VNUKOVO)																																						
LUTON		WIZZ AIR UK LTD		S	A	31	0	0	0	6.5	29.0	41.9	16.1	0.0	6.5	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0														
LUTON		WIZZ AIR UK LTD		S	D	31	0	0	0	0.0	67.7	29.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0														
<b>TOTAL MOSCOW (VNUKOVO)</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>48.4</b>	<b>35.5</b>	<b>8.1</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>														
MUMBAI																																						
HEATHROW		AIR INDIA		S	A	31	0	0	0	0.0	3.2	3.2	3.2	29.0	29.0	22.6	9.7	0.0	0.0	0.0	89	48.4	38	31														
HEATHROW		AIR INDIA		S	D	31	0	0	0	0.0	0.0	0.0	9.7	25.8	35.5	25.8	3.2	0.0	0.0	0.0	89	58.1	34	31														
HEATHROW		BRITISH AIRWAYS PLC		S	A	75	0	2	5.2	16.9	36.4	14.3	19.5	3.9	0.0	0.0	1.3	0.0	2.6	48	74.2	11	62															
HEATHROW		BRITISH AIRWAYS PLC		S	D	75	0	0	0.0	36.0	54.7	4.0	4.0	1.3	0.0	0.0	0.0	0.0	0.0	6	69.4	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	53.8	27	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	77.4	16	93															
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	A	31	0	0	0.0	12.9	35.5	9.7	25.8	9.7	6.5	0.0	0.0	0.0	0.0	34	0.0	0	0															
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	31	0	0	9.7	25.8	51.6	6.5	0.0	3.2	3.2	0.0	0.0	0.0	0.0	12	0.0	0	0															
MANCHESTER		JET AIRWAYS		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	6	21															
MANCHESTER		JET AIRWAYS		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	19	21															
<b>TOTAL MUMBAI</b>						<b>274</b>	<b>0</b>	<b>2</b>	<b>2.5</b>	<b>19.2</b>	<b>35.1</b>	<b>8.3</b>	<b>15.6</b>	<b>10.1</b>	<b>6.5</b>	<b>1.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.7</b>	<b>40</b>	<b>66.2</b>	<b>20</b>	<b>414</b>															
MUNICH																																						
BIRMINGHAM		CITY AIRLINE		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2															
BIRMINGHAM		CITY AIRLINE		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2															
BIRMINGHAM		LUFTHANSA		S	A	85	0	0	11.8	41.2	30.6	11.8	3.5	1.2	0.0	0.0	0.0	0.0	0.0	7	70.6	13	82															
BIRMINGHAM		LUFTHANSA		S	D	83	0	1	0.0	42.9	45.2	4.8	6.0	0.0	0.0	0.0	0.0	1.2	6	66.7	20	81																
BRISTOL		BMI REGIONAL		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	30.2	37	43																
BRISTOL		BMI REGIONAL		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.0	10	42																
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	33.3	94	3																

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	0.0	0	100.0	0	3		
EDINBURGH	EASYJET UK LTD	S A	14	0	0	0	0.0	28.6	21.4	35.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	21	50.0	29	14		
EDINBURGH	EASYJET UK LTD	S D	14	0	0	0	0.0	28.6	57.1	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	12	85.7	5	14		
EDINBURGH	EUROWINGS LUFTVERKEHRS	S A	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	12	54.5	29	11		
EDINBURGH	EUROWINGS LUFTVERKEHRS	S D	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	10	36.4	29	11		
EDINBURGH	LUFTHANSA	S A	13	0	0	0	0.0	46.2	38.5	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	8	55.6	21	9		
EDINBURGH	LUFTHANSA	S D	13	0	0	0	0.0	38.5	38.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	16	9		
GLASGOW	LUFTHANSA	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	21	20		
GLASGOW	LUFTHANSA	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	52.4	19	20		
GATWICK	BRITISH AIRWAYS PLC	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	94	0.0	0	0		
GATWICK	EASYJET UK LTD	S A	54	0	0	0	9.3	40.7	20.4	11.1	3.7	14.8	0.0	0.0	0.0	0.0	0.0	16	62.3	17	61		
GATWICK	EASYJET UK LTD	S D	54	0	0	0	0.0	48.1	37.0	3.7	9.3	1.9	0.0	0.0	0.0	0.0	0.0	8	86.9	5	61		
GATWICK	GERMANIA FLUGGESELLSCHAFT	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	69	1		
GATWICK	THOMAS COOK AIRLINES LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1		
HEATHROW	BRITISH AIRWAYS PLC	S A	185	0	0	0	30.3	44.3	17.3	2.2	5.4	0.0	0.5	0.0	0.0	0.0	0.0	5	84.4	8	207		
HEATHROW	BRITISH AIRWAYS PLC	S D	186	0	0	0	0.0	52.7	40.3	5.9	0.5	0.5	0.0	0.0	0.0	0.0	0.0	4	87.6	5	206		
HEATHROW	LUFTHANSA	S A	256	0	1	14.8	39.7	28.0	9.3	6.6	0.8	0.4	0.0	0.0	0.0	0.4	8	74.7	13	228			
HEATHROW	LUFTHANSA	S D	255	0	1	0.4	43.4	41.4	8.6	4.7	0.8	0.4	0.0	0.0	0.0	0.4	7	76.2	13	226			
LONDON CITY	BA CITYFLYER LTD	S A	66	0	2	11.8	48.5	29.4	1.5	1.5	4.4	0.0	0.0	0.0	0.0	2.9	6	0.0	0	0			
LONDON CITY	BA CITYFLYER LTD	S D	67	0	1	0.0	27.9	50.0	8.8	4.4	7.4	0.0	0.0	0.0	0.0	1.5	12	0.0	0	0			
LUTON	EASYJET UK LTD	S A	13	0	0	0	0.0	23.1	38.5	7.7	15.4	7.7	7.7	0.0	0.0	0.0	0.0	26	38.5	40	13		
LUTON	EASYJET UK LTD	S D	13	0	0	0	0.0	30.8	30.8	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	15	69.2	16	13		
STANSTED	EASYJET UK LTD	S A	12	0	0	16.7	33.3	41.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	43.8	36	16		
STANSTED	EASYJET UK LTD	S D	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	1	87.5	6	16		
STANSTED	EUROWINGS LUFTVERKEHRS	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	51.6	25	30		
STANSTED	EUROWINGS LUFTVERKEHRS	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	45.2	26	30		
MANCHESTER	EASYJET UK LTD	S A	16	0	0	0.0	43.8	37.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	60.0	33	20		
MANCHESTER	EASYJET UK LTD	S D	16	0	0	0.0	56.3	37.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	14	20		
MANCHESTER	LUFTHANSA	S A	103	0	1	2.9	53.8	30.8	7.7	1.9	1.9	0.0	0.0	0.0	0.0	1.0	5	65.5	18	82			
MANCHESTER	LUFTHANSA	S D	102	0	0	0.0	43.1	44.1	5.9	4.9	2.0	0.0	0.0	0.0	0.0	0.0	7	66.7	19	83			
MANCHESTER	SUNDAIR GMBH	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: M																	JAN 2019			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								than 15 m early	to 1 m early	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						
	MANCHESTER	SUNDAIR GMBH	C	D	0	0	0	0.0	0.0	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	512	1
	NEWCASTLE	LUFTHANSA	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL MUNICH</b>					<b>1638</b>	<b>0</b>	<b>7</b>	<b>7.5</b>	<b>43.6</b>	<b>34.3</b>	<b>7.3</b>	<b>4.6</b>	<b>1.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>7</b>	<b>72.6</b>	<b>15</b>	<b>1683</b>
MURCIA INTERNATIONAL																						
	BIRMINGHAM	EASYJET UK LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	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	35	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	2	0.0	0	0
	BIRMINGHAM	RYANAIR	S	A	9	0	1	10.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0	60.0	15	5
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	5	
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	26	5
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	5
	BRISTOL	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	145	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	67	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100	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	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	4	0	0	0.0	0.0	25.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	58	33.3	34	6
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	23	6
	LEEDS BRADFORD	JET2.COM LTD	S	A	2	0	0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	159	0.0	0	0
	LEEDS BRADFORD	RYANAIR	S	A	3	0	0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	66.7	0.0	0.0	356	75.0	0	3
	LEEDS BRADFORD	RYANAIR	S	D	3	0	0	0.0	33.3	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	42	100.0	1	4
	LIVERPOOL (JOHN LENNON)	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	75	0.0	23	1
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	23	0	0	34.8	34.8	8.7	4.3	8.7	4.3	0.0	4.3	0.0	0.0	0.0	21	75.0	8	8
	GATWICK	EASYJET UK LTD	S	D	22	0	0	0.0	40.9	45.5	9.1	0.0	4.5	0.0	0.0	0.0	0.0	0.0	7	100.0	0	8
	LUTON	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	71	0.0	0	0
	LUTON	EASYJET UK LTD	S	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	LUTON	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	75.0	20	8
	LUTON	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	100.0	2	8
	STANSTED	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	96	0.0	0	0
	STANSTED	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	STANSTED	RYANAIR	S	A	17	0	1	44.4	27.8	5.6	0.0	5.6	0.0	0.0	11.1	0.0	0.0	5.6	28	83.3	6	12

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	16	0	0	0.0	68.8	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	6	12
	MANCHESTER	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	236	0.0	0	0
	MANCHESTER	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	105	0.0	0	0
	MANCHESTER	RYANAIR	S	A	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	2	57.1	23	7
	MANCHESTER	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	0.0	2	57.1	20	7
	SOUTHEND	EASYJET UK LTD	S	A	9	0	1	30.0	30.0	20.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0	10	100.0	0	5
	SOUTHEND	EASYJET UK LTD	S	D	10	0	0	10.0	70.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	5
<b>TOTAL MURCIA INTERNATIONAL</b>					<b>191</b>	<b>0</b>	<b>3</b>	<b>15.5</b>	<b>40.7</b>	<b>22.7</b>	<b>4.1</b>	<b>3.1</b>	<b>7.7</b>	<b>0.5</b>	<b>3.1</b>	<b>1.0</b>	<b>0.0</b>	<b>1.5</b>	<b>23</b>	<b>77.7</b>	<b>10</b>	<b>120</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	80.0	3	5
	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	80.0	8	5
	BRISTOL	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5
	BRISTOL	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	0	4
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	100.0	0	7
	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	100.0	4	5
	LEEDS BRADFORD	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5
	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	90.9	27	11
	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	90.9	30	11
	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	66.7	8	6
	LUTON	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	6
	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	66.7	10	9
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	8	9
	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	85.7	4	7
	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	100.0	1	7
	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	75.0	15	4
	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	100.0	1	4
<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>88.1</b>	<b>9</b>	<b>117</b>
MUSCAT																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	0.0	0.0	0.0	17.6	52.9	23.5	0.0	0.0	5.9	0.0	0.0	136	82.4	9	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	44.4	33.3	5.6	0.0	16.7	0.0	0.0	0.0	0.0	0.0	16	77.8	9	18
	HEATHROW	OMAN AIR	S	A	62	0	0	33.9	35.5	12.9	8.1	9.7	0.0	0.0	0.0	0.0	0.0	0.0	7	71.0	13	62
	HEATHROW	OMAN AIR	S	D	62	0	0	3.2	61.3	25.8	8.1	1.6	0.0	0.0	0.0	0.0	0.0	0.0	5	80.6	12	62

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	OMAN AIR	S	A	28	0	0	7.1	21.4	28.6	32.1	0.0	3.6	0.0	7.1	0.0	0.0	0.0	32	35.5	24	30
	MANCHESTER	OMAN AIR	S	D	28	0	0	3.6	39.3	28.6	7.1	7.1	7.1	0.0	7.1	0.0	0.0	0.0	31	45.2	20	30
<b>TOTAL MUSCAT</b>					<b>215</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>39.5</b>	<b>21.4</b>	<b>11.6</b>	<b>8.4</b>	<b>4.7</b>	<b>0.0</b>	<b>1.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>66.5</b>	<b>15</b>	<b>219</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
NAIROBI																						
	GATWICK	NETJETS TRANSPORTES AEREOS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	6.5	58.1	25.8	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	6	80.6	10	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	25.8	45.2	12.9	12.9	3.2	0.0	0.0	0.0	0.0	0.0	12	80.6	12	31
	HEATHROW	KENYA AIRWAYS	S	A	31	0	0	19.4	22.6	22.6	16.1	12.9	0.0	3.2	3.2	0.0	0.0	0.0	24	87.1	10	31
	HEATHROW	KENYA AIRWAYS	S	D	31	0	0	0.0	38.7	35.5	6.5	9.7	3.2	3.2	3.2	0.0	0.0	0.0	20	80.6	15	31
<b>TOTAL NAIROBI</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>36.3</b>	<b>32.3</b>	<b>9.7</b>	<b>9.7</b>	<b>2.4</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>82.4</b>	<b>12</b>	<b>125</b>
NANTES																						
	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	100.0	0	4
	BIRMINGHAM	FLYBE LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4
	EDINBURGH	RYANAIR	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	0.0	10	75.0	15	8
	EDINBURGH	RYANAIR	S	D	11	0	0	0.0	63.6	18.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	12	8
	GATWICK	EASYJET UK LTD	S	A	40	0	0	15.0	37.5	30.0	2.5	12.5	2.5	0.0	0.0	0.0	0.0	0.0	10	87.2	8	39
	GATWICK	EASYJET UK LTD	S	D	40	0	0	0.0	37.5	42.5	10.0	2.5	7.5	0.0	0.0	0.0	0.0	0.0	11	82.1	7	39
	LUTON	EASYJET UK LTD	S	A	11	0	0	9.1	45.5	27.3	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	9	100.0	1	10
	LUTON	EASYJET UK LTD	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	14	100.0	3	10
	STANSTED	RYANAIR	S	A	31	0	0	3.2	19.4	61.3	6.5	9.7	0.0	0.0	0.0	0.0	0.0	0.0	9	27.8	23	17
	STANSTED	RYANAIR	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	0.0	2	82.4	8	17
	MANCHESTER	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	0	100.0	5	2
	MANCHESTER	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	100.0	0	2
	MANCHESTER	RYANAIR	S	A	10	0	0	0.0	10.0	50.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	MANCHESTER	RYANAIR	S	D	10	0	0	0.0	40.0	20.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	SOUTHAMPTON	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	17	10
	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	60.0	19	10
<b>TOTAL NANTES</b>					<b>210</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>41.4</b>	<b>36.2</b>	<b>7.1</b>	<b>7.1</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>9</b>	<b>77.9</b>	<b>10</b>	<b>180</b>
NAPLES																						
	BRISTOL	EASYJET UK LTD	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	23	70.0	22	10
	BRISTOL	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	4	90.0	16	10
	EDINBURGH	EASYJET EUROPE	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
	EDINBURGH	EASYJET EUROPE	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	13	0.0	0	0
	EDINBURGH	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	19	7
	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	62.5	21	7
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	7.7	42.3	34.6	7.7	0.0	3.8	3.8	0.0	0.0	0.0	0.0	12	83.3	7	24
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	46.2	42.3	3.8	0.0	3.8	3.8	0.0	0.0	0.0	0.0	11	91.7	4	24
	GATWICK	EASYJET UK LTD	S	A	28	0	0	17.9	35.7	21.4	21.4	3.6	0.0	0.0	0.0	0.0	0.0	0.0	9	74.2	8	31

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JAN 2019		
																More than 15 m early	15 m to 30 m late	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat								
GATWICK		EASYJET UK LTD		S	D	28	0	0	0.0	32.1	53.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	31															
LUTON		EASYJET UK LTD		S	A	20	0	0	5.0	50.0	10.0	25.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	81.8	9	22															
LUTON		EASYJET UK LTD		S	D	20	0	0	0.0	45.0	40.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.5	6	21															
STANSTED		EASYJET UK LTD		S	A	20	0	0	20.0	45.0	30.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	81.0	16	21															
STANSTED		EASYJET UK LTD		S	D	20	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	95.2	11	21															
STANSTED		RYANAIR		S	A	40	0	0	5.0	37.5	35.0	20.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	8	81.8	13	33															
STANSTED		RYANAIR		S	D	40	0	0	0.0	60.0	35.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.9	8	33															
MANCHESTER		RYANAIR		S	A	8	0	0	0.0	12.5	25.0	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	33	44.4	32	9															
MANCHESTER		RYANAIR		S	D	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	17	9															
<b>TOTAL NAPLES</b>						<b>296</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>44.3</b>	<b>34.8</b>	<b>12.8</b>	<b>1.7</b>	<b>0.7</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>83.5</b>	<b>11</b>	<b>313</b>															
NASHVILLE METROPOLITAN																																						
HEATHROW		BRITISH AIRWAYS PLC		S	A	22	0	0	45.5	36.4	13.6	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	3	58.8	21	17															
HEATHROW		BRITISH AIRWAYS PLC		S	D	21	0	0	0.0	33.3	47.6	14.3	0.0	4.8	0.0	0.0	0.0	0.0	0.0	9	82.4	15	17															
<b>TOTAL NASHVILLE METROPOLITAN</b>						<b>43</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>34.9</b>	<b>30.2</b>	<b>7.0</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>6</b>	<b>70.6</b>	<b>18</b>	<b>34</b>															
NEW ORLEANS																																						
HEATHROW		BRITISH AIRWAYS PLC		S	A	22	0	0	18.2	50.0	18.2	9.1	0.0	0.0	0.0	4.5	0.0	0.0	0.0	13	90.5	3	21															
HEATHROW		BRITISH AIRWAYS PLC		S	D	22	0	0	0.0	31.8	59.1	4.5	0.0	0.0	0.0	4.5	0.0	0.0	0.0	16	71.4	12	21															
<b>TOTAL NEW ORLEANS</b>						<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>40.9</b>	<b>38.6</b>	<b>6.8</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>0.0</b>	<b>15</b>	<b>81.0</b>	<b>8</b>	<b>42</b>															
NEW YORK (JF KENNEDY)																																						
EDINBURGH		DELTA AIRLINES		S	A	17	0	0	64.7	11.8	5.9	0.0	11.8	0.0	0.0	5.9	0.0	0.0	0.0	17	100.0	2	4															
EDINBURGH		DELTA AIRLINES		S	D	17	0	0	5.9	64.7	5.9	11.8	5.9	0.0	5.9	0.0	0.0	0.0	0.0	15	100.0	5	4															
GATWICK		BRITISH AIRWAYS PLC		S	A	13	0	0	23.1	23.1	30.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	12	85.0	4	19															
GATWICK		BRITISH AIRWAYS PLC		S	D	12	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	78.9	9	18															
GATWICK		NORWEGIAN AIR UK LTD		S	A	72	0	9	30.9	24.7	16.0	11.1	4.9	1.2	0.0	0.0	0.0	0.0	11.1	7	63.8	14	80															
GATWICK		NORWEGIAN AIR UK LTD		S	D	72	0	10	0.0	40.2	39.0	4.9	2.4	1.2	0.0	0.0	0.0	0.0	12.2	5	78.8	11	80															
HEATHROW		AMERICAN AIRLINES		S	A	102	0	0	35.3	36.3	12.7	7.8	2.0	4.9	1.0	0.0	0.0	0.0	0.0	9	88.3	5	103															
HEATHROW		AMERICAN AIRLINES		S	D	102	0	0	2.0	64.7	23.5	3.9	1.0	3.9	0.0	1.0	0.0	0.0	0.0	7	96.1	3	103															
HEATHROW		BRITISH AIRWAYS PLC		S	A	223	0	1	48.7	34.8	9.4	0.9	1.8	2.2	1.8	0.0	0.0	0.0	0.4	6	86.7	7	223															
HEATHROW		BRITISH AIRWAYS PLC		S	D	227	0	1	0.0	23.7	50.9	10.5	11.0	2.2	0.4	0.4	0.4	0.0	0.4	14	70.9	16	227															
HEATHROW		DELTA AIRLINES		S	A	62	0	0	41.9	33.9	17.7	0.0	3.2	1.6	1.6	0.0	0.0	0.0	0.0	6	80.6	10	61															
HEATHROW		DELTA AIRLINES		S	D	62	0	0	0.0	72.6	19.4	0.0	6.5	1.6	0.0	0.0	0.0	0.0	0.0	5	87.1	11	61															



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	EMIRATES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	488	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		
	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	21	1		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	146	0	1	45.6	34.7	14.3	2.0	1.4	1.4	0.0	0.0	0.0	0.0	0.7	3	88.2	4	168	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	146	0	1	0.0	49.0	42.9	2.0	2.7	2.0	0.7	0.0	0.0	0.0	0.7	6	81.7	10	167	
	LONDON CITY	BRITISH AIRWAYS PLC	S	A	21	0	2	60.9	21.7	0.0	4.3	4.3	0.0	0.0	0.0	0.0	0.0	8.7	3	95.5	4	22	
	LONDON CITY	BRITISH AIRWAYS PLC	S	D	22	0	2	0.0	54.2	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	1	95.7	3	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	42.9	21	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	64.3	43	14		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	83.9	9.7	3.2	0.0	3.2	0.0	0.0	0.0	0.0	0.0	2	46.2	34	13		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	74.2	16.1	3.2	6.5	0.0	0.0	0.0	0.0	0.0	4	84.6	34	13		
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1378</b>	<b>0</b>	<b>27</b>	<b>22.8</b>	<b>38.2</b>	<b>25.3</b>	<b>4.7</b>	<b>4.1</b>	<b>2.1</b>	<b>0.6</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>1.9</b>	<b>7</b>	<b>81.6</b>	<b>10</b>	<b>1420</b>	
NEW YORK (NEWARK)																							
	EDINBURGH	UNITED AIRLINES	S	A	31	0	0	25.8	35.5	9.7	6.5	9.7	9.7	3.2	0.0	0.0	0.0	20	77.4	22	31		
	EDINBURGH	UNITED AIRLINES	S	D	30	0	1	16.1	35.5	12.9	12.9	6.5	6.5	3.2	3.2	0.0	0.0	3.2	28	74.2	21	31	
	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	20	0.0	40	1		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	19.4	46.8	19.4	8.1	4.8	0.0	0.0	0.0	0.0	0.0	1.6	5	73.6	13	48	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	0.0	37.1	46.8	9.7	4.8	0.0	0.0	0.0	0.0	0.0	1.6	7	76.9	17	47	
	HEATHROW	UNITED AIRLINES	S	A	133	0	1	24.6	26.1	30.6	6.0	7.5	3.7	0.0	0.7	0.0	0.0	0.7	11	84.0	14	144	
	HEATHROW	UNITED AIRLINES	S	D	133	0	1	2.2	79.9	11.9	1.5	1.5	0.7	0.0	1.5	0.0	0.0	0.7	5	97.2	2	144	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	1	23.3	30.0	33.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	4	83.9	7	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	1	0.0	56.7	36.7	0.0	3.3	0.0	0.0	0.0	0.0	0.0	3.3	3	80.6	5	28	
	MANCHESTER	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	68	1		
	MANCHESTER	UNITED AIRLINES	S	A	31	0	0	25.8	35.5	25.8	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	7	67.7	30	31	
	MANCHESTER	UNITED AIRLINES	S	D	31	0	0	12.9	64.5	16.1	3.2	3.2	0.0	0.0	0.0	0.0	0.0	3	71.0	21	31		
	NEWCASTLE	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1		
<b>TOTAL NEW YORK (NEWARK)</b>					<b>571</b>	<b>0</b>	<b>7</b>	<b>13.8</b>	<b>47.4</b>	<b>24.0</b>	<b>5.9</b>	<b>4.5</b>	<b>2.1</b>	<b>0.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>9</b>	<b>82.8</b>	<b>12</b>	<b>567</b>	
NEWBURGH/USA																							
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	8	23		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: N																	JAN 2019			
		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
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.6	13	22
<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>76.6</b>	<b>11</b>	<b>45</b>
NEWCASTLE	ABERDEEN	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	ABERDEEN	FLYBE LTD	S	A	37	0	23	6.7	38.3	6.7	3.3	6.7	0.0	0.0	0.0	0.0	0.0	38.3	7	25.3	19	26
	ABERDEEN	FLYBE LTD	S	D	41	0	22	1.6	31.7	19.0	4.8	4.8	3.2	0.0	0.0	0.0	0.0	34.9	11	38.6	13	29
	ABERDEEN	LOGANAIR LTD	S	A	51	0	0	3.9	52.9	35.3	3.9	2.0	2.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	ABERDEEN	LOGANAIR LTD	S	D	45	0	0	0.0	55.6	33.3	6.7	2.2	2.2	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	78	0	0	11.5	70.5	12.8	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.1	2	76
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	78	0	0	2.6	67.9	24.4	3.8	1.3	0.0	0.0	0.0	0.0	0.0	0.0	3	76.3	10	76
	BIRMINGHAM	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	BIRMINGHAM	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
	BIRMINGHAM	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	50	0.0	0	0
	BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BRISTOL	EASYJET UK LTD	S	A	55	0	0	18.2	61.8	10.9	5.5	3.6	0.0	0.0	0.0	0.0	0.0	0.0	3	88.7	6	53
	BRISTOL	EASYJET UK LTD	S	D	54	0	1	5.5	70.9	16.4	1.8	3.6	0.0	0.0	0.0	0.0	0.0	1.8	3	87.0	7	54
	BRISTOL	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	75	1
	CARDIFF WALES	EASTERN AIRWAYS	C	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	0	1
	CARDIFF WALES	EASTERN AIRWAYS	C	D	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	0	1
	CARDIFF WALES	EASTERN AIRWAYS	S	A	22	0	1	17.4	34.8	21.7	4.3	4.3	4.3	0.0	4.3	4.3	0.0	4.3	37	95.7	4	23
	CARDIFF WALES	EASTERN AIRWAYS	S	D	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	1	22
	EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	EXETER	FLYBE LTD	S	A	16	0	0	18.8	62.5	12.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	7	18
	EXETER	FLYBE LTD	S	D	16	0	0	6.3	81.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	7	18
	ISLE OF MAN	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	73	0.0	0	0
	ISLE OF MAN	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	25	0.0	0	0
	LIVERPOOL (JOHN LENNON)	DANISH AIR TRANSPORT	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
	LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	LIVERPOOL (JOHN LENNON)	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	0.0	42	0.0	0	0

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: N																	JAN 2019			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GATWICK	JOTA AVIATION LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	118	0	0	9.3	50.0	27.1	8.5	4.2	0.8	0.0	0.0	0.0	0.0	0.0	6	87.5	7	119
	HEATHROW	BRITISH AIRWAYS PLC	S	D	118	0	0	0.0	47.5	41.5	7.6	2.5	0.0	0.8	0.0	0.0	0.0	0.0	6	84.2	7	119
	LONDON CITY	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LONDON CITY	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	47.5	25	38
	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	17	0.0	0	0
	MANCHESTER	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	SOUTHAMPTON	FLYBE LTD	S	A	57	0	0	10.5	57.9	29.8	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.3	8	74
	SOUTHAMPTON	FLYBE LTD	S	D	57	0	0	1.8	63.2	29.8	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	86.7	8	74
	SOUTHEND	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1
<b>TOTAL NEWCASTLE</b>					<b>861</b>	<b>2</b>	<b>47</b>	<b>6.5</b>	<b>54.3</b>	<b>24.3</b>	<b>5.5</b>	<b>3.0</b>	<b>0.8</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.2</b>	<b>5.2</b>	<b>5</b>	<b>77.1</b>	<b>8</b>	<b>830</b>
NEWQUAY																						
	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	66.7	9	3
	BIRMINGHAM	FLYBE LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	14	3
	BRISTOL	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	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
	LEEDS BRADFORD	FLYBE LTD	S	A	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	92.3	7	13
	LEEDS BRADFORD	FLYBE 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	92.3	9	13
	GATWICK	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	5	83
	GATWICK	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	7	83
	HEATHROW	FLYBE LTD	S	A	121	0	1	10.7	54.1	25.4	4.9	1.6	2.5	0.0	0.0	0.0	0.0	0.8	5	0.0	0	0
	HEATHROW	FLYBE LTD	S	D	121	0	1	0.0	56.6	35.2	3.3	2.5	1.6	0.0	0.0	0.0	0.0	0.8	5	0.0	0	0
	MANCHESTER	FLYBE LTD	S	A	20	0	1	4.8	38.1	42.9	4.8	0.0	0.0	4.8	0.0	0.0	0.0	4.8	11	78.1	16	31
	MANCHESTER	FLYBE LTD	S	D	20	0	0	0.0	15.0	65.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	12	65.6	30	32
	SOUTHEND	STOBART AIR	S	A	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0
	SOUTHEND	STOBART AIR	S	D	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
<b>TOTAL NEWQUAY</b>					<b>307</b>	<b>1</b>	<b>3</b>	<b>5.5</b>	<b>51.1</b>	<b>33.1</b>	<b>4.2</b>	<b>1.9</b>	<b>2.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>1.0</b>	<b>6</b>	<b>86.7</b>	<b>11</b>	<b>261</b>
NICE																						
	BRISTOL	EASYJET UK LTD	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	0.0	9	77.8	6	9
	BRISTOL	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	7	9
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	11	0	0	45.5	36.4	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	3	90.9	2	11
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	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	0	100.0	1	11
	GATWICK	BRITISH AIRWAYS PLC	S	A	37	0	0	24.3	48.6	13.5	13.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	86.1	9	36

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	GATWICK	BRITISH AIRWAYS PLC	S	D	36	0	0	0.0	52.8	44.4	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	3	91.7	8	36
	GATWICK	EASYJET UK LTD	S	A	51	0	0	17.6	35.3	23.5	15.7	7.8	0.0	0.0	0.0	0.0	0.0	8	79.1	15	67	
	GATWICK	EASYJET UK LTD	S	D	51	0	0	0.0	27.5	47.1	21.6	3.9	0.0	0.0	0.0	0.0	0.0	10	77.6	11	67	
	GATWICK	JETNETHERLANDS	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	VISTAJET LTD MALTA	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	30	100.0	0	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	2	21.6	44.0	14.4	12.0	4.8	0.8	0.0	0.8	0.0	0.0	1.6	8	92.2	3	114
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	2	0.0	33.6	52.0	5.6	6.4	0.8	0.0	0.0	0.0	0.0	1.6	7	85.5	6	115
	LUTON	EASYJET UK LTD	S	A	13	0	0	0.0	61.5	7.7	7.7	15.4	7.7	0.0	0.0	0.0	0.0	17	76.5	14	17	
	LUTON	EASYJET UK LTD	S	D	13	0	0	0.0	38.5	38.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	11	82.4	12	17	
	STANSTED	EASYJET UK LTD	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	3	75.0	9	12	
	STANSTED	EASYJET UK 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	1	75.0	11	12	
	STANSTED	RYANAIR	S	A	18	0	0	0.0	38.9	44.4	5.6	0.0	11.1	0.0	0.0	0.0	0.0	13	71.0	11	31	
	STANSTED	RYANAIR	S	D	18	0	0	0.0	50.0	38.9	0.0	0.0	11.1	0.0	0.0	0.0	0.0	8	90.3	6	31	
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	22.2	44.4	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	11	0.0	0	0	
	MANCHESTER	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	2	0.0	0	0	
<b>TOTAL NICE</b>					<b>553</b>	<b>0</b>	<b>4</b>	<b>9.9</b>	<b>41.8</b>	<b>31.2</b>	<b>9.9</b>	<b>4.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>8</b>	<b>84.7</b>	<b>8</b>	<b>596</b>
NIMES																						
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	8	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	5	8	
<b>TOTAL NIMES</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>7</b>	<b>16</b>	
NORWICH																						
	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	29	1	
	ABERDEEN	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.6	15	59	
	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	77.9	12	62	
	ABERDEEN	LOGANAIR LTD	S	A	57	0	0	1.8	70.2	21.1	5.3	0.0	1.8	0.0	0.0	0.0	0.0	3	0.0	0	0	
	ABERDEEN	LOGANAIR LTD	S	D	57	0	0	1.8	71.9	14.0	7.0	3.5	1.8	0.0	0.0	0.0	0.0	5	0.0	0	0	
	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	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	EDINBURGH	LOGANAIR LTD	S	A	47	0	0	12.8	44.7	38.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	8	48	
	EDINBURGH	LOGANAIR LTD	S	D	47	0	0	2.1	63.8	23.4	6.4	2.1	2.1	0.0	0.0	0.0	0.0	5	87.2	8	47	
	EXETER	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.4	18	18	
	EXETER	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.9	18	19	
	LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	C	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	C	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	MANCHESTER	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	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	MANCHESTER	LOGANAIR LTD	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	
	MANCHESTER	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	75.6	20	40	
	MANCHESTER	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	0	75.6	26	40	
<b>TOTAL NORWICH</b>					<b>218</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>62.4</b>	<b>23.9</b>	<b>6.0</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>0.0</b>	<b>4</b>	<b>79.0</b>	<b>15</b>	<b>334</b>	
NUREMBERG																							
	BOURNEMOUTH	FAI FLIGHT-AMBULANCE SERVICE	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	BOURNEMOUTH	FAI FLIGHT-AMBULANCE SERVICE	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	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	4	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	1	100.0	0	3	
	STANSTED	RYANAIR	S	A	47	0	0	31.9	36.2	27.7	2.1	2.1	0.0	0.0	0.0	0.0	0.0	0.0	3	80.9	8	47	
	STANSTED	RYANAIR	S	D	47	0	0	0.0	48.9	31.9	17.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	7	64.6	16	48	
	MANCHESTER	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	16	21	
	MANCHESTER	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	47.6	24	21	
<b>TOTAL NUREMBERG</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>45.2</b>	<b>29.8</b>	<b>8.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>67.8</b>	<b>14</b>	<b>143</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: O																	JAN 2019			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
OAKLAND	BELFAST CITY (GEORGE BEST)	FAI FLIGHT-AMBULANCE SERVICE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GATWICK	NORWEGIAN AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	13	13
	GATWICK	NORWEGIAN AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	7	14
<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>75.0</b>	<b>9</b>	<b>28</b>
OHRID	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	22.2	55.6	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL OHRID</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
OLBIA	GATWICK	EASYJET UK 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	3	88.9	5	9
	GATWICK	EASYJET UK LTD	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	6	9
<b>TOTAL OLBIA</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>3</b>	<b>83.3</b>	<b>5</b>	<b>18</b>
OLD WARDEN	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	0.0	27	1
<b>TOTAL OLD WARDEN</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>27</b>	<b>1</b>
OPORTO (PORTUGAL)	BIRMINGHAM	RYANAIR	S	A	11	0	0	0.0	72.7	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	BIRMINGHAM	RYANAIR	S	D	11	0	0	0.0	27.3	45.5	18.2	0.0	0.0	0.0	9.1	0.0	0.0	0.0	26	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	A	10	0	0	30.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	70.0	15	10
	BRISTOL	EASYJET UK LTD	S	D	10	0	0	10.0	40.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	81.8	7	11
	EAST MIDLANDS INTERNATIONAL	RYANAIR	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
	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	80.0	11	10
	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	70.0	11	10
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	100.0	1	8
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	8
	GATWICK	AIR PORTUGAL	S	A	58	0	0	8.6	43.1	24.1	12.1	6.9	5.2	0.0	0.0	0.0	0.0	0.0	11	87.1	8	62
	GATWICK	AIR PORTUGAL	S	D	58	0	0	3.4	51.7	25.9	8.6	6.9	1.7	1.7	0.0	0.0	0.0	0.0	12	82.3	7	62
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	22.7	40.9	18.2	4.5	9.1	0.0	0.0	4.5	0.0	0.0	0.0	15	94.1	4	17
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	36.4	54.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	17
	GATWICK	EASYJET UK LTD	S	A	23	0	1	4.2	37.5	29.2	16.7	8.3	0.0	0.0	0.0	0.0	0.0	4.2	9	73.9	21	23
	GATWICK	EASYJET UK LTD	S	D	23	0	1	0.0	20.8	54.2	16.7	4.2	0.0	0.0	0.0	0.0	0.0	4.2	8	65.2	26	23
	LONDON CITY	AIR PORTUGAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.8	10	24

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LONDON CITY	AIR PORTUGAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	16	24		
	LUTON	EASYJET UK LTD	S	A	14	0	0	21.4	50.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.7	8	14		
	LUTON	EASYJET UK LTD	S	D	14	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	78.6	7	14		
	LUTON	WIZZ AIR UK LTD	S	A	10	0	0	0.0	20.0	30.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
	LUTON	WIZZ AIR UK LTD	S	D	10	0	0	0.0	70.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	STANSTED	RYANAIR	S	A	84	0	1	18.8	43.5	21.2	10.6	2.4	2.4	0.0	0.0	0.0	0.0	1.2	6	81.5	9	81	
	STANSTED	RYANAIR	S	D	85	0	0	0.0	34.1	40.0	17.6	5.9	1.2	1.2	0.0	0.0	0.0	0.0	11	56.8	20	81	
	MANCHESTER	EASYJET UK LTD	S	A	10	0	0	20.0	30.0	10.0	20.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	27	100.0	0	10	
	MANCHESTER	EASYJET UK LTD	S	D	10	0	0	0.0	50.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	10	
	MANCHESTER	RYANAIR	S	A	13	0	0	7.7	38.5	38.5	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	15	61.5	18	13	
	MANCHESTER	RYANAIR	S	D	13	0	0	7.7	38.5	46.2	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	9	100.0	6	13	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>530</b>	<b>0</b>	<b>3</b>	<b>7.5</b>	<b>41.1</b>	<b>31.5</b>	<b>12.0</b>	<b>4.5</b>	<b>1.7</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>78.0</b>	<b>11</b>	<b>545</b>	
ORLANDO																							
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	19.4	35.5	32.3	3.2	6.5	0.0	3.2	0.0	0.0	0.0	0.0	9	71.0	20	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	29.0	58.1	3.2	6.5	0.0	3.2	0.0	0.0	0.0	0.0	10	64.5	21	31	
	GATWICK	NORWEGIAN AIR UK LTD	S	A	18	0	0	11.1	50.0	27.8	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	78.3	7	23	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	18	0	0	0.0	55.6	33.3	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	95.5	2	22	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	51.6	32.3	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	73.5	16	34	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	32.3	45.2	9.7	12.9	0.0	0.0	0.0	0.0	0.0	0.0	10	67.6	11	34	
	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	100.0	13	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	4	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	50.0	16	2		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	35.7	42.9	17.9	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	25	28	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	0.0	58.6	34.5	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	5	64.3	26	28	
<b>TOTAL ORLANDO</b>					<b>218</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>40.4</b>	<b>33.5</b>	<b>2.8</b>	<b>5.5</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>72.9</b>	<b>16</b>	<b>236</b>	
ORLEANS (ST DENIS DE LHOTEL)																							
	MANCHESTER	EMIRATES	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		
<b>TOTAL ORLEANS (ST DENIS DE LHOTEL)</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: O																	JAN 2019				
		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	13	0	0	0.0	30.8	30.8	0.0	30.8	0.0	0.0	7.7	0.0	0.0	0.0	36	0.0	0	0
		HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL OSAKA (KANSAI)</b>						<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>37.0</b>	<b>0.0</b>	<b>14.8</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>19</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	66.7	22	20	
		ABERDEEN	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.9	24	22	
		ABERDEEN	SAS	S	A	10	0	0	0.0	30.0	60.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	8	66.7	8	9	
		ABERDEEN	SAS	S	D	10	0	0	0.0	30.0	60.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	9	
		BIRMINGHAM	SAS	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
		BIRMINGHAM	SAS	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
		BRISTOL	SAS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
		BRISTOL	SAS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	1	
		EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	52.2	22	23	
		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	78.3	8	23	
		EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	31	0	0	0.0	25.8	61.3	9.7	3.2	0.0	0.0	0.0	0.0	0.0	6	100.0	4	8	
		EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	31	0	1	0.0	56.3	31.3	6.3	0.0	3.1	0.0	0.0	0.0	3.1	6	100.0	3	8	
		EDINBURGH	SAS	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	1	
		EDINBURGH	SAS	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	1	
		LIVERPOOL (JOHN LENNON)	ENTER AIR	C	A	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
		LIVERPOOL (JOHN LENNON)	ENTER AIR	C	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
		GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	118	0	0	12.7	36.4	33.9	13.6	3.4	0.0	0.0	0.0	0.0	0.0	7	78.2	10	110	
		GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	119	0	0	0.8	42.9	42.0	9.2	5.0	0.0	0.0	0.0	0.0	0.0	6	80.2	12	111	
		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	87.5	9	24	
		GATWICK	NORWEGIAN AIR SHUTTLE	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	47	73.9	14	23	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	41.9	34.4	14.0	4.3	4.3	1.1	0.0	0.0	0.0	0.0	5	89.4	16	93	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	0.0	45.2	46.2	6.5	2.2	0.0	0.0	0.0	0.0	0.0	5	91.3	5	91	
		HEATHROW	SAS	S	A	104	0	2	18.9	23.6	28.3	16.0	10.4	0.0	0.9	0.0	0.0	1.9	12	80.2	8	91	
		HEATHROW	SAS	S	D	106	0	3	0.0	56.9	30.3	5.5	3.7	0.0	0.9	0.0	0.0	2.8	6	93.4	4	91	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	31	0	0	19.4	16.1	38.7	16.1	9.7	0.0	0.0	0.0	0.0	0.0	0.0	10	76.7	10	30	
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	29	0	0	0.0	62.1	24.1	3.4	10.3	0.0	0.0	0.0	0.0	0.0	7	89.7	5	29		
	LUTON	WIZZ AIR UK LTD	S	A	25	0	0	4.0	60.0	28.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
	LUTON	WIZZ AIR UK LTD	S	D	25	0	0	0.0	76.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	STANSTED	RYANAIR	S	A	77	0	0	9.1	42.9	32.5	13.0	2.6	0.0	0.0	0.0	0.0	0.0	6	58.0	24	88		
	STANSTED	RYANAIR	S	D	77	0	0	0.0	63.6	31.2	3.9	1.3	0.0	0.0	0.0	0.0	0.0	3	81.8	9	88		
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	14	0	0	0.0	42.9	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	9	69.2	24	13		
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	14	0	0	0.0	42.9	35.7	14.3	7.1	0.0	0.0	0.0	0.0	0.0	9	61.5	28	13		
	MANCHESTER	SAS	S	A	19	0	0	10.5	26.3	57.9	0.0	5.3	0.0	0.0	0.0	0.0	0.0	5	68.4	10	18		
	MANCHESTER	SAS	S	D	19	0	0	0.0	52.6	36.8	5.3	5.3	0.0	0.0	0.0	0.0	0.0	5	73.7	9	18		
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>1057</b>	<b>0</b>	<b>6</b>	<b>8.6</b>	<b>42.8</b>	<b>34.3</b>	<b>8.9</b>	<b>4.4</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>6</b>	<b>79.7</b>	<b>12</b>	<b>1057</b>	
OSTERSUND / FROSON																							
	BRISTOL	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	4		
	BRISTOL	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
	GATWICK	EASYJET UK LTD	S	A	6	0	0	0.0	33.3	16.7	16.7	33.3	0.0	0.0	0.0	0.0	0.0	17	77.8	26	9		
	GATWICK	EASYJET UK 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	3	88.9	21	9		
<b>TOTAL OSTERSUND / FROSON</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>33.3</b>	<b>8.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.5</b>	<b>17</b>	<b>26</b>		
OSTRAVA																							
	STANSTED	RYANAIR	S	A	15	0	0	0.0	60.0	26.7	6.7	0.0	6.7	0.0	0.0	0.0	0.0	8	44.4	24	18		
	STANSTED	RYANAIR	S	D	14	0	0	0.0	64.3	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	6	18		
<b>TOTAL OSTRAVA</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.1</b>	<b>31.0</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>0.0</b>	<b>5</b>	<b>66.7</b>	<b>15</b>	<b>36</b>		
OTTAWA INTERNATIONAL																							
	HEATHROW	AIR CANADA	S	A	25	0	0	32.0	28.0	12.0	12.0	4.0	4.0	8.0	0.0	0.0	0.0	20	57.7	24	26		
	HEATHROW	AIR CANADA	S	D	25	0	0	0.0	64.0	16.0	4.0	12.0	4.0	0.0	0.0	0.0	0.0	11	80.8	11	25		
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>16.0</b>	<b>46.0</b>	<b>14.0</b>	<b>8.0</b>	<b>8.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>69.2</b>	<b>18</b>	<b>51</b>		
OVDA																							
	LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	15	9		
	LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	16	9		
<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</b>	<b>63.2</b>	<b>15</b>	<b>18</b>		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019					
																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	
PADERBORN		SOUTHEND		ADRIA AIRWAYS		S A		0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 100.0		0	1						
		SOUTHEND		ADRIA AIRWAYS		S D		0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 100.0		0	1						
<b>TOTAL PADERBORN</b>								<b>0 0</b>		<b>0 0</b>		<b>0 0</b>		<b>0 0</b>		<b>0 0</b>		<b>0 0</b>		<b>0 100.0</b>		<b>0</b>	<b>2</b>								
PALANGA		LUTON		WIZZ AIR UK LTD		S A		10 0		0 0		50.0 0.0		40.0 10.0		0.0 0.0		0.0 0.0		6 61.5		17	13								
		LUTON		WIZZ AIR UK LTD		S D		10 0		0 0		0.0 70.0		20.0 10.0		0.0 0.0		0.0 0.0		3 85.7		11	14								
		STANSTED		RYANAIR		S A		8 0		0 0		25.0 25.0		50.0 0.0		0.0 0.0		0.0 0.0		1 63.6		28	11								
		STANSTED		RYANAIR		S D		8 0		0 0		0.0 100.0		0.0 0.0		0.0 0.0		0.0 0.0		0 81.8		16	11								
<b>TOTAL PALANGA</b>						<b>36 0</b>		<b>0 0</b>		<b>19.4 47.2</b>		<b>27.8 5.6</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>3 73.5</b>		<b>18</b>	<b>49</b>								
PALERMO		GATWICK		EASYJET UK LTD		S A		2 0		0 0		0.0 0.0		50.0 50.0		0.0 0.0		0.0 0.0		22 44.4		19	9								
		GATWICK		EASYJET UK LTD		S D		2 0		0 0		0.0 0.0		50.0 50.0		0.0 0.0		0.0 0.0		15 77.8		7	9								
		STANSTED		RYANAIR		S A		30 0		0 0		0.0 36.7		40.0 13.3		10.0 0.0		0.0 0.0		9 54.2		21	23								
		STANSTED		RYANAIR		S D		30 0		0 0		0.0 60.0		40.0 0.0		0.0 0.0		0.0 0.0		1 69.6		19	23								
<b>TOTAL PALERMO</b>						<b>64 0</b>		<b>0 0</b>		<b>0.0 45.3</b>		<b>45.3 40.6</b>		<b>9.4 4.7</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>6 61.5</b>		<b>18</b>	<b>64</b>								
PALMA DE MALLORCA		BIRMINGHAM		JET2.COM LTD		S A		2 0		0 0		100.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 100.0		0	1								
		BIRMINGHAM		JET2.COM LTD		S D		2 0		0 0		0.0 50.0		50.0 0.0		0.0 0.0		0.0 0.0		1 100.0		0	1								
		BRISTOL		EASYJET UK LTD		S A		11 0		0 0		45.5 27.3		0.0 27.3		0.0 0.0		0.0 0.0		5 100.0		3	11								
		BRISTOL		EASYJET UK LTD		S D		11 0		0 0		0.0 54.5		36.4 0.0		9.1 0.0		0.0 0.0		7 90.9		4	11								
		LIVERPOOL (JOHN LENNON)		EASYJET UK LTD		S A		1 0		0 0		0.0 100.0		0.0 0.0		0.0 0.0		0.0 0.0		0 100.0		0	8								
		LIVERPOOL (JOHN LENNON)		EASYJET UK LTD		S D		1 0		0 0		0.0 0.0		100.0 0.0		0.0 0.0		0.0 0.0		3 100.0		0	8								
		GATWICK		BRITISH AIRWAYS PLC		S A		13 0		0 0		7.7 61.5		30.8 0.0		0.0 0.0		0.0 0.0		2 92.3		19	13								
		GATWICK		BRITISH AIRWAYS PLC		S D		13 0		0 0		0.0 61.5		30.8 0.0		7.7 0.0		0.0 0.0		5 84.6		6	13								
		GATWICK		EASYJET UK LTD		S A		30 0		0 0		40.0 36.7		13.3 3.3		3.3 0.0		0.0 0.0		7 94.6		3	37								
		GATWICK		EASYJET UK LTD		S D		30 0		0 0		0.0 43.3		43.3 13.3		0.0 0.0		0.0 0.0		5 91.9		5	37								
		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 88.9		6	27								
		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 88.9		7	27								
		LONDON CITY		BA CITYFLYER LTD		S A		10 0		0 0		40.0 40.0		0.0 10.0		10.0 10.0		0.0 0.0		8 90.0		6	10								
		LONDON CITY		BA CITYFLYER LTD		S D		10 0		0 0		0.0 40.0		40.0 10.0		10.0 10.0		0.0 0.0		8 100.0		2	10								
		LUTON		EASYJET UK LTD		S A		9 0		0 0		11.1 44.4		33.3 0.0		11.1 0.0		0.0 0.0		6 80.0		6	10								
		LUTON		EASYJET UK LTD		S D		9 0		0 0		0.0 0.0		66.7 22.2		11.1 0.0		0.0 0.0		15 90.0		6	10								
		STANSTED		EASYJET UK LTD		S A		8 0		0 0		62.5 37.5		0.0 0.0		0.0 0.0		0.0 0.0		0 90.9		2	11								

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	STANSTED	EASYJET UK LTD	S	D	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	11		
	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	100.0	1	2		
	STANSTED	JET2.COM LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	2		
	STANSTED	RYANAIR	S	A	19	0	0	15.8	42.1	15.8	15.8	10.5	0.0	0.0	0.0	0.0	0.0	9	66.7	21	21		
	STANSTED	RYANAIR	S	D	19	0	0	0.0	57.9	36.8	0.0	5.3	0.0	0.0	0.0	0.0	0.0	5	95.2	5	21		
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	11.1	66.7	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	9	78.6	9	14		
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	13	71.4	11	14		
	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	100.0	0	2		
	MANCHESTER	JET2.COM LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	29	100.0	12	2		
	MANCHESTER	RYANAIR	S	A	13	0	0	15.4	38.5	38.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	5	82.4	21	17		
	MANCHESTER	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	3	94.1	19	17		
<b>TOTAL PALMA DE MALLORCA</b>					<b>258</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>44.6</b>	<b>28.7</b>	<b>6.6</b>	<b>4.7</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>89.4</b>	<b>8</b>	<b>368</b>		
<b>PAPHOS</b>																							
	BIRMINGHAM	JET2.COM LTD	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	9	75.0	5	4		
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	33.3	44.4	0.0	11.1	11.1	0.0	0.0	0.0	0.0	16	100.0	2	4		
	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	80.0	4	5		
	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	100.0	5	5		
	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	37.5	21	8		
	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	14.3	31	7		
	BOURNEMOUTH	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		
	BRISTOL	EASYJET UK 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	8	90.0	4	10		
	BRISTOL	EASYJET UK LTD	S	D	11	0	0	0.0	54.5	45.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	4	10		
	BRISTOL	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		
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	9		
	EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	4	9		
	EDINBURGH	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		
	LIVERPOOL (JOHN LENNON)	RYANAIR	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	7	22.2	53	9		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	35	9		
	GATWICK	EASYJET UK LTD	S	A	17	0	0	29.4	52.9	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.2	22	17		
	GATWICK	EASYJET UK LTD	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	7	94.1	3	17		
	GATWICK	TUI AIRWAYS LTD	C	A	10	0	0	20.0	50.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	7	9		
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	55.6	0.0	22.2	0.0	0.0	0.0	0.0	0.0	9	88.9	11	9		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LUTON	EASYJET UK LTD	S	A	11	0	1	25.0	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	8.3	5	90.9	9	11	
	LUTON	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	2	81.8	11	11		
	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	100.0	3	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	100.0	5	5		
	STANSTED	JET2.COM LTD	S	A	10	0	0	30.0	30.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	4	5		
	STANSTED	JET2.COM LTD	S	D	10	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	5		
	STANSTED	RYANAIR	S	A	31	0	0	45.2	41.9	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	2	96.9	4	32		
	STANSTED	RYANAIR	S	D	31	0	0	0.0	32.3	54.8	9.7	3.2	0.0	0.0	0.0	0.0	0.0	6	62.5	16	32		
	STANSTED	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	MANCHESTER	EASYJET UK LTD	S	A	18	0	0	55.6	11.1	22.2	5.6	0.0	5.6	0.0	0.0	0.0	0.0	6	75.0	27	20		
	MANCHESTER	EASYJET UK LTD	S	D	19	0	0	0.0	31.6	52.6	10.5	5.3	0.0	0.0	0.0	0.0	0.0	8	65.0	20	20		
	MANCHESTER	JET2.COM LTD	S	A	10	0	0	30.0	50.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	2	60.0	12	5		
	MANCHESTER	JET2.COM LTD	S	D	10	0	0	0.0	30.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	6	5		
	MANCHESTER	TUI AIRWAYS LTD	C	A	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	7	9		
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	77.8	0.0	0.0	11.1	0.0	0.0	0.0	0.0	11	66.7	39	9		
	NEWCASTLE	TUI 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	2	100.0	0	5		
	NEWCASTLE	TUI AIRWAYS LTD	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	8	5		
<b>TOTAL PAPHOS</b>					<b>320</b>	<b>0</b>	<b>1</b>	<b>19.6</b>	<b>35.2</b>	<b>35.5</b>	<b>5.9</b>	<b>2.5</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>5</b>	<b>79.4</b>	<b>14</b>	<b>326</b>	
PARDUBICE																							
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	7	13		
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	13		
<b>TOTAL PARDUBICE</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>92.3</b>	<b>4</b>	<b>26</b>		
PARIS (CHARLES DE GAULLE)																							
	ABERDEEN	AIR FRANCE	S	A	57	0	2	20.3	39.0	23.7	8.5	3.4	1.7	0.0	0.0	0.0	0.0	3.4	6	76.7	11	60	
	ABERDEEN	AIR FRANCE	S	D	56	0	3	0.0	52.5	25.4	8.5	8.5	0.0	0.0	0.0	0.0	0.0	5.1	8	76.7	12	59	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	27	0	0	0.0	55.6	37.0	3.7	3.7	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	19	0	0	0.0	10.5	47.4	21.1	10.5	10.5	0.0	0.0	0.0	0.0	23	52.6	24	19		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	19	0	0	0.0	52.6	26.3	5.3	0.0	15.8	0.0	0.0	0.0	0.0	15	63.2	21	19		
	BELFAST INTERNATIONAL	EUROPE AIRPOST	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	BELFAST INTERNATIONAL	EUROPE AIRPOST	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1		
	BIRMINGHAM	AIR FRANCE	S	A	72	0	0	6.9	61.1	20.8	4.2	4.2	1.4	1.4	0.0	0.0	0.0	7	77.3	8	74		
	BIRMINGHAM	AIR FRANCE	S	D	72	0	0	0.0	52.8	31.9	8.3	4.2	0.0	1.4	1.4	0.0	0.0	9	72.0	11	74		
	BIRMINGHAM	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	BIRMINGHAM	FLYBE LTD	S	A	89	0	0	24.7	48.3	19.1	3.4	2.2	1.1	0.0	1.1	0.0	0.0	7	80.9	9	89		
	BIRMINGHAM	FLYBE LTD	S	D	89	0	0	0.0	30.3	55.1	13.5	1.1	0.0	0.0	0.0	0.0	0.0	6	73.0	12	89		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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	72.2	25	54		
BRISTOL	BMI REGIONAL	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.7	27	55		
BRISTOL	EASYJET UK LTD	S A	57	0	0	0	8.8	43.9	28.1	10.5	7.0	1.8	0.0	0.0	0.0	0.0	0.0	8	46.7	25	30		
BRISTOL	EASYJET UK LTD	S D	57	0	0	0	3.5	66.7	22.8	1.8	3.5	1.8	0.0	0.0	0.0	0.0	0.0	4	83.9	9	31		
BRISTOL	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	0.0	18	1		
BRISTOL	FLYBE 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	1	0.0	0	0		
CARDIFF WALES	FLYBE LTD	S A	35	0	0	0	0.0	20.0	65.7	5.7	5.7	2.9	0.0	0.0	0.0	0.0	0.0	10	79.3	14	29		
CARDIFF WALES	FLYBE LTD	S D	35	0	0	0	0.0	40.0	51.4	2.9	2.9	2.9	0.0	0.0	0.0	0.0	0.0	6	93.1	6	29		
DONCASTER SHEFFIELD	FLYBE LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8		
DONCASTER SHEFFIELD	FLYBE LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	8		
EDINBURGH	AIR FRANCE	S A	62	0	0	0	6.5	50.0	33.9	8.1	1.6	0.0	0.0	0.0	0.0	0.0	0.0	4	86.6	9	67		
EDINBURGH	AIR FRANCE	S D	62	0	0	0	0.0	41.9	46.8	8.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	9	65		
EDINBURGH	ATLANTIC AIRWAYS	S A	1	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
EDINBURGH	EASYJET UK LTD	S A	42	0	0	0	4.8	31.0	45.2	11.9	4.8	2.4	0.0	0.0	0.0	0.0	0.0	10	74.4	13	39		
EDINBURGH	EASYJET UK LTD	S D	42	0	0	0	0.0	31.0	54.8	4.8	7.1	2.4	0.0	0.0	0.0	0.0	0.0	7	87.2	9	39		
EDINBURGH	FLYBE 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	1	0.0	0	0		
EXETER	FLYBE LTD	S A	40	0	0	0	15.0	57.5	22.5	2.5	0.0	2.5	0.0	0.0	0.0	0.0	0.0	4	75.9	15	58		
EXETER	FLYBE LTD	S D	41	0	0	0	0.0	46.3	46.3	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.5	10	58		
GLASGOW	EASYJET UK LTD	S A	21	0	0	0	0.0	47.6	33.3	14.3	0.0	4.8	0.0	0.0	0.0	0.0	0.0	9	66.7	12	24		
GLASGOW	EASYJET UK LTD	S D	21	0	0	0	0.0	47.6	38.1	4.8	4.8	4.8	0.0	0.0	0.0	0.0	0.0	9	75.0	11	24		
LEEDS BRADFORD	JET2.COM LTD	S A	17	0	1	27.8	44.4	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	5.6	4	94.1	4	17			
LEEDS BRADFORD	JET2.COM LTD	S D	18	0	0	0	0.0	61.1	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	17		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	13	0	0	0	7.7	46.2	15.4	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	5	18		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	13	0	0	0	0.0	69.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.4	4	18		
GATWICK	EASYJET UK LTD	S A	80	0	0	0	8.8	58.8	13.8	11.3	3.8	2.5	1.3	0.0	0.0	0.0	0.0	9	88.6	6	70		
GATWICK	EASYJET UK LTD	S D	80	0	0	0	0.0	32.5	51.3	5.0	8.8	2.5	0.0	0.0	0.0	0.0	0.0	10	82.9	9	70		
GATWICK	VUELING AIRLINES	S A	85	0	1	9.3	59.3	14.0	9.3	7.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	5	65.6	17	61		
GATWICK	VUELING AIRLINES	S D	85	0	1	0.0	34.9	47.7	8.1	7.0	1.2	0.0	0.0	0.0	0.0	0.0	1.2	8	59.0	23	61		
HEATHROW	AIR FRANCE	S A	182	0	0	11.0	44.0	25.3	15.9	3.3	0.5	0.0	0.0	0.0	0.0	0.0	0.0	7	81.4	8	198		
HEATHROW	AIR FRANCE	S D	182	0	0	0.5	44.0	39.6	10.4	3.8	1.1	0.5	0.0	0.0	0.0	0.0	0.0	7	90.0	4	199		
HEATHROW	BRITISH AIRWAYS PLC	S A	195	0	1	6.6	39.8	33.7	11.2	6.6	1.5	0.0	0.0	0.0	0.0	0.5	9	86.5	8	177			
HEATHROW	BRITISH AIRWAYS PLC	S D	194	0	1	0.0	44.6	45.6	5.6	2.6	1.0	0.0	0.0	0.0	0.0	0.5	5	90.4	5	177			

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JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	78	0	0	2.6	29.5	41.0	12.8	7.7	5.1	1.3	0.0	0.0	0.0	0.0	14	68.8	13	80	
	LUTON	EASYJET UK LTD	S	D	78	0	0	0.0	42.3	42.3	9.0	2.6	3.8	0.0	0.0	0.0	0.0	0.0	8	83.8	7	80	
	STANSTED	EASYJET UK LTD	S	A	16	0	0	43.8	50.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	STANSTED	EASYJET UK LTD	S	D	16	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	VUELING AIRLINES	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	MANCHESTER	AIR FRANCE	S	A	93	0	0	8.6	49.5	31.2	7.5	2.2	1.1	0.0	0.0	0.0	0.0	0.0	5	75.6	12	86	
	MANCHESTER	AIR FRANCE	S	D	93	0	0	2.2	57.0	26.9	11.8	0.0	2.2	0.0	0.0	0.0	0.0	0.0	6	76.7	15	86	
	MANCHESTER	EASYJET UK LTD	S	A	48	0	1	10.2	36.7	20.4	16.3	14.3	0.0	0.0	0.0	0.0	2.0	13	69.2	19	39		
	MANCHESTER	EASYJET UK LTD	S	D	48	0	0	0.0	54.2	35.4	4.2	2.1	2.1	0.0	2.1	0.0	0.0	0.0	10	71.8	15	39	
	MANCHESTER	FLYBE LTD	S	A	115	0	0	8.7	54.8	28.7	3.5	2.6	1.7	0.0	0.0	0.0	0.0	0.0	5	69.0	15	113	
	MANCHESTER	FLYBE LTD	S	D	114	0	0	0.0	24.6	64.9	7.0	0.9	1.8	0.9	0.0	0.0	0.0	0.0	7	75.9	10	113	
	MANCHESTER	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
	NEWCASTLE	AIR FRANCE	S	A	88	0	0	12.5	60.2	21.6	3.4	1.1	1.1	0.0	0.0	0.0	0.0	0.0	3	87.6	7	89	
	NEWCASTLE	AIR FRANCE	S	D	88	0	0	0.0	51.1	40.9	5.7	1.1	1.1	0.0	0.0	0.0	0.0	0.0	4	81.8	11	88	
	SOUTHAMPTON	FLYBE LTD	S	A	55	0	0	7.3	63.6	18.2	7.3	1.8	1.8	0.0	0.0	0.0	0.0	0.0	4	83.3	9	42	
	SOUTHAMPTON	FLYBE LTD	S	D	55	0	0	0.0	27.3	69.1	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.1	5	42	
	SOUTHEND	EASYJET UK LTD	S	A	12	0	0	0.0	66.7	8.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	72.7	6	11	
	SOUTHEND	EASYJET UK LTD	S	D	12	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	72.7	7	11	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3176</b>	<b>0</b>	<b>11</b>	<b>5.1</b>	<b>45.5</b>	<b>35.4</b>	<b>8.2</b>	<b>3.7</b>	<b>1.5</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>7</b>	<b>79.6</b>	<b>11</b>	<b>3107</b>	
PARIS (LE BOURGET)																							
	CARDIFF WALES	BLUE ISLANDS LIMITED	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL PARIS (LE BOURGET)</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
PARIS (ORLY)																							
	LONDON CITY	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	8	70	
	LONDON CITY	BA CITYFLYER LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.1	12	71	
	LUTON	TRANSAVIA FRANCE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4	
	LUTON	TRANSAVIA FRANCE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	4	
<b>TOTAL 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>86.6</b>	<b>10</b>	<b>149</b>	
PAU																							
	CARDIFF WALES	BLUE ISLANDS LIMITED	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1	
	CARDIFF WALES	BLUE ISLANDS LIMITED	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1	
	EAST MIDLANDS INTERNATIONAL	WDL FLUGDIENST	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	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JAN 2019		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	WDL FLUGDIENST	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
<b>TOTAL PAU</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>31</b>	<b>50.0</b>	<b>19</b>	<b>2</b>			
	PERPIGNAN																								
	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	100.0	12	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	100.0	10	1				
<b>TOTAL PERPIGNAN</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>11</b>	<b>2</b>				
	PERUGIA																								
	STANSTED	RYANAIR	S	A	19	0	0	10.5	57.9	21.1	5.3	5.3	0.0	0.0	0.0	0.0	0.0	4	94.4	6	18				
	STANSTED	RYANAIR	S	D	19	0	0	0.0	73.7	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	18				
<b>TOTAL PERUGIA</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>65.8</b>	<b>23.7</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>3</b>	<b>97.2</b>	<b>5</b>	<b>36</b>				
	PESCARA																								
	STANSTED	RYANAIR	S	A	24	0	0	62.5	25.0	8.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	2	90.5	9	21				
	STANSTED	RYANAIR	S	D	24	0	0	0.0	75.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	3	81.0	13	21				
<b>TOTAL PESCARA</b>					<b>48</b>	<b>0</b>	<b>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>2</b>	<b>85.7</b>	<b>11</b>	<b>42</b>				
	PHILADELPHIA INTERNATIONAL																								
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	61.3	19.4	12.9	0.0	6.5	0.0	0.0	0.0	0.0	0.0	3	78.0	13	59				
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	3.2	58.1	35.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	96.7	2	60				
	HEATHROW	BRITISH AIRWAYS PLC	S	A	48	0	2	54.0	14.0	18.0	2.0	4.0	4.0	0.0	0.0	0.0	4.0	7	67.7	17	31				
	HEATHROW	BRITISH AIRWAYS PLC	S	D	50	0	0	0.0	34.0	46.0	8.0	8.0	2.0	2.0	0.0	0.0	0.0	12	71.0	23	31				
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	36.7	23.3	30.0	0.0	3.3	0.0	6.7	0.0	0.0	0.0	12	74.2	17	31				
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	0	10.0	83.3	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	7	90.3	15	31				
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>220</b>	<b>0</b>	<b>2</b>	<b>27.5</b>	<b>36.0</b>	<b>25.2</b>	<b>2.7</b>	<b>4.1</b>	<b>2.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>8</b>	<b>81.5</b>	<b>13</b>	<b>243</b>			
	PHOENIX																								
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	35.5	35.5	19.4	6.5	0.0	0.0	0.0	0.0	3.2	0.0	45	0.0	0	0				
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	0.0	80.6	12.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0				
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	61.3	25.8	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	1	90.3	7	31				
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	25.8	35.5	19.4	16.1	3.2	0.0	0.0	0.0	0.0	15	61.3	18	31				
<b>TOTAL PHOENIX</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>24.2</b>	<b>41.9</b>	<b>19.4</b>	<b>8.1</b>	<b>4.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>16</b>	<b>75.8</b>	<b>12</b>	<b>62</b>				
	PHU QUOC INTERNATIONAL																								
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	40.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	25	60.0	16	5				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: P																	JAN 2019			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	late	Unmat	Can	(mins)	to 15 m	(mins)	Mat
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	19	100.0	2	4
<b>TOTAL PHU QUOC INTERNATIONAL</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>0.0</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>77.8</b>	<b>10</b>	<b>9</b>
	PHUKET																					
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	34	100.0	2	4
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	7	4
	MANCHESTER	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	40.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	27	20.0	74	5
	MANCHESTER	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	40.0	88	5
<b>TOTAL PHUKET</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.5</b>	<b>52.6</b>	<b>5.3</b>	<b>31.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>61.1</b>	<b>47</b>	<b>18</b>
	PISA																					
	BRISTOL	EASYJET UK LTD	S	A	3	0	0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	11	28.6	60	7
	BRISTOL	EASYJET UK LTD	S	D	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	28.6	51	7
	GATWICK	EASYJET UK LTD	S	A	26	0	0	26.9	38.5	15.4	3.8	7.7	0.0	0.0	7.7	0.0	0.0	0.0	21	90.6	4	32
	GATWICK	EASYJET UK LTD	S	D	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	5	90.6	6	32
	GATWICK	VUELING AIRLINES	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	465	0.0	0	0
	GATWICK	VUELING AIRLINES	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	464	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	20.8	45.8	8.3	4.2	8.3	8.3	0.0	4.2	0.0	0.0	0.0	19	84.2	8	19
	HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	0.0	62.5	25.0	8.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4	84.2	4	19
	LUTON	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	11	90.0	3	10
	LUTON	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	3	10
	STANSTED	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0
	STANSTED	RYANAIR	S	A	64	0	0	39.1	32.8	14.1	3.1	3.1	0.0	4.7	1.6	1.6	0.0	0.0	21	88.7	7	62
	STANSTED	RYANAIR	S	D	64	0	0	0.0	40.6	42.2	4.7	4.7	1.6	3.1	3.1	0.0	0.0	0.0	18	45.2	23	62
	MANCHESTER	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	88.9	30	9
	MANCHESTER	EASYJET UK LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	25	9
<b>TOTAL PISA</b>					<b>247</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>40.5</b>	<b>25.9</b>	<b>6.1</b>	<b>4.9</b>	<b>1.2</b>	<b>2.0</b>	<b>2.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>75.9</b>	<b>13</b>	<b>278</b>
	PITTSBURGH																					
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	27.8	27.8	5.6	5.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	77.8	5.6	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL PITTSBURGH</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>52.8</b>	<b>5.6</b>	<b>8.3</b>	<b>11.1</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
	PLOVDIV																					
	BELFAST INTERNATIONAL	JET2.COM LTD	C	A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019		
																More than 15 m early	15 m to 30 m early	30 m to 60 m late	60 m to 120 m late	120 m to 180 m late	180 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
Belfast International		JET2.COM LTD		C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	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	0.0	0	75.0	8	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	50.0	20	4					
Stansted		RYANAIR		S	A	19	0	0	5.3	73.7	5.3	10.5	0.0	5.3	0.0	0.0	0.0	0.0	0.0	6	100.0	3	14					
Stansted		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	2	92.9	5	14					
<b>TOTAL PLOVDIV</b>						<b>46</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>60.9</b>	<b>23.9</b>	<b>6.5</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.9</b>	<b>6</b>	<b>36</b>					
Podgorica																												
Stansted		RYANAIR		S	A	10	0	0	10.0	20.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	63.6	59	11					
Stansted		RYANAIR		S	D	10	0	0	0.0	70.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.9	6	11					
<b>TOTAL PODGORICA</b>						<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>45.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.3</b>	<b>32</b>	<b>22</b>					
Poitiers																												
Stansted		RYANAIR		S	A	11	0	0	9.1	54.5	27.3	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	3	81.8	5	11					
Stansted		RYANAIR		S	D	11	0	0	0.0	45.5	45.5	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	5	81.8	6	11					
<b>TOTAL POITIERS</b>						<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>50.0</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>4</b>	<b>81.8</b>	<b>5</b>	<b>22</b>					
Port of Spain																												
Gatwick		BRITISH AIRWAYS PLC		S	A	22	0	0	63.6	18.2	13.6	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	2	77.3	16	22					
Gatwick		BRITISH AIRWAYS PLC		S	D	22	0	0	0.0	18.2	72.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	68.2	21	22					
<b>TOTAL PORT OF SPAIN</b>						<b>44</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>18.2</b>	<b>43.2</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>72.7</b>	<b>18</b>	<b>44</b>					
Poznan																												
Birmingham		WIZZ AIR		S	A	8	0	0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	2					
Birmingham		WIZZ AIR		S	D	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	18	2					
Bristol		RYANAIR		S	A	14	0	0	35.7	57.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	42.9	18	14					
Bristol		RYANAIR		S	D	14	0	0	0.0	78.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.9	4	14					
Doncaster Sheffield		WIZZ AIR		S	A	13	0	0	15.4	69.2	0.0	7.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	20	92.9	5	14					
Doncaster Sheffield		WIZZ AIR		S	D	13	0	0	0.0	69.2	23.1	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	26	85.7	7	14					
Edinburgh		RYANAIR		S	A	12	0	0	8.3	33.3	50.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	10	8					
Edinburgh		RYANAIR		S	D	12	0	0	0.0	33.3	41.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	62.5	14	8					
Liverpool (John Lennon)		RYANAIR		S	A	9	0	0	0.0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	77.8	21	9					
Liverpool (John Lennon)		RYANAIR		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	100.0	0	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	91.9	4	37					
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	91.9	5	37					
Luton		WIZZ AIR UK LTD		S	A	27	0	2	65.5	20.7	6.9	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0	0.0	0	0						
Luton		WIZZ AIR UK LTD		S	D	27	0	2	3.4	86.2	3.4	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0	0.0	0	0						
Stansted		RYANAIR		S	A	41	0	0	34.1	56.1	7.3	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	2	73.2	14	41					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	41	0	0	0.0	65.9	24.4	4.9	4.9	0.0	0.0	0.0	0.0	0.0	0.0	5	63.4	14	41
<b>TOTAL POZNAN</b>					<b>248</b>	<b>0</b>	<b>4</b>	<b>17.9</b>	<b>54.8</b>	<b>19.4</b>	<b>2.4</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>6</b>	<b>79.2</b>	<b>9</b>	<b>250</b>
PRAGUE																						
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	0.0	77.8	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	17	75.0	9	8
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	77.8	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	16	100.0	3	8
	BIRMINGHAM	CSA CZECH 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	45.5	38	11
	BIRMINGHAM	CSA CZECH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	54.5	35	11
	BIRMINGHAM	JET2.COM LTD	S	A	11	0	0	18.2	45.5	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	14	9
	BIRMINGHAM	JET2.COM LTD	S	D	11	0	0	0.0	45.5	45.5	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	4	9
	BOURNEMOUTH	RYANAIR	S	A	9	0	0	0.0	11.1	66.7	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	20	0.0	0	0
	BOURNEMOUTH	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	25	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	A	20	0	0	0.0	20.0	35.0	20.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	24	30.4	42	23
	BRISTOL	EASYJET UK LTD	S	D	20	0	0	0.0	45.0	30.0	10.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	10	87.0	17	23
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	55.6	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	8	2
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	2
	EDINBURGH	EASYJET UK LTD	S	A	14	0	0	14.3	35.7	28.6	7.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	13	66.7	21	18
	EDINBURGH	EASYJET UK LTD	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	2	100.0	2	18
	EDINBURGH	RYANAIR	S	A	18	0	0	16.7	44.4	22.2	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	71.4	27	14
	EDINBURGH	RYANAIR	S	D	18	0	0	0.0	50.0	22.2	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	14	57.1	29	14
	GLASGOW	JET2.COM 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	44.4	20	9
	GLASGOW	JET2.COM LTD	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	9
	LEEDS BRADFORD	JET2.COM LTD	S	A	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	41	50.0	20	2
	LEEDS BRADFORD	JET2.COM LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	21	21
	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	4	81.0	12	21
	GATWICK	EASYJET UK LTD	S	A	47	0	0	10.6	36.2	27.7	12.8	8.5	2.1	2.1	0.0	0.0	0.0	0.0	14	64.8	18	54
	GATWICK	EASYJET UK LTD	S	D	47	0	0	0.0	38.3	53.2	2.1	4.3	2.1	0.0	0.0	0.0	0.0	0.0	7	77.8	15	54
	GATWICK	SMARTWINGS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.3	19	14
	GATWICK	SMARTWINGS	S	D	0	0	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
	HEATHROW	BRITISH AIRWAYS PLC	S	A	129	0	0	40.3	36.4	16.3	4.7	0.0	2.3	0.0	0.0	0.0	0.0	0.0	4	91.7	3	120
	HEATHROW	BRITISH AIRWAYS PLC	S	D	129	0	0	0.0	50.4	43.4	2.3	2.3	0.8	0.8	0.0	0.0	0.0	0.0	6	91.7	4	120

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
					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		
	LONDON CITY	BA CITYFLYER LTD	S	A	31	0	0	19.4	54.8	19.4	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	83.9	9	31
	LONDON CITY	BA CITYFLYER LTD	S	D	31	0	0	0.0	48.4	35.5	6.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	7	77.4	12	31
	LUTON	EASYJET UK LTD	S	A	31	0	0	35.5	38.7	12.9	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	LUTON	EASYJET UK LTD	S	D	31	0	0	0.0	61.3	32.3	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	A	26	0	0	11.5	38.5	23.1	23.1	3.8	0.0	0.0	0.0	0.0	0.0	0.0	8	60.0	22	25
	LUTON	WIZZ AIR UK LTD	S	D	26	0	0	3.8	42.3	30.8	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	11	76.0	18	25
	STANSTED	EASYJET UK LTD	S	A	19	0	0	10.5	57.9	26.3	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	3	71.0	24	31
	STANSTED	EASYJET UK LTD	S	D	19	0	0	0.0	73.7	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.9	11	31
	STANSTED	RYANAIR	S	A	83	0	0	12.0	54.2	18.1	8.4	4.8	2.4	0.0	0.0	0.0	0.0	0.0	7	86.8	7	76
	STANSTED	RYANAIR	S	D	83	0	0	0.0	49.4	32.5	7.2	8.4	2.4	0.0	0.0	0.0	0.0	0.0	9	73.7	13	76
	MANCHESTER	EASYJET UK LTD	S	A	29	0	0	6.9	37.9	31.0	17.2	3.4	3.4	0.0	0.0	0.0	0.0	0.0	9	28.2	32	39
	MANCHESTER	EASYJET UK LTD	S	D	29	0	0	0.0	62.1	27.6	6.9	3.4	0.0	0.0	0.0	0.0	0.0	0.0	4	89.7	9	39
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	27.8	50.0	5.6	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	8	55.6	21	18
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	38.9	38.9	5.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	11	88.9	5	18
	MANCHESTER	RYANAIR	S	A	40	0	0	52.5	27.5	10.0	5.0	2.5	2.5	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	MANCHESTER	RYANAIR	S	D	40	0	0	2.5	57.5	27.5	7.5	2.5	2.5	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	NEWCASTLE	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	50.0	22	2
	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	2	100.0	0	2
	SOUTHEND	EASYJET UK LTD	S	A	10	0	0	40.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	94.1	5	17
	SOUTHEND	EASYJET UK LTD	S	D	10	0	0	0.0	70.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	94.1	1	17
	SOUTHEND	STOBART AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	4
	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	4
<b>TOTAL PRAGUE</b>					<b>1164</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>46.1</b>	<b>28.5</b>	<b>6.6</b>	<b>4.3</b>	<b>2.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>77.4</b>	<b>13</b>	<b>1096</b>
PRESTWICK																						
	GLASGOW	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
	GATWICK	NORWEGIAN AIR UK LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL PRESTWICK</b>					<b>1</b>	<b>0</b>	<b>1</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>
PRISTINA																						
	LUTON	WIZZ AIR UK LTD	S	A	16	0	0	37.5	18.8	25.0	12.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	10	57.9	15	19
	LUTON	WIZZ AIR UK LTD	S	D	16	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	19
<b>TOTAL PRISTINA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>40.6</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>78.9</b>	<b>9</b>	<b>38</b>
PROVIDENCIALES																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	2	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	9	9
<b>TOTAL PROVIDENCIALES</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>38.9</b>	<b>33.3</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>76.5</b>	<b>6</b>	<b>17</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
PUERTO VALLARTA																						
	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	15	4
	GATWICK	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	4	
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	33.3	11.1	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	75.0	4	4
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	7	4
<b>TOTAL PUERTO VALLARTA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>11.1</b>	<b>38.9</b>	<b>22.2</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>62.5</b>	<b>11</b>	<b>16</b>
PUNTA CANA																						
	BIRMINGHAM	CONDOR	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	118	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	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	33.3	12	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	1	31.6	31.6	15.8	15.8	0.0	0.0	0.0	0.0	0.0	0.0	5.3	5	84.6	6	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	0.0	41.2	35.3	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	14
	GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	33.3	22.2	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	15	9
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	6	9
	GATWICK	TUI FLY NORDIC	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	253	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	22.2	11.1	33.3	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	26	33.3	28	9
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	44.4	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	37	22.2	45	9
<b>TOTAL PUNTA CANA</b>					<b>77</b>	<b>0</b>	<b>2</b>	<b>13.9</b>	<b>21.5</b>	<b>38.0</b>	<b>11.4</b>	<b>6.3</b>	<b>3.8</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>17</b>	<b>69.8</b>	<b>15</b>	<b>63</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: Q

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
QINGDAO	HEATHROW	BEIJING CAPITAL AIRLINES	S	A	9	0	0	66.7	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	85.7	11	7	
	HEATHROW	BEIJING CAPITAL AIRLINES	S	D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	11	7	
<b>TOTAL QINGDAO</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>50.0</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.7</b>	<b>11</b>	<b>14</b>		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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	15	77.8	9	9
	HEATHROW	ROYAL AIR MAROC	S	D	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	18	66.7	8	8
	STANSTED	RYANAIR	S	A	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	13	71.4	14	14
	STANSTED	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	8	85.7	9	14
<b>TOTAL RABAT</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>13.6</b>	<b>61.4</b>	<b>13.6</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>12</b>	<b>76.1</b>	<b>10</b>	<b>45</b>
RALEIGH	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	32.3	25.8	16.1	12.9	9.7	0.0	3.2	0.0	0.0	0.0	0.0	14	90.3	4	31
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	3.2	67.7	22.6	3.2	0.0	0.0	0.0	3.2	0.0	0.0	0.0	10	96.8	2	31
<b>TOTAL RALEIGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>46.8</b>	<b>19.4</b>	<b>8.1</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>12</b>	<b>93.5</b>	<b>3</b>	<b>62</b>
RENNES	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	1	3
	SOUTHAMPTON	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	3
	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	100.0	0	1	
	SOUTHEND	STOBART AIR	S	A	31	0	1	15.6	28.1	43.8	0.0	3.1	3.1	0.0	3.1	0.0	3.1	14	87.0	5	23	
	SOUTHEND	STOBART AIR	S	D	32	0	0	0.0	46.9	43.8	0.0	3.1	6.3	0.0	0.0	0.0	0.0	9	86.4	7	22	
<b>TOTAL RENNES</b>					<b>63</b>	<b>0</b>	<b>1</b>	<b>7.8</b>	<b>37.5</b>	<b>43.8</b>	<b>0.0</b>	<b>3.1</b>	<b>4.7</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>12</b>	<b>88.5</b>	<b>5</b>	<b>52</b>
REUS	BIRMINGHAM	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	81	2	
	BIRMINGHAM	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	16	1	
	BRISTOL	FLYBE LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	47	1	
	BRISTOL	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	63	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	0	1	
	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	50.0	16	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	100.0	0	2	
	STANSTED	RYANAIR	S	A	5	0	0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	9	9	
	STANSTED	RYANAIR	S	D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	9	
<b>TOTAL REUS</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>50.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>64.3</b>	<b>18</b>	<b>28</b>	
RIGA	DONCASTER SHEFFIELD	WIZZ AIR	S	A	9	0	0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	7	10	
	DONCASTER SHEFFIELD	WIZZ AIR	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	10	70.0	15	10	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	17	0	0	41.2	29.4	23.5	0.0	5.9	0.0	0.0	0.0	0.0	0.0	3	50.0	20	14	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	17	0	0	0.0	70.6	23.5	0.0	5.9	0.0	0.0	0.0	0.0	0.0	3	92.9	4	14	
	EDINBURGH	RYANAIR	S	A	13	0	0	0.0	15.4	69.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	6	60.0	11	5	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: R																	JAN 2019			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	late	Unmat	Can	(mins)	to 15 m	(mins)	Mat
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	69.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	5	5
	LEEDS BRADFORD	RYANAIR	S	A	10	0	0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	11	9
	LEEDS BRADFORD	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	0	88.9	4	9
	GATWICK	AIR BALTIC	S	A	48	0	0	6.3	43.8	35.4	10.4	4.2	0.0	0.0	0.0	0.0	0.0	0.0	6	94.0	5	50
	GATWICK	AIR BALTIC	S	D	48	0	0	6.3	45.8	35.4	8.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	6	88.0	7	50
	LUTON	WIZZ AIR	S	A	43	0	0	25.6	20.9	44.2	2.3	2.3	0.0	0.0	4.7	0.0	0.0	0.0	18	87.0	8	45
	LUTON	WIZZ AIR	S	D	43	0	0	2.3	32.6	44.2	11.6	4.7	0.0	0.0	4.7	0.0	0.0	0.0	20	71.7	14	45
	STANSTED	RYANAIR	S	A	66	0	0	27.3	45.5	19.7	6.1	1.5	0.0	0.0	0.0	0.0	0.0	0.0	3	62.9	14	61
	STANSTED	RYANAIR	S	D	66	0	0	0.0	62.1	33.3	3.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	2	95.2	6	62
	MANCHESTER	RYANAIR	S	A	13	0	0	15.4	38.5	38.5	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	16	22.2	46	9
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	30.8	61.5	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	13	66.7	23	9
<b>TOTAL RIGA</b>					<b>438</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>43.8</b>	<b>33.8</b>	<b>5.7</b>	<b>3.0</b>	<b>0.0</b>	<b>0.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.5</b>	<b>10</b>	<b>407</b>
RIO DE JANEIRO (GALEAO)																						
	GATWICK	NORWEGIAN AIR UK LTD	S	A	17	0	0	41.2	35.3	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	GATWICK	NORWEGIAN AIR UK LTD	S	D	18	0	0	0.0	22.2	72.2	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	30.0	30.0	26.7	10.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	6	93.5	5	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	22.6	67.7	0.0	6.5	3.2	0.0	0.0	0.0	0.0	0.0	10	71.0	13	31
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.1</b>	<b>47.9</b>	<b>3.1</b>	<b>3.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>82.3</b>	<b>9</b>	<b>62</b>
RIYADH																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	1	31.3	31.3	18.8	9.4	0.0	3.1	0.0	3.1	0.0	0.0	3.1	13	96.8	4	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	25.8	58.1	9.7	3.2	0.0	0.0	3.2	0.0	0.0	0.0	13	83.9	12	31
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	31	0	0	0.0	0.0	16.1	35.5	32.3	16.1	0.0	0.0	0.0	0.0	0.0	35	22.6	32	31
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	31	0	0	0.0	48.4	38.7	3.2	9.7	0.0	0.0	0.0	0.0	0.0	0.0	7	64.5	14	31
<b>TOTAL RIYADH</b>					<b>124</b>	<b>0</b>	<b>1</b>	<b>8.0</b>	<b>26.4</b>	<b>32.8</b>	<b>14.4</b>	<b>11.2</b>	<b>4.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>17</b>	<b>66.9</b>	<b>16</b>	<b>124</b>
ROME (CIAMPINO)																						
	EDINBURGH	RYANAIR	S	A	22	0	0	4.5	59.1	27.3	0.0	4.5	4.5	0.0	0.0	0.0	0.0	0.0	6	81.0	10	21
	EDINBURGH	RYANAIR	S	D	22	0	0	0.0	45.5	45.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	10	21
	STANSTED	RYANAIR	S	A	148	0	0	31.1	45.9	13.5	3.4	3.4	1.4	0.0	0.0	1.4	0.0	0.0	9	72.0	13	150
	STANSTED	RYANAIR	S	D	148	0	0	0.0	50.7	35.1	7.4	4.7	2.0	0.0	0.0	0.0	0.0	0.0	7	48.7	23	150
	MANCHESTER	RYANAIR	S	A	28	0	0	14.3	46.4	25.0	10.7	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5	64.5	25	31
	MANCHESTER	RYANAIR	S	D	28	0	0	0.0	46.4	50.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.4	14	31
<b>TOTAL ROME (CIAMPINO)</b>					<b>396</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>48.5</b>	<b>27.5</b>	<b>5.3</b>	<b>3.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>64.4</b>	<b>17</b>	<b>404</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT	AIRLINE	Origin/Destinations: R					NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE							JAN 2019		
				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						
ROME (FIUMICINO)		BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1							
		BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	8	9							
		BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	5	9							
		BRISTOL	EASYJET UK LTD	S	A	20	0	0	15.0	40.0	25.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	11	63.2	14	19							
		BRISTOL	EASYJET UK LTD	S	D	20	0	0	0.0	65.0	25.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	7	85.0	6	20							
		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	25	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	11	4							
		GLASGOW	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							
		GLASGOW	JET2.COM LTD	S	D	9	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
		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	56.3	24	16							
		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	88.2	25	17							
		GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	1	31.0	41.4	20.7	0.0	3.4	0.0	0.0	0.0	0.0	3.4	3	77.8	9	27							
		GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	1	0.0	32.1	53.6	3.6	3.6	3.6	0.0	0.0	0.0	3.6	7	88.9	5	27							
		GATWICK	EASYJET UK LTD	S	A	69	0	0	23.2	43.5	21.7	4.3	4.3	1.4	1.4	0.0	0.0	0.0	7	81.9	6	83							
		GATWICK	EASYJET UK LTD	S	D	69	0	0	0.0	49.3	43.5	2.9	2.9	0.0	1.4	0.0	0.0	0.0	5	95.2	3	83							
		GATWICK	VUELING AIRLINES	S	A	67	0	1	19.1	50.0	16.2	8.8	4.4	0.0	0.0	0.0	0.0	1.5	4	82.0	8	61							
		GATWICK	VUELING AIRLINES	S	D	67	0	1	0.0	39.7	38.2	13.2	7.4	0.0	0.0	0.0	0.0	1.5	8	67.2	13	59							
		HEATHROW	ALITALIA (CAI)	S	A	92	0	0	37.0	33.7	18.5	8.7	2.2	0.0	0.0	0.0	0.0	4	88.6	6	123								
		HEATHROW	ALITALIA (CAI)	S	D	92	0	0	3.3	69.6	22.8	3.3	1.1	0.0	0.0	0.0	0.0	2	91.1	4	123								
		HEATHROW	BRITISH AIRWAYS PLC	S	A	139	0	1	30.0	34.3	17.9	12.1	3.6	1.4	0.0	0.0	0.0	0.7	7	87.1	5	144							
		HEATHROW	BRITISH AIRWAYS PLC	S	D	139	0	1	0.0	55.7	37.1	4.3	2.1	0.0	0.0	0.0	0.0	0.7	4	91.8	4	144							
		LONDON CITY	BA CITYFLYER LTD	S	A	26	0	1	14.8	33.3	37.0	3.7	7.4	0.0	0.0	0.0	0.0	3.7	6	74.1	11	26							
		LONDON CITY	BA CITYFLYER LTD	S	D	26	0	1	0.0	37.0	40.7	11.1	3.7	3.7	0.0	0.0	0.0	3.7	9	74.1	11	26							
		LUTON	EASYJET UK LTD	S	A	14	0	0	14.3	35.7	21.4	14.3	7.1	7.1	0.0	0.0	0.0	0.0	13	64.7	10	16							
		LUTON	EASYJET UK LTD	S	D	14	0	0	0.0	50.0	14.3	14.3	7.1	14.3	0.0	0.0	0.0	0.0	14	88.2	4	16							
		LUTON	VUELING AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	1							
		MANCHESTER	JET2.COM LTD	S	A	18	0	0	33.3	44.4	5.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	5	88.9	11	18							
		MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	27.8	66.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	6	100.0	1	18							



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

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				
	MANCHESTER	VUELING AIRLINES	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL ROME (FIUMICINO)</b>					<b>982</b>	<b>0</b>	<b>8</b>	<b>13.7</b>	<b>45.9</b>	<b>28.1</b>	<b>6.9</b>	<b>3.4</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>84.7</b>	<b>7</b>	<b>1094</b>
ROTTERDAM																						
	LONDON CITY	BA CITYFLYER LTD	S	A	104	0	1	6.7	60.0	20.0	2.9	5.7	2.9	1.0	0.0	0.0	0.0	1.0	8	84.7	10	133
	LONDON CITY	BA CITYFLYER LTD	S	D	105	0	1	0.0	47.2	35.8	6.6	3.8	4.7	0.9	0.0	0.0	0.0	0.9	10	79.0	12	134
	MANCHESTER	TRANSAVIA	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
<b>TOTAL ROTTERDAM</b>					<b>211</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>53.1</b>	<b>28.6</b>	<b>4.7</b>	<b>4.7</b>	<b>3.8</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>81.8</b>	<b>11</b>	<b>267</b>
ROVANIEMI																						
	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	EASYJET UK LTD	S	A	10	0	1	9.1	36.4	36.4	0.0	9.1	0.0	0.0	0.0	0.0	0.0	9.1	5	50.0	78	8
	GATWICK	EASYJET UK LTD	S	D	10	0	0	0.0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	0	9
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	14	0	0	21.4	35.7	28.6	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	92.3	5	13
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	14	0	0	0.0	71.4	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	13
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	EASYJET UK 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	10	0.0	0	0
	MANCHESTER	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	2	0.0	0	0
<b>TOTAL ROVANIEMI</b>					<b>53</b>	<b>0</b>	<b>1</b>	<b>7.4</b>	<b>51.9</b>	<b>27.8</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>1.9</b>	<b>4</b>	<b>85.1</b>	<b>16</b>	<b>44</b>
RZESZOW																						
	BRISTOL	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	118	1
	BRISTOL	RYANAIR	S	A	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	33.3	27	9
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	14	0	0	21.4	21.4	14.3	14.3	21.4	0.0	0.0	7.1	0.0	0.0	0.0	27	56.3	17	16
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	14	0	0	0.0	57.1	21.4	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	7	16
	LUTON	RYANAIR	S	A	14	0	0	14.3	14.3	28.6	14.3	21.4	0.0	7.1	0.0	0.0	0.0	0.0	24	28.6	34	14
	LUTON	RYANAIR	S	D	13	0	0	0.0	53.8	38.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	71.4	13	14
	STANSTED	RYANAIR	S	A	20	4	1	24.0	40.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	16.0	4.0	6	54.2	23	24
	STANSTED	RYANAIR	S	D	24	0	0	0.0	79.2	12.5	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	3	95.8	5	24
	MANCHESTER	RYANAIR	S	A	12	0	0	25.0	25.0	33.3	8.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	12	30.0	63	10
	MANCHESTER	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	0.0	1	90.0	33	10
<b>TOTAL RZESZOW</b>					<b>141</b>	<b>4</b>	<b>1</b>	<b>9.6</b>	<b>50.0</b>	<b>21.2</b>	<b>5.5</b>	<b>7.5</b>	<b>1.4</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>2.7</b>	<b>0.7</b>	<b>9</b>	<b>65.3</b>	<b>21</b>	<b>147</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
SALONIKA																						
	GATWICK	EASYJET UK LTD	S	A	21	0	0	28.6	19.0	38.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	78.9	13	18
	GATWICK	EASYJET UK LTD	S	D	21	0	0	0.0	28.6	42.9	23.8	4.8	0.0	0.0	0.0	0.0	0.0	10	89.5	4	18	
	LUTON	WIZZ AIR UK LTD	S	A	8	0	0	12.5	50.0	25.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	22	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	8	0	0	0.0	75.0	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	24	0.0	0	0	
	STANSTED	RYANAIR	S	A	28	0	0	7.1	25.0	42.9	17.9	0.0	7.1	0.0	0.0	0.0	0.0	13	57.7	39	26	
	STANSTED	RYANAIR	S	D	28	0	0	0.0	42.9	46.4	7.1	3.6	0.0	0.0	0.0	0.0	0.0	5	66.7	18	27	
	MANCHESTER	EASYJET UK 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	62.5	27	8	
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	5	8	
	MANCHESTER	RYANAIR	S	A	10	0	0	0.0	0.0	70.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	10	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL SALONIKA</b>					<b>152</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>37.5</b>	<b>38.2</b>	<b>11.8</b>	<b>1.3</b>	<b>1.3</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>72.0</b>	<b>20</b>	<b>105</b>
SALT LAKE CITY																						
	HEATHROW	DELTA AIRLINES	S	A	26	0	0	65.4	23.1	3.8	3.8	0.0	0.0	3.8	0.0	0.0	0.0	8	0.0	0	0	
	HEATHROW	DELTA AIRLINES	S	D	26	0	0	0.0	65.4	26.9	0.0	3.8	3.8	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL SALT LAKE CITY</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>32.7</b>	<b>44.2</b>	<b>15.4</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SALZBURG																						
	BELFAST CITY (GEORGE BEST)	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	3	4	
	BELFAST CITY (GEORGE BEST)	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	6	4	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	5	0	0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	15	9	
	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	88.9	3	9	
	BELFAST INTERNATIONAL	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	5	50.0	28	4	
	BELFAST INTERNATIONAL	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	100.0	9	4	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BELFAST 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	
	BIRMINGHAM	JET2.COM LTD	S	A	4	0	0	50.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	32	50.0	41	4	
	BIRMINGHAM	JET2.COM LTD	S	D	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	41	75.0	9	4	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	25.0	50.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	34	50.0	91	4	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	43	75.0	54	4	
	BRISTOL	EASYJET UK LTD	S	A	8	0	0	0.0	50.0	25.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	18	44.4	35	9	
	BRISTOL	EASYJET UK 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	10	55.6	35	9	
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	25.0	0.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	51	50.0	20	4	
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	68	50.0	10	4	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019		
					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)
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	25.0	26	4
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	4	0	0	25.0	25.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	67	50.0	21	4
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	4	0	0	0.0	50.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	93	50.0	15	4
EDINBURGH	BA CITYFLYER 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	0.0	25	50.0	15	4
EDINBURGH	BA CITYFLYER LTD	C D	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25	100.0	1	4
EDINBURGH	JET2.COM LTD	S A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	18	4
EDINBURGH	JET2.COM LTD	S D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
GLASGOW	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	3
GLASGOW	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	3
LEEDS BRADFORD	JET2.COM LTD	S A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	39	4
LEEDS BRADFORD	JET2.COM LTD	S D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	11	4
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	4
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	0	75.0	8	4
GATWICK	BRITISH AIRWAYS PLC	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4
GATWICK	BRITISH AIRWAYS PLC	S A	46	0	0	39.1	41.3	10.9	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	15	40
GATWICK	BRITISH AIRWAYS PLC	S D	46	0	0	0.0	58.7	34.8	2.2	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.5	6	40
GATWICK	EASYJET UK LTD	S A	13	0	0	15.4	23.1	46.2	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	13	72.2	17	18
GATWICK	EASYJET UK LTD	S D	13	0	0	0.0	30.8	61.5	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	94.4	8	18
GATWICK	TUI AIRWAYS LTD	C A	9	0	0	22.2	33.3	22.2	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	33	50.0	42	8
GATWICK	TUI AIRWAYS LTD	C D	8	0	0	0.0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	31	8
HEATHROW	BRITISH AIRWAYS PLC	S A	17	0	0	35.3	64.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	4	16
HEATHROW	BRITISH AIRWAYS PLC	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	0.0	3	93.8	2	16
LUTON	EASYJET UK LTD	S A	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	0.0	18	50.0	29	6
LUTON	EASYJET UK 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	0.0	10	71.4	34	7
LUTON	TUI AIRWAYS LTD	C A	4	0	0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	44	66.7	12	3
LUTON	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	7	3
STANSTED	EUROWINGS LUFTVERKEHRS	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	62.5	14	8

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: S		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE						JAN 2019		
						C/ S	A/ D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
STANSTED		EUROWINGS LUFTVERKEHRS		S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	10	8				
STANSTED		JET2.COM LTD		S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	7	9					
STANSTED		JET2.COM LTD		S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9					
STANSTED		RYANAIR		S	A	26	0	0	7.7	53.8	34.6	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	68.0	13	25					
STANSTED		RYANAIR		S	D	26	0	0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.0	4	25					
STANSTED		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	2	75.0	84	4					
STANSTED		TUI AIRWAYS LTD		C	D	4	0	0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	50	100.0	2	3				
MANCHESTER		BRITISH AIRWAYS PLC		S	A	4	0	0	50.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	57	100.0	4	4					
MANCHESTER		BRITISH AIRWAYS PLC		S	D	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	70	100.0	2	4					
MANCHESTER		JET2.COM LTD		S	A	8	0	0	12.5	25.0	25.0	0.0	25.0	12.5	0.0	0.0	0.0	0.0	21	37.5	29	8					
MANCHESTER		JET2.COM LTD		S	D	8	0	0	0.0	62.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	6	87.5	5	8					
MANCHESTER		TUI AIRWAYS LTD		C	A	4	0	0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	60	40.0	60	10					
MANCHESTER		TUI AIRWAYS LTD		C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	5	44.4	18	9					
NEWCASTLE		TUI AIRWAYS LTD		S	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	33.3	25	3					
NEWCASTLE		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	5	75.0	44	4					
<b>TOTAL SALZBURG</b>						<b>407</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>45.9</b>	<b>30.5</b>	<b>3.4</b>	<b>3.2</b>	<b>1.7</b>	<b>2.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>74.5</b>	<b>16</b>	<b>462</b>				
SAN DIEGO																											
HEATHROW		BRITISH AIRWAYS PLC		S	A	28	0	1	48.3	17.2	17.2	6.9	3.4	0.0	3.4	0.0	0.0	3.4	11	83.3	12	30					
HEATHROW		BRITISH AIRWAYS PLC		S	D	30	0	0	0.0	30.0	46.7	10.0	6.7	3.3	0.0	3.3	0.0	0.0	18	67.7	20	31					
<b>TOTAL SAN DIEGO</b>						<b>58</b>	<b>0</b>	<b>1</b>	<b>23.7</b>	<b>23.7</b>	<b>32.2</b>	<b>8.5</b>	<b>5.1</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>15</b>	<b>75.4</b>	<b>16</b>	<b>61</b>				
SAN FRANCISCO																											
GATWICK		NORWEGIAN AIR UK LTD		S	A	18	0	0	44.4	33.3	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0					
GATWICK		NORWEGIAN AIR UK LTD		S	D	18	0	0	0.0	33.3	61.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0					
HEATHROW		BRITISH AIRWAYS PLC		S	A	59	0	0	37.3	35.6	11.9	6.8	5.1	3.4	0.0	0.0	0.0	0.0	8	82.3	9	62					
HEATHROW		BRITISH AIRWAYS PLC		S	D	60	0	0	0.0	25.0	46.7	13.3	8.3	6.7	0.0	0.0	0.0	0.0	15	69.4	13	62					
HEATHROW		UNITED AIRLINES		S	A	61	0	0	49.2	24.6	13.1	4.9	3.3	4.9	0.0	0.0	0.0	0.0	7	82.0	11	61					
HEATHROW		UNITED AIRLINES		S	D	61	0	0	1.6	62.3	26.2	6.6	3.3	0.0	0.0	0.0	0.0	0.0	4	83.6	9	61					
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	A	42	0	0	40.5	38.1	11.9	7.1	0.0	0.0	2.4	0.0	0.0	0.0	6	96.6	5	58					
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	41	0	0	0.0	56.1	34.1	2.4	7.3	0.0	0.0	0.0	0.0	0.0	6	72.9	14	58					
<b>TOTAL SAN FRANCISCO</b>						<b>360</b>	<b>0</b>	<b>0</b>	<b>21.7</b>	<b>38.9</b>	<b>25.3</b>	<b>6.7</b>	<b>4.7</b>	<b>2.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.0</b>	<b>10</b>	<b>362</b>					
SAN JOSE																											
HEATHROW		BRITISH AIRWAYS PLC		S	A	29	0	0	48.3	34.5	10.3	3.4	3.4	0.0	0.0	0.0	0.0	0.0	2	76.7	52	30					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019		
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
		HEATHROW		BRITISH AIRWAYS PLC		S D				29 0		0 0		0.0 34.5 55.2 10.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										5 83.3 24 30				
<b>TOTAL SAN JOSE</b>										<b>58 0</b>		<b>0 0</b>		<b>24.1 34.5 32.8 6.9 1.7 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0</b>										<b>4 80.0 38 60</b>				
SAN JOSE COST RICA																												
		GATWICK		BRITISH AIRWAYS PLC		S A				14 0		0 0		21.4 35.7 21.4 14.3 0.0 7.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										10 46.2 41 13				
		GATWICK		BRITISH AIRWAYS PLC		S D				13 0		0 0		0.0 38.5 38.5 7.7 7.7 7.7 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										13 71.4 24 14				
<b>TOTAL SAN JOSE COST RICA</b>										<b>27 0</b>		<b>0 0</b>		<b>11.1 37.0 29.6 11.1 3.7 7.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0</b>										<b>11 59.3 32 27</b>				
SANDEFJORD(TORP)																												
		STANSTED		RYANAIR		S A				10 0		0 0		0.0 50.0 30.0 10.0 10.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										7 64.3 20 14				
		STANSTED		RYANAIR		S D				10 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 0.0 0.0 0.0 0.0 0.0										1 78.6 12 14				
		MANCHESTER		RYANAIR		S A				19 0		0 0		21.1 42.1 26.3 5.3 0.0 5.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										8 87.5 12 16				
		MANCHESTER		RYANAIR		S D				19 0		0 0		0.0 52.6 31.6 10.5 0.0 5.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										7 82.4 9 17				
<b>TOTAL SANDEFJORD (TORP)</b>										<b>58 0</b>		<b>0 0</b>		<b>6.9 50.0 31.0 6.9 1.7 3.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0</b>										<b>6 78.7 13 61</b>				
SANTA CRUZ DE LA PALMA																												
		GATWICK		EASYJET UK LTD		S A				8 0		0 0		12.5 62.5 0.0 0.0 25.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										9 77.8 10 9				
		GATWICK		EASYJET UK LTD		S D				8 0		0 0		0.0 25.0 62.5 12.5 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										5 88.9 7 9				
		GATWICK		TUI AIRWAYS LTD		C A				5 0		0 0		40.0 0.0 40.0 20.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										6 100.0 3 5				
		GATWICK		TUI AIRWAYS LTD		C D				5 0		0 0		0.0 40.0 20.0 40.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										9 100.0 2 5				
		MANCHESTER		TUI AIRWAYS LTD		C A				5 0		0 0		20.0 80.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										0 71.4 25 7				
		MANCHESTER		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 0.0 0.0 0.0 0.0 0.0										0 100.0 0 6				
<b>TOTAL SANTA CRUZ DE LA PALMA</b>										<b>36 0</b>		<b>0 0</b>		<b>11.1 44.4 27.8 11.1 5.6 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0</b>										<b>5 87.8 8 41</b>				
SANTANDER																												
		EDINBURGH		RYANAIR		S A				9 0		1 0		20.0 30.0 40.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 10.0										5 66.7 19 9				
		EDINBURGH		RYANAIR		S D				10 0		0 0		0.0 60.0 20.0 20.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										5 77.8 12 9				
		STANSTED		RYANAIR		S A				24 0		0 0		12.5 41.7 37.5 8.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										5 81.8 25 22				
		STANSTED		RYANAIR		S D				24 0		0 0		0.0 50.0 45.8 4.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										2 95.5 3 22				
<b>TOTAL SANTANDER</b>										<b>67 0</b>		<b>1 0</b>		<b>7.4 45.6 38.2 7.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.5</b>										<b>4 83.9 14 62</b>				
SANTIAGO DE CHILE																												
		HEATHROW		BRITISH AIRWAYS PLC		S A				22 0		0 0		45.5 36.4 9.1 0.0 4.5 0.0 0.0 0.0 0.0 4.5 0.0 0.0 0.0 0.0 0.0 0.0										29 69.6 17 23				
		HEATHROW		BRITISH AIRWAYS PLC		S D				21 0		0 0		0.0 47.6 38.1 0.0 4.8 4.8 0.0 0.0 4.8 0.0 0.0 4.8 0.0 0.0 0.0 0.0										49 86.4 12 22				
<b>TOTAL SANTIAGO DE CHILE</b>										<b>43 0</b>		<b>0 0</b>		<b>23.3 41.9 23.3 0.0 4.7 2.3 0.0 0.0 4.7 0.0 0.0 4.7 0.0 0.0 0.0 0.0</b>										<b>39 77.8 15 45</b>				
SANTIAGO DE COMPOSTELA (SPAIN)																												
		EDINBURGH		RYANAIR		S A				1 0		0 0		0.0 0.0 0.0 0.0 0.0 100.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										32 0.0 0 0				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: S																	JAN 2019			
		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
								90.3	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	HEATHROW	VUELING AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	49	1
	HEATHROW	VUELING AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	63	1
	STANSTED	RYANAIR	S	A	16	0	0	12.5	68.8	12.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	4	81.3	6	16
	STANSTED	RYANAIR	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	10	31.3	25	16
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>45.5</b>	<b>36.4</b>	<b>3.0</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>52.9</b>	<b>18</b>	<b>34</b>
SAO PAULO (GUARULHOS)																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90.3	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.5	17	40
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	22.6	45.2	12.9	9.7	9.7	0.0	0.0	0.0	0.0	0.0	16	72.5	35	40
	HEATHROW	TAM LINHAS AEREAS	S	A	31	0	0	29.0	32.3	16.1	12.9	0.0	9.7	0.0	0.0	0.0	0.0	0.0	10	58.1	20	31
	HEATHROW	TAM LINHAS AEREAS	S	D	31	0	0	6.5	71.0	16.1	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	3	83.9	7	31
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>31.5</b>	<b>33.1</b>	<b>20.2</b>	<b>6.5</b>	<b>4.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>73.2</b>	<b>20</b>	<b>142</b>
SARAJEVO																						
	LUTON	FLYBOSNIA	S	A	7	0	0	0.0	0.0	28.6	14.3	14.3	14.3	14.3	14.3	0.0	0.0	0.0	64	0.0	0	0
	LUTON	FLYBOSNIA	S	D	7	0	0	0.0	42.9	0.0	14.3	14.3	0.0	14.3	14.3	0.0	0.0	0.0	55	0.0	0	0
<b>TOTAL SARAJEVO</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>14.3</b>	<b>14.3</b>	<b>14.3</b>	<b>7.1</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SATU MARE																						
	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	11.1	22.2	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	54.5	17	11
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	9	11
<b>TOTAL SATU MARE</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>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>8</b>	<b>72.7</b>	<b>13</b>	<b>22</b>
SEATTLE (TACOMA)																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	1	29.5	38.6	11.4	4.5	6.8	0.0	2.3	0.0	4.5	0.0	2.3	47	95.3	3	43
	HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	1	0.0	35.6	44.4	11.1	6.7	0.0	0.0	0.0	0.0	0.0	2.2	9	88.6	6	44
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	17.2	44.8	34.5	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	2	29
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	0.0	44.8	41.4	6.9	3.4	0.0	3.4	0.0	0.0	0.0	0.0	11	93.3	2	29
<b>TOTAL SEATTLE (TACOMA)</b>					<b>145</b>	<b>0</b>	<b>2</b>	<b>12.2</b>	<b>40.1</b>	<b>32.0</b>	<b>6.1</b>	<b>5.4</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>20</b>	<b>91.8</b>	<b>3</b>	<b>145</b>
SEOUL (INCHEON)																						
	HEATHROW	ASIANA AIRLINES	S	A	22	0	0	9.1	22.7	22.7	27.3	13.6	4.5	0.0	0.0	0.0	0.0	0.0	16	80.6	6	31
	HEATHROW	ASIANA AIRLINES	S	D	22	0	0	0.0	31.8	54.5	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	90.3	5	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	37.9	34.5	6.9	13.8	0.0	0.0	6.9	0.0	0.0	0.0	0.0	13	96.8	2	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	17.2	62.1	3.4	6.9	6.9	0.0	3.4	0.0	0.0	0.0	20	87.1	5	31
	HEATHROW	KOREAN AIR	S	A	31	0	0	12.9	22.6	38.7	19.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0	11	80.6	6	31

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: S		PERCENTAGE OF FLIGHTS LATE													JAN 2019			
						NUMBER OF FLIGHTS																		
C/	A/	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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		KOREAN AIR	S	D	31	0	0	0.0	58.1	41.9	0.0	0.0	0.0	0.0	0.0	0.0	2	83.9	8	31		
<b>TOTAL SEOUL (INCHEON)</b>							<b>164</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>31.7</b>	<b>37.8</b>	<b>11.6</b>	<b>4.9</b>	<b>1.8</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>86.6</b>	<b>5</b>	<b>186</b>
SEVILLE																								
		BRISTOL		EASYJET UK LTD	S	A	9	0	0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	1	92.9	3	14		
		BRISTOL		EASYJET UK LTD	S	D	9	0	0	0.0	88.9	0.0	11.1	0.0	0.0	0.0	0.0	0.0	3	92.9	5	14		
		BRISTOL		RYANAIR	S	A	9	0	0	11.1	33.3	22.2	22.2	11.1	0.0	0.0	0.0	0.0	10	62.5	27	8		
		BRISTOL		RYANAIR	S	D	9	0	0	11.1	0.0	55.6	22.2	11.1	0.0	0.0	0.0	0.0	11	77.8	22	9		
		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	60.0	13	10		
		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	90.0	5	10		
		EDINBURGH		EASYJET UK LTD	S	A	9	0	0	0.0	33.3	22.2	33.3	11.1	0.0	0.0	0.0	0.0	13	77.8	8	9		
		EDINBURGH		EASYJET UK LTD	S	D	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	7	88.9	5	9		
		EDINBURGH		RYANAIR	S	A	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	5	66.7	23	9		
		EDINBURGH		RYANAIR	S	D	8	0	0	0.0	12.5	37.5	25.0	25.0	0.0	0.0	0.0	0.0	17	44.4	35	9		
		GATWICK		BRITISH AIRWAYS PLC	S	A	25	0	0	24.0	36.0	16.0	12.0	8.0	4.0	0.0	0.0	0.0	9	89.3	9	28		
		GATWICK		BRITISH AIRWAYS PLC	S	D	25	0	0	0.0	56.0	28.0	12.0	4.0	0.0	0.0	0.0	0.0	6	89.3	3	28		
		GATWICK		EASYJET UK LTD	S	A	23	0	0	21.7	39.1	26.1	8.7	0.0	4.3	0.0	0.0	0.0	6	81.8	7	22		
		GATWICK		EASYJET UK LTD	S	D	23	0	0	0.0	39.1	47.8	8.7	4.3	0.0	0.0	0.0	0.0	7	95.5	5	22		
		LUTON		EASYJET UK LTD	S	A	14	0	0	28.6	35.7	28.6	0.0	0.0	7.1	0.0	0.0	0.0	9	90.0	4	10		
		LUTON		EASYJET UK LTD	S	D	14	0	0	0.0	42.9	50.0	0.0	0.0	7.1	0.0	0.0	0.0	10	100.0	3	10		
		LUTON		RYANAIR	S	A	8	0	0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	14	0.0	0	0		
		LUTON		RYANAIR	S	D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
		STANSTED		RYANAIR	S	A	34	0	0	2.9	41.2	38.2	14.7	0.0	2.9	0.0	0.0	0.0	9	58.1	24	43		
		STANSTED		RYANAIR	S	D	34	0	0	0.0	64.7	29.4	2.9	2.9	0.0	0.0	0.0	0.0	3	68.3	18	41		
		MANCHESTER		RYANAIR	S	A	18	0	0	0.0	16.7	55.6	11.1	0.0	16.7	0.0	0.0	0.0	20	66.7	28	9		
		MANCHESTER		RYANAIR	S	D	18	0	0	0.0	27.8	38.9	11.1	11.1	11.1	0.0	0.0	0.0	19	55.6	33	9		
<b>TOTAL SEVILLE</b>							<b>314</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>39.2</b>	<b>34.7</b>	<b>10.8</b>	<b>4.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.4</b>	<b>13</b>	<b>323</b>	
SEYCHELLES																								
		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	100.0	13	1		
		HEATHROW		BRITISH AIRWAYS PLC	S	A	7	0	0	57.1	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9		
		HEATHROW		BRITISH AIRWAYS PLC	S	D	7	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	5	9		
<b>TOTAL SEYCHELLES</b>							<b>14</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</b>	<b>89.5</b>	<b>3</b>	<b>19</b>		
SHANGHAI (PU DONG)																								
		GATWICK		AIR CHINA	S	A	17	0	0	5.9	29.4	35.3	17.6	5.9	5.9	0.0	0.0	0.0	14	0.0	0	0		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											JAN 2019													
																NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE											JAN 2019		
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	AIR CHINA	S	D	17	0	0	0.0	64.7	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0																		
GATWICK	CHINA EASTERN AIRLINES	S	A	29	0	0	51.7	17.2	24.1	3.4	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	2	13																		
GATWICK	CHINA EASTERN AIRLINES	S	D	29	0	0	0.0	89.7	6.9	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	13																		
HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	2	22.6	19.4	38.7	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	6.5	7	90.5	6	42																		
HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	3	0.0	25.8	58.1	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.7	5	81.0	10	42																		
HEATHROW	CHINA EASTERN AIRLINES	S	A	31	0	0	25.8	32.3	22.6	9.7	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	64.5	16	31																		
HEATHROW	CHINA EASTERN AIRLINES	S	D	31	0	0	0.0	48.4	45.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.6	8	31																		
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	38.7	25.8	29.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	96.8	1	31																		
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	54.8	35.5	3.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	93.5	6	31																		
<b>TOTAL SHANGHAI (PU DONG)</b>				<b>273</b>	<b>0</b>	<b>5</b>	<b>15.5</b>	<b>39.9</b>	<b>33.1</b>	<b>5.8</b>	<b>3.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>5</b>	<b>85.9</b>	<b>7</b>	<b>234</b>																		
<b>SHANNON</b>																																								
BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	315	1																		
BIRMINGHAM	STOBART AIR	S	A	25	0	1	46.2	46.2	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0	93.5	5	31																			
BIRMINGHAM	STOBART AIR	S	D	25	0	1	0.0	65.4	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	2	93.5	5	31																			
BRISTOL	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1																			
BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	42	1																			
CARDIFF WALES	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	0	0																			
CARDIFF WALES	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																			
EDINBURGH	AER LINGUS	S	A	15	0	1	31.3	31.3	25.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	6.3	3	93.8	6	16																			
EDINBURGH	AER LINGUS	S	D	15	0	1	6.3	50.0	31.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	6.3	4	93.8	18	16																			
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																			
GATWICK	RYANAIR	S	A	25	0	0	16.0	68.0	8.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	9	96.2	3	26																			
GATWICK	RYANAIR	S	D	26	0	0	0.0	76.9	11.5	3.8	0.0	3.8	0.0	3.8	0.0	0.0	0.0	13	92.3	4	26																			
HEATHROW	AER LINGUS	S	A	81	0	1	34.1	34.1	18.3	9.8	0.0	2.4	0.0	0.0	0.0	0.0	1.2	5	96.5	1	84																			
HEATHROW	AER LINGUS	S	D	81	0	1	3.7	57.3	20.7	13.4	0.0	3.7	0.0	0.0	0.0	0.0	1.2	7	98.8	1	84																			
LUTON	RYANAIR	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	45	1																			
STANSTED	RYANAIR	S	A	53	0	0	28.3	56.6	11.3	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	79.2	10	51																			
STANSTED	RYANAIR	S	D	53	0	0	0.0	62.3	32.1	3.8	1.9	0.0	0.0	0.0	0.0	0.0	0.0	3	65.4	14	52																			
STANSTED	TITAN AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1																			
MANCHESTER	RYANAIR	S	A	23	0	0	21.7	60.9	0.0	8.7	0.0	8.7	0.0	0.0	0.0	0.0	0.0	9	85.7	8	21																			



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: S																JAN 2019				
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MANCHESTER	RYANAIR	S	D	23	0	0	0.0	43.5	34.8	8.7	4.3	8.7	0.0	0.0	0.0	0.0	0.0	12	76.2	20	21
<b>TOTAL SHANNON</b>					<b>449</b>	<b>0</b>	<b>6</b>	<b>16.0</b>	<b>53.4</b>	<b>19.3</b>	<b>6.4</b>	<b>0.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>5</b>	<b>88.7</b>	<b>7</b>	<b>465</b>
SHARM EL SHEIKH (OPHIRA)																						
	BIRMINGHAM	ENTER AIR	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	11	0.0	0	0
	BIRMINGHAM	ENTER AIR	C	D	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	GATWICK	ENTER AIR	C	A	4	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	53	0.0	0	0
	GATWICK	ENTER AIR	C	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>22.2</b>	<b>22.2</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SHENZHEN (HUANGTIAN)																						
	HEATHROW	SHENZHEN AIRLINES	S	A	13	0	0	15.4	53.8	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	8	71.4	19	14
	HEATHROW	SHENZHEN AIRLINES	S	D	13	0	0	0.0	30.8	53.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	57.1	17	14
<b>TOTAL SHENZHEN (HUANGTIAN)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>42.3</b>	<b>30.8</b>	<b>7.7</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>64.3</b>	<b>18</b>	<b>28</b>
SIALKOT																						
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	60	0.0	0	0
	HEATHROW	PAKISTAN INTL AIRLINES	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	8	0.0	0	0
<b>TOTAL SIALKOT</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</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>
SIBIU																						
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	15	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	0.0	0	72.0	18	25
	LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	311	1
	SOUTHEND	WIZZ AIR	S	A	27	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	0.0	0	0
	SOUTHEND	WIZZ AIR	S	D	27	0	0	3.7	63.0	25.9	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL SIBIU</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>18.5</b>	<b>59.3</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>74.5</b>	<b>23</b>	<b>51</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	28.6	32	7
	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	85.7	5	7
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	0.0	30.8	34.6	15.4	7.7	7.7	3.8	0.0	0.0	0.0	0.0	18	87.1	37	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	7.7	42.3	23.1	23.1	0.0	3.8	0.0	0.0	0.0	0.0	22	45.2	66	31
	HEATHROW	SINGAPORE AIRLINES	S	A	124	0	0	14.5	26.6	24.2	16.1	11.3	4.8	1.6	0.8	0.0	0.0	0.0	18	72.6	13	124
	HEATHROW	SINGAPORE AIRLINES	S	D	124	0	0	2.4	55.6	30.6	5.6	1.6	2.4	0.8	0.8	0.0	0.0	0.0	9	87.1	7	124
	MANCHESTER	SINGAPORE AIRLINES	S	A	22	0	0	22.7	22.7	31.8	9.1	13.6	0.0	0.0	0.0	0.0	0.0	0.0	11	72.7	19	22

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: S		PERCENTAGE OF FLIGHTS LATE													JAN 2019		
						NUMBER OF FLIGHTS																	
C/	A/	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat				
S	D	22	0	0	4.5	31.8	45.5	4.5	9.1	0.0	0.0	4.5	0.0	0.0	0.0	15	86.4	18	22				
<b>TOTAL SINGAPORE</b>		<b>344</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>36.0</b>	<b>30.5</b>	<b>11.6</b>	<b>8.4</b>	<b>3.2</b>	<b>1.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>76.6</b>	<b>18</b>	<b>368</b>				
SKOPJE																							
S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.5	13	17				
S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	35.3	28	17				
S	A	14	0	0	14.3	42.9	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0				
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	12	0.0	0	0				
<b>TOTAL SKOPJE</b>		<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>25.0</b>	<b>53.6</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>55.9</b>	<b>20</b>	<b>34</b>				
SOFIA																							
C	A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0				
C	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0				
C	A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0				
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	6	0.0	0	0				
S	A	13	0	0	15.4	53.8	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	81.3	12	16				
S	D	13	0	0	0.0	23.1	53.8	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	56.3	26	16				
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	75.0	7	4				
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	6	4				
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	0	22.2	32	9				
S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	5	9				
C	A	6	0	0	16.7	33.3	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	8	60.0	19	5				
C	D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	4	4				
S	A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	25.0	27	4				
S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4				
C	A	4	0	0	50.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	26	75.0	10	4				
C	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4				
S	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0				
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	0.0	0	0				
S	A	8	0	0	12.5	62.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	66.7	13	9				
S	D	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	5	9				
S	A	13	0	0	0.0	0.0	30.8	38.5	23.1	7.7	0.0	0.0	0.0	0.0	0.0	24	77.8	16	9				
S	D	13	0	0	0.0	46.2	46.2	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	9				
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	0.0	9	55.6	13	9				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	55.6	15	9		
GATWICK	EASYJET UK LTD	S	A	45	0	0	37.8	33.3	15.6	6.7	4.4	0.0	2.2	0.0	0.0	0.0	0.0	8	82.9	8	41		
GATWICK	EASYJET UK LTD	S	D	45	0	0	0.0	62.2	33.3	0.0	0.0	2.2	0.0	2.2	0.0	0.0	0.0	7	97.6	4	41		
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	7	25.0	27	4		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	4		
GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	23	4		
GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	28	50.0	27	4		
HEATHROW	BRITISH AIRWAYS PLC	S	A	33	0	0	45.5	30.3	15.2	6.1	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.3	19	35		
HEATHROW	BRITISH AIRWAYS PLC	S	D	33	0	0	0.0	54.5	36.4	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.3	4	35		
HEATHROW	BULGARIA AIR	S	A	20	0	0	35.0	35.0	25.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	3	78.3	7	23		
HEATHROW	BULGARIA AIR	S	D	20	0	0	0.0	55.0	35.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5	60.9	10	23		
LUTON	WIZZ AIR	S	A	74	0	0	29.7	41.9	23.0	4.1	1.4	0.0	0.0	0.0	0.0	0.0	0.0	3	93.1	3	71		
LUTON	WIZZ AIR	S	D	74	0	0	1.4	36.5	52.7	6.8	2.7	0.0	0.0	0.0	0.0	0.0	0.0	5	79.5	8	71		
LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	99	1		
STANSTED	RYANAIR	S	A	84	0	0	13.1	52.4	21.4	10.7	2.4	0.0	0.0	0.0	0.0	0.0	0.0	5	82.4	9	68		
STANSTED	RYANAIR	S	D	84	0	0	0.0	64.3	29.8	3.6	1.2	1.2	0.0	0.0	0.0	0.0	0.0	3	86.8	7	68		
MANCHESTER	EASYJET UK LTD	S	A	21	0	0	23.8	28.6	42.9	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	81.8	10	22		
MANCHESTER	EASYJET UK LTD	S	D	21	0	0	0.0	61.9	33.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.9	3	22		
MANCHESTER	JET2.COM LTD	C	A	4	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	54	4		
MANCHESTER	JET2.COM LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	45	4		
MANCHESTER	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	52	4		
MANCHESTER	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	38	4		
NEWCASTLE	JET2.COM LTD	S	A	4	0	0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	4		
NEWCASTLE	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	5	4		
SOUTHEND	EASYJET UK LTD	S	A	9	0	0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	14	9		
SOUTHEND	EASYJET UK LTD	S	D	9	0	0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9		
<b>TOTAL SOFIA</b>				<b>768</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>45.4</b>	<b>31.3</b>	<b>5.7</b>	<b>2.7</b>	<b>0.8</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>81.6</b>	<b>10</b>	<b>716</b>		
SOUTHAMPTON																							
ABERDEEN	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4		
ABERDEEN	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	60	0	0	1.7	48.3	43.3	5.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	4	85.1	7	67		
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	61	0	0	3.3	50.8	39.3	4.9	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3	83.6	10	67		
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		
EDINBURGH	FLYBE LTD	S	A	96	0	0	20.8	51.0	24.0	3.1	1.0	0.0	0.0	0.0	0.0	0.0	0.0	2	82.8	12	121		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2019				
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	D	95	0	0	0.0	55.8	35.8	3.2	4.2	1.1	0.0	0.0	0.0	0.0	0.0	5	78.7	11	121
	GLASGOW	FLYBE LTD	S	A	105	0	0	41.0	48.6	5.7	1.9	2.9	0.0	0.0	0.0	0.0	0.0	2	86.8	8	120	
	GLASGOW	FLYBE LTD	S	D	105	0	0	0.0	71.4	21.0	4.8	2.9	0.0	0.0	0.0	0.0	0.0	3	86.1	9	121	
	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	50	0.0	0	0	
	JERSEY	AURIGNY AIR SERVICES	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	JERSEY	BLUE ISLANDS LIMITED	S	A	66	0	1	9.0	59.7	14.9	3.0	3.0	1.5	7.5	0.0	0.0	1.5	15	83.6	11	61	
	JERSEY	BLUE ISLANDS LIMITED	S	D	84	0	1	0.0	55.3	30.6	7.1	1.2	3.5	1.2	0.0	0.0	1.2	8	88.4	8	86	
	JERSEY	FLYBE LTD	S	A	31	0	0	12.9	67.7	16.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	94.4	4	36	
	JERSEY	FLYBE LTD	S	D	31	0	0	0.0	67.7	25.8	3.2	0.0	3.2	0.0	0.0	0.0	0.0	5	77.8	9	35	
	LEEDS BRADFORD	EASTERN AIRWAYS	S	A	57	0	3	41.7	35.0	11.7	1.7	0.0	3.3	1.7	0.0	0.0	5.0	6	91.1	11	45	
	LEEDS BRADFORD	EASTERN AIRWAYS	S	D	58	0	2	0.0	45.0	38.3	1.7	5.0	5.0	1.7	0.0	0.0	3.3	10	86.7	9	45	
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	33	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	100.0	5	1	
	LONDON CITY	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	142	1	
	MANCHESTER	FLYBE LTD	S	A	144	0	2	8.2	71.9	13.7	4.1	0.0	0.7	0.0	0.0	0.0	1.4	2	76.2	12	122	
	MANCHESTER	FLYBE LTD	S	D	145	0	1	0.7	64.4	30.8	1.4	2.1	0.0	0.0	0.0	0.0	0.7	2	69.8	12	120	
	NEWCASTLE	FLYBE LTD	S	A	57	0	0	15.8	59.6	21.1	3.5	0.0	0.0	0.0	0.0	0.0	0.0	2	87.8	7	74	
	NEWCASTLE	FLYBE LTD	S	D	57	0	0	1.8	71.9	17.5	8.8	0.0	0.0	0.0	0.0	0.0	0.0	2	80.3	10	74	
<b>TOTAL SOUTHAMPTON</b>					<b>1257</b>	<b>0</b>	<b>10</b>	<b>9.8</b>	<b>58.4</b>	<b>23.9</b>	<b>3.6</b>	<b>1.9</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>82.6</b>	<b>10</b>	<b>1325</b>
<b>SOUTHEND</b>																						
	ABERDEEN	LOGANAIR LTD	S	A	50	0	1	39.2	45.1	9.8	2.0	2.0	0.0	0.0	0.0	0.0	2.0	2	0.0	0	0	
	ABERDEEN	LOGANAIR LTD	S	D	50	0	2	0.0	80.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	3	0	0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	5	2	
	BRISTOL	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
	BRISTOL	JOTA AVIATION LTD	S	A	0	0	0	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	
	EXETER	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	113	1	
	GLASGOW	LOGANAIR 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	13	0.0	0	0	
	GLASGOW	LOGANAIR LTD	S	D	3	0	1	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	13	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	9	2	
	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	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: S																	JAN 2019			
		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	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	16	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	78.6	14	12
	MANCHESTER	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	15	12
	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	0	1
	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	16	0.0	0	0
<b>TOTAL SOUTHEND</b>					<b>110</b>	<b>0</b>	<b>5</b>	<b>18.3</b>	<b>57.4</b>	<b>15.7</b>	<b>1.7</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>2</b>	<b>70.0</b>	<b>16</b>	<b>34</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	70.0	13	9
	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	70.0	4	9
<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>70.0</b>	<b>9</b>	<b>18</b>
ST KITTS																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	22.2	33.3	11.1	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	24	77.8	17	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	33.3	22.2	0.0	22.2	11.1	0.0	11.1	0.0	0.0	0.0	42	66.7	24	9
<b>TOTAL ST KITTS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>16.7</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>72.2</b>	<b>20</b>	<b>18</b>
ST LUCIA (HEWANORRA)																						
	GATWICK	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	57.1	15	7
	GATWICK	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	7
	GATWICK	TUI AIRWAYS LTD	S	A	5	0	0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	7	4
	GATWICK	VIRGIN ATLANTIC 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	11	50.0	15	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	0.0	64	4
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>33.3</b>	<b>33.3</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>65.4</b>	<b>18</b>	<b>26</b>
ST PETERSBURG																						
	GATWICK	ROSSIYA AIRLINES	S	A	31	0	0	9.7	48.4	35.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	80.6	8	31
	GATWICK	ROSSIYA AIRLINES	S	D	31	0	1	18.8	68.8	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	1	96.8	2	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	91.7	4	24
	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	2	24
	LUTON	WIZZ AIR UK LTD	S	A	31	0	1	3.1	28.1	31.3	25.0	6.3	3.1	0.0	0.0	0.0	0.0	3.1	13	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	32	0	1	3.0	63.6	12.1	6.1	3.0	6.1	3.0	0.0	0.0	0.0	3.0	12	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	64.7	22	17

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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	58.8	27	17	
<b>TOTAL ST PETERSBURG</b>					<b>125</b>	<b>0</b>	<b>3</b>	<b>8.6</b>	<b>52.3</b>	<b>21.9</b>	<b>8.6</b>	<b>3.1</b>	<b>2.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>7</b>	<b>84.7</b>	<b>9</b>	<b>144</b>	
STANSTED																							
	ABERDEEN	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	124	0	0	21.8	47.6	20.2	4.0	3.2	2.4	0.8	0.0	0.0	0.0	0	81.7	13	120		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	124	0	0	0.8	64.5	21.8	5.6	3.2	4.0	0.0	0.0	0.0	0.0	7	75.4	15	122		
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	33.3	11.1	55.6	0.0	0.0	0.0	0.0	0.0	0.0	13	96.7	2	92		
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	16	96.7	5	92		
	BIRMINGHAM	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
	BOURNEMOUTH	TITAN AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	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	38	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	111	0.0	0	0		
	BRISTOL	TITAN AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1		
	CARDIFF WALES	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	CARDIFF WALES	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1		
	EDINBURGH	EASYJET UK LTD	S	A	114	0	0	22.8	39.5	23.7	6.1	3.5	4.4	0.0	0.0	0.0	0.0	8	89.3	6	121		
	EDINBURGH	EASYJET UK LTD	S	D	114	0	0	6.1	57.0	22.8	7.9	1.8	4.4	0.0	0.0	0.0	0.0	7	86.0	8	121		
	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	91.0	5	144		
	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	88.9	5	144		
	GLASGOW	EASYJET UK LTD	S	A	80	0	0	25.0	48.8	15.0	3.8	2.5	3.8	0.0	1.3	0.0	0.0	9	77.0	14	87		
	GLASGOW	EASYJET UK LTD	S	D	80	0	0	3.8	63.8	18.8	5.0	5.0	1.3	0.0	2.5	0.0	0.0	11	78.2	13	87		
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	13	1		
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	GATWICK	TITAN AIRWAYS LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	VUELING AIRLINES	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	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	12	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	7	0.0	0	0		
	LUTON	RYANAIR	S	D	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	55	0.0	0	0		
	LUTON	WIZZ AIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	142	0.0	115	2		
	LUTON	WIZZ AIR UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019					
																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	
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	98	1									
TEESSIDE INTERNATIONAL AIRPORT		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	8	0.0	0	0									
TEESSIDE INTERNATIONAL AIRPORT		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									
<b>TOTAL STANSTED</b>						<b>667</b>	<b>0</b>	<b>2</b>	<b>12.7</b>	<b>51.3</b>	<b>21.4</b>	<b>6.6</b>	<b>3.4</b>	<b>3.6</b>	<b>0.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>9</b>	<b>85.8</b>	<b>9</b>	<b>1142</b>								
STAVANGER																															
ABERDEEN		SAS		S	A	43	0	2	0.0	31.1	46.7	11.1	4.4	2.2	0.0	0.0	0.0	0.0	4.4	8	73.3	15	44								
ABERDEEN		SAS		S	D	43	0	2	0.0	53.3	31.1	6.7	2.2	2.2	0.0	0.0	0.0	0.0	4.4	5	75.6	14	44								
ABERDEEN		WIDEROE FLYVESELSKAP A/S		S	A	61	0	6	0.0	46.3	38.8	4.5	1.5	0.0	0.0	0.0	0.0	9.0	4	84.9	6	52									
ABERDEEN		WIDEROE FLYVESELSKAP A/S		S	D	61	0	6	1.5	53.7	29.9	4.5	1.5	0.0	0.0	0.0	0.0	9.0	3	88.7	5	52									
EDINBURGH		LOGANAIR LTD		S	A	17	0	0	0.0	17.6	52.9	23.5	5.9	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0									
EDINBURGH		LOGANAIR LTD		S	D	17	0	0	11.8	58.8	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0									
GATWICK		NORWEGIAN AIR INTERNATIONAL		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	1									
GATWICK		NORWEGIAN AIR INTERNATIONAL		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1									
GATWICK		NORWEGIAN AIR SHUTTLE		S	A	26	0	1	22.2	48.1	7.4	14.8	3.7	0.0	0.0	0.0	0.0	3.7	6	92.6	6	27									
GATWICK		NORWEGIAN AIR SHUTTLE		S	D	26	0	1	3.7	66.7	14.8	7.4	3.7	0.0	0.0	0.0	0.0	3.7	4	92.6	8	27									
HEATHROW		SAS		S	A	26	0	0	7.7	38.5	34.6	3.8	11.5	3.8	0.0	0.0	0.0	0.0	11	81.8	10	33									
HEATHROW		SAS		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	5	84.8	7	33									
LUTON		WIZZ AIR UK LTD		S	A	10	0	0	0.0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	152	1									
LUTON		WIZZ AIR 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	1	0.0	0	0									
MANCHESTER		NORWEGIAN AIR SHUTTLE		S	A	9	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	12	13									
MANCHESTER		NORWEGIAN AIR SHUTTLE		S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	84.6	21	13									
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	90.9	68	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	86.4	71	22									
NEWCASTLE		LOGANAIR LTD		S	A	25	0	0	12.0	68.0	16.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0									
NEWCASTLE		LOGANAIR LTD		S	D	25	0	0	0.0	76.0	20.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0									
<b>TOTAL STAVANGER</b>						<b>434</b>	<b>0</b>	<b>18</b>	<b>3.3</b>	<b>52.7</b>	<b>30.3</b>	<b>6.0</b>	<b>3.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>5</b>	<b>83.5</b>	<b>17</b>	<b>385</b>								
STOCKHOLM (ARLANDA)																															
BIRMINGHAM		JET2.COM LTD		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	75	1									
BIRMINGHAM		JET2.COM LTD		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1									
BIRMINGHAM		SAS		S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1									

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: S		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JAN 2019		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
BIRMINGHAM	SAS	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	1						
BRISTOL	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2						
BRISTOL	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2						
EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	16	9						
EDINBURGH	NORWEGIAN AIR SHUTTLE	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	8	44.4	20	9						
EDINBURGH	SAS	S	A	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	0.0	8	66.7	14	12						
EDINBURGH	SAS	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	5	75.0	13	12						
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	111	0	0	23.4	38.7	23.4	9.0	1.8	2.7	0.9	0.0	0.0	0.0	0.0	0.0	8	89.1	7	137						
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	112	0	0	0.0	65.2	24.1	4.5	4.5	0.9	0.9	0.0	0.0	0.0	0.0	0.0	6	88.4	5	138						
HEATHROW	BRITISH AIRWAYS PLC	S	A	117	0	1	29.7	34.7	17.8	13.6	2.5	0.8	0.0	0.0	0.0	0.0	0.8	0.0	6	82.1	7	114						
HEATHROW	BRITISH AIRWAYS PLC	S	D	118	0	0	0.0	50.8	44.1	1.7	2.5	0.8	0.0	0.0	0.0	0.0	0.0	0.0	4	81.2	8	114						
HEATHROW	SAS	S	A	111	0	1	9.8	31.3	32.1	19.6	5.4	0.0	0.0	0.9	0.0	0.0	0.9	0.0	11	88.6	6	114						
HEATHROW	SAS	S	D	108	0	1	0.0	59.6	33.9	4.6	0.9	0.0	0.0	0.0	0.0	0.0	0.9	0.0	3	90.4	7	114						
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	50	0	0	6.0	32.0	24.0	24.0	10.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	11	48						
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	52	0	0	0.0	51.9	36.5	5.8	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	7	49						
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	75.0	9	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	0.0	0.0	0	100.0	3	8						
STANSTED	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	0.0	11	0.0	0	0						
STANSTED	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	3						
STANSTED	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3						
MANCHESTER	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	62	1						
MANCHESTER	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	11.1	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	9	8						
MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	37.5	22	8						
MANCHESTER	SAS	S	A	35	0	0	0.0	20.0	45.7	22.9	5.7	5.7	0.0	0.0	0.0	0.0	0.0	0.0	14	67.6	19	34						
MANCHESTER	SAS	S	D	35	0	0	0.0	25.7	54.3	8.6	5.7	5.7	0.0	0.0	0.0	0.0	0.0	0.0	11	64.7	22	34						
<b>TOTAL STOCKHOLM (ARLANDA)</b>				<b>898</b>	<b>0</b>	<b>3</b>	<b>8.4</b>	<b>43.6</b>	<b>32.3</b>	<b>9.9</b>	<b>3.8</b>	<b>1.3</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>7</b>	<b>83.0</b>	<b>8</b>	<b>986</b>							
STOCKHOLM (SKAVSTA)																												
EDINBURGH	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	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	0.0	0	75.0	10	8						



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: S																	JAN 2019			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								15 m early	15 m early	late	m late	m late	m late	m late	m late	late	Unmat	Can	(mins)	to 15 m	(mins)	Mat
	STANSTED	RYANAIR	S	A	47	0	0	17.0	68.1	6.4	2.1	0.0	2.1	0.0	4.3	0.0	0.0	0.0	17	76.9	9	65
	STANSTED	RYANAIR	S	D	48	0	0	0.0	50.0	39.6	6.3	2.1	2.1	0.0	0.0	0.0	0.0	0.0	6	70.8	13	65
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>95</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>58.9</b>	<b>23.2</b>	<b>4.2</b>	<b>1.1</b>	<b>2.1</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>72.6</b>	<b>11</b>	<b>146</b>
STORNOWAY																						
	EDINBURGH	LOGANAIR LTD	S	A	34	0	0	35.3	35.3	11.8	5.9	2.9	5.9	2.9	0.0	0.0	0.0	0.0	14	59.4	15	28
	EDINBURGH	LOGANAIR LTD	S	D	34	0	0	2.9	52.9	23.5	5.9	2.9	2.9	8.8	0.0	0.0	0.0	0.0	20	62.9	15	29
	GLASGOW	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	3	0.0	0	0
	GLASGOW	LOGANAIR LTD	S	A	80	0	0	2.5	33.8	41.3	16.3	5.0	1.3	0.0	0.0	0.0	0.0	0.0	9	85.7	15	84
	GLASGOW	LOGANAIR LTD	S	D	81	0	0	0.0	51.9	37.0	7.4	1.2	2.5	0.0	0.0	0.0	0.0	0.0	6	89.3	7	84
<b>TOTAL STORNOWAY</b>					<b>230</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>43.0</b>	<b>33.0</b>	<b>10.0</b>	<b>3.0</b>	<b>2.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.0</b>	<b>12</b>	<b>225</b>
STUTT GART																						
	BIRMINGHAM	FLYBE LTD	S	A	32	0	0	31.3	53.1	12.5	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	2	71.0	15	31
	BIRMINGHAM	FLYBE LTD	S	D	32	0	0	0.0	56.3	40.6	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	3	77.4	15	31
	EDINBURGH	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2
	EDINBURGH	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	GATWICK	EASYJET UK LTD	S	A	22	0	0	22.7	27.3	22.7	13.6	9.1	4.5	0.0	0.0	0.0	0.0	0.0	11	61.9	25	21
	GATWICK	EASYJET UK LTD	S	D	22	0	0	0.0	18.2	54.5	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	85.7	10	21
	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	0	30.2	41.9	18.6	7.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	4	79.1	7	41
	HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	0.0	67.4	27.9	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	3	90.7	2	41
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	80	0	0	30.0	38.8	22.5	3.8	2.5	2.5	0.0	0.0	0.0	0.0	0.0	5	91.3	4	79
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	80	0	0	0.0	63.8	27.5	5.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	7	79
	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	135	1
	MANCHESTER	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.6	15	17
	MANCHESTER	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.2	5	17
<b>TOTAL STUTT GART</b>					<b>354</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>49.2</b>	<b>26.6</b>	<b>5.6</b>	<b>3.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>83.3</b>	<b>9</b>	<b>383</b>
SUCEAVA																						
	LUTON	WIZZ AIR UK LTD	S	A	35	0	0	42.9	37.1	8.6	5.7	0.0	0.0	2.9	2.9	0.0	0.0	0.0	12	78.6	22	28
	LUTON	WIZZ AIR UK LTD	S	D	35	0	0	0.0	80.0	17.1	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	4	75.0	10	28
<b>TOTAL SUCEAVA</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>58.6</b>	<b>12.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.8</b>	<b>16</b>	<b>56</b>
SULAYMANIYAH INT																						
	GATWICK	IRAQI AIRWAYS	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	100.0	0	1
	GATWICK	IRAQI AIRWAYS	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	60.0	29	5
<b>TOTAL SULAYMANIYAH INT</b>					<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>66.7</b>	<b>24</b>	<b>6</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	42.3	48	76

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE											Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late								
	ABERDEEN	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	64.1	26	76		
	ABERDEEN	LOGANAIR LTD	S	A	100	0	5	12.4	47.6	26.7	2.9	1.9	2.9	0.0	1.0	0.0	0.0	4.8	7	83.8	17	109		
	ABERDEEN	LOGANAIR LTD	S	D	101	0	4	0.0	44.8	41.0	6.7	1.9	1.9	0.0	0.0	0.0	0.0	3.8	6	81.8	13	107		
	ABERDEEN	SPRINTAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
	EDINBURGH	LOGANAIR LTD	S	A	57	0	0	21.1	45.6	19.3	7.0	5.3	1.8	0.0	0.0	0.0	0.0	0.0	6	78.8	31	63		
	EDINBURGH	LOGANAIR LTD	S	D	57	0	1	0.0	48.3	32.8	10.3	1.7	5.2	0.0	0.0	0.0	0.0	1.7	10	80.3	16	64		
	GLASGOW	LOGANAIR LTD	S	A	30	0	1	9.7	22.6	32.3	16.1	3.2	12.9	0.0	0.0	0.0	0.0	3.2	19	83.3	12	35		
	GLASGOW	LOGANAIR LTD	S	D	31	0	0	0.0	35.5	35.5	16.1	6.5	6.5	0.0	0.0	0.0	0.0	0.0	14	88.9	5	36		
<b>TOTAL SUMBURGH</b>					<b>377</b>	<b>0</b>	<b>11</b>	<b>7.2</b>	<b>43.6</b>	<b>31.7</b>	<b>7.7</b>	<b>2.8</b>	<b>3.9</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>9</b>	<b>72.6</b>	<b>22</b>	<b>566</b>		
SYDNEY																								
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	35.5	38.7	12.9	3.2	3.2	6.5	0.0	0.0	0.0	0.0	17	87.1	7	31		
	HEATHROW	BRITISH AIRWAYS PLC	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	0.0	8	61.3	18	31		
	HEATHROW	QANTAS	S	A	31	0	0	0.0	0.0	12.9	38.7	29.0	9.7	3.2	6.5	0.0	0.0	0.0	48	41.9	31	31		
	HEATHROW	QANTAS	S	D	31	0	0	0.0	25.8	58.1	12.9	0.0	3.2	0.0	0.0	0.0	0.0	0.0	9	87.1	8	31		
<b>TOTAL SYDNEY</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.6</b>	<b>37.1</b>	<b>18.5</b>	<b>9.7</b>	<b>4.0</b>	<b>2.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>69.4</b>	<b>16</b>	<b>124</b>		
SZCZECIN (GOLENOW)																								
	LIVERPOOL (JOHN LENNON)	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	4	88.9	5	9		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9		
	STANSTED	RYANAIR	S	A	23	0	0	8.7	65.2	21.7	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	82.6	9	23		
	STANSTED	RYANAIR	S	D	23	0	0	0.0	56.5	43.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.0	6	23		
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>59.4</b>	<b>35.9</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>6</b>	<b>64</b>		
SZYMANY (MAZURY)																								
	LUTON	WIZZ AIR UK LTD	S	A	11	0	0	18.2	36.4	36.4	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.9	6	11		
	LUTON	WIZZ AIR UK LTD	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	0.0	3	90.9	6	11		
	STANSTED	RYANAIR	S	A	10	0	0	0.0	10.0	40.0	20.0	20.0	0.0	0.0	0.0	10.0	0.0	0.0	87	60.0	16	15		
	STANSTED	RYANAIR	S	D	11	0	0	0.0	18.2	54.5	18.2	0.0	9.1	0.0	0.0	0.0	0.0	0.0	13	86.7	5	15		
<b>TOTAL SZYMANY (MAZURY)</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>30.2</b>	<b>41.9</b>	<b>11.6</b>	<b>4.7</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>25</b>	<b>80.8</b>	<b>9</b>	<b>52</b>		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: T																	JAN 2019				
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE															
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								early	early	late	late	late	late	late	late	late	late	late	late	late	late	late	late
TAIPEI																							
	GATWICK	CHINA AIRLINES	S	A	18	0	0	5.6	22.2	22.2	11.1	33.3	5.6	0.0	0.0	0.0	0.0	0.0	24	94.1	2	17	
	GATWICK	CHINA AIRLINES	S	D	18	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.2	5	17		
	HEATHROW	EVA AIR	S	A	31	0	0	9.7	9.7	19.4	19.4	38.7	3.2	0.0	0.0	0.0	0.0	0.0	26	41.9	26	31	
	HEATHROW	EVA AIR	S	D	31	0	0	0.0	9.7	48.4	25.8	12.9	0.0	3.2	0.0	0.0	0.0	0.0	19	41.9	26	31	
<b>TOTAL TAIPEI</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>26.5</b>	<b>27.6</b>	<b>16.3</b>	<b>22.4</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>59.4</b>	<b>18</b>	<b>96</b>	
TALLIN																							
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	20	8	
	EDINBURGH	RYANAIR	S	D	9	0	0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	6	8	
	GATWICK	AIR BALTIC	S	A	13	0	0	0.0	15.4	61.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	26	8	
	GATWICK	AIR BALTIC	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	8	75.0	33	8	
	GATWICK	EASYJET UK LTD	S	A	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	81.8	4	11	
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.9	2	11	
	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	15	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	5	8	
	LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	12	
	LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	12	
	STANSTED	RYANAIR	S	A	20	0	0	5.0	30.0	50.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	42.1	21	19	
	STANSTED	RYANAIR	S	D	20	0	0	0.0	75.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	19	
<b>TOTAL TALLIN</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>40.2</b>	<b>43.1</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>7</b>	<b>77.3</b>	<b>12</b>	<b>132</b>	
TAMPA																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	24	0	0	16.7	50.0	29.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	73.1	9	26	
	GATWICK	BRITISH AIRWAYS PLC	S	D	24	0	0	0.0	50.0	45.8	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.5	5	26	
	GATWICK	NORWEGIAN AIR UK LTD	S	A	11	0	0	27.3	36.4	18.2	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	6	44.4	20	9	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	11	0	0	0.0	72.7	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	4	9	
<b>TOTAL TAMPA</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>51.4</b>	<b>31.4</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>0.0</b>	<b>4</b>	<b>77.1</b>	<b>9</b>	<b>70</b>	
TANGIERS (IBN BATUTA)																							
	GATWICK	AIR ARABIA MAROC	S	A	9	0	0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	62.5	13	8	
	GATWICK	AIR ARABIA MAROC	S	D	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	25	50.0	17	8	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>22.2</b>	<b>22.2</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>56.3</b>	<b>15</b>	<b>16</b>	
TARBES-LOURDES INTERNATIONAL																							
	STANSTED	RYANAIR	S	A	10	0	0	10.0	60.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	34	10	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: T		PERCENTAGE OF FLIGHTS LATE										JAN 2019		
										NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE										JAN 2019		
										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		
		STANSTED		RYANAIR		S D		10	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	5	10	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>								<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>70.0</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>1</b>	<b>80.0</b>	<b>20</b>	<b>20</b>		
TASHKENT																								
		HEATHROW		UZBEKISTAN AIRLINES		S A		9	0	0	0.0	22.2	33.3	22.2	22.2	0.0	0.0	0.0	15	77.8	16	9		
		HEATHROW		UZBEKISTAN AIRLINES		S D		9	0	0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	13	66.7	21	9		
<b>TOTAL TASHKENT</b>								<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>38.9</b>	<b>16.7</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>72.2</b>	<b>19</b>	<b>18</b>		
TATRY-POPRAD																								
		LUTON		WIZZ AIR UK LTD		S A		9	0	0	0.0	33.3	33.3	0.0	11.1	11.1	0.0	0.0	49	85.7	12	14		
		LUTON		WIZZ AIR UK LTD		S D		9	0	0	0.0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	11	92.9	10	14		
<b>TOTAL TATRY-POPRAD</b>								<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>38.9</b>	<b>5.6</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>30</b>	<b>89.3</b>	<b>11</b>	<b>28</b>		
TBILISI																								
		GATWICK		GEORGIAN AIRWAYS		S A		4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0	84.6	2	11		
		GATWICK		GEORGIAN AIRWAYS		S D		4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	2	76.9	6	11		
<b>TOTAL TBILISI</b>								<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>80.8</b>	<b>4</b>	<b>22</b>		
TEESSIDE INTERNATIONAL AIRPORT																								
		ABERDEEN		FLYBE LTD		S A		46	0	8	27.8	37.0	14.8	0.0	3.7	1.9	0.0	0.0	14.8	5	70.9	13	48	
		ABERDEEN		FLYBE LTD		S D		51	0	8	0.0	49.2	22.0	3.4	8.5	3.4	0.0	0.0	13.6	9	69.6	20	51	
		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	100.0	12	1		
		NEWCASTLE		EASTERN AIRWAYS		S A		0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1		
		NEWCASTLE		EASTERN AIRWAYS		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		
		NEWCASTLE		FLYBE LTD		S A		0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
		NEWCASTLE		FLYBE LTD		S D		2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
<b>TOTAL TEESSIDE INTERNATIONAL AIRPORT</b>								<b>101</b>	<b>0</b>	<b>17</b>	<b>12.7</b>	<b>43.2</b>	<b>18.6</b>	<b>2.5</b>	<b>5.9</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>14.4</b>	<b>7</b>	<b>70.8</b>	<b>16</b>	<b>101</b>	
TEHRAN IMAM KHOMEINI																								
		HEATHROW		IRAN AIR		S A		13	0	0	23.1	15.4	38.5	7.7	0.0	15.4	0.0	0.0	22	42.9	54	14		
		HEATHROW		IRAN AIR		S D		13	0	0	0.0	53.8	15.4	0.0	15.4	15.4	0.0	0.0	20	78.6	15	14		
<b>TOTAL TEHRAN IMAM KHOMEINI</b>								<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>34.6</b>	<b>26.9</b>	<b>3.8</b>	<b>7.7</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>60.7</b>	<b>34</b>	<b>28</b>		
TEL AVIV																								
		GATWICK		EASYJET UK LTD		S A		9	0	0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	9	60.0	17	10		
		GATWICK		EASYJET UK LTD		S D		9	0	0	0.0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	16	40.0	20	10		
		HEATHROW		BRITISH AIRWAYS PLC		S A		61	0	1	12.9	40.3	24.2	9.7	4.8	4.8	0.0	1.6	14	90.3	27	62		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											JAN 2019													
																NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE											JAN 2019		
																More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	62	0	0	0.0	19.4	56.5	12.9	6.5	3.2	1.6	0.0	0.0	0.0	0.0	0.0	13	83.9	9	62																		
HEATHROW	EL AL	S	A	49	0	0	40.8	34.7	16.3	6.1	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	96.0	3	50																		
HEATHROW	EL AL	S	D	48	0	0	8.3	62.5	27.1	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	84.0	8	50																		
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	0.0	25.8	41.9	12.9	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0																		
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	41.9	51.6	3.2	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0																		
LUTON	EASYJET UK LTD	S	A	57	0	0	5.3	21.1	24.6	19.3	26.3	3.5	0.0	0.0	0.0	0.0	0.0	0.0	20	56.9	19	57																		
LUTON	EASYJET UK LTD	S	D	57	0	0	0.0	5.3	73.7	17.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	77.6	11	58																		
LUTON	EL AL	S	A	15	0	0	33.3	33.3	20.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	2	13																		
LUTON	EL AL	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	0.0	6	64.3	9	13																		
LUTON	WIZZ AIR UK LTD	S	A	24	0	1	24.0	32.0	20.0	8.0	8.0	4.0	0.0	0.0	0.0	0.0	4.0	9	72.4	10	29																			
LUTON	WIZZ AIR UK LTD	S	D	23	0	2	0.0	32.0	44.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	8.0	6	70.0	14	30																			
STANSTED	ARKIA	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	0.0	129	0.0	37	2																		
STANSTED	ARKIA	S	D	2	0	0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	120	33.3	28	3																		
STANSTED	EASYJET UK LTD	S	A	8	0	0	12.5	12.5	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	55.6	19	9																		
STANSTED	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	5	9																		
STANSTED	ISR AIR LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0																		
STANSTED	ISR AIR LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0																		
MANCHESTER	EASYJET UK LTD	S	A	13	0	2	0.0	6.7	40.0	26.7	6.7	6.7	0.0	0.0	0.0	0.0	13.3	19	37.5	18	8																			
MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	0.0	84.6	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	20	66.7	12	9																		
MANCHESTER	EL AL	S	A	6	0	0	33.3	33.3	0.0	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0																		
MANCHESTER	EL AL	S	D	6	0	0	0.0	33.3	50.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0																		
<b>TOTAL TEL AVIV</b>				<b>551</b>	<b>0</b>	<b>6</b>	<b>9.0</b>	<b>28.5</b>	<b>39.7</b>	<b>11.7</b>	<b>7.0</b>	<b>2.2</b>	<b>0.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>11</b>	<b>76.6</b>	<b>13</b>	<b>484</b>																			
TENERIFE (SURREINA SOFIA)																																								
ABERDEEN	TUI AIRWAYS LTD	C	A	9	0	0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	55.6	20	9																		
ABERDEEN	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	9																		
BELFAST INTERNATIONAL	JET2.COM LTD	S	A	17	0	0	41.2	23.5	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	70.0	23	10																		
BELFAST INTERNATIONAL	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	100.0	2	10																		
BELFAST INTERNATIONAL	RYANAIR	S	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41	88.9	6	9																		
BELFAST INTERNATIONAL	RYANAIR	S	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	0.0	47	44.4	20	9																		
BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	10	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	0.0	0	100.0	1	5																		
BIRMINGHAM	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1																		
BIRMINGHAM	JET2.COM LTD	S	A	47	0	0	61.7	23.4	10.6	2.1	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	3	78.8	6	33																		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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 D	47	0	0	0.0	36.2	44.7	12.8	2.1	2.1	2.1	0.0	0.0	0.0	0.0	11	78.8	7	33			
BIRMINGHAM	RYANAIR	S A	18	0	0	16.7	33.3	22.2	16.7	11.1	0.0	0.0	0.0	0.0	0.0	10	80.0	12	20				
BIRMINGHAM	RYANAIR	S D	18	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	8	80.0	7	20				
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	75.0	7	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	66.7	11	12				
BIRMINGHAM	TUI AIRWAYS LTD	C A	18	0	0	5.6	33.3	50.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	6	72.2	16	18				
BIRMINGHAM	TUI AIRWAYS LTD	C D	18	0	0	0.0	5.6	72.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	10	100.0	6	18				
BOURNEMOUTH	RYANAIR	S A	5	0	0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	13	60.0	18	5				
BOURNEMOUTH	RYANAIR	S D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	11	5				
BOURNEMOUTH	TUI AIRWAYS LTD	C A	9	0	0	0.0	33.3	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	21	77.8	12	9				
BOURNEMOUTH	TUI AIRWAYS LTD	C D	9	0	0	0.0	55.6	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	14	88.9	3	9				
BRISTOL	EASYJET UK LTD	S A	21	0	0	33.3	14.3	28.6	9.5	9.5	4.8	0.0	0.0	0.0	0.0	13	82.4	4	16				
BRISTOL	EASYJET UK LTD	S D	21	0	0	0.0	28.6	33.3	19.0	19.0	0.0	0.0	0.0	0.0	0.0	16	77.8	7	18				
BRISTOL	RYANAIR	S A	14	0	0	28.6	7.1	50.0	7.1	0.0	0.0	7.1	0.0	0.0	0.0	14	62.5	14	16				
BRISTOL	RYANAIR	S D	14	0	0	0.0	42.9	50.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	11	93.8	2	16				
BRISTOL	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	55.6	12	7				
BRISTOL	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	77.8	4	8				
BRISTOL	TUI AIRWAYS LTD	C A	13	0	0	15.4	38.5	23.1	15.4	0.0	7.7	0.0	0.0	0.0	0.0	12	77.8	10	9				
BRISTOL	TUI AIRWAYS LTD	C D	13	0	0	0.0	53.8	38.5	0.0	0.0	7.7	0.0	0.0	0.0	0.0	8	100.0	2	9				
CARDIFF WALES	RYANAIR	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	22	66.7	14	9				
CARDIFF WALES	RYANAIR	S D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	28	55.6	19	9				
CARDIFF WALES	TUI AIRWAYS LTD	C A	13	0	0	0.0	38.5	23.1	23.1	15.4	0.0	0.0	0.0	0.0	0.0	13	61.5	16	13				
CARDIFF WALES	TUI AIRWAYS LTD	C D	13	0	0	0.0	23.1	61.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	6	92.3	10	13				
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	13	0	0	15.4	15.4	23.1	30.8	15.4	0.0	0.0	0.0	0.0	0.0	16	84.6	7	13				
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	13	0	0	0.0	53.8	30.8	0.0	7.7	0.0	7.7	0.0	0.0	0.0	14	100.0	2	13				
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	30	0	0	60.0	16.7	0.0	6.7	10.0	3.3	3.3	0.0	0.0	0.0	13	82.6	7	23				
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	29	0	0	0.0	55.2	34.5	3.4	0.0	3.4	3.4	0.0	0.0	0.0	9	91.3	6	23				
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	24	0	0	20.8	29.2	37.5	8.3	4.2	0.0	0.0	0.0	0.0	0.0	6	66.7	9	27				
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	24	0	0	0.0	54.2	33.3	8.3	4.2	0.0	0.0	0.0	0.0	0.0	5	78.6	15	28				
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	70.6	13	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	94.1	3	17				

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JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	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	6	61.5	12	13
	EAST MIDLANDS INTERNATIONAL	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	4	92.3	2	13	
	EDINBURGH	EASYJET UK LTD	S	A	14	0	0	35.7	21.4	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	3	71.4	12	14	
	EDINBURGH	EASYJET UK LTD	S	D	14	0	0	0.0	28.6	50.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	7	61.5	15	13	
	EDINBURGH	JET2.COM LTD	S	A	23	0	0	34.8	43.5	13.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	9	16	
	EDINBURGH	JET2.COM LTD	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	1	93.8	4	16	
	EDINBURGH	RYANAIR	S	A	18	0	1	5.3	10.5	42.1	21.1	5.3	5.3	0.0	5.3	0.0	5.3	28	50.0	19	18	
	EDINBURGH	RYANAIR	S	D	19	0	0	0.0	42.1	52.6	0.0	0.0	5.3	0.0	0.0	0.0	0.0	9	88.9	7	18	
	EDINBURGH	TUI AIRWAYS LTD	C	A	10	0	0	10.0	10.0	50.0	10.0	10.0	0.0	0.0	10.0	0.0	0.0	62	88.9	3	9	
	EDINBURGH	TUI AIRWAYS LTD	C	D	9	0	0	0.0	44.4	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	18	100.0	3	9	
	EXETER	TUI AIRWAYS LTD	C	A	14	0	0	7.1	64.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	78.6	13	14	
	EXETER	TUI AIRWAYS LTD	C	D	14	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.9	2	14	
	GLASGOW	JET2.COM LTD	S	A	36	0	0	36.1	41.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	2	68.0	17	25	
	GLASGOW	JET2.COM LTD	S	D	36	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	10	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	56.0	15	25	
	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	84.0	10	25	
	GLASGOW	TUI AIRWAYS LTD	C	A	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	10	50.0	163	8	
	GLASGOW	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	2	37.5	48	8	
	LEEDS BRADFORD	JET2.COM LTD	S	A	28	0	1	27.6	41.4	20.7	0.0	6.9	0.0	0.0	0.0	0.0	3.4	4	80.0	7	25	
	LEEDS BRADFORD	JET2.COM LTD	S	D	29	0	0	0.0	34.5	55.2	6.9	0.0	3.4	0.0	0.0	0.0	0.0	7	84.0	6	24	
	LEEDS BRADFORD	RYANAIR	S	A	13	0	0	23.1	23.1	15.4	15.4	15.4	7.7	0.0	0.0	0.0	0.0	16	68.8	14	16	
	LEEDS BRADFORD	RYANAIR	S	D	13	0	0	0.0	46.2	30.8	7.7	15.4	0.0	0.0	0.0	0.0	0.0	11	93.8	6	16	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	9	0	0	44.4	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	8	6	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	6	
	GATWICK	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	50.0	14	2	
	GATWICK	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	100.0	13	1	
	GATWICK	BRITISH AIRWAYS PLC	S	A	45	0	0	31.1	33.3	13.3	13.3	4.4	2.2	2.2	0.0	0.0	0.0	11	87.2	3	39	
	GATWICK	BRITISH AIRWAYS PLC	S	D	45	0	0	0.0	26.7	62.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	87.2	6	39	

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2019			
								More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GATWICK	EASYJET UK LTD	S A	54	0	0	22.2	42.6	20.4	9.3	3.7	1.9	0.0	0.0	0.0	0.0	0.0	7	94.1	2	51	
GATWICK	EASYJET UK LTD	S D	53	0	0	0.0	15.1	58.5	17.0	9.4	0.0	0.0	0.0	0.0	0.0	0.0	11	84.3	8	51	
GATWICK	MALETH AERO	C A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	18	0	1	5.3	47.4	21.1	15.8	5.3	0.0	0.0	0.0	0.0	0.0	5.3	7	50.0	13	18	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	18	0	0	0.0	66.7	16.7	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	100.0	2	18	
GATWICK	NORWEGIAN AIR SHUTTLE	S A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0	
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	18	
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	10	18	
GATWICK	TUI AIRWAYS LTD	C A	25	0	0	0.0	12.0	28.0	16.0	24.0	20.0	0.0	0.0	0.0	0.0	0.0	33	77.8	10	27	
GATWICK	TUI AIRWAYS LTD	C D	24	0	0	0.0	0.0	66.7	12.5	12.5	8.3	0.0	0.0	0.0	0.0	0.0	20	81.5	10	27	
HEATHROW	BRITISH AIRWAYS PLC	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	75.0	6	4	
HEATHROW	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	3	100.0	0	4	
LUTON	EASYJET UK LTD	S A	13	0	0	23.1	23.1	23.1	7.7	23.1	0.0	0.0	0.0	0.0	0.0	0.0	12	78.6	8	14	
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	8	85.7	6	14	
LUTON	RYANAIR	S A	8	0	0	0.0	12.5	25.0	0.0	50.0	0.0	0.0	12.5	0.0	0.0	0.0	61	33.3	23	9	
LUTON	RYANAIR	S D	8	0	0	0.0	50.0	12.5	25.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	39	100.0	5	9	
LUTON	TUI AIRWAYS LTD	C A	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	66.7	14	9	
LUTON	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	88.9	5	9	
LUTON	WIZZ AIR UK LTD	S A	13	0	1	28.6	21.4	28.6	7.1	7.1	0.0	0.0	0.0	0.0	0.0	7.1	5	0.0	0	0	
LUTON	WIZZ AIR UK LTD	S D	13	0	0	0.0	53.8	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
STANSTED	JET2.COM LTD	S A	38	0	0	23.7	36.8	21.1	18.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	73.5	9	34	
STANSTED	JET2.COM LTD	S D	38	0	0	0.0	47.4	52.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.2	4	34	
STANSTED	RYANAIR	S A	38	0	0	5.3	36.8	34.2	13.2	10.5	0.0	0.0	0.0	0.0	0.0	0.0	10	78.7	13	47	
STANSTED	RYANAIR	S D	38	0	0	0.0	44.7	44.7	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	83.0	7	47	
STANSTED	TUI AIRWAYS LTD	C A	6	0	0	0.0	16.7	16.7	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	66.7	19	9	
STANSTED	TUI AIRWAYS LTD	C 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	77.8	17	9	
MANCHESTER	AIR EUROPA	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	3	
MANCHESTER	AIR EUROPA	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
MANCHESTER	EASYJET UK LTD	S A	38	0	0	47.4	31.6	10.5	5.3	2.6	0.0	2.6	0.0	0.0	0.0	0.0	7	80.0	26	35	
MANCHESTER	EASYJET UK LTD	S D	38	0	0	0.0	55.3	39.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.7	17	35	
MANCHESTER	JET2.COM LTD	S A	55	0	0	40.0	34.5	18.2	3.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	3	67.5	13	40	
MANCHESTER	JET2.COM LTD	S D	56	0	0	0.0	8.9	73.2	12.5	1.8	3.6	0.0	0.0	0.0	0.0	0.0	8	82.5	14	40	
MANCHESTER	MONARCH AIRLINES	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 JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S A/D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019					
												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	
MANCHESTER	RYANAIR	S	A	42	0	0	9.5	23.8	47.6	7.1	11.9	0.0	0.0	0.0	0.0	0.0	0.0	9	78.6	10	42						
MANCHESTER	RYANAIR	S	D	42	0	0	0.0	52.4	35.7	2.4	4.8	4.8	0.0	0.0	0.0	0.0	0.0	7	73.8	17	42						
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	74.3	17	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	79.4	26	34						
MANCHESTER	TUI AIRWAYS LTD	C	A	30	0	0	0.0	26.7	30.0	23.3	6.7	6.7	0.0	3.3	3.3	0.0	0.0	54	70.6	22	34						
MANCHESTER	TUI AIRWAYS LTD	C	D	29	0	0	0.0	10.3	65.5	13.8	6.9	0.0	0.0	3.4	0.0	0.0	0.0	15	82.4	17	34						
NEWCASTLE	EASYJET UK LTD	S	A	9	0	0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	9						
NEWCASTLE	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	55.6	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	33	77.8	8	9						
NEWCASTLE	JET2.COM LTD	S	A	24	0	0	25.0	41.7	25.0	4.2	0.0	4.2	0.0	0.0	0.0	0.0	0.0	5	66.7	12	18						
NEWCASTLE	JET2.COM LTD	S	D	24	0	0	0.0	45.8	50.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	6	100.0	3	18						
NEWCASTLE	RYANAIR	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	76.9	9	13						
NEWCASTLE	RYANAIR	S	D	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	69.2	16	13						
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	13	10						
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	4	10						
NEWCASTLE	TUI AIRWAYS LTD	S	A	14	0	0	21.4	28.6	35.7	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	9	72.7	20	11						
NEWCASTLE	TUI AIRWAYS LTD	S	D	13	0	0	0.0	30.8	61.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	60.0	29	10						
SOUTHEND	EASYJET UK LTD	S	A	8	0	0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	4	9						
SOUTHEND	EASYJET UK LTD	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9						
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>				<b>1864</b>	<b>0</b>	<b>6</b>	<b>12.5</b>	<b>34.4</b>	<b>36.0</b>	<b>8.8</b>	<b>5.3</b>	<b>1.8</b>	<b>0.4</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>10</b>	<b>79.1</b>	<b>11</b>	<b>2016</b>						
TIANJIN																											
HEATHROW	TIANJIN AIRLINES	S	A	18	0	0	0.0	0.0	16.7	27.8	22.2	33.3	0.0	0.0	0.0	0.0	0.0	43	69.2	16	26						
HEATHROW	TIANJIN AIRLINES	S	D	18	0	0	0.0	50.0	16.7	0.0	22.2	5.6	5.6	0.0	0.0	0.0	0.0	22	84.6	7	26						
<b>TOTAL TIANJIN</b>				<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>16.7</b>	<b>13.9</b>	<b>22.2</b>	<b>19.4</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>76.9</b>	<b>11</b>	<b>52</b>						
TIMISOARA																											
DONCASTER SHEFFIELD	WIZZ AIR	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	0	0						
DONCASTER SHEFFIELD	WIZZ AIR	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
LUTON	WIZZ AIR	S	A	38	0	0	15.8	23.7	39.5	13.2	2.6	5.3	0.0	0.0	0.0	0.0	0.0	9	74.2	27	31						
LUTON	WIZZ AIR	S	D	38	0	0	0.0	39.5	39.5	5.3	13.2	2.6	0.0	0.0	0.0	0.0	0.0	12	77.4	17	31						
<b>TOTAL TIMISOARA</b>				<b>82</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>34.1</b>	<b>37.8</b>	<b>8.5</b>	<b>7.3</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>74.6</b>	<b>22</b>	<b>62</b>						
TIRANA																											
GATWICK	BRITISH AIRWAYS PLC	S	A	33	0	0	42.4	36.4	12.1	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	12	97.0	1	33						
GATWICK	BRITISH AIRWAYS PLC	S	D	33	0	0	0.0	48.5	45.5	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.9	3	33						
GATWICK	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE 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						
	LUTON	WIZZ AIR UK LTD	S	A	27	0	0	33.3	33.3	11.1	0.0	7.4	7.4	0.0	3.7	3.7	0.0	0.0	51	76.5	10	17	
	LUTON	WIZZ AIR UK LTD	S	D	26	0	0	0.0	34.6	46.2	11.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	12	100.0	2	17	
	STANSTED	ALBAWINGS	S	A	10	0	1	0.0	9.1	54.5	9.1	0.0	0.0	9.1	9.1	0.0	0.0	9.1	50	0.0	0	0	
	STANSTED	ALBAWINGS	S	D	10	0	1	0.0	0.0	45.5	18.2	9.1	0.0	9.1	9.1	0.0	0.0	9.1	54	0.0	0	0	
	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	2	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	
<b>TOTAL TIRANA</b>					<b>139</b>	<b>0</b>	<b>2</b>	<b>16.3</b>	<b>33.3</b>	<b>31.9</b>	<b>5.7</b>	<b>2.8</b>	<b>3.5</b>	<b>1.4</b>	<b>2.8</b>	<b>0.7</b>	<b>0.0</b>	<b>1.4</b>	<b>24</b>	<b>92.2</b>	<b>3</b>	<b>103</b>	
TIREE																							
	GLASGOW	LOGANAIR LTD	S	A	41	0	12	11.3	34.0	18.9	1.9	3.8	3.8	1.9	1.9	0.0	0.0	22.6	18	70.0	23	44	
	GLASGOW	LOGANAIR LTD	S	D	42	0	11	0.0	43.4	22.6	3.8	3.8	1.9	1.9	1.9	0.0	0.0	20.8	17	66.0	24	46	
<b>TOTAL TIREE</b>					<b>83</b>	<b>0</b>	<b>23</b>	<b>5.7</b>	<b>38.7</b>	<b>20.8</b>	<b>2.8</b>	<b>3.8</b>	<b>2.8</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>21.7</b>	<b>18</b>	<b>68.0</b>	<b>24</b>	<b>90</b>	
TIRGU MURES																							
	LUTON	WIZZ AIR UK LTD	S	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	6	84.6	15	13	
	LUTON	WIZZ AIR UK LTD	S	D	10	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.9	5	14	
<b>TOTAL TIRGU MURES</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>63.2</b>	<b>21.1</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.9</b>	<b>9</b>	<b>27</b>	
TOBAGO																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	37.5	25.0	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	11	66.7	14	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	33.3	55.6	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	19	62.5	21	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	44.4	33.3	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	88.9	5	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	9	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	75.0	8	4	
<b>TOTAL TOBAGO</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>37.1</b>	<b>28.6</b>	<b>5.7</b>	<b>0.0</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.4</b>	<b>11</b>	<b>39</b>	
TOKYO (HANEDA)																							
	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	19.4	22.6	41.9	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	96.8	1	31	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	0.0	64.5	35.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.3	4	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	11.1	37.0	29.6	11.1	7.4	3.7	0.0	0.0	0.0	0.0	0.0	10	90.3	2	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	40.7	48.1	0.0	7.4	3.7	0.0	0.0	0.0	0.0	0.0	9	90.3	5	31	
	HEATHROW	JAPAN AIRLINES	S	A	62	0	0	16.1	22.6	32.3	22.6	3.2	1.6	0.0	1.6	0.0	0.0	0.0	14	96.8	2	62	
	HEATHROW	JAPAN AIRLINES	S	D	62	0	0	0.0	48.4	48.4	1.6	0.0	0.0	1.6	0.0	0.0	0.0	0.0	5	95.2	3	62	
<b>TOTAL TOKYO (HANEDA)</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>38.3</b>	<b>39.6</b>	<b>9.6</b>	<b>2.5</b>	<b>1.3</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>94.0</b>	<b>3</b>	<b>247</b>	
TOKYO (NARITA)																							
	HEATHROW	AEROFLOT	S	A	6	0	0	50.0	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	10	7	
	HEATHROW	AEROFLOT	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	5	100.0	5	8	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: T		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					JAN 2019		
						MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
		HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	3.7	37.0	33.3	11.1	3.7	3.7	3.7	3.7	0.0	0.0	0.0	23	96.7	4	30			
		HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	0.0	21.4	64.3	3.6	10.7	0.0	0.0	0.0	0.0	0.0	0.0	8	71.0	16	31			
<b>TOTAL TOKYO (NARITA)</b>						<b>69</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>31.9</b>	<b>44.9</b>	<b>7.2</b>	<b>5.8</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.5</b>	<b>9</b>	<b>76</b>			
TORONTO																										
		GLASGOW	AIR TRANSAT	S	A	7	0	0	28.6	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	26	6			
		GLASGOW	AIR TRANSAT	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	83.3	13	6			
		GATWICK	AIR TRANSAT	S	A	31	0	0	3.2	9.7	32.3	22.6	19.4	12.9	0.0	0.0	0.0	0.0	0.0	26	45.2	67	31			
		GATWICK	AIR TRANSAT	S	D	31	0	0	0.0	22.6	38.7	32.3	6.5	0.0	0.0	0.0	0.0	0.0	0.0	12	58.1	56	31			
		GATWICK	WEST JET AIRLINES	S	A	31	0	0	58.1	25.8	3.2	9.7	0.0	0.0	0.0	3.2	0.0	0.0	0.0	8	71.0	31	31			
		GATWICK	WEST JET AIRLINES	S	D	31	0	0	0.0	16.1	61.3	6.5	9.7	3.2	0.0	3.2	0.0	0.0	0.0	16	54.8	36	31			
		HEATHROW	AIR CANADA	S	A	115	0	3	16.1	17.8	20.3	22.9	9.3	5.9	2.5	2.5	0.0	0.0	2.5	25	52.1	24	118			
		HEATHROW	AIR CANADA	S	D	116	0	2	0.0	44.9	39.0	8.5	1.7	2.5	0.0	1.7	0.0	0.0	1.7	11	81.5	11	119			
		HEATHROW	BRITISH AIRWAYS PLC	S	A	49	0	1	8.0	50.0	28.0	6.0	4.0	2.0	0.0	0.0	0.0	0.0	2.0	7	69.4	19	61			
		HEATHROW	BRITISH AIRWAYS PLC	S	D	48	0	1	0.0	10.2	57.1	18.4	6.1	6.1	0.0	0.0	0.0	0.0	2.0	15	59.7	25	61			
		MANCHESTER	AIR TRANSAT	S	A	9	0	0	44.4	33.3	0.0	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	21	55.6	58	9			
		MANCHESTER	AIR TRANSAT	S	D	9	0	0	0.0	22.2	55.6	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	23	44.4	51	9			
<b>TOTAL TORONTO</b>						<b>484</b>	<b>0</b>	<b>7</b>	<b>9.8</b>	<b>28.5</b>	<b>33.2</b>	<b>14.5</b>	<b>5.9</b>	<b>4.7</b>	<b>0.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>16</b>	<b>63.4</b>	<b>27</b>	<b>513</b>			
TOULON / HYERES																										
		CARDIFF WALES	VOLOTEA	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0			
		CARDIFF WALES	VOLOTEA	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
		NEWCASTLE	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	0.0	21	1			
		NEWCASTLE	VOLOTEA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
<b>TOTAL TOULON / HYERES</b>						<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>50.0</b>	<b>11</b>	<b>2</b>			
TOULOUSE (BLAGNAC)																										
		BIRMINGHAM	FLYBE LTD	C	A	4	0	0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
		BIRMINGHAM	FLYBE LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
		BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	1	4			
		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	0.0	0.0	3	75.0	6	4			
		BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	6.3	644	27			
		BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.4	8	32			
		BRISTOL	EASYJET UK LTD	S	A	19	0	0	21.1	15.8	47.4	5.3	10.5	0.0	0.0	0.0	0.0	0.0	0.0	9	33.3	24	18			
		BRISTOL	EASYJET UK LTD	S	D	19	0	0	5.3	52.6	26.3	5.3	10.5	0.0	0.0	0.0	0.0	0.0	0.0	7	78.9	8	19			
		BRISTOL	LOGANAIR LTD	C	A	31	0	0	0.0	45.2	32.3	9.7	9.7	3.2	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0			
		BRISTOL	LOGANAIR LTD	C	D	30	0	0	6.7	36.7	23.3	13.3	3.3	13.3	3.3	0.0	0.0	0.0	0.0	21	0.0	0	0			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: T																	JAN 2019			
		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
	EDINBURGH	BA CITYFLYER LTD	C	A	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
	EDINBURGH	BA CITYFLYER LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	4
	EDINBURGH	RYANAIR	S	A	11	0	0	0.0	45.5	36.4	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	19	88.9	5	9
	EDINBURGH	RYANAIR	S	D	11	0	0	0.0	45.5	27.3	9.1	0.0	18.2	0.0	0.0	0.0	0.0	0.0	21	100.0	1	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	0	11
	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	11
	LIVERPOOL (JOHN LENNON)	LOGANAIR 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	54	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	50	0	1	5.9	43.1	23.5	11.8	9.8	3.9	0.0	0.0	0.0	0.0	2.0	11	86.9	7	61
	GATWICK	EASYJET UK LTD	S	D	50	0	1	0.0	31.4	41.2	3.9	17.6	3.9	0.0	0.0	0.0	0.0	2.0	14	85.2	9	61
	GATWICK	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	GATWICK	TITAN AIRWAYS LTD	C	A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	GATWICK	TITAN AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	GATWICK	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	20	100.0	0	4
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	30	100.0	1	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	85	0	4	16.9	50.6	15.7	4.5	5.6	2.2	0.0	0.0	0.0	0.0	4.5	7	94.6	4	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	3	0.0	47.2	38.2	10.1	1.1	0.0	0.0	0.0	0.0	0.0	3.4	5	90.3	4	93
	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	91.7	5	12
	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	91.7	7	12
	STANSTED	RYANAIR	S	A	56	0	0	7.1	50.0	25.0	12.5	3.6	1.8	0.0	0.0	0.0	0.0	0.0	7	69.8	12	63
	STANSTED	RYANAIR	S	D	56	0	0	0.0	67.9	26.8	1.8	3.6	0.0	0.0	0.0	0.0	0.0	0.0	3	80.3	10	61
	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	80.0	7	10
	MANCHESTER	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	7	10
	MANCHESTER	JET2.COM 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	19	0.0	0	0
	MANCHESTER	JET2.COM LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	11	4
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	20	4
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>562</b>	<b>0</b>	<b>9</b>	<b>5.4</b>	<b>45.9</b>	<b>30.1</b>	<b>7.4</b>	<b>6.3</b>	<b>3.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>9</b>	<b>81.1</b>	<b>34</b>	<b>644</b>
TOURS																						
	STANSTED	RYANAIR	S	A	11	0	0	9.1	81.8	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	8
	STANSTED	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	3	100.0	8	8
<b>TOTAL TOURS</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>72.7</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>0.0</b>	<b>2</b>	<b>100.0</b>	<b>5</b>	<b>16</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: T																	JAN 2019				
		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	
TREVISO		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	13	10
		EAST MIDLANDS 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	7	100.0	2	10
		EDINBURGH	RYANAIR	S	A	9	0	0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	5	13	
		EDINBURGH	RYANAIR	S	D	9	0	0	11.1	22.2	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	13	
		STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.7	15	82	
		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	82.9	6	82	
		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	3	85.7	7	14	
		MANCHESTER	RYANAIR	S	D	13	0	0	0.0	69.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	5	14	
		SOUTHEND	RYANAIR	S	A	13	0	0	23.1	46.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
		SOUTHEND	RYANAIR	S	D	13	0	0	0.0	69.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL TREVISO</b>						<b>86</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>51.2</b>	<b>29.1</b>	<b>11.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>79.0</b>	<b>9</b>	<b>238</b>	
TRIESTE (RONCHI DEI LEGIONARI)		STANSTED	RYANAIR	S	A	15	0	0	46.7	33.3	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	7	12	
		STANSTED	RYANAIR	S	D	15	0	0	0.0	46.7	53.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	91.7	3	12	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>						<b>30</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>40.0</b>	<b>36.7</b>	<b>0.0</b>	<b>0.0</b>	<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>24</b>	
TROMSOE		GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	18	0	0	16.7	27.8	22.2	22.2	5.6	0.0	5.6	0.0	0.0	0.0	18	76.5	10	17	
		GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	18	0	0	0.0	72.2	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	4	88.2	9	17	
		LUTON	WIZZ AIR UK LTD	S	A	9	0	1	0.0	40.0	40.0	10.0	0.0	0.0	0.0	0.0	10.0	6	37.5	46	8		
		LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	10	9	
<b>TOTAL TROMSOE</b>						<b>54</b>	<b>0</b>	<b>1</b>	<b>5.5</b>	<b>47.3</b>	<b>27.3</b>	<b>12.7</b>	<b>3.6</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>9</b>	<b>76.5</b>	<b>15</b>	<b>51</b>	
TRONDHEIM (VAERNES)		GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	13	0	0	7.7	46.2	23.1	23.1	0.0	0.0	0.0	0.0	0.0	0.0	6	59.3	20	27	
		GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	13	0	0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	12	27	
<b>TOTAL TRONDHEIM (VAERNES)</b>						<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>53.8</b>	<b>30.8</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>74.1</b>	<b>16</b>	<b>54</b>	
TUNIS		GATWICK	TUNISAIR	S	A	12	0	0	0.0	16.7	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	16	0.0	60	9	
		GATWICK	TUNISAIR	S	D	12	0	0	0.0	16.7	50.0	8.3	25.0	0.0	0.0	0.0	0.0	0.0	17	0.0	74	9	
		HEATHROW	TUNISAIR	S	A	17	0	0	0.0	11.8	29.4	35.3	11.8	0.0	11.8	0.0	0.0	0.0	36	11.8	51	17	
		HEATHROW	TUNISAIR	S	D	17	0	0	0.0	17.6	35.3	23.5	11.8	0.0	11.8	0.0	0.0	0.0	30	11.8	50	17	
<b>TOTAL TUNIS</b>						<b>58</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.5</b>	<b>36.2</b>	<b>25.9</b>	<b>15.5</b>	<b>0.0</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>7.4</b>	<b>56</b>	<b>52</b>	
TURIN		BIRMINGHAM	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE					JAN 2019		
								More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	JET2.COM LTD	S A	8	0	0	0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	8				
BIRMINGHAM	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	1	100.0	2	8				
BIRMINGHAM	TUI AIRWAYS LTD	C A	4	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	75.0	10	4				
BIRMINGHAM	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	5	100.0	7	4				
BOURNEMOUTH	TUI AIRWAYS LTD	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	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	0	100.0	3	4				
BRISTOL	EASYJET UK LTD	S A	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	9	75.0	8	4				
BRISTOL	EASYJET UK 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	2	100.0	4	4				
BRISTOL	RYANAIR	S A	4	0	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0				
BRISTOL	RYANAIR	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	0.0	0	0				
BRISTOL	TUI AIRWAYS LTD	C A	4	0	0	0	25.0	0.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	24	75.0	7	4				
BRISTOL	TUI AIRWAYS LTD	C D	4	0	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	24	100.0	0	4				
EDINBURGH	JET2.COM 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	5	4				
EDINBURGH	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	2	100.0	1	4				
GLASGOW	TUI AIRWAYS LTD	C 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	75.0	9	4				
GLASGOW	TUI AIRWAYS LTD	C D	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	19	100.0	2	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	0.0	0	50.0	26	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	0.0	0	75.0	14	4				
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	4				
GATWICK	BRITISH AIRWAYS PLC	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4				
GATWICK	BRITISH AIRWAYS PLC	S A	65	0	0	0	35.4	46.2	12.3	3.1	3.1	0.0	0.0	0.0	0.0	0.0	0.0	3	91.9	5	62				
GATWICK	BRITISH AIRWAYS PLC	S D	65	0	0	0	0.0	55.4	33.8	6.2	3.1	1.5	0.0	0.0	0.0	0.0	0.0	5	95.2	3	62				
GATWICK	EASYJET UK LTD	S A	21	0	0	0	9.5	42.9	19.0	9.5	9.5	0.0	4.8	4.8	0.0	0.0	0.0	25	68.2	11	22				
GATWICK	EASYJET UK LTD	S D	21	0	0	0	0.0	33.3	38.1	19.0	4.8	4.8	0.0	0.0	0.0	0.0	0.0	14	77.3	11	22				
GATWICK	TITAN AIRWAYS LTD	C A	4	0	0	0	25.0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	34	87.5	14	8				
GATWICK	TITAN AIRWAYS LTD	C 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	18	50.0	27	8				
GATWICK	TUI AIRWAYS LTD	C A	8	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	0	100.0	1	8				
GATWICK	TUI AIRWAYS LTD	C D	8	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	8				
GATWICK	VISTAJET LTD MALTA	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	2	0.0	0	0				
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	85.7	6	7				
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	100.0	3	8				
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	77.8	5	9				

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	0	0	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
	LUTON	EASYJET UK LTD	S	A	6	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	6	5
	LUTON	EASYJET UK 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	0	5
	STANSTED	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	75.0	4	4
	STANSTED	JET2.COM LTD	S	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4
	STANSTED	RYANAIR	S	A	36	0	0	0.0	44.4	50.0	2.8	0.0	0.0	0.0	2.8	0.0	0.0	0.0	8	80.6	9	36
	STANSTED	RYANAIR	S	D	36	0	0	0.0	63.9	33.3	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	5	91.7	5	36
	STANSTED	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	0.0	8	100.0	8	4
	STANSTED	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	4
	MANCHESTER	EASYJET UK LTD	S	A	4	0	0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	75.0	11	4
	MANCHESTER	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	100.0	2	4
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	91.7	6	12
	MANCHESTER	JET2.COM LTD	S	D	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	91.7	3	12
	MANCHESTER	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	75.0	10	8
	MANCHESTER	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	6	8
	NEWCASTLE	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	2	100.0	3	4
	NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	5	4
<b>TOTAL TURIN</b>					<b>404</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>44.8</b>	<b>33.9</b>	<b>5.7</b>	<b>3.0</b>	<b>1.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.4</b>	<b>6</b>	<b>466</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: U

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
UMEA	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1
<b>TOTAL UMEA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>16</b>	<b>1</b>
U-TAPAO	BIRMINGHAM	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	46	2
	BIRMINGHAM	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	8	100.0	6	2
	GATWICK	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	32	50.0	9	2
	GATWICK	TUI AIRWAYS LTD	C	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	2
	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	10	50.0	15	2
	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	5	50.0	37	2
<b>TOTAL U-TAPAO</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</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>15</b>	<b>41.7</b>	<b>23</b>	<b>12</b>



ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: V																			JAN 2019		
		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	8	0	1	0.0	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11.1	4	100.0	0	1	
	EDINBURGH	ATLANTIC AIRWAYS	S	D	9	0	1	20.0	50.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	3	100.0	0	1	
<b>TOTAL VAGAR</b>					<b>17</b>	<b>0</b>	<b>2</b>	<b>10.5</b>	<b>57.9</b>	<b>10.5</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>3</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
VALENCIA	BIRMINGHAM	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	112	0.0	0	0	
	BRISTOL	RYANAIR	S	A	9	0	1	10.0	10.0	20.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	10.0	26	25.0	41	8	
	BRISTOL	RYANAIR	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	0.0	9	87.5	5	8	
	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	14	
	EDINBURGH	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	9	14	
	LEEDS BRADFORD	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	218	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	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	140	94.4	3	18	
	GATWICK	BRITISH AIRWAYS PLC	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	37	100.0	2	18	
	GATWICK	EASYJET UK LTD	S	A	48	0	1	10.2	30.6	26.5	24.5	2.0	4.1	0.0	0.0	0.0	0.0	2.0	11	77.1	8	48	
	GATWICK	EASYJET UK LTD	S	D	49	0	0	0.0	28.6	61.2	8.2	0.0	0.0	2.0	0.0	0.0	0.0	0.0	8	87.2	7	47	
	GATWICK	VUELING AIRLINES	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	59	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	21.4	42.9	14.3	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	0.0	28.6	50.0	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	LUTON	EASYJET UK LTD	S	A	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.0	6	10	
	LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	5	10	
	STANSTED	RYANAIR	S	A	37	0	1	10.5	50.0	26.3	2.6	5.3	0.0	2.6	0.0	0.0	0.0	2.6	9	84.6	7	39	
	STANSTED	RYANAIR	S	D	36	0	0	2.8	69.4	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	7	40	
	MANCHESTER	RYANAIR	S	A	9	0	0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	19	8	
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	34	8	
<b>TOTAL VALENCIA</b>					<b>258</b>	<b>0</b>	<b>3</b>	<b>7.3</b>	<b>42.5</b>	<b>32.2</b>	<b>9.6</b>	<b>4.2</b>	<b>1.5</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>9</b>	<b>82.4</b>	<b>8</b>	<b>290</b>	
VANCOUVER	HEATHROW	AIR CANADA	S	A	29	0	0	13.8	34.5	31.0	10.3	3.4	6.9	0.0	0.0	0.0	0.0	0.0	11	76.7	9	30	
	HEATHROW	AIR CANADA	S	D	29	0	0	0.0	31.0	51.7	10.3	3.4	0.0	3.4	0.0	0.0	0.0	0.0	10	90.0	5	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	36.7	30.0	3.3	10.0	10.0	6.7	0.0	3.3	0.0	0.0	0.0	18	71.0	17	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	40.0	46.7	6.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	8	61.3	24	31	
<b>TOTAL VANCOUVER</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>33.9</b>	<b>33.1</b>	<b>9.3</b>	<b>5.1</b>	<b>4.2</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>74.6</b>	<b>14</b>	<b>122</b>	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: V																	JAN 2019			
		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
VARADERO		MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	58	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	48	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</b>	<b>12.5</b>	<b>53</b>	<b>8</b>	
VARNA		BIRMINGHAM	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	126	0.0	0	0
		LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	10	0	0	30.0	30.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
		LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	10	0	0	0.0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
		LUTON	WIZZ AIR	S	A	31	0	0	45.2	45.2	3.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	2	95.5	2	22
		LUTON	WIZZ AIR	S	D	31	0	0	0.0	64.5	22.6	6.5	3.2	3.2	0.0	0.0	0.0	0.0	6	86.4	6	22
<b>TOTAL VARNA</b>						<b>83</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>50.6</b>	<b>19.3</b>	<b>6.0</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</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>
VASTERAS		STANSTED	RYANAIR	S	A	15	0	0	0.0	20.0	53.3	20.0	6.7	0.0	0.0	0.0	0.0	0.0	11	47.1	38	17
		STANSTED	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	5	88.2	7	17
<b>TOTAL VASTERAS</b>						<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>53.3</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>8</b>	<b>67.6</b>	<b>23</b>	<b>34</b>
VENICE		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	100.0	0	8	
		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	100.0	1	8	
		BRISTOL	EASYJET EUROPE	S	A	17	0	0	11.8	47.1	11.8	11.8	0.0	11.8	0.0	0.0	5.9	0.0	40	0.0	0	0
		BRISTOL	EASYJET EUROPE	S	D	17	0	0	5.9	47.1	11.8	5.9	11.8	11.8	0.0	0.0	5.9	0.0	45	0.0	0	0
		BRISTOL	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	8	16	
		BRISTOL	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	16	
		BRISTOL	RYANAIR	S	A	22	0	0	4.5	36.4	31.8	9.1	18.2	0.0	0.0	0.0	0.0	0.0	11	85.7	6	21
		BRISTOL	RYANAIR	S	D	22	0	0	0.0	68.2	22.7	4.5	4.5	0.0	0.0	0.0	0.0	0.0	3	100.0	0	21
		EDINBURGH	EASYJET EUROPE	S	A	20	0	0	35.0	30.0	15.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	12	0.0	0	0
		EDINBURGH	EASYJET EUROPE	S	D	20	0	0	0.0	40.0	35.0	5.0	10.0	10.0	0.0	0.0	0.0	0.0	18	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	83.3	4	12	
		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	75.0	9	12	
		GLASGOW	EASYJET UK LTD	S	A	8	0	0	50.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	9
		GLASGOW	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	3	100.0	0	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	100.0	0	9
		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	0	9
		GATWICK	BRITISH AIRWAYS PLC	S	A	68	0	1	29.0	42.0	21.7	2.9	0.0	2.9	0.0	0.0	0.0	0.0	4	83.6	8	67

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE 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									
	GATWICK	BRITISH AIRWAYS PLC	S	D	68	0	1	0.0	59.4	33.3	2.9	2.9	0.0	0.0	0.0	0.0	0.0	1.4	4	92.5	4	67	
	GATWICK	EASYJET UK LTD	S	A	72	0	0	16.7	37.5	19.4	13.9	4.2	5.6	2.8	0.0	0.0	0.0	0.0	15	78.6	9	70	
	GATWICK	EASYJET UK LTD	S	D	72	0	0	0.0	38.9	43.1	6.9	8.3	1.4	0.0	1.4	0.0	0.0	0.0	12	81.4	10	70	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	39	0	0	46.2	23.1	17.9	2.6	10.3	0.0	0.0	0.0	0.0	0.0	0.0	6	91.5	3	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	39	0	0	0.0	56.4	28.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	91.5	5	58	
	LUTON	EASYJET UK LTD	S	A	16	0	0	25.0	43.8	6.3	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	6	12	
	LUTON	EASYJET UK LTD	S	D	16	0	0	0.0	50.0	37.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	13	
	STANSTED	RYANAIR	S	A	85	0	0	0.0	14.1	42.4	23.5	17.6	2.4	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	STANSTED	RYANAIR	S	D	85	0	0	0.0	62.4	32.9	4.7	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	19	0	0	21.1	47.4	10.5	10.5	5.3	5.3	0.0	0.0	0.0	0.0	0.0	9	77.8	8	17	
	MANCHESTER	EASYJET UK LTD	S	D	19	0	0	0.0	68.4	26.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	9	17	
<b>TOTAL VENICE</b>					<b>732</b>	<b>0</b>	<b>2</b>	<b>9.9</b>	<b>43.2</b>	<b>28.6</b>	<b>8.4</b>	<b>6.4</b>	<b>2.5</b>	<b>0.3</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>10</b>	<b>87.4</b>	<b>6</b>	<b>600</b>	
VERONA VILLAFRANCA	BELFAST INTERNATIONAL	JET2.COM 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	100.0	7	4	
	BELFAST INTERNATIONAL	JET2.COM LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	4	
	BIRMINGHAM	RYANAIR	S	A	6	0	0	0.0	50.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	8	55.6	25	9	
	BIRMINGHAM	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	66.7	20	9	
	BIRMINGHAM	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	2	50.0	30	4	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	20	4	
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	4	
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	28	75.0	9	4	
	EDINBURGH	BA CITYFLYER LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	4	4	
	EDINBURGH	BA CITYFLYER LTD	C	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	4	4	
	EDINBURGH	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	0.0	6	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	D	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	35.7	50.0	7.1	0.0	3.6	3.6	0.0	0.0	0.0	0.0	0.0	4	88.9	4	27	
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	0.0	50.0	42.9	3.6	0.0	3.6	0.0	0.0	0.0	0.0	0.0	5	96.3	2	27	
	GATWICK	EASYJET UK 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	5	84.2	10	19	
	GATWICK	EASYJET UK LTD	S	D	17	0	0	0.0	29.4	64.7	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	6	19	
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	75.0	15	4	
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	6	4	
	LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	9	9	
	LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	7	9	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2019				
								More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	STANSTED	RYANAIR	S	A	15	0	0	0.0	13.3	60.0	13.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	11	71.4	9	14
	STANSTED	RYANAIR	S	D	15	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	14
	MANCHESTER	EASYJET UK LTD	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	11	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	77.8	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	25.0	0.0	25.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	103	50.0	17	4
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	115	50.0	9	4
<b>TOTAL VERONA VILLAFRANCA VIENNA</b>					<b>214</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>40.2</b>	<b>36.4</b>	<b>7.0</b>	<b>4.7</b>	<b>1.4</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.4</b>	<b>8</b>	<b>204</b>
	BIRMINGHAM	AUSTRIAN AIRLINES	S	A	19	0	0	15.8	47.4	26.3	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	BIRMINGHAM	AUSTRIAN AIRLINES	S	D	19	0	0	0.0	68.4	15.8	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.4	10	17
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.5	11	17
	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	23	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	1	0.0	0	0
	BIRMINGHAM	LAUDA MOTION GMBH	S	A	13	0	0	0.0	23.1	61.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	BIRMINGHAM	LAUDA MOTION GMBH	S	D	13	0	0	0.0	7.7	53.8	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	44.4	15	9
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	3	9
	EDINBURGH	EASYJET UK LTD	S	A	8	0	0	0.0	62.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	11	55.6	26	9
	EDINBURGH	EASYJET UK LTD	S	D	8	0	0	0.0	75.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12	100.0	1	9
	EDINBURGH	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	50.0	16	2
	EDINBURGH	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	6	2
	EDINBURGH	LAUDA MOTION GMBH	S	A	13	0	0	0.0	0.0	53.8	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	EDINBURGH	LAUDA MOTION GMBH	S	D	13	0	0	0.0	0.0	38.5	30.8	7.7	23.1	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
	LEEDS BRADFORD	JET2.COM LTD	S	A	1	0	0	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
	LEEDS BRADFORD	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	39	0.0	0	0
	LIVERPOOL (JOHN LENNON)	LAUDA MOTION GMBH	S	A	9	0	0	0.0	22.2	33.3	0.0	11.1	22.2	11.1	0.0	0.0	0.0	0.0	36	0.0	0	0
	LIVERPOOL (JOHN LENNON)	LAUDA MOTION GMBH	S	D	9	0	0	0.0	0.0	55.6	0.0	11.1	22.2	11.1	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	86.2	8	29
	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	93.1	6	29

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2019		
														More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
														0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	0	55.6	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	33.3	21	3				
GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	19	3				
GATWICK	EASYJET UK LTD	S	A	33	0	0	0	3.0	30.3	30.3	15.2	18.2	3.0	0.0	0.0	0.0	0.0	0.0	15	51.4	20	37				
GATWICK	EASYJET UK LTD	S	D	33	0	0	0	0.0	42.4	54.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	89.2	4	37				
HEATHROW	AUSTRIAN AIRLINES	S	A	117	0	0	0	8.5	27.4	42.7	16.2	4.3	0.9	0.0	0.0	0.0	0.0	0.0	9	70.9	12	86				
HEATHROW	AUSTRIAN AIRLINES	S	D	116	0	0	0	0.0	28.4	54.3	6.9	7.8	2.6	0.0	0.0	0.0	0.0	0.0	10	74.1	11	85				
HEATHROW	BRITISH AIRWAYS PLC	S	A	132	0	0	0	22.0	36.4	25.0	9.1	4.5	2.3	0.8	0.0	0.0	0.0	0.0	8	90.1	4	121				
HEATHROW	BRITISH AIRWAYS PLC	S	D	132	0	0	0	0.0	54.5	33.3	7.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	92.6	4	120				
LUTON	EASYJET UK LTD	S	A	12	0	0	0	0.0	41.7	16.7	16.7	8.3	16.7	0.0	0.0	0.0	0.0	0.0	21	54.5	20	11				
LUTON	EASYJET UK LTD	S	D	12	0	0	0	0.0	50.0	33.3	0.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	11	63.6	11	11				
STANSTED	LAUDA MOTION GMBH	S	A	56	0	0	0	8.9	41.1	21.4	14.3	10.7	1.8	0.0	1.8	0.0	0.0	0.0	16	62.3	16	61				
STANSTED	LAUDA MOTION GMBH	S	D	56	0	1	0	0.0	22.8	43.9	7.0	17.5	5.3	0.0	1.8	0.0	0.0	1.8	19	49.2	19	61				
MANCHESTER	AUSTRIAN AIRLINES	S	A	19	0	0	0	10.5	57.9	21.1	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	9	18				
MANCHESTER	AUSTRIAN AIRLINES	S	D	19	0	0	0	0.0	73.7	15.8	0.0	5.3	5.3	0.0	0.0	0.0	0.0	0.0	6	94.4	5	18				
MANCHESTER	EASYJET UK LTD	S	A	9	0	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	70.0	12	10				
MANCHESTER	EASYJET UK 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	0	100.0	1	10				
MANCHESTER	JET2.COM LTD	S	A	1	0	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0				
MANCHESTER	JET2.COM LTD	S	D	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
<b>TOTAL VIENNA</b>				<b>923</b>	<b>0</b>	<b>1</b>	<b>6.1</b>	<b>37.1</b>	<b>36.5</b>	<b>10.2</b>	<b>6.7</b>	<b>2.8</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>10</b>	<b>77.5</b>	<b>10</b>	<b>824</b>					
VILNIUS																										
BELFAST INTERNATIONAL	WIZZ AIR	S	A	9	0	0	0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	15	9				
BELFAST INTERNATIONAL	WIZZ AIR	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	0.0	7	55.6	25	9				
BIRMINGHAM	LOT-POLISH AIRLINES	S	A	1	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	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	0	77.8	14	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	0	44.4	42	9				
DONCASTER SHEFFIELD	WIZZ AIR	S	A	10	0	0	0	20.0	30.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	10	8				
DONCASTER SHEFFIELD	WIZZ AIR	S	D	10	0	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	62.5	15	8				
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	66.7	11	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	88.9	5	9				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	72.7	10	11	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	4	10	
	LONDON CITY	LOT-POLISH AIRLINES	S	A	52	0	0	30.8	51.9	9.6	3.8	1.9	1.9	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	LONDON CITY	LOT-POLISH AIRLINES	S	D	51	0	2	1.9	24.5	26.4	24.5	17.0	1.9	0.0	0.0	0.0	0.0	3.8	16	0.0	0	0	
	LUTON	RYANAIR	S	A	27	0	0	3.7	44.4	40.7	3.7	3.7	0.0	3.7	0.0	0.0	0.0	0.0	10	84.6	10	26	
	LUTON	RYANAIR	S	D	27	0	0	0.0	70.4	18.5	3.7	3.7	3.7	0.0	0.0	0.0	0.0	0.0	7	100.0	4	26	
	LUTON	WIZZ AIR	S	A	23	0	0	39.1	21.7	34.8	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	97.7	2	43	
	LUTON	WIZZ AIR	S	D	23	0	0	0.0	69.6	26.1	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.7	4	43	
	STANSTED	RYANAIR	S	A	32	0	0	6.3	34.4	40.6	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	84.4	9	32	
	STANSTED	RYANAIR	S	D	32	0	0	0.0	53.1	37.5	6.3	3.1	0.0	0.0	0.0	0.0	0.0	0.0	5	71.9	10	32	
	SOUTHEND	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	
	SOUTHEND	RYANAIR	S	A	13	0	0	0.0	38.5	53.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	SOUTHEND	RYANAIR	S	D	13	0	0	7.7	76.9	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	SOUTHEND	WIZZ AIR	S	A	13	0	0	38.5	30.8	23.1	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	13	0.0	0	0	
	SOUTHEND	WIZZ AIR	S	D	13	0	0	0.0	46.2	30.8	15.4	0.0	0.0	7.7	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL VILNIUS</b>					<b>377</b>	<b>0</b>	<b>2</b>	<b>10.3</b>	<b>43.5</b>	<b>31.4</b>	<b>9.0</b>	<b>3.7</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>7</b>	<b>83.3</b>	<b>9</b>	<b>292</b>	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: W

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2019				
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	LUFTHANSA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
	BIRMINGHAM	WIZZ AIR	S	A	9	0	0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	11
	BIRMINGHAM	WIZZ AIR	S	D	9	0	0	0.0	44.4	44.4	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	27	81.8	7	11
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	11	0	0	27.3	27.3	36.4	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	10
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	11	0	0	0.0	27.3	63.6	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	90.0	3	10
	EDINBURGH	WIZZ AIR	S	A	18	0	0	22.2	55.6	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	EDINBURGH	WIZZ AIR	S	D	18	0	0	0.0	38.9	55.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	LEEDS BRADFORD	LOT-POLISH AIRLINES	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	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	5	75.0	7	8
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	8
	GATWICK	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	23.5	31	17
	GATWICK	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.5	7	17
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	8.8	52.6	22.8	5.3	8.8	0.0	1.8	0.0	0.0	0.0	0.0	8	80.8	8	52
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	0.0	47.4	42.1	7.0	1.8	0.0	1.8	0.0	0.0	0.0	0.0	6	86.5	4	52
	HEATHROW	LOT-POLISH AIRLINES	S	A	91	0	0	14.3	30.8	29.7	11.0	12.1	2.2	0.0	0.0	0.0	0.0	0.0	12	80.0	10	90
	HEATHROW	LOT-POLISH AIRLINES	S	D	90	0	0	0.0	40.0	33.3	10.0	12.2	4.4	0.0	0.0	0.0	0.0	0.0	12	80.9	10	89
	LONDON CITY	LOT-POLISH AIRLINES	S	A	52	0	0	15.4	26.9	30.8	21.2	5.8	0.0	0.0	0.0	0.0	0.0	0.0	10	90.9	5	43
	LONDON CITY	LOT-POLISH AIRLINES	S	D	53	0	0	1.9	52.8	34.0	5.7	1.9	1.9	1.9	0.0	0.0	0.0	0.0	9	75.0	9	43
	LUTON	WIZZ AIR	S	A	95	0	0	25.3	31.6	25.3	9.5	6.3	2.1	0.0	0.0	0.0	0.0	0.0	9	88.0	4	100
	LUTON	WIZZ AIR	S	D	95	0	0	0.0	61.1	24.2	9.5	3.2	2.1	0.0	0.0	0.0	0.0	0.0	7	82.0	8	100
<b>TOTAL WARSAW (CHOPIN)</b>					<b>685</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>43.1</b>	<b>30.5</b>	<b>8.9</b>	<b>6.3</b>	<b>1.6</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.8</b>	<b>8</b>	<b>662</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	5	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	66.7	12	9
	BIRMINGHAM	RYANAIR	S	A	16	0	0	31.3	43.8	12.5	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	7	92.9	11	14
	BIRMINGHAM	RYANAIR	S	D	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	11	92.9	16	14
	BRISTOL	RYANAIR	S	A	18	0	0	22.2	50.0	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	94.7	3	19
	BRISTOL	RYANAIR	S	D	18	0	0	0.0	61.1	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	94.7	4	19
	EAST MIDLANDS INTERNATIONAL	RYANAIR	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	93.8	3	16

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: W																	JAN 2019			
		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
								12	0	0	0.0	50.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	12	0	0	0.0	50.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	93.8	6	16
	EDINBURGH	RYANAIR	S	A	30	0	0	16.7	46.7	20.0	13.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5	89.5	4	19
	EDINBURGH	RYANAIR	S	D	30	0	0	3.3	46.7	36.7	10.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6	84.2	7	19
	GLASGOW	RYANAIR	S	A	9	0	0	11.1	44.4	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	GLASGOW	RYANAIR	S	D	9	0	0	0.0	11.1	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	LEEDS BRADFORD	RYANAIR	S	A	10	0	0	40.0	40.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	7	10
	LEEDS BRADFORD	RYANAIR	S	D	10	0	0	0.0	90.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	39	10
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	15	0	0	33.3	26.7	26.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5	76.5	17	17
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	15	0	0	0.0	66.7	26.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	3	82.4	17	17
	STANSTED	RYANAIR	S	A	97	0	0	24.7	49.5	20.6	2.1	1.0	0.0	1.0	1.0	0.0	0.0	0.0	6	81.2	11	101
	STANSTED	RYANAIR	S	D	97	0	0	0.0	50.5	40.2	5.2	3.1	0.0	1.0	0.0	0.0	0.0	0.0	6	78.4	9	102
	MANCHESTER	RYANAIR	S	A	9	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	15
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	86.7	8	15
	NEWCASTLE	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	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	0.0	0	75.0	9	8
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>					<b>432</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>48.8</b>	<b>28.5</b>	<b>5.6</b>	<b>3.2</b>	<b>0.9</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>84.7</b>	<b>9</b>	<b>457</b>
WASHINGTON (DULLES)																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	2	11.7	38.3	33.3	5.0	3.3	3.3	1.7	0.0	0.0	0.0	3.3	9	75.7	17	68
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	2	0.0	23.0	49.2	18.0	3.3	1.6	1.6	0.0	0.0	0.0	3.3	14	62.0	19	69
	HEATHROW	UNITED AIRLINES	S	A	92	0	0	33.7	38.0	18.5	6.5	2.2	0.0	0.0	1.1	0.0	0.0	0.0	7	87.0	9	92
	HEATHROW	UNITED AIRLINES	S	D	92	0	0	5.4	68.5	20.7	0.0	3.3	1.1	0.0	1.1	0.0	0.0	0.0	6	92.4	10	92
	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	50.0	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	0.0	35	1
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	31.0	51.7	10.3	3.4	3.4	0.0	0.0	0.0	0.0	0.0	0.0	3	92.9	4	28
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	0.0	79.3	13.8	6.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	89.3	4	27
<b>TOTAL WASHINGTON (DULLES)</b>					<b>359</b>	<b>0</b>	<b>4</b>	<b>14.3</b>	<b>47.7</b>	<b>25.6</b>	<b>6.3</b>	<b>2.8</b>	<b>1.1</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>7</b>	<b>81.8</b>	<b>12</b>	<b>378</b>
WICK JOHN O GROATS																						
	ABERDEEN	FLYBE LTD	S	A	16	0	5	23.8	19.0	19.0	4.8	4.8	4.8	0.0	0.0	0.0	0.0	23.8	12	67.6	26	35
	ABERDEEN	FLYBE LTD	S	D	16	0	5	0.0	52.4	9.5	0.0	9.5	4.8	0.0	0.0	0.0	0.0	23.8	14	75.7	20	35
	ABERDEEN	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1
	EDINBURGH	LOGANAIR LTD	S	A	23	0	0	43.5	39.1	13.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	4	72.2	16	18



ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

		Origin/Destinations: W																		JAN 2019		
		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
	EDINBURGH	LOGANAIR LTD	S	D	23	0	0	0.0	65.2	21.7	8.7	0.0	4.3	0.0	0.0	0.0	0.0	0.0	8	84.2	12	19
	GLASGOW	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1
<b>TOTAL WICK JOHN O GROATS</b>					<b>78</b>	<b>0</b>	<b>10</b>	<b>17.0</b>	<b>44.3</b>	<b>15.9</b>	<b>3.4</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>11.4</b>	<b>9</b>	<b>73.5</b>	<b>20</b>	<b>109</b>
WROCLAW																						
	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	62.5	17	8
	BELFAST INTERNATIONAL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	8
	BIRMINGHAM	WIZZ AIR	S	A	8	0	0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	9	9
	BIRMINGHAM	WIZZ AIR	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	55.6	14	9
	BRISTOL	RYANAIR	S	A	10	0	0	10.0	50.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	70.0	15	10
	BRISTOL	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	0	90.0	3	10
	DONCASTER SHEFFIELD	WIZZ AIR	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	26	75.0	9	8
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	9	0	0	0.0	55.6	22.2	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	26	100.0	3	8
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	20	0	0	20.0	45.0	30.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	3	73.7	10	19
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	20	0	0	0.0	55.0	45.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.2	6	19
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	55.6	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	7	10
	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	70.0	10	10
	GLASGOW	RYANAIR	S	A	10	0	0	20.0	60.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	23	8
	GLASGOW	RYANAIR	S	D	10	0	0	0.0	40.0	50.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	37.5	35	8
	LEEDS BRADFORD	RYANAIR	S	A	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	62.5	18	8
	LEEDS BRADFORD	RYANAIR	S	D	10	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	62.5	22	8
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	22.2	33.3	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	90.0	3	10
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	77.8	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	80.0	8	10
	LUTON	WIZZ AIR	S	A	36	0	0	5.6	33.3	36.1	11.1	8.3	2.8	2.8	0.0	0.0	0.0	0.0	15	100.0	0	39
	LUTON	WIZZ AIR	S	D	36	0	0	0.0	41.7	38.9	11.1	2.8	2.8	2.8	0.0	0.0	0.0	0.0	13	94.9	4	39
	STANSTED	RYANAIR	S	A	54	0	0	16.7	59.3	18.5	1.9	0.0	3.7	0.0	0.0	0.0	0.0	0.0	4	82.0	7	50
	STANSTED	RYANAIR	S	D	53	0	0	0.0	45.3	39.6	3.8	7.5	1.9	0.0	1.9	0.0	0.0	0.0	13	76.0	13	50
	MANCHESTER	RYANAIR	S	A	11	0	0	36.4	45.5	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	63	8
	MANCHESTER	RYANAIR	S	D	11	0	0	0.0	45.5	36.4	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	62.5	17	8
	NEWCASTLE	RYANAIR	S	A	10	0	0	30.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	7	9
	NEWCASTLE	RYANAIR	S	D	10	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	12	9
<b>TOTAL WROCLAW</b>					<b>391</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>50.1</b>	<b>30.4</b>	<b>5.1</b>	<b>3.1</b>	<b>1.8</b>	<b>0.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.3</b>	<b>10</b>	<b>392</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: W

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2019				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
WUHAN TIANHE INTERNATIONAL	GATWICK	WAMOS 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	0.0	100.0	0	0.0	0	0
	HEATHROW	CHINA SOUTHERN	S	A	10	0	2	25.0	25.0	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	16.7	10	84.6	7	13	
	HEATHROW	CHINA SOUTHERN	S	D	10	0	2	0.0	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	1	100.0	1	13	
<b>TOTAL WUHAN TIANHE INTERNATIONAL</b>					<b>20</b>	<b>0</b>	<b>5</b>	<b>12.0</b>	<b>44.0</b>	<b>16.0</b>	<b>0.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>5</b>	<b>92.3</b>	<b>4</b>	<b>26</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ZAGREB																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	56.0	32.0	8.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	3	90.5	5	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	0.0	44.0	52.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	95.2	5	21
	HEATHROW	CROATIA AIRLINES	S	A	18	0	0	16.7	38.9	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.5	7	17
	HEATHROW	CROATIA AIRLINES	S	D	18	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	76.5	10	17
<b>TOTAL ZAGREB</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>19.8</b>	<b>34.9</b>	<b>40.7</b>	<b>3.5</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>85.5</b>	<b>7</b>	<b>76</b>
ZARAGOZA																						
	BIRMINGHAM	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
	STANSTED	RYANAIR	S	A	24	0	0	8.3	50.0	29.2	4.2	4.2	0.0	4.2	0.0	0.0	0.0	0.0	10	79.2	12	24
	STANSTED	RYANAIR	S	D	24	0	0	0.0	50.0	41.7	4.2	0.0	4.2	0.0	0.0	0.0	0.0	0.0	6	83.3	9	24
<b>TOTAL ZARAGOZA</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>51.0</b>	<b>34.7</b>	<b>4.1</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.3</b>	<b>11</b>	<b>48</b>
ZHENGZHOU XINZHENG																						
	HEATHROW	CHINA SOUTHERN	S	A	8	0	0	0.0	12.5	12.5	0.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	60	0.0	0	0
	HEATHROW	CHINA SOUTHERN	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	0.0	0	0
<b>TOTAL ZHENGZHOU XINZHENG</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>18.8</b>	<b>0.0</b>	<b>18.8</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ZURICH																						
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
	BIRMINGHAM	SWISS AIRLINES	S	A	58	0	0	6.9	34.5	41.4	12.1	1.7	3.4	0.0	0.0	0.0	0.0	0.0	9	74.1	14	58
	BIRMINGHAM	SWISS AIRLINES	S	D	58	0	0	0.0	24.1	44.8	17.2	10.3	3.4	0.0	0.0	0.0	0.0	0.0	14	55.9	22	59
	EDINBURGH	EDELWEISS AIR	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	9	50.0	15	4
	EDINBURGH	EDELWEISS 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	7	75.0	14	4
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	GATWICK	ACM AIR CHARTER LUFTFAHT	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
	GATWICK	EASYJET UK LTD	S	A	38	0	1	20.5	28.2	33.3	2.6	12.8	0.0	0.0	0.0	0.0	0.0	2.6	9	70.7	11	41
	GATWICK	EASYJET UK LTD	S	D	39	0	0	0.0	46.2	35.9	12.8	5.1	0.0	0.0	0.0	0.0	0.0	0.0	6	90.2	5	41
	GATWICK	SWISS AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	177	0	0	9.6	48.0	31.1	6.2	4.0	1.1	0.0	0.0	0.0	0.0	0.0	6	79.9	8	162
	HEATHROW	BRITISH AIRWAYS PLC	S	D	177	0	0	0.0	46.9	43.5	6.8	1.1	1.1	0.6	0.0	0.0	0.0	0.0	6	85.4	5	162
	HEATHROW	SWISS AIRLINES	S	A	216	0	1	6.0	42.4	36.9	8.8	5.1	0.5	0.0	0.0	0.0	0.0	0.5	7	79.6	9	211
	HEATHROW	SWISS AIRLINES	S	D	216	0	1	0.0	38.7	43.3	12.0	4.6	0.5	0.5	0.0	0.0	0.0	0.5	8	75.5	11	211
	LONDON CITY	BA CITYFLYER LTD	S	A	86	0	1	2.3	37.9	35.6	13.8	4.6	3.4	1.1	0.0	0.0	0.0	1.1	12	73.8	12	107

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2020

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LONDON CITY	BA CITYFLYER LTD	S D	89	0	0	0.0	33.7	53.9	3.4	5.6	2.2	1.1	0.0	0.0	0.0	0.0	0.0	9	81.5	10	108		
LONDON CITY	SWISS AIRLINES	S A	142	0	10	5.3	50.0	26.3	8.6	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6.6	5	79.5	8	151		
LONDON CITY	SWISS AIRLINES	S D	141	0	12	0.0	13.1	53.6	13.7	10.5	1.3	0.0	0.0	0.0	0.0	0.0	7.8	13	61.1	15	151		
LUTON	EASYJET UK LTD	S A	33	0	0	18.2	33.3	18.2	18.2	12.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	68.8	11	32		
LUTON	EASYJET UK LTD	S D	33	0	0	0.0	42.4	45.5	3.0	3.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	9	81.3	7	32		
STANSTED	SWISS 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	0.0	23	0.0	0	0		
MANCHESTER	SWISS AIRLINES	S A	63	0	0	1.6	42.9	41.3	9.5	3.2	1.6	0.0	0.0	0.0	0.0	0.0	0.0	8	71.4	12	62		
MANCHESTER	SWISS AIRLINES	S D	63	0	0	1.6	17.5	49.2	14.3	14.3	1.6	1.6	0.0	0.0	0.0	0.0	0.0	15	50.8	20	62		
<b>TOTAL ZURICH</b>			<b>1637</b>	<b>0</b>	<b>26</b>	<b>3.6</b>	<b>37.9</b>	<b>39.9</b>	<b>10.0</b>	<b>5.4</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>8</b>	<b>75.1</b>	<b>11</b>	<b>1659</b>		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: ABERDEEN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	18	0	0	11.1	27.8	38.9	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	78.9	10	19
SCHEDULED FLIGHTS(ALL ROUTES)	2979	0	147	9.3	51.5	24.8	5.0	2.8	1.3	0.5	0.1	0.1	0.0	4.7	6	76.7	12	2952
<b>AIRPORT TOTAL</b>	<b>2997</b>	<b>0</b>	<b>147</b>	<b>9.3</b>	<b>51.3</b>	<b>24.9</b>	<b>5.0</b>	<b>2.9</b>	<b>1.3</b>	<b>0.5</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>4.7</b>	<b>6</b>	<b>76.7</b>	<b>12</b>	<b>2971</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
CHARTERED FLIGHTS(ALL ROUTES)	2	0	0	0.0	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	4	10
SCHEDULED FLIGHTS(ALL ROUTES)	2323	0	17	11.6	57.6	23.0	3.2	2.3	1.0	0.2	0.3	0.0	0.0	0.7	5	88.0	7	2573	
<b>AIRPORT TOTAL</b>	<b>2325</b>	<b>0</b>	<b>17</b>	<b>11.6</b>	<b>57.7</b>	<b>23.0</b>	<b>3.2</b>	<b>2.3</b>	<b>1.0</b>	<b>0.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>5</b>	<b>88.1</b>	<b>7</b>	<b>2583</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: BELFAST INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	49	0	0	12.2	34.7	36.7	10.2	4.1	2.0	0.0	0.0	0.0	0.0	0.0	8	83.6	9	55
SCHEDULED FLIGHTS(ALL ROUTES)	2736	0	0	10.9	56.0	21.1	6.4	3.1	2.0	0.5	0.1	0.0	0.0	0.0	6	82.3	12	3203
<b>AIRPORT TOTAL</b>	<b>2785</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>55.6</b>	<b>21.4</b>	<b>6.5</b>	<b>3.1</b>	<b>2.0</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.3</b>	<b>12</b>	<b>3258</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: BIRMINGHAM (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	269	0	0	9.3	26.4	38.3	10.0	9.7	1.9	1.1	2.2	1.1	0.0	0.0	28	73.9	21	307
SCHEDULED FLIGHTS(ALL ROUTES)	6395	0	9	13.7	44.1	29.5	6.6	3.5	1.7	0.4	0.4	0.1	0.0	0.1	8	79.3	11	6621
<b>AIRPORT TOTAL</b>	<b>6664</b>	<b>0</b>	<b>9</b>	<b>13.5</b>	<b>43.4</b>	<b>29.8</b>	<b>6.7</b>	<b>3.7</b>	<b>1.7</b>	<b>0.4</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>9</b>	<b>79.0</b>	<b>11</b>	<b>6928</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: BOURNEMOUTH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	53	0	0	9.4	39.6	30.2	9.4	7.5	3.8	0.0	0.0	0.0	0.0	0.0	10	85.2	9	61
SCHEDULED FLIGHTS(ALL ROUTES)	231	1	2	6.8	41.0	32.5	10.3	5.1	1.3	0.9	0.0	0.9	0.4	0.9	16	73.5	15	189
<b>AIRPORT TOTAL</b>	<b>284</b>	<b>1</b>	<b>2</b>	<b>7.3</b>	<b>40.8</b>	<b>32.1</b>	<b>10.1</b>	<b>5.6</b>	<b>1.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>0.3</b>	<b>0.7</b>	<b>15</b>	<b>76.4</b>	<b>14</b>	<b>250</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: BRISTOL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019			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)	283	0	0	7.4	34.6	32.9	8.5	6.7	7.4	0.7	1.8	0.0	0.0	0.0	18	66.5	18	216
SCHEDULED FLIGHTS(ALL ROUTES)	3767	0	15	7.2	49.0	28.4	7.8	4.4	1.7	0.5	0.4	0.1	0.0	0.4	9	76.0	19	4284
<b>AIRPORT TOTAL</b>	<b>4050</b>	<b>0</b>	<b>15</b>	<b>7.3</b>	<b>48.0</b>	<b>28.7</b>	<b>7.8</b>	<b>4.6</b>	<b>2.1</b>	<b>0.5</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>10</b>	<b>75.6</b>	<b>19</b>	<b>4500</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: CARDIFF WALES (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	84	3	0	2.3	32.2	39.1	12.6	8.0	2.3	0.0	0.0	0.0	3.4	0.0	9	87.0	10	100
SCHEDULED FLIGHTS(ALL ROUTES)	884	5	14	9.9	47.1	29.6	5.0	3.8	2.0	0.3	0.2	0.1	0.6	1.6	7	85.3	8	846
<b>AIRPORT TOTAL</b>	<b>968</b>	<b>8</b>	<b>14</b>	<b>9.2</b>	<b>45.8</b>	<b>30.4</b>	<b>5.7</b>	<b>4.1</b>	<b>2.0</b>	<b>0.3</b>	<b>0.2</b>	<b>0.1</b>	<b>0.8</b>	<b>1.4</b>	<b>8</b>	<b>85.5</b>	<b>8</b>	<b>946</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: DONCASTER SHEFFIELD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	82	0	0	9.8	47.6	29.3	8.5	3.7	0.0	1.2	0.0	0.0	0.0	0.0	7	90.2	4	82
SCHEDULED FLIGHTS(ALL ROUTES)	279	0	4	12.0	39.2	31.4	7.8	4.6	1.4	0.4	1.8	0.0	0.0	1.4	12	80.4	10	412
<b>AIRPORT TOTAL</b>	<b>361</b>	<b>0</b>	<b>4</b>	<b>11.5</b>	<b>41.1</b>	<b>31.0</b>	<b>7.9</b>	<b>4.4</b>	<b>1.1</b>	<b>0.5</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>11</b>	<b>82.1</b>	<b>9</b>	<b>494</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: EAST MIDLANDS INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

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)	107	0	0	9.3	37.4	29.0	8.4	5.6	3.7	1.9	4.7	0.0	0.0	0.0	23	82.6	9	115	
SCHEDULED FLIGHTS(ALL ROUTES)	1480	0	0	11.1	51.7	25.5	5.1	3.3	2.2	0.6	0.4	0.0	0.0	0.0	7	82.0	9	1698	
<b>AIRPORT TOTAL</b>	<b>1587</b>	<b>0</b>	<b>0</b>	<b>11.0</b>	<b>50.7</b>	<b>25.7</b>	<b>5.4</b>	<b>3.5</b>	<b>2.3</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>82.0</b>	<b>9</b>	<b>1813</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: EDINBURGH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	98	0	0	2.0	31.6	33.7	12.2	12.2	7.1	0.0	0.0	1.0	0.0	0.0	21	77.9	15	104
SCHEDULED FLIGHTS(ALL ROUTES)	8299	0	60	9.4	48.2	28.4	7.2	3.4	2.0	0.6	0.1	0.0	0.0	0.7	7	81.0	10	8123
<b>AIRPORT TOTAL</b>	<b>8397</b>	<b>0</b>	<b>60</b>	<b>9.4</b>	<b>48.0</b>	<b>28.5</b>	<b>7.2</b>	<b>3.5</b>	<b>2.1</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>8</b>	<b>81.0</b>	<b>10</b>	<b>8227</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: EXETER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	7.8	50.0	32.8	1.6	1.6	3.1	1.6	1.6	0.0	0.0	0.0	11	80.3	11	66
SCHEDULED FLIGHTS(ALL ROUTES)	683	3	0	9.3	51.3	29.0	5.2	2.2	1.5	0.4	0.6	0.0	0.4	0.0	7	81.9	11	821
<b>AIRPORT TOTAL</b>	<b>747</b>	<b>3</b>	<b>0</b>	<b>9.2</b>	<b>51.2</b>	<b>29.3</b>	<b>4.9</b>	<b>2.1</b>	<b>1.6</b>	<b>0.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>7</b>	<b>81.7</b>	<b>11</b>	<b>887</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: GATWICK (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	777	0	26	7.8	21.7	40.3	10.8	9.0	4.4	1.1	1.2	0.4	0.0	3.2	19	72.1	18	860
SCHEDULED FLIGHTS(ALL ROUTES)	17553	0	120	10.9	42.1	31.3	8.0	4.7	1.6	0.4	0.4	0.1	0.0	0.7	9	81.7	10	18603
<b>AIRPORT TOTAL</b>	<b>18330</b>	<b>0</b>	<b>146</b>	<b>10.8</b>	<b>41.2</b>	<b>31.7</b>	<b>8.1</b>	<b>4.9</b>	<b>1.7</b>	<b>0.4</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.8</b>	<b>9</b>	<b>81.2</b>	<b>10</b>	<b>19463</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: GLASGOW (By Airport)

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	66	0	0	3.0	34.8	37.9	10.6	7.6	1.5	0.0	4.5	0.0	0.0	0.0	21	47.8	43	67
SCHEDULED FLIGHTS(ALL ROUTES)	4995	0	101	11.3	53.2	22.0	5.4	3.3	2.0	0.5	0.5	0.1	0.0	2.0	8	82.2	10	5274
<b>AIRPORT TOTAL</b>	<b>5061</b>	<b>0</b>	<b>101</b>	<b>11.2</b>	<b>52.9</b>	<b>22.2</b>	<b>5.4</b>	<b>3.3</b>	<b>2.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>2.0</b>	<b>8</b>	<b>81.8</b>	<b>11</b>	<b>5341</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: HEATHROW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	70.0	7	9
SCHEDULED FLIGHTS(ALL ROUTES)	37759	0	151	12.0	41.8	30.2	7.9	4.9	1.8	0.5	0.3	0.1	0.0	0.4	9	83.7	9	37473
<b>AIRPORT TOTAL</b>	<b>37764</b>	<b>0</b>	<b>151</b>	<b>12.0</b>	<b>41.8</b>	<b>30.3</b>	<b>7.9</b>	<b>4.9</b>	<b>1.8</b>	<b>0.5</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>9</b>	<b>83.7</b>	<b>9</b>	<b>37482</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: ISLE OF MAN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	0.0	30.0	30.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	881	0	36	10.5	40.5	33.0	5.7	3.8	1.5	0.0	0.7	0.4	0.0	3.9	14	85.4	10	1009
<b>AIRPORT TOTAL</b>	<b>891</b>	<b>0</b>	<b>36</b>	<b>10.4</b>	<b>40.3</b>	<b>33.0</b>	<b>5.9</b>	<b>3.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>3.9</b>	<b>14</b>	<b>85.4</b>	<b>10</b>	<b>1009</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: JERSEY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	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	5	50.0	21	22
SCHEDULED FLIGHTS(ALL ROUTES)	1556	0	45	10.9	54.0	19.7	4.3	3.1	3.2	1.0	0.6	0.3	0.0	2.8	10	91.3	6	1409
<b>AIRPORT TOTAL</b>	<b>1573</b>	<b>0</b>	<b>45</b>	<b>10.8</b>	<b>53.8</b>	<b>20.0</b>	<b>4.4</b>	<b>3.1</b>	<b>3.2</b>	<b>1.0</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>2.8</b>	<b>10</b>	<b>90.7</b>	<b>6</b>	<b>1431</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: LEEDS BRADFORD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	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	34	55.6	31	7
SCHEDULED FLIGHTS(ALL ROUTES)	1520	0	22	11.2	51.1	25.6	4.6	3.4	1.6	0.6	0.3	0.3	0.0	1.4	8	85.5	8	1607
<b>AIRPORT TOTAL</b>	<b>1523</b>	<b>0</b>	<b>22</b>	<b>11.2</b>	<b>51.0</b>	<b>25.5</b>	<b>4.7</b>	<b>3.5</b>	<b>1.6</b>	<b>0.6</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>1.4</b>	<b>8</b>	<b>85.4</b>	<b>8</b>	<b>1614</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

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)	20	0	0	10.0	30.0	30.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	71.4	10	14
SCHEDULED FLIGHTS(ALL ROUTES)	2258	0	9	9.3	51.8	27.4	4.9	3.8	1.5	0.5	0.1	0.1	0.0	0.4	7	85.4	9	2515	
<b>AIRPORT TOTAL</b>	<b>2278</b>	<b>0</b>	<b>9</b>	<b>9.3</b>	<b>51.6</b>	<b>27.5</b>	<b>5.0</b>	<b>3.9</b>	<b>1.5</b>	<b>0.5</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>7</b>	<b>85.3</b>	<b>9</b>	<b>2529</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: LONDON CITY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	6014	0	168	10.2	39.7	31.8	8.3	4.9	2.0	0.4	0.1	0.0	0.0	2.7	9	81.2	9	6234
<b>AIRPORT TOTAL</b>	<b>6016</b>	<b>0</b>	<b>168</b>	<b>10.2</b>	<b>39.7</b>	<b>31.8</b>	<b>8.3</b>	<b>4.9</b>	<b>2.0</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>9</b>	<b>81.2</b>	<b>9</b>	<b>6234</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: LUTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	20	0	0	0.0	15.0	60.0	10.0	10.0	0.0	5.0	0.0	0.0	0.0	0.0	17	78.7	16	61
SCHEDULED FLIGHTS(ALL ROUTES)	7577	0	21	9.9	46.3	29.1	7.4	4.2	1.8	0.5	0.4	0.1	0.0	0.3	9	80.6	11	7679
<b>AIRPORT TOTAL</b>	<b>7597</b>	<b>0</b>	<b>21</b>	<b>9.9</b>	<b>46.2</b>	<b>29.2</b>	<b>7.4</b>	<b>4.2</b>	<b>1.8</b>	<b>0.5</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>9</b>	<b>80.6</b>	<b>11</b>	<b>7740</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: MANCHESTER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	559	0	0	6.6	19.0	42.6	12.5	9.3	5.0	2.3	2.1	0.5	0.0	0.0	27	60.2	27	601
SCHEDULED FLIGHTS(ALL ROUTES)	11962	0	80	9.0	43.8	31.4	7.5	4.5	2.3	0.5	0.3	0.1	0.0	0.7	9	74.3	15	12478
<b>AIRPORT TOTAL</b>	<b>12521</b>	<b>0</b>	<b>80</b>	<b>8.9</b>	<b>42.7</b>	<b>31.9</b>	<b>7.7</b>	<b>4.7</b>	<b>2.5</b>	<b>0.5</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>73.7</b>	<b>16</b>	<b>13079</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: NEWCASTLE (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	81.8	5	11
SCHEDULED FLIGHTS(ALL ROUTES)	2342	0	68	7.8	48.9	29.8	5.8	3.4	1.0	0.2	0.3	0.0	0.0	2.8	6	80.8	11	2438
<b>AIRPORT TOTAL</b>	<b>2344</b>	<b>0</b>	<b>68</b>	<b>7.8</b>	<b>48.8</b>	<b>29.8</b>	<b>5.8</b>	<b>3.4</b>	<b>1.0</b>	<b>0.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>6</b>	<b>80.8</b>	<b>11</b>	<b>2449</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: SOUTHAMPTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	6	0	0	0.0	16.7	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	19	16.7	29	12
SCHEDULED FLIGHTS(ALL ROUTES)	2236	0	61	7.1	51.4	29.4	4.2	2.3	1.6	1.0	0.3	0.0	0.0	2.7	7	80.8	9	2295
<b>AIRPORT TOTAL</b>	<b>2242</b>	<b>0</b>	<b>61</b>	<b>7.1</b>	<b>51.3</b>	<b>29.4</b>	<b>4.3</b>	<b>2.3</b>	<b>1.6</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>7</b>	<b>80.5</b>	<b>9</b>	<b>2307</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: SOUTHEND (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	100.0	4	2
SCHEDULED FLIGHTS(ALL ROUTES)	1262	1	8	8.9	56.4	24.5	4.2	2.8	1.2	0.7	0.5	0.1	0.1	0.6	8	86.1	6	875
<b>AIRPORT TOTAL</b>	<b>1262</b>	<b>1</b>	<b>8</b>	<b>8.9</b>	<b>56.4</b>	<b>24.5</b>	<b>4.2</b>	<b>2.8</b>	<b>1.2</b>	<b>0.7</b>	<b>0.5</b>	<b>0.1</b>	<b>0.1</b>	<b>0.6</b>	<b>8</b>	<b>86.1</b>	<b>6</b>	<b>877</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: STANSTED (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	72	0	0	11.1	29.2	29.2	11.1	6.9	5.6	0.0	6.9	0.0	0.0	0.0	27	78.5	16	107
SCHEDULED FLIGHTS(ALL ROUTES)	12232	4	32	9.1	48.9	29.2	6.9	3.7	1.2	0.3	0.3	0.1	0.0	0.3	7	75.5	12	12936
<b>AIRPORT TOTAL</b>	<b>12304</b>	<b>4</b>	<b>32</b>	<b>9.1</b>	<b>48.8</b>	<b>29.2</b>	<b>7.0</b>	<b>3.7</b>	<b>1.2</b>	<b>0.3</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>7</b>	<b>75.5</b>	<b>12</b>	<b>13043</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2020

Reporting Airport: **TEESSIDE INTERNATIONAL AIRPORT (By Airport)**

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2019				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	2	0	0	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
SCHEDULED FLIGHTS(ALL ROUTES)	283	0	6	8.3	45.7	32.2	3.8	5.9	1.7	0.3	0.0	0.0	0.0	2.1	7	76.1	10	287
<b>AIRPORT TOTAL</b>	<b>285</b>	<b>0</b>	<b>6</b>	<b>8.6</b>	<b>45.4</b>	<b>32.3</b>	<b>3.8</b>	<b>5.8</b>	<b>1.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>7</b>	<b>76.1</b>	<b>10</b>	<b>287</b>