

# 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

February 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 FEBRUARY 2020

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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>BELGIUM</b>																					
BRUSSELS	LOGANAIR LTD	S	28	0	0	7.1	32.1	42.9	3.6	7.1	3.6	3.6	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL BRUSSELS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>32.1</b>	<b>42.9</b>	<b>3.6</b>	<b>7.1</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>32.1</b>	<b>42.9</b>	<b>3.6</b>	<b>7.1</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>DENMARK</b>																					
BILLUND	DANISH AIR TRANSPORT	S	0	0	0	0.0	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 BILLUND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>	
COPENHAGEN	SAS	S	46	0	0	2.2	50.0	30.4	17.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.1	7	42	
<b>TOTAL COPENHAGEN</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>50.0</b>	<b>30.4</b>	<b>17.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.1</b>	<b>7</b>	<b>42</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	61.5	15	18	
ESBJERG	DANISH AIR TRANSPORT	S	0	0	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	
ESBJERG	LOGANAIR LTD	S	46	0	2	14.6	58.3	16.7	4.2	2.1	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>14.6</b>	<b>58.3</b>	<b>16.7</b>	<b>4.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>2</b>	<b>64.5</b>	<b>14</b>	<b>23</b>	
<b>TOTAL DENMARK</b>			<b>92</b>	<b>0</b>	<b>2</b>	<b>8.5</b>	<b>54.3</b>	<b>23.4</b>	<b>10.6</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>2.1</b>	<b>4</b>	<b>78.4</b>	<b>9</b>	<b>66</b>	
<b>FRANCE</b>																					
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	102	0	4	3.8	52.8	30.2	3.8	5.7	0.0	0.0	0.0	0.0	0.0	3.8	5	85.7	6	112	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>102</b>	<b>0</b>	<b>4</b>	<b>3.8</b>	<b>52.8</b>	<b>30.2</b>	<b>3.8</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>5</b>	<b>85.7</b>	<b>6</b>	<b>112</b>	
<b>TOTAL FRANCE</b>			<b>102</b>	<b>0</b>	<b>4</b>	<b>3.8</b>	<b>52.8</b>	<b>30.2</b>	<b>3.8</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>5</b>	<b>85.7</b>	<b>6</b>	<b>112</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	50	0	2	25.0	53.8	17.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	1	97.4	2	76	
<b>TOTAL DUBLIN</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>25.0</b>	<b>53.8</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>97.4</b>	<b>2</b>	<b>76</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>25.0</b>	<b>53.8</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>97.4</b>	<b>2</b>	<b>76</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	120	0	0	5.0	45.0	33.3	8.3	3.3	3.3	1.7	0.0	0.0	0.0	0.0	10	92.9	5	124	
AMSTERDAM	KLM CITYHOPPER	S	106	0	8	4.4	43.9	30.7	8.8	2.6	2.6	0.0	0.0	0.0	0.0	7.0	8	91.3	4	80	
<b>TOTAL AMSTERDAM</b>			<b>226</b>	<b>0</b>	<b>8</b>	<b>4.7</b>	<b>44.4</b>	<b>32.1</b>	<b>8.5</b>	<b>3.0</b>	<b>3.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>9</b>	<b>92.3</b>	<b>5</b>	<b>204</b>	
<b>TOTAL NETHERLANDS</b>			<b>226</b>	<b>0</b>	<b>8</b>	<b>4.7</b>	<b>44.4</b>	<b>32.1</b>	<b>8.5</b>	<b>3.0</b>	<b>3.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>9</b>	<b>92.3</b>	<b>5</b>	<b>204</b>	
<b>NORWAY</b>																					
BERGEN	WIDEROE FLYVESELSKAP A/S	S	82	0	6	0.0	26.1	43.2	10.2	6.8	6.8	0.0	0.0	0.0	0.0	6.8	13	86.4	3	82	
<b>TOTAL BERGEN</b>			<b>82</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>26.1</b>	<b>43.2</b>	<b>10.2</b>	<b>6.8</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.8</b>	<b>13</b>	<b>86.4</b>	<b>3</b>	<b>82</b>	
HAUGESUND	LOGANAIR LTD	S	6	0	2	25.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	25.0	7	0.0	0	0	
<b>TOTAL HAUGESUND</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
OSLO (GARDERMOEN)	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	41.7	18	18	
OSLO (GARDERMOEN)	SAS	S	36	0	4	0.0	47.5	35.0	5.0	2.5	0.0	0.0	0.0	0.0	0.0	10.0	4	70.0	10	40	

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		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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								
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>36</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>47.5</b>	<b>35.0</b>	<b>5.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>4</b>	<b>59.4</b>	<b>13</b>	<b>58</b>	
STAVANGER	SAS	S	82	0	6	0.0	25.0	37.5	12.5	11.4	2.3	4.5	0.0	0.0	0.0	6.8	20	80.8	8	100	
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	112	0	10	0.8	45.9	33.6	0.8	4.9	4.1	0.0	1.6	0.0	0.0	8.2	12	84.4	8	96	
<b>TOTAL STAVANGER</b>			<b>194</b>	<b>0</b>	<b>16</b>	<b>0.5</b>	<b>37.1</b>	<b>35.2</b>	<b>5.7</b>	<b>7.6</b>	<b>3.3</b>	<b>1.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.6</b>	<b>15</b>	<b>82.5</b>	<b>8</b>	<b>196</b>	
<b>TOTAL NORWAY</b>			<b>318</b>	<b>0</b>	<b>28</b>	<b>0.9</b>	<b>35.3</b>	<b>36.7</b>	<b>6.9</b>	<b>6.6</b>	<b>3.8</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>8.1</b>	<b>13</b>	<b>79.3</b>	<b>8</b>	<b>336</b>	
<b>POLAND</b>																					
GDANSK	WIZZ AIR	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	100.0	2	16	
<b>TOTAL GDANSK</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>100.0</b>	<b>2</b>	<b>16</b>	
<b>TOTAL POLAND</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>100.0</b>	<b>2</b>	<b>16</b>	
<b>SPAIN</b>																					
ALICANTE	RYANAIR	S	16	0	0	25.0	25.0	31.3	0.0	12.5	6.3	0.0	0.0	0.0	0.0	0.0	14	93.8	4	16	
<b>TOTAL ALICANTE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>31.3</b>	<b>0.0</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>93.8</b>	<b>4</b>	<b>16</b>	
<b>TOTAL SPAIN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>31.3</b>	<b>0.0</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>93.8</b>	<b>4</b>	<b>16</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	15	0	0	13.3	40.0	20.0	6.7	6.7	0.0	0.0	0.0	13.3	0.0	0.0	151	81.3	6	16	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>40.0</b>	<b>20.0</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>151</b>	<b>81.3</b>	<b>6</b>	<b>16</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>40.0</b>	<b>20.0</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>151</b>	<b>81.3</b>	<b>6</b>	<b>16</b>	
<b>SWITZERLAND</b>																					
GENEVA	EASYJET SWITZERLAND	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	8	0.0	0	0	
GENEVA	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	51	8	
<b>TOTAL GENEVA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>50.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>37.5</b>	<b>51</b>	<b>8</b>	
<b>TOTAL SWITZERLAND</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>50.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>37.5</b>	<b>51</b>	<b>8</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	38	0	0	0.0	63.2	28.9	2.6	5.3	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	7	48	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>63.2</b>	<b>28.9</b>	<b>2.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>87.5</b>	<b>7</b>	<b>48</b>	
BIRMINGHAM	FLYBE LTD	S	136	0	4	16.4	62.1	17.1	0.7	0.7	0.0	0.0	0.0	0.0	0.0	2.9	1	79.3	10	138	
<b>TOTAL BIRMINGHAM</b>			<b>136</b>	<b>0</b>	<b>4</b>	<b>16.4</b>	<b>62.1</b>	<b>17.1</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>1</b>	<b>79.3</b>	<b>10</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	50.0	10	20	
BRISTOL	LOGANAIR LTD	S	45	0	3	10.4	58.3	8.3	6.3	2.1	8.3	0.0	0.0	0.0	0.0	6.3	9	0.0	0	0	
<b>TOTAL BRISTOL</b>			<b>45</b>	<b>0</b>	<b>3</b>	<b>10.4</b>	<b>58.3</b>	<b>8.3</b>	<b>6.3</b>	<b>2.1</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>9</b>	<b>50.0</b>	<b>10</b>	<b>20</b>	
CARDIFF WALES	FLYBE LTD	S	11	0	3	0.0	50.0	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	21.4	4	0.0	0	0	
<b>TOTAL CARDIFF WALES</b>			<b>11</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>50.0</b>	<b>21.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21.4</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EDINBURGH	LOGANAIR LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
<b>TOTAL EDINBURGH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>1</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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
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	75.0	9	16
<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>75.0</b>	<b>9</b>	<b>16</b>
GLASGOW	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	23	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>23</b>	<b>1</b>
HEATHROW	BRITISH AIRWAYS PLC	S	359	0	22	3.1	36.7	28.6	9.7	8.9	6.0	1.0	0.0	0.0	0.0	5.8	15	83.6	12	288
HEATHROW	FLYBE LTD	S	150	0	4	6.5	37.0	24.7	13.6	7.8	4.5	3.2	0.0	0.0	0.0	2.6	16	77.0	14	152
<b>TOTAL HEATHROW</b>			<b>509</b>	<b>0</b>	<b>26</b>	<b>4.1</b>	<b>36.8</b>	<b>27.5</b>	<b>10.8</b>	<b>8.6</b>	<b>5.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>15</b>	<b>81.3</b>	<b>13</b>	<b>440</b>
HUMBERSIDE	FLYBE LTD	S	108	0	9	19.7	40.2	18.8	4.3	4.3	4.3	0.0	0.9	0.0	0.0	7.7	10	67.6	10	87
<b>TOTAL HUMBERSIDE</b>			<b>108</b>	<b>0</b>	<b>9</b>	<b>19.7</b>	<b>40.2</b>	<b>18.8</b>	<b>4.3</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>10</b>	<b>67.6</b>	<b>10</b>	<b>87</b>
KIRKWALL	LOGANAIR LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
KIRKWALL	LOGANAIR LTD	S	152	0	4	16.7	46.2	20.5	4.5	2.6	5.1	1.3	0.6	0.0	0.0	2.6	11	86.8	8	151
<b>TOTAL KIRKWALL</b>			<b>152</b>	<b>0</b>	<b>4</b>	<b>16.7</b>	<b>46.2</b>	<b>20.5</b>	<b>4.5</b>	<b>2.6</b>	<b>5.1</b>	<b>1.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>11</b>	<b>86.9</b>	<b>8</b>	<b>153</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	63.0	26	87
<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>63.0</b>	<b>26</b>	<b>87</b>
LUTON	EASYJET UK LTD	S	42	0	2	2.3	31.8	43.2	11.4	4.5	0.0	2.3	0.0	0.0	0.0	4.5	11	83.3	10	42
<b>TOTAL LUTON</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>2.3</b>	<b>31.8</b>	<b>43.2</b>	<b>11.4</b>	<b>4.5</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>11</b>	<b>83.3</b>	<b>10</b>	<b>42</b>
MANCHESTER	FLYBE LTD	S	244	0	2	6.9	67.5	18.3	3.7	2.0	0.8	0.0	0.0	0.0	0.0	0.8	3	87.3	9	240
<b>TOTAL MANCHESTER</b>			<b>244</b>	<b>0</b>	<b>2</b>	<b>6.9</b>	<b>67.5</b>	<b>18.3</b>	<b>3.7</b>	<b>2.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>3</b>	<b>87.3</b>	<b>9</b>	<b>240</b>
NEWCASTLE	EASTERN AIRWAYS	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
NEWCASTLE	FLYBE LTD	S	46	0	20	19.7	21.2	13.6	6.1	3.0	3.0	1.5	1.5	0.0	0.0	30.3	17	30.4	21	57
NEWCASTLE	LOGANAIR LTD	S	88	0	1	1.1	58.4	32.6	1.1	1.1	0.0	0.0	4.5	0.0	0.0	1.1	11	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>135</b>	<b>0</b>	<b>21</b>	<b>9.0</b>	<b>42.3</b>	<b>25.0</b>	<b>3.2</b>	<b>1.9</b>	<b>1.3</b>	<b>0.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>13.5</b>	<b>13</b>	<b>30.4</b>	<b>21</b>	<b>57</b>
NORWICH	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.9	13	121
NORWICH	LOGANAIR LTD	S	115	0	4	2.5	48.7	29.4	3.4	8.4	2.5	0.0	1.7	0.0	0.0	3.4	12	0.0	0	0
<b>TOTAL NORWICH</b>			<b>115</b>	<b>0</b>	<b>4</b>	<b>2.5</b>	<b>48.7</b>	<b>29.4</b>	<b>3.4</b>	<b>8.4</b>	<b>2.5</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>12</b>	<b>72.9</b>	<b>13</b>	<b>121</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	37.5	45	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>37.5</b>	<b>45</b>	<b>8</b>
SOUTHEND	LOGANAIR LTD	S	90	0	4	9.6	58.5	16.0	8.5	1.1	1.1	1.1	0.0	0.0	0.0	4.3	6	0.0	0	0
<b>TOTAL SOUTHEND</b>			<b>90</b>	<b>0</b>	<b>4</b>	<b>9.6</b>	<b>58.5</b>	<b>16.0</b>	<b>8.5</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</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	24.2	1	8
SUMBURGH	LOGANAIR LTD	S	204	0	0	8.3	45.1	27.5	9.8	3.9	4.4	0.5	0.5	0.0	0.0	0.0	11	83.7	11	204
<b>TOTAL SUMBURGH</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>45.1</b>	<b>27.5</b>	<b>9.8</b>	<b>3.9</b>	<b>4.4</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.5</b>	<b>11</b>	<b>212</b>
TEESSIDE INTERNATIONAL AIRPORT	FLYBE LTD	S	112	0	4	12.1	56.9	19.0	0.9	5.2	2.6	0.0	0.0	0.0	0.0	3.4	6	75.5	8	90
<b>TOTAL TEESSIDE INTERNATIONAL AIRPORT</b>			<b>112</b>	<b>0</b>	<b>4</b>	<b>12.1</b>	<b>56.9</b>	<b>19.0</b>	<b>0.9</b>	<b>5.2</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>6</b>	<b>75.5</b>	<b>8</b>	<b>90</b>
WICK JOHN O GROATS	FLYBE LTD	S	38	0	2	2.5	52.5	20.0	15.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	11	70.0	20	66

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: ABERDEEN (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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	
TOTAL WICK JOHN O GROATS		38	0	2	2.5	52.5	20.0	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	11	70.0	20	66
TOTAL UNITED KINGDOM		1980	0	88	8.5	48.4	23.3	6.5	4.5	3.2	0.8	0.5	0.0	0.0	4.3	10	75.1	12	1827	
TOTAL ABERDEEN		2855	0	132	7.5	46.6	26.1	6.5	4.6	3.0	0.8	0.4	0.1	0.0	4.4	10	78.1	10	2677	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

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

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 2019				
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN														Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
						More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can						
<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	87.5	10	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>87.5</b>	<b>10</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>87.5</b>	<b>10</b>	<b>8</b>		
<b>FRANCE</b>																						
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	24	0	0	0.0	41.7	41.7	0.0	12.5	4.2	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>41.7</b>	<b>0.0</b>	<b>12.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL FRANCE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>41.7</b>	<b>0.0</b>	<b>12.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>NETHERLANDS</b>																						
AMSTERDAM	FLYBE LTD	S	29	0	1	0.0	60.0	30.0	3.3	0.0	3.3	0.0	0.0	0.0	0.0	3.3	4	0.0	0	0		
AMSTERDAM	KLM	S	44	0	0	4.5	40.9	45.5	2.3	4.5	0.0	0.0	2.3	0.0	0.0	0.0	11	88.1	7	42		
<b>TOTAL AMSTERDAM</b>			<b>73</b>	<b>0</b>	<b>1</b>	<b>2.7</b>	<b>48.6</b>	<b>39.2</b>	<b>2.7</b>	<b>2.7</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>8</b>	<b>88.1</b>	<b>7</b>	<b>42</b>		
<b>TOTAL NETHERLANDS</b>			<b>73</b>	<b>0</b>	<b>1</b>	<b>2.7</b>	<b>48.6</b>	<b>39.2</b>	<b>2.7</b>	<b>2.7</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>8</b>	<b>88.1</b>	<b>7</b>	<b>42</b>		
<b>UNITED KINGDOM</b>																						
ABERDEEN	FLYBE LTD	S	39	0	0	2.6	48.7	38.5	2.6	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	89.8	8	49		
<b>TOTAL ABERDEEN</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>48.7</b>	<b>38.5</b>	<b>2.6</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>89.8</b>	<b>8</b>	<b>49</b>		
BELFAST INTERNATIONAL	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	0.0	40	1		
BELFAST INTERNATIONAL	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1		
BELFAST INTERNATIONAL	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	3		
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.0</b>	<b>14</b>	<b>5</b>		
BIRMINGHAM	FLYBE LTD	S	303	0	6	5.5	61.5	26.9	1.9	1.3	1.0	0.0	0.0	0.0	0.0	1.9	3	82.5	10	333		
<b>TOTAL BIRMINGHAM</b>			<b>303</b>	<b>0</b>	<b>6</b>	<b>5.5</b>	<b>61.5</b>	<b>26.9</b>	<b>1.9</b>	<b>1.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>3</b>	<b>82.5</b>	<b>10</b>	<b>333</b>		
CARDIFF WALES	FLYBE LTD	S	34	0	0	8.8	52.9	32.4	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	80.4	9	90		
<b>TOTAL CARDIFF WALES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>52.9</b>	<b>32.4</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>80.4</b>	<b>9</b>	<b>90</b>		
CARLISLE	LOGANAIR LTD	S	28	0	2	6.7	46.7	33.3	0.0	6.7	0.0	0.0	0.0	0.0	0.0	6.7	5	0.0	0	0		
<b>TOTAL CARLISLE</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>6.7</b>	<b>46.7</b>	<b>33.3</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>5</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	87.5	6	31		
<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>87.5</b>	<b>6</b>	<b>31</b>		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	119	0	2	7.4	57.0	23.1	5.0	5.0	0.8	0.0	0.0	0.0	0.0	1.7	5	89.9	7	167		
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>119</b>	<b>0</b>	<b>2</b>	<b>7.4</b>	<b>57.0</b>	<b>23.1</b>	<b>5.0</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>1.7</b>	<b>5</b>	<b>89.9</b>	<b>7</b>	<b>167</b>		
EDINBURGH	FLYBE LTD	S	166	0	0	9.6	66.3	15.7	1.2	4.2	3.0	0.0	0.0	0.0	0.0	0.0	5	85.4	8	191		
<b>TOTAL EDINBURGH</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>66.3</b>	<b>15.7</b>	<b>1.2</b>	<b>4.2</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.4</b>	<b>8</b>	<b>191</b>		
EXETER	FLYBE LTD	S	30	0	0	0.0	46.7	36.7	13.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6	82.4	6	34		
<b>TOTAL EXETER</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.7</b>	<b>36.7</b>	<b>13.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.4</b>	<b>6</b>	<b>34</b>		



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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
GLASGOW	FLYBE LTD	S	172	0	0	5.8	68.6	19.8	0.6	4.7	0.6	0.0	0.0	0.0	0.0	0.0	4	89.3	6	206
<b>TOTAL GLASGOW</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>68.6</b>	<b>19.8</b>	<b>0.6</b>	<b>4.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>89.3</b>	<b>6</b>	<b>206</b>
HEATHROW	AER LINGUS	S	170	0	4	6.9	32.2	25.9	12.6	10.3	9.2	0.6	0.0	0.0	2.3	17	84.4	10	167	
HEATHROW	BRITISH AIRWAYS PLC	S	214	0	2	1.4	37.0	38.0	6.9	6.9	4.6	1.4	2.8	0.0	0.0	0.9	19	89.3	5	213
<b>TOTAL HEATHROW</b>			<b>384</b>	<b>0</b>	<b>6</b>	<b>3.8</b>	<b>34.9</b>	<b>32.6</b>	<b>9.5</b>	<b>8.5</b>	<b>6.7</b>	<b>1.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>18</b>	<b>87.2</b>	<b>7</b>	<b>380</b>
INVERNESS	FLYBE LTD	S	32	0	0	12.5	50.0	34.4	3.1	0.0	0.0	0.0	0.0	0.0	0.0	2	81.3	11	32	
<b>TOTAL INVERNESS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>34.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>81.3</b>	<b>11</b>	<b>32</b>	
LEEDS BRADFORD	FLYBE LTD	S	193	0	5	9.1	51.5	25.3	2.0	2.5	4.0	3.0	0.0	0.0	2.5	11	92.6	5	212	
<b>TOTAL LEEDS BRADFORD</b>			<b>193</b>	<b>0</b>	<b>5</b>	<b>9.1</b>	<b>51.5</b>	<b>25.3</b>	<b>2.0</b>	<b>2.5</b>	<b>4.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>11</b>	<b>92.6</b>	<b>5</b>	<b>212</b>	
LONDON CITY	FLYBE LTD	S	259	0	8	12.7	41.6	29.2	9.0	3.4	1.1	0.0	0.0	0.0	3.0	6	75.2	13	263	
<b>TOTAL LONDON CITY</b>			<b>259</b>	<b>0</b>	<b>8</b>	<b>12.7</b>	<b>41.6</b>	<b>29.2</b>	<b>9.0</b>	<b>3.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>6</b>	<b>75.2</b>	<b>13</b>	<b>263</b>	
MANCHESTER	FLYBE LTD	S	360	0	5	1.9	48.5	38.6	6.0	3.3	0.3	0.0	0.0	0.0	1.4	4	84.5	10	322	
<b>TOTAL MANCHESTER</b>			<b>360</b>	<b>0</b>	<b>5</b>	<b>1.9</b>	<b>48.5</b>	<b>38.6</b>	<b>6.0</b>	<b>3.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>4</b>	<b>84.5</b>	<b>10</b>	<b>322</b>	
SOUTHAMPTON	FLYBE LTD	S	122	0	2	1.6	36.3	46.8	6.5	5.6	1.6	0.0	0.0	0.0	1.6	8	82.7	11	138	
<b>TOTAL SOUTHAMPTON</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>36.3</b>	<b>46.8</b>	<b>6.5</b>	<b>5.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>8</b>	<b>82.7</b>	<b>11</b>	<b>138</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	233	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</b>	<b>0.0</b>	<b>233</b>	<b>1</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>2241</b>	<b>0</b>	<b>36</b>	<b>6.1</b>	<b>50.0</b>	<b>30.0</b>	<b>5.1</b>	<b>4.3</b>	<b>2.2</b>	<b>0.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>7</b>	<b>84.9</b>	<b>9</b>	<b>2454</b>
USA																				
LAS VEGAS	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	100.0	0	1	
<b>TOTAL LAS VEGAS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL USA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL BELFAST CITY</b>			<b>2338</b>	<b>0</b>	<b>37</b>	<b>5.9</b>	<b>49.9</b>	<b>30.4</b>	<b>5.0</b>	<b>4.4</b>	<b>2.2</b>	<b>0.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>7</b>	<b>85.0</b>	<b>9</b>	<b>2505</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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	EASYJET UK LTD	S	12	0	0	0.0	33.3	33.3	8.3	8.3	8.3	0.0	0.0	8.3	0.0	0.0	48	81.3	21	16	
SALZBURG	JET2.COM LTD	C	10	0	0	0.0	50.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	5	8	
<b>TOTAL SALZBURG</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.9</b>	<b>36.4</b>	<b>4.5</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>87.5</b>	<b>16</b>	<b>24</b>	
VIENNA	JOURNEY AVIATION	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	5	2	
<b>TOTAL VIENNA</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>5</b>	<b>2</b>	
<b>TOTAL AUSTRIA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.1</b>	<b>39.1</b>	<b>4.3</b>	<b>8.7</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>88.5</b>	<b>15</b>	<b>26</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	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	36	100.0	8	1	
<b>TOTAL BRIDGETOWN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>100.0</b>	<b>8</b>	<b>1</b>	
<b>TOTAL BARBADOS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>100.0</b>	<b>8</b>	<b>1</b>	
<b>BRAZIL</b>																					
SAO PAULO (GUARULHOS)	AIR HAMBURG	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1	
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>40</b>	<b>1</b>	
<b>TOTAL 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>40</b>	<b>1</b>	
<b>BULGARIA</b>																					
PLOVDIV	JET2.COM LTD	C	8	0	0	0.0	12.5	62.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	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	100.0	2	8	
<b>TOTAL PLOVDIV</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>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>100.0</b>	<b>2</b>	<b>8</b>	
SOFIA	BH AIR	C	8	0	0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
SOFIA	JET2.COM LTD	C	10	0	0	0.0	30.0	50.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>44.4</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BULGARIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>50.0</b>	<b>15.4</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>2</b>	<b>8</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK 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	81.3	14	16	
<b>TOTAL PRAGUE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>56.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.3</b>	<b>14</b>	<b>16</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>56.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.3</b>	<b>14</b>	<b>16</b>	
<b>FRANCE</b>																					
LYON	EASYJET UK LTD	S	10	0	0	0.0	30.0	30.0	0.0	0.0	0.0	10.0	30.0	0.0	0.0	0.0	100	0.0	48	8	
<b>TOTAL LYON</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>	<b>0.0</b>	<b>48</b>	<b>8</b>	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	40	0	0	0.0	20.0	42.5	17.5	15.0	5.0	0.0	0.0	0.0	0.0	0.0	18	75.0	13	44	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>42.5</b>	<b>17.5</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>18</b>	<b>75.0</b>	<b>13</b>	<b>44</b>	
<b>TOTAL FRANCE</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.0</b>	<b>40.0</b>	<b>14.0</b>	<b>12.0</b>	<b>4.0</b>	<b>2.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>63.5</b>	<b>18</b>	<b>52</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	16	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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 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>0</b>	<b>16</b>	
MEMMINGEN ALLGAU	RYANAIR	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL MEMMINGEN ALLGAU</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>	
MUNICH	LUFTHANSA	C	0	0	0	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>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>1</b>	
<b>TOTAL GERMANY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>17</b>	
<b>ICELAND</b>																				
KEFLAVIK	EASYJET UK LTD	S	14	0	0	0.0	28.6	21.4	28.6	7.1	14.3	0.0	0.0	0.0	0.0	23	93.8	5	16	
<b>TOTAL KEFLAVIK</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>21.4</b>	<b>28.6</b>	<b>7.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>93.8</b>	<b>5</b>	<b>16</b>	
<b>TOTAL ICELAND</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>21.4</b>	<b>28.6</b>	<b>7.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>93.8</b>	<b>5</b>	<b>16</b>	
<b>IRISH REPUBLIC</b>																				
DUBLIN	AER LINGUS	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	40	66.7	12	3	
DUBLIN	LUFTHANSA	C	0	0	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	
DUBLIN	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	100.0	0	1	
<b>TOTAL DUBLIN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</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>80.0</b>	<b>9</b>	<b>5</b>	
KERRY COUNTY	STOBART 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	12	0.0	0	0	
<b>TOTAL KERRY COUNTY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</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>26</b>	<b>80.0</b>	<b>9</b>	<b>5</b>	
<b>ITALY</b>																				
BERGAMO	RYANAIR	S	14	0	0	0.0	7.1	64.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	12	87.5	7	16	
<b>TOTAL BERGAMO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>64.3</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>87.5</b>	<b>7</b>	<b>16</b>	
ROME (FIUMICINO)	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2	
<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</b>	<b>100.0</b>	<b>5</b>	<b>2</b>	
VENICE	EASYJET UK LTD	S	13	0	0	0.0	38.5	46.2	0.0	0.0	15.4	0.0	0.0	0.0	0.0	17	50.0	24	16	
<b>TOTAL VENICE</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.5</b>	<b>46.2</b>	<b>0.0</b>	<b>0.0</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>50.0</b>	<b>24</b>	<b>16</b>	
VERONA VILLAFRANCA	JET2.COM LTD	C	10	0	0	0.0	20.0	70.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	7	87.5	6	8	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>70.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>87.5</b>	<b>6</b>	<b>8</b>	
<b>TOTAL ITALY</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.6</b>	<b>59.5</b>	<b>5.4</b>	<b>8.1</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>73.8</b>	<b>13</b>	<b>42</b>	
<b>LITHUANIA</b>																				
VILNIUS	WIZZ AIR	S	16	0	0	0.0	43.8	25.0	25.0	6.3	0.0	0.0	0.0	0.0	0.0	12	50.0	30	16	
<b>TOTAL VILNIUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>25.0</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>50.0</b>	<b>30</b>	<b>16</b>	
<b>TOTAL LITHUANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>25.0</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>50.0</b>	<b>30</b>	<b>16</b>	
<b>MALDIVE ISLANDS</b>																				
MALE INTERNATIONAL	AIR HAMBURG	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	2	
<b>TOTAL MALE INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>22</b>	<b>2</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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 MALDIVE ISLANDS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>22</b>	<b>2</b>
<b>MALTA</b>																				
<b>MALTA</b>	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	7	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>0.0</b>	<b>0</b>	<b>81.3</b>	<b>7</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>0.0</b>	<b>0</b>	<b>81.3</b>	<b>7</b>	<b>16</b>
<b>MOROCCO</b>																				
<b>MARRAKESH</b>	EASYJET UK LTD	S	18	0	0	11.1	44.4	33.3	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL MARRAKESH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MOROCCO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>																				
<b>AMSTERDAM</b>	EASYJET UK LTD	S	56	0	0	1.8	25.0	41.1	8.9	5.4	16.1	1.8	0.0	0.0	0.0	0.0	23	78.6	13	56
<b>AMSTERDAM</b>	RYANAIR	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL AMSTERDAM</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>24.6</b>	<b>42.1</b>	<b>8.8</b>	<b>5.3</b>	<b>15.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>78.6</b>	<b>13</b>	<b>56</b>
<b>TOTAL NETHERLANDS</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>24.6</b>	<b>42.1</b>	<b>8.8</b>	<b>5.3</b>	<b>15.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>78.6</b>	<b>13</b>	<b>56</b>
<b>POLAND</b>																				
<b>GDANSK</b>	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	11	16
<b>TOTAL GDANSK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>62.5</b>	<b>11</b>	<b>16</b>
<b>KRAKOW</b>	EASYJET UK LTD	S	22	0	0	0.0	50.0	22.7	4.5	4.5	18.2	0.0	0.0	0.0	0.0	0.0	22	95.8	2	24
<b>KRAKOW</b>	RYANAIR	S	16	0	0	0.0	18.8	18.8	18.8	25.0	6.3	0.0	12.5	0.0	0.0	0.0	46	91.7	5	24
<b>TOTAL KRAKOW</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.8</b>	<b>21.1</b>	<b>10.5</b>	<b>13.2</b>	<b>13.2</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>93.8</b>	<b>3</b>	<b>48</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	6	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>6</b>	<b>16</b>
<b>WROCLAW</b>	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	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>100.0</b>	<b>3</b>	<b>16</b>
<b>TOTAL POLAND</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.8</b>	<b>21.1</b>	<b>10.5</b>	<b>13.2</b>	<b>13.2</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>88.5</b>	<b>5</b>	<b>96</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
<b>FARO</b>	EASYJET UK LTD	S	20	0	0	5.0	25.0	20.0	20.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	22	100.0	1	24
<b>TOTAL FARO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>25.0</b>	<b>20.0</b>	<b>20.0</b>	<b>15.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>100.0</b>	<b>1</b>	<b>24</b>
<b>TOTAL PORTUGAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>25.0</b>	<b>20.0</b>	<b>20.0</b>	<b>15.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>100.0</b>	<b>1</b>	<b>24</b>
<b>PORTUGAL(MADEIRA)</b>																				
<b>FUNCHAL</b>	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	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>100.0</b>	<b>3</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>100.0</b>	<b>3</b>	<b>8</b>
<b>SPAIN</b>																				
<b>ALICANTE</b>	EASYJET UK LTD	S	28	0	0	7.1	28.6	14.3	14.3	10.7	14.3	0.0	10.7	0.0	0.0	0.0	45	93.3	3	30
<b>ALICANTE</b>	JET2.COM LTD	S	10	0	0	40.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	8

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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	
ALICANTE	RYANAIR	S	8	0	0	12.5	12.5	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	91.3	8	23	
<b>TOTAL ALICANTE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>26.1</b>	<b>19.6</b>	<b>13.0</b>	<b>10.9</b>	<b>8.7</b>	<b>0.0</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>93.4</b>	<b>5</b>	<b>61</b>	
MALAGA	EASYJET UK LTD	S	30	0	0	3.3	30.0	23.3	10.0	20.0	10.0	3.3	0.0	0.0	0.0	0.0	25	81.3	14	32	
MALAGA	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
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	0.0	0	0	
MALAGA	RYANAIR	S	18	0	0	0.0	33.3	38.9	16.7	0.0	5.6	5.6	0.0	0.0	0.0	0.0	19	90.6	4	32	
<b>TOTAL MALAGA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>34.6</b>	<b>26.9</b>	<b>11.5</b>	<b>11.5</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>86.8</b>	<b>9</b>	<b>68</b>	
<b>TOTAL SPAIN</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>30.6</b>	<b>23.5</b>	<b>12.2</b>	<b>11.2</b>	<b>8.2</b>	<b>2.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>89.9</b>	<b>7</b>	<b>129</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	AER LINGUS	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
ARRECIFE	EASYJET UK LTD	S	17	0	0	5.9	23.5	5.9	23.5	29.4	0.0	5.9	5.9	0.0	0.0	0.0	39	87.5	4	16	
ARRECIFE	JET2.COM LTD	S	22	0	0	0.0	40.9	27.3	13.6	13.6	4.5	0.0	0.0	0.0	0.0	0.0	14	81.3	5	16	
ARRECIFE	RYANAIR	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
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	87.5	6	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	87.5	6	8	
<b>TOTAL ARRECIFE</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>31.7</b>	<b>22.0</b>	<b>17.1</b>	<b>19.5</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>24</b>	<b>85.7</b>	<b>5</b>	<b>56</b>	
FUERTEVENTURA	EASYJET UK LTD	S	18	0	0	11.1	27.8	38.9	5.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	13	87.5	6	16	
FUERTEVENTURA	JET2.COM LTD	S	10	0	0	0.0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	8	
<b>TOTAL FUERTEVENTURA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>39.3</b>	<b>35.7</b>	<b>7.1</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>91.7</b>	<b>4</b>	<b>24</b>	
LAS PALMAS	JET2.COM LTD	S	14	0	0	21.4	28.6	28.6	0.0	7.1	7.1	7.1	0.0	0.0	0.0	0.0	21	100.0	1	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	83.3	5	6	
<b>TOTAL LAS PALMAS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>28.6</b>	<b>28.6</b>	<b>0.0</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>21</b>	<b>92.9</b>	<b>3</b>	<b>14</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	39	0	1	20.0	32.5	32.5	5.0	0.0	5.0	2.5	0.0	0.0	0.0	2.5	13	85.0	4	20	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	4	16	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	9	12	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>40</b>	<b>0</b>	<b>1</b>	<b>19.5</b>	<b>31.7</b>	<b>34.1</b>	<b>4.9</b>	<b>0.0</b>	<b>4.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>13</b>	<b>87.5</b>	<b>5</b>	<b>48</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>11.3</b>	<b>33.1</b>	<b>29.8</b>	<b>8.9</b>	<b>8.9</b>	<b>4.0</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>17</b>	<b>88.0</b>	<b>5</b>	<b>142</b>	
<b>SWITZERLAND</b>																					
GENEVA	AER LINGUS	C	0	0	0	0.0	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	
GENEVA	EASYJET UK LTD	S	38	0	0	0.0	36.8	23.7	18.4	13.2	0.0	2.6	5.3	0.0	0.0	0.0	27	87.5	6	32	
<b>TOTAL GENEVA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.8</b>	<b>23.7</b>	<b>18.4</b>	<b>13.2</b>	<b>0.0</b>	<b>2.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>87.9</b>	<b>6</b>	<b>33</b>	
<b>TOTAL SWITZERLAND</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.8</b>	<b>23.7</b>	<b>18.4</b>	<b>13.2</b>	<b>0.0</b>	<b>2.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>87.9</b>	<b>6</b>	<b>33</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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>TURKEY</b>																					
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
ISTANBUL ATATURK	FREEBIRD AIRLINES	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL ISTANBUL ATATURK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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>0</b>	<b>1</b>	
BIRMINGHAM	EASYJET UK LTD	S	150	0	0	2.7	50.7	19.3	8.0	10.7	7.3	0.7	0.7	0.0	0.0	0.0	17	91.4	4	152	
<b>TOTAL BIRMINGHAM</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>50.7</b>	<b>19.3</b>	<b>8.0</b>	<b>10.7</b>	<b>7.3</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>91.4</b>	<b>4</b>	<b>152</b>	
BRISTOL	EASYJET UK LTD	S	142	0	0	3.5	38.0	28.9	8.5	12.0	5.6	2.1	1.4	0.0	0.0	0.0	19	76.4	13	149	
<b>TOTAL BRISTOL</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>38.0</b>	<b>28.9</b>	<b>8.5</b>	<b>12.0</b>	<b>5.6</b>	<b>2.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>76.4</b>	<b>13</b>	<b>149</b>	
CARDIFF WALES	BLUE ISLANDS LIMITED	C	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
<b>TOTAL CARDIFF WALES</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>0</b>	<b>0</b>	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>2</b>	
EDINBURGH	EASYJET UK LTD	S	182	0	0	8.2	38.5	20.9	12.6	11.0	6.6	1.1	1.1	0.0	0.0	0.0	19	75.6	16	180	
EDINBURGH	JET2.COM LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
EDINBURGH	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	18	2	
<b>TOTAL EDINBURGH</b>			<b>183</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>38.3</b>	<b>21.3</b>	<b>12.6</b>	<b>10.9</b>	<b>6.6</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>75.3</b>	<b>16</b>	<b>182</b>	
GATWICK	EASYJET UK LTD	S	310	0	0	5.2	34.5	21.3	11.0	11.9	13.9	1.9	0.0	0.3	0.0	0.0	25	70.3	13	330	
GATWICK	JET2.COM LTD	C	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	53	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>312</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>34.3</b>	<b>21.5</b>	<b>10.9</b>	<b>11.9</b>	<b>14.1</b>	<b>1.9</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>70.3</b>	<b>13</b>	<b>330</b>	
GLASGOW	EASYJET UK LTD	S	178	0	0	3.9	47.8	24.7	10.7	6.7	5.1	0.6	0.6	0.0	0.0	0.0	13	88.1	8	176	
<b>TOTAL GLASGOW</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>47.8</b>	<b>24.7</b>	<b>10.7</b>	<b>6.7</b>	<b>5.1</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>88.1</b>	<b>8</b>	<b>176</b>	
HEATHROW	AER LINGUS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2	
HEATHROW	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	4	1	
<b>TOTAL HEATHROW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>3</b>	
ISLE OF MAN	EASYJET UK LTD	S	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	2	87.5	9	16	
<b>TOTAL ISLE OF MAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>56.3</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>9</b>	<b>16</b>	
LEEDS BRADFORD	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
<b>TOTAL LEEDS BRADFORD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>1</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	334	0	0	5.4	53.3	21.6	7.8	7.8	2.1	1.2	0.9	0.0	0.0	0.0	11	92.0	6	325
LIVERPOOL (JOHN LENNON)	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	100.0	8	1
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>53.3</b>	<b>21.6</b>	<b>7.8</b>	<b>7.8</b>	<b>2.1</b>	<b>1.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>92.0</b>	<b>6</b>	<b>326</b>
LUTON	EASYJET UK LTD	S	184	0	0	2.7	39.1	26.1	10.9	10.9	8.7	1.6	0.0	0.0	0.0	0.0	18	83.3	9	192
LUTON	RYANAIR	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL LUTON</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>38.9</b>	<b>26.5</b>	<b>10.8</b>	<b>10.8</b>	<b>8.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>83.3</b>	<b>9</b>	<b>192</b>
MANCHESTER	AER LINGUS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
MANCHESTER	EASYJET UK LTD	S	220	0	0	9.5	46.4	17.7	10.0	11.4	4.1	0.9	0.0	0.0	0.0	0.0	13	82.4	7	199
MANCHESTER	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1
MANCHESTER	RYANAIR	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
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	100.0	1	112
<b>TOTAL MANCHESTER</b>			<b>221</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>46.6</b>	<b>17.6</b>	<b>10.0</b>	<b>11.3</b>	<b>4.1</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>88.8</b>	<b>5</b>	<b>313</b>
NEWCASTLE	EASYJET UK LTD	S	140	0	0	4.3	42.9	30.7	9.3	4.3	4.3	2.9	0.0	1.4	0.0	0.0	20	92.9	4	140
<b>TOTAL NEWCASTLE</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>42.9</b>	<b>30.7</b>	<b>9.3</b>	<b>4.3</b>	<b>4.3</b>	<b>2.9</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>92.9</b>	<b>4</b>	<b>140</b>
STANSTED	EASYJET UK LTD	S	244	0	0	4.1	45.5	18.9	10.7	11.9	5.3	1.6	2.0	0.0	0.0	0.0	20	78.8	13	245
STANSTED	RYANAIR	S	16	0	0	0.0	6.3	43.8	6.3	43.8	0.0	0.0	0.0	0.0	0.0	0.0	24	97.0	4	168
<b>TOTAL STANSTED</b>			<b>260</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>43.1</b>	<b>20.4</b>	<b>10.4</b>	<b>13.8</b>	<b>5.0</b>	<b>1.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>86.2</b>	<b>9</b>	<b>413</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2123</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>43.6</b>	<b>22.6</b>	<b>9.8</b>	<b>10.1</b>	<b>6.4</b>	<b>1.4</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>84.4</b>	<b>9</b>	<b>2396</b>
USA																				
PORTSMOUTH (USA)	JOURNEY AVIATION	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	8	2
<b>TOTAL PORTSMOUTH (USA)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>8</b>	<b>2</b>
<b>TOTAL USA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>8</b>	<b>2</b>
<b>TOTAL BELFAST</b>			<b>2703</b>	<b>0</b>	<b>1</b>	<b>5.1</b>	<b>40.8</b>	<b>24.9</b>	<b>10.2</b>	<b>10.1</b>	<b>6.4</b>	<b>1.5</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>84.5</b>	<b>9</b>	<b>3105</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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>AUSTRIA</b>																					
INNSBRUCK	AUSTRIAN AIRLINES	C	10	0	0	10.0	50.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	9	8	
INNSBRUCK	JET2.COM LTD	S	10	0	0	20.0	40.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
INNSBRUCK	TUI AIRWAYS LTD	C	10	0	0	10.0	50.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	15	8	
<b>TOTAL INNSBRUCK</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>46.7</b>	<b>30.0</b>	<b>3.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>81.3</b>	<b>12</b>	<b>16</b>	
SALZBURG	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	2	
SALZBURG	JET2.COM LTD	S	14	0	0	0.0	35.7	42.9	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	91.7	4	12	
SALZBURG	TUI AIRWAYS LTD	C	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	1	100.0	3	8	
<b>TOTAL SALZBURG</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>45.8</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>90.9</b>	<b>4</b>	<b>22</b>	
VIENNA	AUSTRIAN AIRLINES	S	30	0	2	0.0	15.6	46.9	15.6	15.6	0.0	0.0	0.0	0.0	0.0	6.3	15	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	75.0	10	30	
VIENNA	LAUDA MOTION GMBH	S	26	0	0	3.8	15.4	46.2	7.7	7.7	11.5	7.7	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL VIENNA</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>15.5</b>	<b>46.6</b>	<b>12.1</b>	<b>12.1</b>	<b>5.2</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>21</b>	<b>75.0</b>	<b>10</b>	<b>30</b>	
<b>TOTAL AUSTRIA</b>			<b>110</b>	<b>0</b>	<b>2</b>	<b>4.5</b>	<b>29.5</b>	<b>42.0</b>	<b>8.9</b>	<b>8.9</b>	<b>2.7</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>13</b>	<b>81.4</b>	<b>9</b>	<b>68</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	34	0	0	20.6	8.8	41.2	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	10	78.1	12	32	
<b>TOTAL BRIDGETOWN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>8.8</b>	<b>41.2</b>	<b>23.5</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>78.1</b>	<b>12</b>	<b>32</b>	
<b>TOTAL BARBADOS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>8.8</b>	<b>41.2</b>	<b>23.5</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>78.1</b>	<b>12</b>	<b>32</b>	
<b>BELGIUM</b>																					
BRUSSELS	AIR NOSTRUM	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	89	1	
BRUSSELS	BRUSSELS AIRLINES	S	162	0	5	1.8	42.5	42.5	7.8	1.2	1.2	0.0	0.0	0.0	0.0	3.0	6	74.3	9	129	
BRUSSELS	CITY JET	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 BRUSSELS</b>			<b>163</b>	<b>0</b>	<b>5</b>	<b>1.8</b>	<b>42.9</b>	<b>42.3</b>	<b>7.7</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>6</b>	<b>73.7</b>	<b>10</b>	<b>130</b>	
<b>TOTAL BELGIUM</b>			<b>163</b>	<b>0</b>	<b>5</b>	<b>1.8</b>	<b>42.9</b>	<b>42.3</b>	<b>7.7</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>6</b>	<b>73.7</b>	<b>10</b>	<b>130</b>	
<b>BULGARIA</b>																					
SOFIA	RYANAIR	S	26	0	0	3.8	26.9	46.2	15.4	3.8	3.8	0.0	0.0	0.0	0.0	0.0	11	54.2	16	24	
SOFIA	TUI AIRWAYS LTD	C	9	0	0	11.1	0.0	11.1	22.2	33.3	22.2	0.0	0.0	0.0	0.0	0.0	32	75.0	8	8	
<b>TOTAL SOFIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>20.0</b>	<b>37.1</b>	<b>17.1</b>	<b>11.4</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>59.4</b>	<b>14</b>	<b>32</b>	
<b>TOTAL BULGARIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>20.0</b>	<b>37.1</b>	<b>17.1</b>	<b>11.4</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>59.4</b>	<b>14</b>	<b>32</b>	
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	16	0	0	25.0	25.0	37.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	33	16	
<b>TOTAL BOA VISTA (RABIL)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</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>5</b>	<b>87.5</b>	<b>33</b>	<b>16</b>	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	16	0	0	18.8	12.5	56.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	69.2	11	13	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>12.5</b>	<b>56.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>69.2</b>	<b>11</b>	<b>13</b>	
<b>TOTAL CAPE VERDE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>21.9</b>	<b>18.8</b>	<b>46.9</b>	<b>9.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>79.3</b>	<b>23</b>	<b>29</b>	
<b>CROATIA</b>																					



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												FEB 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	
DUBROVNIK	FREEBIRD AIRLINES EUROPE LIMITED	C	4	0	0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0	
<b>TOTAL DUBROVNIK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>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>43</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CROATIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>0.0</b>	<b>0</b>	<b>0</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	50.0	12	24	
<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>50.0</b>	<b>12</b>	<b>24</b>	
PAPHOS	JET2.COM LTD	S	16	0	0	6.3	12.5	62.5	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	12	
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	2	8	
<b>TOTAL PAPHOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>62.5</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>9</b>	<b>100.0</b>	<b>2</b>	<b>20</b>	
<b>TOTAL CYPRUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>62.5</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>9</b>	<b>72.7</b>	<b>8</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	33.3	36	30	
PRAGUE	JET2.COM LTD	S	16	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	8	16	
<b>TOTAL PRAGUE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>52.2</b>	<b>26</b>	<b>46</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>52.2</b>	<b>26</b>	<b>46</b>	
<b>DENMARK</b>																					
COPENHAGEN	SAS	S	88	0	2	0.0	26.7	44.4	17.8	4.4	2.2	2.2	0.0	0.0	0.0	2.2	14	85.2	7	88	
<b>TOTAL COPENHAGEN</b>			<b>88</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>26.7</b>	<b>44.4</b>	<b>17.8</b>	<b>4.4</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>14</b>	<b>85.2</b>	<b>7</b>	<b>88</b>	
<b>TOTAL DENMARK</b>			<b>88</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>26.7</b>	<b>44.4</b>	<b>17.8</b>	<b>4.4</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>14</b>	<b>85.2</b>	<b>7</b>	<b>88</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	87.1	6	31	
HURGHADA	TUI AIRWAYS LTD	S	24	0	0	0.0	20.8	62.5	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	64.3	24	14	
<b>TOTAL HURGHADA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.8</b>	<b>62.5</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>9</b>	<b>80.0</b>	<b>12</b>	<b>45</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	75.0	8	8	
<b>TOTAL MARSA ALAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>8</b>	<b>8</b>	
SHARM EL SHEIKH (OPHIRA)	ENTER AIR	C	8	0	0	12.5	0.0	25.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
SHARM EL SHEIKH (OPHIRA)	TUI AIRWAYS LTD	S	3	0	0	0.0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>0.0</b>	<b>36.4</b>	<b>18.2</b>	<b>18.2</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL EGYPT</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>14.3</b>	<b>54.3</b>	<b>11.4</b>	<b>11.4</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>79.2</b>	<b>11</b>	<b>53</b>	
<b>FINLAND</b>																					
ENONTEKIO	ENTER AIR	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	69	2	
<b>TOTAL ENONTEKIO</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>12</b>	<b>0.0</b>	<b>69</b>	<b>2</b>	
KUUSAMO	TUI AIRWAYS LTD	C	7	0	0	0.0	0.0	42.9	0.0	28.6	14.3	0.0	0.0	14.3	0.0	0.0	239	71.4	6	7	
<b>TOTAL KUUSAMO</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>42.9</b>	<b>0.0</b>	<b>28.6</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>239</b>	<b>71.4</b>	<b>6</b>	<b>7</b>	

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ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>55.6</b>	<b>0.0</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>188</b>	<b>55.6</b>	<b>20</b>	<b>9</b>
<b>FRANCE</b>																				
CHAMBERY	ENTER AIR	C	8	0	0	0.0	0.0	12.5	25.0	37.5	12.5	0.0	12.5	0.0	0.0	0.0	61	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	40.0	36	10
CHAMBERY	FLYBE LTD	S	14	0	0	7.1	14.3	50.0	7.1	21.4	0.0	0.0	0.0	0.0	0.0	0.0	13	60.0	24	10
CHAMBERY	TUI AIRWAYS LTD	C	13	0	0	0.0	23.1	46.2	23.1	0.0	0.0	0.0	7.7	0.0	0.0	0.0	30	75.0	7	8
<b>TOTAL CHAMBERY</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>14.3</b>	<b>40.0</b>	<b>17.1</b>	<b>17.1</b>	<b>2.9</b>	<b>0.0</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>57.1</b>	<b>23</b>	<b>28</b>
GRENOBLE	FLYBE LTD	C	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	2
GRENOBLE	FLYBE 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	54	2
GRENOBLE	JET2.COM LTD	S	28	0	0	10.7	42.9	32.1	10.7	3.6	0.0	0.0	0.0	0.0	0.0	0.0	4	81.3	12	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	75.0	14	8
<b>TOTAL GRENOBLE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>46.9</b>	<b>28.1</b>	<b>9.4</b>	<b>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>67.9</b>	<b>17</b>	<b>28</b>
LYON	EASYJET SWITZERLAND	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	1
LYON	FLYBE LTD	S	18	0	0	0.0	16.7	55.6	0.0	22.2	5.6	0.0	0.0	0.0	0.0	0.0	19	77.3	11	44
<b>TOTAL LYON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>55.6</b>	<b>0.0</b>	<b>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>19</b>	<b>75.6</b>	<b>12</b>	<b>45</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	144	0	2	2.7	52.1	32.9	4.1	6.2	0.7	0.0	0.0	0.0	0.0	1.4	6	82.2	9	146
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	160	0	6	10.2	35.5	39.8	4.2	6.0	0.6	0.0	0.0	0.0	0.0	3.6	6	68.5	15	168
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>304</b>	<b>0</b>	<b>8</b>	<b>6.7</b>	<b>43.3</b>	<b>36.5</b>	<b>4.2</b>	<b>6.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>6</b>	<b>74.8</b>	<b>12</b>	<b>314</b>
TOULOUSE (BLAGNAC)	FLYBE LTD	C	7	0	0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
TOULOUSE (BLAGNAC)	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
TOULOUSE (BLAGNAC)	TUI AIRWAYS LTD	C	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	4	7
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>43.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>85.7</b>	<b>4</b>	<b>7</b>
<b>TOTAL FRANCE</b>			<b>405</b>	<b>0</b>	<b>8</b>	<b>6.3</b>	<b>40.0</b>	<b>37.3</b>	<b>5.8</b>	<b>7.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>8</b>	<b>73.5</b>	<b>13</b>	<b>422</b>
<b>GAMBIA</b>																				
BANJUL	ENTER AIR	C	4	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0
BANJUL	ENTER AIR	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	33	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	56.3	20	16
<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>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>37</b>	<b>56.3</b>	<b>20</b>	<b>16</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>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>37</b>	<b>56.3</b>	<b>20</b>	<b>16</b>
<b>GERMANY</b>																				
BERLIN (TEGEL)	FLYBE LTD	S	28	0	0	3.6	39.3	42.9	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	10	55.6	20	54
<b>TOTAL BERLIN (TEGEL)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>39.3</b>	<b>42.9</b>	<b>7.1</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>55.6</b>	<b>20</b>	<b>54</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	170	0	8	5.1	44.4	32.6	5.1	5.1	3.4	0.0	0.0	0.0	0.0	4.5	8	84.8	7	178
DUSSELDORF	FLYBE LTD	S	140	0	4	4.2	48.6	32.6	8.3	3.5	0.0	0.0	0.0	0.0	0.0	2.8	5	81.4	12	172
<b>TOTAL DUSSELDORF</b>			<b>310</b>	<b>0</b>	<b>12</b>	<b>4.7</b>	<b>46.3</b>	<b>32.6</b>	<b>6.5</b>	<b>4.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>7</b>	<b>83.1</b>	<b>9</b>	<b>350</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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
FRANKFURT MAIN	LUFTHANSA	S	222	0	12	0.4	30.3	45.3	10.3	6.4	1.7	0.4	0.0	0.0	0.0	5.1	11	89.7	7	224
<b>TOTAL FRANKFURT MAIN</b>			<b>222</b>	<b>0</b>	<b>12</b>	<b>0.4</b>	<b>30.3</b>	<b>45.3</b>	<b>10.3</b>	<b>6.4</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>11</b>	<b>89.7</b>	<b>7</b>	<b>224</b>
HAMBURG	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	45.2	33	29
<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>45.2</b>	<b>33</b>	<b>29</b>
HANOVER	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	34	61.8	19	34
HANOVER	JET2.COM LTD	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
HANOVER	TITAN AIRWAYS LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL HANOVER</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>61.8</b>	<b>19</b>	<b>34</b>
MUNICH	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
MUNICH	LUFTHANSA	S	152	0	8	1.3	24.4	47.5	18.8	3.1	0.0	0.0	0.0	0.0	0.0	5.0	8	83.3	6	148
<b>TOTAL MUNICH</b>			<b>153</b>	<b>0</b>	<b>8</b>	<b>1.2</b>	<b>24.2</b>	<b>47.8</b>	<b>18.6</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>8</b>	<b>83.3</b>	<b>6</b>	<b>148</b>
STUTT GART	FLYBE LTD	S	80	0	0	10.0	38.8	40.0	7.5	2.5	1.3	0.0	0.0	0.0	0.0	0.0	6	75.6	9	90
<b>TOTAL STUTT GART</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>38.8</b>	<b>40.0</b>	<b>7.5</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>0.0</b>	<b>6</b>	<b>75.6</b>	<b>9</b>	<b>90</b>
<b>TOTAL GERMANY</b>			<b>798</b>	<b>0</b>	<b>32</b>	<b>3.3</b>	<b>36.4</b>	<b>40.2</b>	<b>10.1</b>	<b>4.5</b>	<b>1.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>8</b>	<b>80.4</b>	<b>10</b>	<b>929</b>
<b>HUNGARY</b>																				
BUDAPEST	JET2.COM LTD	S	16	0	0	6.3	75.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
BUDAPEST	WIZZ AIR	S	16	0	0	6.3	0.0	18.8	12.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	46	62.5	14	16
<b>TOTAL BUDAPEST</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>18.8</b>	<b>6.3</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>62.5</b>	<b>14</b>	<b>16</b>
<b>TOTAL HUNGARY</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>18.8</b>	<b>6.3</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>62.5</b>	<b>14</b>	<b>16</b>
<b>INDIA</b>																				
AMRITSAR	AIR INDIA	S	26	0	0	0.0	26.9	50.0	7.7	11.5	3.8	0.0	0.0	0.0	0.0	0.0	14	66.7	38	24
<b>TOTAL AMRITSAR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>50.0</b>	<b>7.7</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>66.7</b>	<b>38</b>	<b>24</b>
DELHI	AIR INDIA	S	25	0	0	8.0	4.0	16.0	28.0	24.0	16.0	4.0	0.0	0.0	0.0	0.0	38	30.4	51	23
<b>TOTAL DELHI</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>4.0</b>	<b>16.0</b>	<b>28.0</b>	<b>24.0</b>	<b>16.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>30.4</b>	<b>51</b>	<b>23</b>
GOA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	33	8
<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>25.0</b>	<b>33</b>	<b>8</b>
<b>TOTAL INDIA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>15.7</b>	<b>33.3</b>	<b>17.6</b>	<b>17.6</b>	<b>9.8</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>45.5</b>	<b>42</b>	<b>55</b>
<b>IRISH REPUBLIC</b>																				
CORK	STOBART AIR	S	110	0	0	19.1	44.5	28.2	7.3	0.0	0.9	0.0	0.0	0.0	0.0	0.0	4	90.4	5	103
<b>TOTAL CORK</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>19.1</b>	<b>44.5</b>	<b>28.2</b>	<b>7.3</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>0.0</b>	<b>4</b>	<b>90.4</b>	<b>5</b>	<b>103</b>
DUBLIN	AER LINGUS	S	180	0	2	11.5	51.6	22.5	5.5	5.5	0.5	1.1	0.5	0.0	0.0	1.1	8	88.6	5	184
DUBLIN	RYANAIR	S	322	0	1	17.0	44.9	17.6	5.9	8.0	3.4	1.5	1.2	0.0	0.0	0.3	14	86.2	6	312
DUBLIN	STOBART AIR	S	92	0	2	16.0	50.0	14.9	9.6	5.3	0.0	0.0	2.1	0.0	0.0	2.1	10	89.4	6	93
<b>TOTAL DUBLIN</b>			<b>594</b>	<b>0</b>	<b>5</b>	<b>15.2</b>	<b>47.7</b>	<b>18.7</b>	<b>6.3</b>	<b>6.8</b>	<b>2.0</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>11</b>	<b>87.5</b>	<b>6</b>	<b>589</b>
IRELAND WEST(KNOCK)	FLYBE LTD	S	26	0	2	32.1	28.6	25.0	3.6	0.0	3.6	0.0	0.0	0.0	0.0	7.1	6	60.0	23	30

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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 IRELAND WEST (KNOCK)</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>32.1</b>	<b>28.6</b>	<b>25.0</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>6</b>	<b>60.0</b>	<b>23</b>	<b>30</b>	
SHANNON	STOBART AIR	S	58	0	0	25.9	44.8	20.7	5.2	0.0	1.7	0.0	1.7	0.0	0.0	0.0	9	91.1	5	56	
<b>TOTAL SHANNON</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>25.9</b>	<b>44.8</b>	<b>20.7</b>	<b>5.2</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>91.1</b>	<b>5</b>	<b>56</b>	
<b>TOTAL IRISH REPUBLIC ITALY</b>			<b>788</b>	<b>0</b>	<b>7</b>	<b>17.1</b>	<b>46.4</b>	<b>20.4</b>	<b>6.3</b>	<b>5.2</b>	<b>1.9</b>	<b>0.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>10</b>	<b>87.1</b>	<b>7</b>	<b>778</b>	
MILAN (LINATE)	ALITALIA (CAI)	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	35	6	
MILAN (LINATE)	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	28	1	
<b>TOTAL MILAN (LINATE)</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>28.6</b>	<b>34</b>	<b>7</b>	
MILAN (MALPENSA)	FLYBE LTD	S	26	0	0	0.0	42.3	38.5	7.7	7.7	3.8	0.0	0.0	0.0	0.0	0.0	9	69.0	13	58	
<b>TOTAL MILAN (MALPENSA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.3</b>	<b>38.5</b>	<b>7.7</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>69.0</b>	<b>13</b>	<b>58</b>	
ROME (FIUMICINO)	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	
ROME (FIUMICINO)	JET2.COM LTD	S	29	0	0	0.0	27.6	51.7	10.3	6.9	0.0	0.0	0.0	3.4	0.0	0.0	23	96.4	4	28	
<b>TOTAL ROME (FIUMICINO)</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.6</b>	<b>51.7</b>	<b>10.3</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>96.6</b>	<b>4</b>	<b>29</b>	
TURIN	JET2.COM LTD	S	18	0	0	5.6	33.3	44.4	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	16	
TURIN	TUI AIRWAYS 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	100.0	1	8	
<b>TOTAL TURIN</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>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>100.0</b>	<b>1</b>	<b>24</b>	
VENICE	JET2.COM LTD	S	10	0	0	0.0	20.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	85.7	5	7	
<b>TOTAL VENICE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>50.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>85.7</b>	<b>5</b>	<b>7</b>	
VERONA VILAFRANCA	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	283	1	
VERONA VILAFRANCA	RYANAIR	S	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	12	56.3	46	16	
VERONA VILAFRANCA	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	50.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	19	50.0	38	8	
<b>TOTAL VERONA VILAFRANCA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>45.0</b>	<b>15.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>52.0</b>	<b>53</b>	<b>25</b>	
<b>TOTAL ITALY</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>31.3</b>	<b>45.5</b>	<b>11.6</b>	<b>7.1</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>13</b>	<b>75.3</b>	<b>17</b>	<b>150</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	7	8	
<b>TOTAL MONTEGO BAY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>7</b>	<b>8</b>	
<b>TOTAL JAMAICA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>7</b>	<b>8</b>	
<b>LITHUANIA</b>																					
VILNIUS	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	14	16	
<b>TOTAL VILNIUS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>62.5</b>	<b>14</b>	<b>16</b>	
<b>TOTAL LITHUANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>62.5</b>	<b>14</b>	<b>16</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
<b>TOTAL 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>15</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>15</b>	<b>1</b>	
<b>MALAYSIA</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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													
LANGKAWI	TUI AIRWAYS LTD	C	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	23	75.0	23	4	
<b>TOTAL LANGKAWI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>75.0</b>	<b>23</b>	<b>4</b>	
<b>TOTAL MALAYSIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>75.0</b>	<b>23</b>	<b>4</b>	
<b>MALTA</b>																				
MALTA	JET2.COM LTD	S	6	0	0	16.7	33.3	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	4	
MALTA	RYANAIR	S	23	0	2	0.0	32.0	40.0	12.0	4.0	4.0	0.0	0.0	0.0	8.0	11	75.0	11	24	
<b>TOTAL MALTA</b>			<b>29</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>32.3</b>	<b>35.5</b>	<b>16.1</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>11</b>	<b>78.6</b>	<b>9</b>	<b>28</b>	
<b>TOTAL MALTA</b>			<b>29</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>32.3</b>	<b>35.5</b>	<b>16.1</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>11</b>	<b>78.6</b>	<b>9</b>	<b>28</b>	
<b>MEXICO</b>																				
CANCUN	TUI AIRWAYS LTD	S	17	0	0	17.6	17.6	47.1	11.8	0.0	0.0	0.0	5.9	0.0	0.0	19	62.5	17	16	
<b>TOTAL CANCUN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>17.6</b>	<b>47.1</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>62.5</b>	<b>17</b>	<b>16</b>	
<b>TOTAL MEXICO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>17.6</b>	<b>47.1</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>62.5</b>	<b>17</b>	<b>16</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	87.5	16	16	
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	3	0	0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	30	0.0	0	0	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>87.5</b>	<b>16</b>	<b>16</b>	
MARRAKESH	CORENDON 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	66.7	17	3	
MARRAKESH	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	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>50.0</b>	<b>17</b>	<b>4</b>	
<b>TOTAL MOROCCO</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>80.0</b>	<b>16</b>	<b>20</b>	
<b>NETHERLANDS</b>																				
AMSTERDAM	FLYBE LTD	S	328	0	15	10.2	34.1	34.1	6.7	3.5	2.9	3.5	0.6	0.0	0.0	4.4	15	60.2	22	354
AMSTERDAM	KLM	S	234	0	10	1.2	36.1	37.7	9.0	5.3	4.5	1.2	0.8	0.0	0.0	4.1	15	78.1	9	224
<b>TOTAL AMSTERDAM</b>			<b>562</b>	<b>0</b>	<b>25</b>	<b>6.5</b>	<b>34.9</b>	<b>35.6</b>	<b>7.7</b>	<b>4.3</b>	<b>3.6</b>	<b>2.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>15</b>	<b>67.1</b>	<b>17</b>	<b>578</b>
<b>TOTAL NETHERLANDS</b>			<b>562</b>	<b>0</b>	<b>25</b>	<b>6.5</b>	<b>34.9</b>	<b>35.6</b>	<b>7.7</b>	<b>4.3</b>	<b>3.6</b>	<b>2.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>15</b>	<b>67.1</b>	<b>17</b>	<b>578</b>
<b>NORWAY</b>																				
BERGEN	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	35	50.0	14	2	
<b>TOTAL BERGEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>50.0</b>	<b>14</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>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>50.0</b>	<b>14</b>	<b>2</b>	
<b>PAKISTAN</b>																				
ISLAMABAD INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	34	0	0	5.9	23.5	47.1	14.7	8.8	0.0	0.0	0.0	0.0	0.0	10	83.3	4	22	
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>23.5</b>	<b>47.1</b>	<b>14.7</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.3</b>	<b>4</b>	<b>22</b>	
<b>TOTAL PAKISTAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>23.5</b>	<b>47.1</b>	<b>14.7</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.3</b>	<b>4</b>	<b>22</b>	
<b>POLAND</b>																				
BYDGOSZCZ	RYANAIR	S	26	0	0	23.1	46.2	23.1	0.0	0.0	0.0	7.7	0.0	0.0	0.0	24	100.0	2	24	

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ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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 BYDGOSZCZ</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>46.2</b>	<b>23.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>100.0</b>	<b>2</b>	<b>24</b>	
GDANSK	RYANAIR	S	16	0	0	6.3	37.5	31.3	6.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	16	
<b>TOTAL GDANSK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>31.3</b>	<b>6.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
KATOWICE	RYANAIR	S	16	0	0	12.5	25.0	31.3	18.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	15	93.8	4	16	
<b>TOTAL KATOWICE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>31.3</b>	<b>18.8</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>93.8</b>	<b>4</b>	<b>16</b>	
KRAKOW	JET2.COM LTD	S	16	0	0	6.3	56.3	18.8	6.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	10	100.0	2	16	
KRAKOW	RYANAIR	S	24	0	0	4.2	45.8	25.0	4.2	8.3	0.0	0.0	12.5	0.0	0.0	0.0	29	100.0	1	16	
KRAKOW	TITAN AIRWAYS LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
KRAKOW	WIZZ AIR	S	26	0	0	3.8	3.8	46.2	34.6	11.5	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL KRAKOW</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>32.4</b>	<b>32.4</b>	<b>16.2</b>	<b>8.8</b>	<b>1.5</b>	<b>0.0</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>100.0</b>	<b>2</b>	<b>32</b>	
POZNAN	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	5	0.0	0	0	
POZNAN	WIZZ AIR	S	18	0	0	11.1	16.7	27.8	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL POZNAN</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>15.8</b>	<b>31.6</b>	<b>21.1</b>	<b>21.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RZESZOW	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	22	1	
<b>TOTAL RZESZOW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>22</b>	<b>1</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	18	0	0	5.6	33.3	16.7	22.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	16	81.3	9	16	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>16.7</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>16</b>	<b>81.3</b>	<b>9</b>	<b>16</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	24	0	0	4.2	37.5	41.7	12.5	4.2	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	10	24	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>37.5</b>	<b>41.7</b>	<b>12.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.0</b>	<b>10</b>	<b>24</b>	
WROCLAW	WIZZ AIR	S	18	0	0	0.0	22.2	44.4	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	18	16	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</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>75.0</b>	<b>18</b>	<b>16</b>	
<b>TOTAL POLAND</b>			<b>205</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>32.2</b>	<b>31.7</b>	<b>14.1</b>	<b>10.2</b>	<b>1.5</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>89.7</b>	<b>6</b>	<b>145</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	JET2.COM LTD	S	24	0	0	16.7	33.3	29.2	8.3	8.3	4.2	0.0	0.0	0.0	0.0	0.0	10	92.9	5	14	
FARO	RYANAIR	S	25	0	0	24.0	36.0	24.0	0.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	23	91.7	4	24	
<b>TOTAL FARO</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>20.4</b>	<b>34.7</b>	<b>26.5</b>	<b>4.1</b>	<b>6.1</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>17</b>	<b>92.1</b>	<b>4</b>	<b>38</b>	
LISBON	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL 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>100.0</b>	<b>0</b>	<b>1</b>	
OPORTO (PORTUGAL)	AIR PORTUGAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	26	2	
OPORTO (PORTUGAL)	RYANAIR	S	16	0	0	6.3	43.8	37.5	0.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>37.5</b>	<b>0.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>50.0</b>	<b>26</b>	<b>2</b>	
<b>TOTAL PORTUGAL</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>16.9</b>	<b>36.9</b>	<b>29.2</b>	<b>3.1</b>	<b>6.2</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>15</b>	<b>90.2</b>	<b>5</b>	<b>41</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	16	0	0	43.8	18.8	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.8	4	16	
<b>TOTAL FUNCHAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>43.8</b>	<b>18.8</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>93.8</b>	<b>4</b>	<b>16</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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>16</b>	<b>0</b>	<b>0</b>	<b>43.8</b>	<b>18.8</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>93.8</b>	<b>4</b>	<b>16</b>	
<b>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	58	0	0	1.7	31.0	46.6	10.3	6.9	3.4	0.0	0.0	0.0	0.0	0.0	10	89.3	5	56	
<b>TOTAL DOHA HAMAD</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>31.0</b>	<b>46.6</b>	<b>10.3</b>	<b>6.9</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>89.3</b>	<b>5</b>	<b>56</b>	
<b>TOTAL QATAR</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>31.0</b>	<b>46.6</b>	<b>10.3</b>	<b>6.9</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>89.3</b>	<b>5</b>	<b>56</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	26	0	0	0.0	0.0	23.1	42.3	19.2	15.4	0.0	0.0	0.0	0.0	0.0	31	66.7	13	24	
BUCHAREST (OTOPENI)	WIZZ AIR	S	26	0	0	0.0	19.2	30.8	26.9	19.2	3.8	0.0	0.0	0.0	0.0	0.0	21	54.2	17	24	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.6</b>	<b>26.9</b>	<b>34.6</b>	<b>19.2</b>	<b>9.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>60.4</b>	<b>15</b>	<b>48</b>	
CLUJ NAPOCA	WIZZ AIR	S	16	0	0	6.3	18.8	25.0	25.0	18.8	0.0	0.0	6.3	0.0	0.0	0.0	30	37.5	29	16	
<b>TOTAL CLUJ NAPOCA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>25.0</b>	<b>25.0</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>37.5</b>	<b>29</b>	<b>16</b>	
<b>TOTAL ROMANIA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>11.8</b>	<b>26.5</b>	<b>32.4</b>	<b>19.1</b>	<b>7.4</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>54.7</b>	<b>18</b>	<b>64</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	JOTA AVIATION LTD	C	8	0	0	25.0	12.5	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
BRATISLAVA	RYANAIR	S	26	0	0	11.5	38.5	30.8	7.7	3.8	7.7	0.0	0.0	0.0	0.0	0.0	10	75.0	19	24	
<b>TOTAL BRATISLAVA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>32.4</b>	<b>35.3</b>	<b>5.9</b>	<b>2.9</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.0</b>	<b>19</b>	<b>24</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>32.4</b>	<b>35.3</b>	<b>5.9</b>	<b>2.9</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.0</b>	<b>19</b>	<b>24</b>	
<b>SPAIN</b>																					
ALICANTE	JET2.COM LTD	S	50	0	0	6.0	32.0	34.0	16.0	8.0	2.0	0.0	2.0	0.0	0.0	0.0	14	100.0	1	46	
ALICANTE	RYANAIR	S	58	0	0	13.8	34.5	32.8	5.2	6.9	6.9	0.0	0.0	0.0	0.0	0.0	11	91.1	5	56	
ALICANTE	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	107	8	
<b>TOTAL ALICANTE</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>32.8</b>	<b>35.3</b>	<b>10.3</b>	<b>6.9</b>	<b>4.3</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>94.5</b>	<b>11</b>	<b>110</b>	
BARCELONA	JET2.COM LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
BARCELONA	KLASJET UAB	C	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0	
BARCELONA	PRIVILEGE STYLE	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	33	0.0	0	0	
BARCELONA	RYANAIR	S	62	0	0	3.2	35.5	38.7	12.9	1.6	8.1	0.0	0.0	0.0	0.0	0.0	12	82.1	8	56	
BARCELONA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	107	1	
BARCELONA	VUELING AIRLINES	S	44	0	0	2.3	29.5	40.9	15.9	6.8	4.5	0.0	0.0	0.0	0.0	0.0	12	71.9	11	32	
<b>TOTAL BARCELONA</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>32.1</b>	<b>38.4</b>	<b>14.3</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>13</b>	<b>77.5</b>	<b>10</b>	<b>89</b>	
BILBAO	JET2.COM LTD	C	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BILBAO</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>	
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	25.0	58	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>25.0</b>	<b>58</b>	<b>8</b>	
MADRID	IBERIA EXPRESS	S	22	0	0	22.7	31.8	27.3	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	70.8	9	24	
MADRID	RYANAIR	S	32	0	1	9.1	36.4	30.3	6.1	3.0	6.1	0.0	3.0	3.0	0.0	3.0	27	65.6	11	32	
MADRID	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	35	1	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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 MADRID</b>			<b>54</b>	<b>0</b>	<b>1</b>	<b>14.5</b>	<b>34.5</b>	<b>29.1</b>	<b>9.1</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>1.8</b>	<b>18</b>	<b>66.7</b>	<b>10</b>	<b>57</b>	
MALAGA	JET2.COM LTD	S	45	0	0	8.9	37.8	35.6	8.9	0.0	2.2	4.4	2.2	0.0	0.0	0.0	16	97.4	3	38	
MALAGA	RYANAIR	S	50	0	0	16.0	42.0	22.0	10.0	2.0	6.0	2.0	0.0	0.0	0.0	0.0	12	95.8	6	48	
MALAGA	TUI AIRWAYS LTD	C	8	0	0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	8	
MALAGA	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	1	
<b>TOTAL MALAGA</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>39.8</b>	<b>28.2</b>	<b>9.7</b>	<b>1.0</b>	<b>3.9</b>	<b>2.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>95.8</b>	<b>4</b>	<b>95</b>	
MURCIA INTERNATIONAL	RYANAIR	S	18	0	0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	5	16	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>66.7</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>5</b>	<b>16</b>	
PALMA DE MALLORCA	JET2.COM LTD	S	10	0	0	20.0	50.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	8	
<b>TOTAL PALMA DE MALLORCA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>50.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
<b>TOTAL SPAIN</b>			<b>415</b>	<b>0</b>	<b>1</b>	<b>9.9</b>	<b>36.5</b>	<b>32.0</b>	<b>11.1</b>	<b>4.3</b>	<b>4.3</b>	<b>0.7</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>13</b>	<b>85.1</b>	<b>9</b>	<b>383</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	64	0	4	23.5	19.1	32.4	1.5	7.4	5.9	1.5	0.0	2.9	0.0	5.9	60	97.5	3	40	
ARRECIFE	RYANAIR	S	15	0	0	13.3	66.7	13.3	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	3	95.8	3	24	
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	90.0	6	20	
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	11.1	16.7	33.3	5.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	27	62.5	34	16	
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	9	0.0	0	0	
<b>TOTAL ARRECIFE</b>			<b>98</b>	<b>0</b>	<b>4</b>	<b>19.6</b>	<b>25.5</b>	<b>30.4</b>	<b>2.0</b>	<b>7.8</b>	<b>7.8</b>	<b>1.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>3.9</b>	<b>44</b>	<b>90.0</b>	<b>9</b>	<b>100</b>	
FUERTEVENTURA	JET2.COM LTD	S	39	0	0	28.2	17.9	38.5	2.6	5.1	5.1	2.6	0.0	0.0	0.0	0.0	12	100.0	0	16	
FUERTEVENTURA	RYANAIR	S	16	0	0	12.5	56.3	18.8	0.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	9	100.0	3	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	77.8	10	18	
FUERTEVENTURA	TUI AIRWAYS LTD	C	14	0	0	21.4	21.4	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	81.3	9	16	
<b>TOTAL FUERTEVENTURA</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>23.2</b>	<b>27.5</b>	<b>34.8</b>	<b>4.3</b>	<b>4.3</b>	<b>4.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>89.4</b>	<b>6</b>	<b>66</b>	
LAS PALMAS	JET2.COM LTD	S	38	0	2	17.5	17.5	32.5	7.5	10.0	2.5	0.0	0.0	7.5	0.0	5.0	191	95.8	5	24	
LAS PALMAS	NORWEGIAN AIR INTERNATIONAL	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	26	0.0	0	0	
LAS PALMAS	RYANAIR	S	8	0	0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	16	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	5	6	
LAS PALMAS	TUI AIRWAYS LTD	C	13	0	0	7.7	30.8	30.8	0.0	7.7	0.0	7.7	0.0	15.4	0.0	0.0	264	80.0	18	20	
<b>TOTAL LAS PALMAS</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>14.5</b>	<b>24.2</b>	<b>30.6</b>	<b>8.1</b>	<b>8.1</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>8.1</b>	<b>0.0</b>	<b>3.2</b>	<b>179</b>	<b>90.9</b>	<b>9</b>	<b>66</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	98	0	1	26.3	16.2	26.3	11.1	5.1	6.1	2.0	0.0	6.1	0.0	1.0	135	90.0	4	60	
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	33	0	0	3.0	36.4	39.4	12.1	3.0	3.0	3.0	0.0	0.0	0.0	0.0	13	90.6	8	32	
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	74.2	56	31	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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)	TUI AIRWAYS LTD	C	32	0	0	6.3	15.6	40.6	12.5	12.5	6.3	0.0	0.0	6.3	0.0	0.0	109	75.8	57	33	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>163</b>	<b>0</b>	<b>1</b>	<b>17.7</b>	<b>20.1</b>	<b>31.7</b>	<b>11.6</b>	<b>6.1</b>	<b>5.5</b>	<b>1.8</b>	<b>0.0</b>	<b>4.9</b>	<b>0.0</b>	<b>0.6</b>	<b>105</b>	<b>84.1</b>	<b>26</b>	<b>157</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>390</b>	<b>0</b>	<b>7</b>	<b>18.6</b>	<b>23.4</b>	<b>31.7</b>	<b>7.3</b>	<b>6.5</b>	<b>5.3</b>	<b>1.5</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>1.8</b>	<b>84</b>	<b>87.7</b>	<b>15</b>	<b>389</b>	
GOTEBORG (LANDVETTER)	TUI FLY NORDIC	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 GOTEBORG (LANDVETTER)</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 SWEDEN</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>SWITZERLAND</b>																					
GENEVA	EASYJET SWITZERLAND	S	44	0	2	8.7	30.4	23.9	13.0	8.7	8.7	2.2	0.0	0.0	0.0	4.3	18	46.9	28	31	
GENEVA	EASYJET UK LTD	S	68	0	6	5.4	21.6	23.0	16.2	18.9	1.4	2.7	2.7	0.0	0.0	8.1	26	70.8	21	70	
GENEVA	FLYBE LTD	S	10	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	24	50.0	25	8	
GENEVA	JET2.COM LTD	S	36	0	0	2.8	22.2	58.3	8.3	2.8	5.6	0.0	0.0	0.0	0.0	0.0	10	87.5	4	24	
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	75.0	9	8	
<b>TOTAL GENEVA</b>			<b>158</b>	<b>0</b>	<b>8</b>	<b>5.4</b>	<b>24.1</b>	<b>31.9</b>	<b>13.9</b>	<b>11.4</b>	<b>5.4</b>	<b>1.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>20</b>	<b>67.4</b>	<b>19</b>	<b>141</b>	
ZURICH	SWISS AIRLINES	S	108	0	4	0.9	18.8	45.5	17.9	13.4	0.0	0.0	0.0	0.0	0.0	3.6	12	76.8	11	110	
<b>TOTAL ZURICH</b>			<b>108</b>	<b>0</b>	<b>4</b>	<b>0.9</b>	<b>18.8</b>	<b>45.5</b>	<b>17.9</b>	<b>13.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>12</b>	<b>76.8</b>	<b>11</b>	<b>110</b>	
<b>TOTAL SWITZERLAND</b>			<b>266</b>	<b>0</b>	<b>12</b>	<b>3.6</b>	<b>21.9</b>	<b>37.4</b>	<b>15.5</b>	<b>12.2</b>	<b>3.2</b>	<b>1.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>17</b>	<b>71.5</b>	<b>15</b>	<b>251</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	16	100.0	2	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>16</b>	<b>100.0</b>	<b>2</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>16</b>	<b>100.0</b>	<b>2</b>	<b>4</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	100.0	7	4	
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	8	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>18</b>	<b>12</b>	
<b>TOTAL TUNISIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>18</b>	<b>12</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	24	0	0	0.0	8.3	33.3	33.3	20.8	4.2	0.0	0.0	0.0	0.0	0.0	20	75.0	22	8	
ANTALYA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	19	5	
<b>TOTAL ANTALYA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>33.3</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>20</b>	<b>76.9</b>	<b>21</b>	<b>13</b>	
ISTANBUL	THY TURKISH AIRLINES	S	78	0	6	4.8	16.7	31.0	14.3	16.7	9.5	0.0	0.0	0.0	0.0	7.1	20	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>78</b>	<b>0</b>	<b>6</b>	<b>4.8</b>	<b>16.7</b>	<b>31.0</b>	<b>14.3</b>	<b>16.7</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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
ISTANBUL ATATURK	THY TURKISH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	13	80
<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>80.0</b>	<b>13</b>	<b>80</b>
<b>TOTAL TURKEY</b>			<b>102</b>	<b>0</b>	<b>6</b>	<b>3.7</b>	<b>14.8</b>	<b>31.5</b>	<b>18.5</b>	<b>17.6</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>20</b>	<b>79.6</b>	<b>14</b>	<b>93</b>
<b>TURKMENISTAN</b>																				
ASHKHABAD	TURKMENISTAN AIRLINES	S	8	0	0	0.0	12.5	0.0	0.0	25.0	37.5	25.0	0.0	0.0	0.0	0.0	77	12.8	61	28
<b>TOTAL ASHKHABAD</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>25.0</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>77</b>	<b>12.8</b>	<b>61</b>	<b>28</b>
<b>TOTAL TURKMENISTAN</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>25.0</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>77</b>	<b>12.8</b>	<b>61</b>	<b>28</b>
<b>UNITED ARAB EMIRATES</b>																				
DUBAI	EMIRATES	S	116	0	0	0.0	28.4	33.6	20.7	12.9	4.3	0.0	0.0	0.0	0.0	0.0	16	65.2	13	112
<b>TOTAL DUBAI</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.4</b>	<b>33.6</b>	<b>20.7</b>	<b>12.9</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>65.2</b>	<b>13</b>	<b>112</b>
<b>TOTAL UNITED ARAB</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.4</b>	<b>33.6</b>	<b>20.7</b>	<b>12.9</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>65.2</b>	<b>13</b>	<b>112</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	FLYBE LTD	S	136	0	4	23.6	52.1	19.3	0.7	0.7	0.7	0.0	0.0	0.0	0.0	2.9	2	76.2	11	141
<b>TOTAL ABERDEEN</b>			<b>136</b>	<b>0</b>	<b>4</b>	<b>23.6</b>	<b>52.1</b>	<b>19.3</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>2.9</b>	<b>2</b>	<b>76.2</b>	<b>11</b>	<b>141</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	305	0	6	15.8	52.4	24.1	2.6	2.3	1.0	0.0	0.0	0.0	0.0	1.9	3	80.9	10	335
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>305</b>	<b>0</b>	<b>6</b>	<b>15.8</b>	<b>52.4</b>	<b>24.1</b>	<b>2.6</b>	<b>2.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>3</b>	<b>80.9</b>	<b>10</b>	<b>335</b>
BELFAST INTERNATIONAL	EASYJET UK LTD	S	150	0	4	8.4	40.9	22.1	9.7	6.5	8.4	0.6	0.6	0.0	0.0	2.6	16	90.1	5	152
BELFAST INTERNATIONAL	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	43	1
BELFAST INTERNATIONAL	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	2
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>150</b>	<b>0</b>	<b>4</b>	<b>8.4</b>	<b>40.9</b>	<b>22.1</b>	<b>9.7</b>	<b>6.5</b>	<b>8.4</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>16</b>	<b>88.4</b>	<b>6</b>	<b>155</b>
BOURNEMOUTH	RYANAIR	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	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>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BRISTOL	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	570	8
BRISTOL	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 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>38</b>	<b>0.0</b>	<b>570</b>	<b>8</b>
CARDIFF WALES	JET2.COM LTD	S	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL CARDIFF WALES</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>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	32	20.0	44	5
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	2
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>40.0</b>	<b>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>18</b>	<b>14.3</b>	<b>49</b>	<b>7</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

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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	
EDINBURGH	FLYBE LTD	S	314	0	12	19.9	49.7	20.6	2.5	1.8	1.5	0.3	0.0	0.0	0.0	3.7	4	78.6	14	355	
<b>TOTAL EDINBURGH</b>			<b>315</b>	<b>0</b>	<b>12</b>	<b>19.9</b>	<b>49.5</b>	<b>20.8</b>	<b>2.4</b>	<b>1.8</b>	<b>1.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>4</b>	<b>78.6</b>	<b>14</b>	<b>355</b>	
EXETER	FLYBE LTD	S	3	0	0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	66.7	0.0	0.0	0.0	170	46.2	27	13	
EXETER	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	83	0.0	0	0	
<b>TOTAL EXETER</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>148</b>	<b>46.2</b>	<b>27</b>	<b>13</b>	
GATWICK	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1	
GATWICK	ENTER AIR	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	99	100.0	5	1	
GATWICK	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	78	1	
GATWICK	TUI AIRWAYS LTD	S	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>49</b>	<b>33.3</b>	<b>37</b>	<b>3</b>	
GLASGOW	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	72	2	
GLASGOW	FLYBE LTD	S	293	0	8	22.3	52.2	16.9	3.7	1.0	0.7	0.3	0.3	0.0	0.0	2.7	4	75.7	16	297	
GLASGOW	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	20	0.0	0	0	
<b>TOTAL GLASGOW</b>			<b>295</b>	<b>0</b>	<b>8</b>	<b>22.1</b>	<b>51.8</b>	<b>17.2</b>	<b>3.6</b>	<b>1.3</b>	<b>0.7</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>4</b>	<b>75.2</b>	<b>17</b>	<b>299</b>	
GUERNSEY	FLYBE LTD	S	43	0	0	2.3	53.5	39.5	2.3	0.0	0.0	0.0	2.3	0.0	0.0	0.0	7	84.1	13	41	
<b>TOTAL GUERNSEY</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>53.5</b>	<b>39.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>84.1</b>	<b>13</b>	<b>41</b>	
HEATHROW	AMERICAN AIRLINES	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	74	0.0	0	0	
HEATHROW	BRITISH AIRWAYS PLC	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	24	0.0	0	0	
HEATHROW	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	72	0.0	51	1	
HEATHROW	UNITED AIRLINES	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	95	0.0	0	0	
<b>TOTAL HEATHROW</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>28.6</b>	<b>0.0</b>	<b>14.3</b>	<b>57.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>0.0</b>	<b>51</b>	<b>1</b>	
INVERNESS	FLYBE LTD	S	34	0	2	16.7	38.9	36.1	2.8	0.0	0.0	0.0	0.0	0.0	0.0	5.6	2	84.0	7	50	
<b>TOTAL INVERNESS</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>16.7</b>	<b>38.9</b>	<b>36.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>2</b>	<b>84.0</b>	<b>7</b>	<b>50</b>	
ISLE OF MAN	FLYBE LTD	S	48	0	2	4.0	46.0	36.0	4.0	6.0	0.0	0.0	0.0	0.0	0.0	4.0	6	70.7	13	58	
<b>TOTAL ISLE OF MAN</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>4.0</b>	<b>46.0</b>	<b>36.0</b>	<b>4.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>6</b>	<b>70.7</b>	<b>13</b>	<b>58</b>	
JERSEY	FLYBE LTD	S	53	0	4	8.8	26.3	36.8	10.5	5.3	5.3	0.0	0.0	0.0	0.0	7.0	11	69.8	17	53	
<b>TOTAL JERSEY</b>			<b>53</b>	<b>0</b>	<b>4</b>	<b>8.8</b>	<b>26.3</b>	<b>36.8</b>	<b>10.5</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>11</b>	<b>69.8</b>	<b>17</b>	<b>53</b>	
LEEDS BRADFORD	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
LEEDS BRADFORD	JET2.COM LTD	S	3	0	0	33.3	0.0	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	41	0.0	0	0	
<b>TOTAL LEEDS BRADFORD</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
LONDON CITY	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	182	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>182</b>	<b>1</b>	
LUTON	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	139	1	
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	159	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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 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>159</b>	<b>0.0</b>	<b>139</b>	<b>1</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	100.0	2	3
MANCHESTER	JET2.COM LTD	S	2	0	1	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	7	0.0	0	0
MANCHESTER	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	76	0.0	0	0
MANCHESTER	TUI AIRWAYS LTD	S	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	11	60.0	24	5
<b>TOTAL MANCHESTER</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>28</b>	<b>75.0</b>	<b>16</b>	<b>8</b>
NEWCASTLE	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	2
<b>TOTAL NEWCASTLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>19</b>	<b>2</b>
NORWICH	LOGANAIR LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL NORWICH</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	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	12	5
<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>8</b>	<b>80.0</b>	<b>12</b>	<b>5</b>
STANSTED	AIR INDIA	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
STANSTED	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
STANSTED	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	2
<b>TOTAL STANSTED</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>33.3</b>	<b>34</b>	<b>3</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1418</b>	<b>0</b>	<b>43</b>	<b>16.6</b>	<b>47.8</b>	<b>22.7</b>	<b>4.1</b>	<b>2.7</b>	<b>2.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>6</b>	<b>77.6</b>	<b>16</b>	<b>1540</b>
<b>USA</b>																				
NEW YORK (NEWARK)	UNITED AIRLINES	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL NEW YORK (NEWARK)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PHOENIX	AMERICAN AIRLINES	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL PHOENIX</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>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 BIRMINGHAM</b>			<b>6562</b>	<b>0</b>	<b>152</b>	<b>10.1</b>	<b>36.8</b>	<b>31.8</b>	<b>8.7</b>	<b>5.9</b>	<b>2.9</b>	<b>0.7</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>2.3</b>	<b>16</b>	<b>77.7</b>	<b>13</b>	<b>6750</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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>AUSTRIA</b>																					
VIENNA	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	17	0.0	0	0	
<b>TOTAL VIENNA</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>TOTAL AUSTRIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>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>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	36	1	
<b>TOTAL BRIDGETOWN</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>36</b>	<b>1</b>	
<b>TOTAL BARBADOS</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>36</b>	<b>1</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	62.5	18	16		
PAPHOS	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	100.0	0	1		
<b>TOTAL PAPHOS</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</b>	<b>64.7</b>	<b>17</b>	<b>17</b>		
<b>TOTAL CYPRUS</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</b>	<b>64.7</b>	<b>17</b>	<b>17</b>		
<b>CZECH REPUBLIC</b>																					
PRAGUE	RYANAIR	S	14	0	1	0.0	6.7	33.3	40.0	13.3	0.0	0.0	0.0	0.0	0.0	6.7	19	0.0	0	0	
<b>TOTAL PRAGUE</b>			<b>14</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>6.7</b>	<b>33.3</b>	<b>40.0</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>6.7</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>14</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>6.7</b>	<b>33.3</b>	<b>40.0</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>6.7</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FINLAND</b>																					
ENONTEKIO	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		
<b>TOTAL ENONTEKIO</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>		
HELSINKI	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	100.0	0	1			
<b>TOTAL HELSINKI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>TOTAL FINLAND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>FRANCE</b>																					
LYON	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	7	0.0	0	0		
<b>TOTAL LYON</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>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL FRANCE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>ICELAND</b>																					
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	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</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</b>	<b>100.0</b>	<b>0</b>	<b>2</b>		
<b>IRISH REPUBLIC</b>																					
DUBLIN	RYANAIR	S	34	0	0	0.0	35.3	32.4	0.0	20.6	11.8	0.0	0.0	0.0	0.0	22	0.0	0	0		
<b>TOTAL DUBLIN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.3</b>	<b>32.4</b>	<b>0.0</b>	<b>20.6</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL IRISH REPUBLIC</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.3</b>	<b>32.4</b>	<b>0.0</b>	<b>20.6</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>ITALY</b>																					
BOLOGNA	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	20	0.0	0	0		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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 BOLOGNA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
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	0	8	
TURIN	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	6	0.0	0	0	
<b>TOTAL TURIN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>0</b>	<b>8</b>	
<b>TOTAL ITALY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>0</b>	<b>8</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	16	0	0	6.3	25.0	43.8	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	16	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>43.8</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>43.8</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2	
<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>100.0</b>	<b>4</b>	<b>2</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>100.0</b>	<b>4</b>	<b>2</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	100.0	0	3	
<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>100.0</b>	<b>0</b>	<b>3</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>100.0</b>	<b>0</b>	<b>3</b>	
<b>POLAND</b>																					
KRAKOW	RYANAIR	S	16	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	87.5	8	16	
<b>TOTAL KRAKOW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.5</b>	<b>8</b>	<b>16</b>	
<b>TOTAL POLAND</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.5</b>	<b>8</b>	<b>16</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	RYANAIR	S	18	0	0	5.6	27.8	44.4	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	93.8	3	16	
<b>TOTAL FARO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>44.4</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>93.8</b>	<b>3</b>	<b>16</b>	
<b>TOTAL PORTUGAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>44.4</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>93.8</b>	<b>3</b>	<b>16</b>	
<b>SPAIN</b>																					
ALICANTE	RYANAIR	S	26	0	0	3.8	69.2	15.4	3.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	24	
<b>TOTAL ALICANTE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>69.2</b>	<b>15.4</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>1</b>	<b>24</b>	
MALAGA	DEUTSCHE RETTUNGSFLUGWACHT	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	
MALAGA	RYANAIR	S	17	0	0	17.6	52.9	11.8	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	9	81.3	8	16	
<b>TOTAL MALAGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.3</b>	<b>8</b>	<b>16</b>	
PALMA DE MALLORCA	DEUTSCHE RETTUNGSFLUGWACHT	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>60.0</b>	<b>17.8</b>	<b>4.4</b>	<b>6.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>92.5</b>	<b>4</b>	<b>40</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	TUI AIRWAYS LTD	C	16	0	0	0.0	18.8	37.5	25.0	12.5	0.0	6.3	0.0	0.0	0.0	0.0	25	87.5	4	16	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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 ARRECIFE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>87.5</b>	<b>4</b>	<b>16</b>		
LAS PALMAS	RYANAIR	S	10	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	12.5	0.0	25.0	0.0	12.5	12.5	0.0	0.0	54	100.0	1	8		
<b>TOTAL LAS PALMAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>38.9</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>100.0</b>	<b>1</b>	<b>8</b>		
TENERIFE (SURREINA SOFIA)	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	51	1		
TENERIFE (SURREINA SOFIA)	RYANAIR	S	8	0	0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	8		
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	16	0	0	12.5	31.3	31.3	6.3	12.5	6.3	0.0	0.0	0.0	0.0	13	68.8	13	16		
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>41.7</b>	<b>25.0</b>	<b>8.3</b>	<b>8.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.0</b>	<b>11</b>	<b>25</b>		
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>34.5</b>	<b>32.8</b>	<b>10.3</b>	<b>10.3</b>	<b>1.7</b>	<b>3.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>83.7</b>	<b>7</b>	<b>49</b>		
GENEVA	EASYJET SWITZERLAND	S	24	0	0	0.0	29.2	37.5	8.3	12.5	12.5	0.0	0.0	0.0	0.0	21	70.8	21	24		
GENEVA	EASYJET UK LTD	S	22	0	6	0.0	7.1	17.9	28.6	10.7	7.1	0.0	7.1	0.0	0.0	21.4	41	45.8	28	24	
<b>TOTAL GENEVA</b>			<b>46</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>17.3</b>	<b>26.9</b>	<b>19.2</b>	<b>11.5</b>	<b>9.6</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>58.3</b>	<b>24</b>	<b>48</b>		
<b>TOTAL SWITZERLAND</b>			<b>46</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>17.3</b>	<b>26.9</b>	<b>19.2</b>	<b>11.5</b>	<b>9.6</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>58.3</b>	<b>24</b>	<b>48</b>		
<b>UNITED KINGDOM</b>																					
BIRMINGHAM	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL BIRMINGHAM</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
BRISTOL	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	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</b>	<b>0.0</b>	<b>21</b>	<b>3</b>		
CARDIFF WALES	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2		
<b>TOTAL CARDIFF WALES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>2</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	100.0	0	1		
<b>TOTAL EDINBURGH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
GATWICK	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	5	80.0	6	5		
<b>TOTAL GATWICK</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>5</b>	<b>80.0</b>	<b>6</b>	<b>5</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	100.0	0	1		
GLASGOW	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	14	0.0	0	0		
<b>TOTAL GLASGOW</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
HAWARDEN	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		
<b>TOTAL HAWARDEN</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>		
HEATHROW	BRITISH AIRWAYS PLC	S	3	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL HEATHROW</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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
LASHAM	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1
<b>TOTAL LASHAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
LIVERPOOL (JOHN LENNON)	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	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>50.0</b>	<b>16</b>	<b>2</b>
MANCHESTER	LOGANAIR LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
MANCHESTER	LOGANAIR LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>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>
SOUTHAMPTON	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	58	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>58</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>30.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>56.3</b>	<b>13</b>	<b>16</b>
<b>TOTAL BOURNEMOUTH</b>			<b>265</b>	<b>0</b>	<b>7</b>	<b>4.0</b>	<b>32.0</b>	<b>32.0</b>	<b>14.0</b>	<b>9.6</b>	<b>4.0</b>	<b>0.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>16</b>	<b>79.6</b>	<b>10</b>	<b>235</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	62.5	20	16	
INNSBRUCK	EASYJET UK LTD	S	24	0	0	0.0	33.3	45.8	12.5	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	76.9	6	13	
INNSBRUCK	TUI AIRWAYS LTD	C	10	0	0	10.0	20.0	50.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL INNSBRUCK</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>40.5</b>	<b>40.5</b>	<b>7.1</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>69.0</b>	<b>14</b>	<b>29</b>	
SALZBURG	EASYJET UK LTD	S	16	0	4	0.0	25.0	25.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	20.0	21	44.4	47	18	
SALZBURG	TUI AIRWAYS LTD	C	10	0	0	0.0	30.0	40.0	10.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	47	25.0	67	8	
<b>TOTAL SALZBURG</b>			<b>26</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>26.7</b>	<b>30.0</b>	<b>16.7</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>13.3</b>	<b>31</b>	<b>38.5</b>	<b>54</b>	<b>26</b>	
VIENNA	EASYJET UK LTD	S	20	0	0	0.0	30.0	55.0	10.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	7	64.3	15	14	
<b>TOTAL VIENNA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>55.0</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>7</b>	<b>64.3</b>	<b>15</b>	<b>14</b>	
<b>TOTAL AUSTRIA</b>			<b>88</b>	<b>0</b>	<b>4</b>	<b>1.1</b>	<b>33.7</b>	<b>40.2</b>	<b>10.9</b>	<b>2.2</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>4.3</b>	<b>16</b>	<b>56.5</b>	<b>29</b>	<b>69</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	158	100.0	0	1	
<b>TOTAL BRIDGETOWN</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>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>158</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL BARBADOS</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>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>158</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	74.1	16	53	
BRUSSELS	BRUSSELS AIRLINES	S	95	0	2	1.0	41.2	42.3	5.2	6.2	2.1	0.0	0.0	0.0	0.0	2.1	8	0.0	0	0	
<b>TOTAL BRUSSELS</b>			<b>95</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>41.2</b>	<b>42.3</b>	<b>5.2</b>	<b>6.2</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>8</b>	<b>74.1</b>	<b>16</b>	<b>53</b>	
<b>TOTAL BELGIUM</b>			<b>95</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>41.2</b>	<b>42.3</b>	<b>5.2</b>	<b>6.2</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>8</b>	<b>74.1</b>	<b>16</b>	<b>53</b>	
<b>BULGARIA</b>																					
SOFIA	EASYJET UK LTD	S	18	0	0	5.6	22.2	50.0	5.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	14	46.7	19	15	
SOFIA	ENTER AIR	C	12	0	0	8.3	16.7	66.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	45.5	30	11	
SOFIA	RYANAIR	S	10	0	0	0.0	20.0	60.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	15	25.0	50	8	
<b>TOTAL SOFIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>20.0</b>	<b>57.5</b>	<b>5.0</b>	<b>5.0</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>41.2</b>	<b>30</b>	<b>34</b>	
<b>TOTAL BULGARIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>20.0</b>	<b>57.5</b>	<b>5.0</b>	<b>5.0</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>41.2</b>	<b>30</b>	<b>34</b>	
<b>CAPE VERDE ISLANDS</b>																					
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	37.5	12.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	213	87.5	3	8	
<b>TOTAL ILHA DO SAL C.VERDE</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>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>213</b>	<b>87.5</b>	<b>3</b>	<b>8</b>	
<b>TOTAL CAPE VERDE</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>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>213</b>	<b>87.5</b>	<b>3</b>	<b>8</b>	
<b>CYPRUS</b>																					
LARNACA	EASYJET UK LTD	S	16	0	0	12.5	25.0	43.8	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	81.3	11	16	
<b>TOTAL LARNACA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>43.8</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.3</b>	<b>11</b>	<b>16</b>	
PAPHOS	EASYJET UK LTD	S	18	0	1	5.3	21.1	57.9	5.3	5.3	0.0	0.0	0.0	0.0	0.0	5.3	7	86.4	4	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	0	1	
<b>TOTAL PAPHOS</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>5.3</b>	<b>21.1</b>	<b>57.9</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>7</b>	<b>87.0</b>	<b>4</b>	<b>23</b>	
<b>TOTAL CYPRUS</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>8.6</b>	<b>22.9</b>	<b>51.4</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>2.9</b>	<b>8</b>	<b>84.6</b>	<b>7</b>	<b>39</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: BRISTOL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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	50	0	0	0.0	26.0	46.0	12.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	16	66.0	17	50
<b>TOTAL PRAGUE</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.0</b>	<b>46.0</b>	<b>12.0</b>	<b>8.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>66.0</b>	<b>17</b>	<b>50</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.0</b>	<b>46.0</b>	<b>12.0</b>	<b>8.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>66.0</b>	<b>17</b>	<b>50</b>
<b>DENMARK</b>																				
COPENHAGEN	EASYJET UK LTD	S	20	0	0	5.0	55.0	35.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	14	
<b>TOTAL COPENHAGEN</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>2</b>	<b>100.0</b>	<b>2</b>	<b>14</b>	
<b>TOTAL DENMARK</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>2</b>	<b>100.0</b>	<b>2</b>	<b>14</b>	
<b>EGYPT</b>																				
HURGHADA	EASYJET UK LTD	S	26	0	1	11.1	48.1	14.8	7.4	11.1	3.7	0.0	0.0	0.0	0.0	3.7	10	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	12	8
HURGHADA	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	25.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	82.4	6	17
<b>TOTAL HURGHADA</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>8.6</b>	<b>45.7</b>	<b>17.1</b>	<b>11.4</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>2.9</b>	<b>11</b>	<b>80.0</b>	<b>8</b>	<b>25</b>
<b>TOTAL EGYPT</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>8.6</b>	<b>45.7</b>	<b>17.1</b>	<b>11.4</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>2.9</b>	<b>11</b>	<b>80.0</b>	<b>8</b>	<b>25</b>
<b>FINLAND</b>																				
ENONTEKIO	ENTER AIR	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	2
<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>50.0</b>	<b>0.0</b>	<b>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>2</b>
KITTILA	EASYJET UK LTD	C	8	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
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	85.7	12	7
<b>TOTAL KITTILA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>85.7</b>	<b>12</b>	<b>7</b>
<b>TOTAL FINLAND</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>88.9</b>	<b>9</b>	<b>9</b>
<b>FRANCE</b>																				
BORDEAUX	EASYJET UK LTD	S	17	0	0	11.8	35.3	11.8	5.9	23.5	11.8	0.0	0.0	0.0	0.0	0.0	21	78.6	13	14
<b>TOTAL BORDEAUX</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>35.3</b>	<b>11.8</b>	<b>5.9</b>	<b>23.5</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>78.6</b>	<b>13</b>	<b>14</b>
CHAMBERY	ENTER AIR	C	7	0	0	0.0	14.3	28.6	28.6	14.3	0.0	0.0	0.0	14.3	0.0	0.0	193	50.0	29	6
CHAMBERY	TUI AIRWAYS LTD	C	10	0	0	0.0	30.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	62.5	17	8
<b>TOTAL CHAMBERY</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>41.2</b>	<b>23.5</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>84</b>	<b>57.1</b>	<b>22</b>	<b>14</b>
GRENOBLE	BRITISH AIRWAYS PLC	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0
GRENOBLE	EASYJET UK LTD	S	28	0	0	0.0	28.6	42.9	7.1	0.0	14.3	3.6	3.6	0.0	0.0	0.0	32	75.0	15	24
GRENOBLE	RYANAIR	S	10	0	0	0.0	40.0	20.0	0.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
<b>TOTAL GRENOBLE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>37.5</b>	<b>5.0</b>	<b>10.0</b>	<b>12.5</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>75.0</b>	<b>15</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	81.3	13	16
<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>81.3</b>	<b>13</b>	<b>16</b>
LYON	EASYJET UK LTD	S	18	0	0	0.0	22.2	22.2	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	34	62.5	46	8
LYON	ENTER AIR	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL LYON</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>62.5</b>	<b>46</b>	<b>8</b>
METZ	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	1

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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 METZ</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>1</b>	
NICE	EASYJET UK LTD	S	16	0	2	0.0	38.9	22.2	5.6	11.1	11.1	0.0	0.0	0.0	0.0	11.1	22	50.0	51	16	
NICE	RYANAIR	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL NICE</b>			<b>17</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>36.8</b>	<b>21.1</b>	<b>10.5</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>10.5</b>	<b>22</b>	<b>50.0</b>	<b>51</b>	<b>16</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	76.8	12	56	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	106	0	0	0.0	38.7	31.1	13.2	10.4	4.7	1.9	0.0	0.0	0.0	0.0	15	61.1	19	54	
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	37	1	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.7</b>	<b>31.1</b>	<b>13.2</b>	<b>10.4</b>	<b>4.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>68.5</b>	<b>16</b>	<b>111</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	45.2	278	28	
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	24	0	0	0.0	58.3	20.8	4.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	63.3	16	30	
TOULOUSE (BLAGNAC)	LOGANAIR LTD	C	64	0	0	3.1	45.3	28.1	9.4	7.8	4.7	1.6	0.0	0.0	0.0	0.0	13	0.0	0	0	
TOULOUSE (BLAGNAC)	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	51.6	238	29	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>48.9</b>	<b>26.1</b>	<b>8.0</b>	<b>10.2</b>	<b>3.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>53.3</b>	<b>174</b>	<b>87</b>	
<b>TOTAL FRANCE</b>			<b>305</b>	<b>0</b>	<b>2</b>	<b>1.3</b>	<b>38.1</b>	<b>29.3</b>	<b>11.1</b>	<b>10.7</b>	<b>6.8</b>	<b>1.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.7</b>	<b>22</b>	<b>63.9</b>	<b>66</b>	<b>291</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	32	0	0	3.1	15.6	28.1	18.8	12.5	9.4	9.4	3.1	0.0	0.0	0.0	37	82.4	7	34	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>15.6</b>	<b>28.1</b>	<b>18.8</b>	<b>12.5</b>	<b>9.4</b>	<b>9.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>82.4</b>	<b>7</b>	<b>34</b>	
COLOGNE BONN	RYANAIR	S	33	0	0	0.0	27.3	51.5	12.1	3.0	6.1	0.0	0.0	0.0	0.0	0.0	10	86.7	13	30	
<b>TOTAL COLOGNE BONN</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.3</b>	<b>51.5</b>	<b>12.1</b>	<b>3.0</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>86.7</b>	<b>13</b>	<b>30</b>	
DUSSELDORF	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	52.4	20	21	
<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>52.4</b>	<b>20</b>	<b>21</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	83.3	10	70	
FRANKFURT MAIN	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	45	1	
<b>TOTAL FRANKFURT MAIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>82.2</b>	<b>11</b>	<b>71</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	38.9	25	18	
<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>38.9</b>	<b>25</b>	<b>18</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	39.6	39	52	
<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>39.6</b>	<b>39</b>	<b>52</b>	
<b>TOTAL GERMANY</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>21.5</b>	<b>40.0</b>	<b>15.4</b>	<b>7.7</b>	<b>7.7</b>	<b>4.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>66.8</b>	<b>19</b>	<b>226</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	EASYJET UK LTD	S	28	0	0	7.1	35.7	17.9	7.1	10.7	17.9	0.0	3.6	0.0	0.0	0.0	29	93.3	3	30	
<b>TOTAL GIBRALTAR</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>35.7</b>	<b>17.9</b>	<b>7.1</b>	<b>10.7</b>	<b>17.9</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>93.3</b>	<b>3</b>	<b>30</b>	
<b>TOTAL GIBRALTAR</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>35.7</b>	<b>17.9</b>	<b>7.1</b>	<b>10.7</b>	<b>17.9</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>93.3</b>	<b>3</b>	<b>30</b>	
<b>GREECE</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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	
ATHENS	EASYJET UK LTD	S	20	0	0	15.0	40.0	35.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5	78.6	8	14	
<b>TOTAL ATHENS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>40.0</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>5</b>	<b>78.6</b>	<b>8</b>	<b>14</b>	
<b>TOTAL GREECE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>40.0</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>5</b>	<b>78.6</b>	<b>8</b>	<b>14</b>	
<b>HUNGARY</b>																					
BUDAPEST	RYANAIR	S	34	0	0	0.0	20.6	29.4	17.6	20.6	11.8	0.0	0.0	0.0	0.0	0.0	23	54.2	12	24	
<b>TOTAL BUDAPEST</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.6</b>	<b>29.4</b>	<b>17.6</b>	<b>20.6</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>23</b>	<b>54.2</b>	<b>12</b>	<b>24</b>	
<b>TOTAL HUNGARY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.6</b>	<b>29.4</b>	<b>17.6</b>	<b>20.6</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>23</b>	<b>54.2</b>	<b>12</b>	<b>24</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET UK LTD	S	22	0	2	4.2	45.8	29.2	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8.3	5	87.5	5	24	
KEFLAVIK	TUI AIRWAYS LTD	C	16	0	0	0.0	25.0	25.0	6.3	37.5	6.3	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL KEFLAVIK</b>			<b>38</b>	<b>0</b>	<b>2</b>	<b>2.5</b>	<b>37.5</b>	<b>27.5</b>	<b>10.0</b>	<b>15.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>12</b>	<b>87.5</b>	<b>5</b>	<b>24</b>	
<b>TOTAL ICELAND</b>			<b>38</b>	<b>0</b>	<b>2</b>	<b>2.5</b>	<b>37.5</b>	<b>27.5</b>	<b>10.0</b>	<b>15.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>12</b>	<b>87.5</b>	<b>5</b>	<b>24</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	87.0	4	52	
CORK	STOBART AIR	S	52	0	2	13.0	31.5	27.8	20.4	3.7	0.0	0.0	0.0	0.0	0.0	3.7	8	0.0	0	0	
<b>TOTAL CORK</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>13.0</b>	<b>31.5</b>	<b>27.8</b>	<b>20.4</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>3.7</b>	<b>8</b>	<b>87.0</b>	<b>4</b>	<b>52</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	83.6	8	144	
DUBLIN	ENTER AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
DUBLIN	RYANAIR	S	168	0	0	6.5	45.2	30.4	8.9	4.2	3.6	1.2	0.0	0.0	0.0	0.0	10	83.0	8	147	
DUBLIN	STOBART AIR	S	159	0	1	3.8	48.8	27.5	5.0	5.6	6.3	1.3	0.0	1.3	0.0	0.6	18	0.0	0	0	
<b>TOTAL DUBLIN</b>			<b>327</b>	<b>0</b>	<b>1</b>	<b>5.2</b>	<b>47.0</b>	<b>29.0</b>	<b>7.0</b>	<b>4.9</b>	<b>4.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.3</b>	<b>14</b>	<b>83.1</b>	<b>8</b>	<b>293</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	24	0	0	0.0	25.0	37.5	20.8	8.3	0.0	8.3	0.0	0.0	0.0	0.0	23	95.5	2	22	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>20.8</b>	<b>8.3</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>95.5</b>	<b>2</b>	<b>22</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>403</b>	<b>0</b>	<b>3</b>	<b>5.9</b>	<b>43.6</b>	<b>29.3</b>	<b>9.6</b>	<b>4.9</b>	<b>3.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.7</b>	<b>14</b>	<b>84.4</b>	<b>7</b>	<b>367</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	26	0	0	0.0	46.2	38.5	7.7	0.0	3.8	0.0	3.8	0.0	0.0	0.0	17	75.0	11	24	
<b>TOTAL BERGAMO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.2</b>	<b>38.5</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>17</b>	<b>75.0</b>	<b>11</b>	<b>24</b>	
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	8	0	0	12.5	37.5	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	17	16	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>17</b>	<b>16</b>	
MILAN (MALPENSA)	EASYJET UK LTD	S	24	0	0	4.2	41.7	25.0	12.5	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
MILAN (MALPENSA)	RYANAIR	S	16	0	0	43.8	31.3	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 MILAN (MALPENSA)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>37.5</b>	<b>17.5</b>	<b>10.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NAPLES	EASYJET UK LTD	S	10	0	0	0.0	30.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	92.9	5	14	
<b>TOTAL NAPLES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>30.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>92.9</b>	<b>5</b>	<b>14</b>	
PISA	EASYJET UK LTD	S	12	0	0	0.0	41.7	33.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	76.9	10	13	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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 PISA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>33.3</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>76.9</b>	<b>10</b>	<b>13</b>	
ROME (FIUMICINO)	EASYJET UK LTD	S	56	0	2	1.7	43.1	32.8	10.3	6.9	1.7	0.0	0.0	0.0	0.0	3.4	8	85.2	8	54	
ROME (FIUMICINO)	ENTER AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL ROME (FIUMICINO)</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>43.1</b>	<b>32.8</b>	<b>10.3</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>3.4</b>	<b>8</b>	<b>85.5</b>	<b>7</b>	<b>55</b>	
TREVISIO	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 TREVISIO</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TURIN	EASYJET UK LTD	S	8	0	0	0.0	12.5	12.5	12.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	39	71.4	10	7	
TURIN	RYANAIR	S	10	0	0	10.0	40.0	10.0	0.0	20.0	0.0	10.0	10.0	0.0	0.0	0.0	45	0.0	0	0	
TURIN	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	37.5	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	40	100.0	2	8	
<b>TOTAL TURIN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>19.2</b>	<b>7.7</b>	<b>26.9</b>	<b>15.4</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>86.7</b>	<b>6</b>	<b>15</b>	
VENICE	EASYJET EUROPE	S	54	0	0	0.0	42.6	37.0	7.4	9.3	0.0	3.7	0.0	0.0	0.0	0.0	13	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	89.8	11	49	
VENICE	RYANAIR	S	41	0	0	0.0	26.8	34.1	17.1	17.1	4.9	0.0	0.0	0.0	0.0	0.0	16	82.5	7	40	
<b>TOTAL VENICE</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.8</b>	<b>35.8</b>	<b>11.6</b>	<b>12.6</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>14</b>	<b>86.5</b>	<b>10</b>	<b>89</b>	
VERONA VILLAFRANCA	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	12	12.5	49	8	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>70.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>12.5</b>	<b>49</b>	<b>8</b>	
<b>TOTAL ITALY</b>			<b>284</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>36.4</b>	<b>31.8</b>	<b>10.5</b>	<b>12.2</b>	<b>2.8</b>	<b>1.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>15</b>	<b>81.6</b>	<b>11</b>	<b>234</b>	
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	16	0	0	0.0	50.0	43.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	62.5	16	16	
<b>TOTAL KAUNAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>43.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>62.5</b>	<b>16</b>	<b>16</b>	
<b>TOTAL LITHUANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>43.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>62.5</b>	<b>16</b>	<b>16</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	24	0	0	0.0	12.5	33.3	33.3	12.5	8.3	0.0	0.0	0.0	0.0	0.0	21	62.5	21	24	
<b>TOTAL MALTA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>33.3</b>	<b>33.3</b>	<b>12.5</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>62.5</b>	<b>21</b>	<b>24</b>	
<b>TOTAL MALTA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>33.3</b>	<b>33.3</b>	<b>12.5</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>62.5</b>	<b>21</b>	<b>24</b>	
<b>MOROCCO</b>																					
MARRAKESH	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 MARRAKESH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL MOROCCO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET EUROPE	S	8	0	0	0.0	62.5	12.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
AMSTERDAM	EASYJET UK LTD	S	94	0	5	0.0	23.2	32.3	14.1	11.1	8.1	6.1	0.0	0.0	0.0	5.1	28	70.0	14	90	
AMSTERDAM	KLM	S	214	0	7	2.3	41.6	31.7	10.0	5.9	3.2	1.8	0.0	0.5	0.0	3.2	14	83.6	9	207	
<b>TOTAL AMSTERDAM</b>			<b>316</b>	<b>0</b>	<b>12</b>	<b>1.5</b>	<b>36.6</b>	<b>31.4</b>	<b>11.0</b>	<b>7.3</b>	<b>5.2</b>	<b>3.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>3.7</b>	<b>18</b>	<b>79.5</b>	<b>11</b>	<b>297</b>	
<b>TOTAL NETHERLANDS</b>			<b>316</b>	<b>0</b>	<b>12</b>	<b>1.5</b>	<b>36.6</b>	<b>31.4</b>	<b>11.0</b>	<b>7.3</b>	<b>5.2</b>	<b>3.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>3.7</b>	<b>18</b>	<b>79.5</b>	<b>11</b>	<b>297</b>	
<b>NORWAY</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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
BERGEN	TITAN AIRWAYS LTD	C	3	0	0	66.7	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	60	0.0	21	1
<b>TOTAL BERGEN</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</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>21</b>	<b>1</b>
<b>TOTAL NORWAY</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</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>21</b>	<b>1</b>
<b>POLAND</b>																				
GDANSK	RYANAIR	S	16	0	0	6.3	37.5	31.3	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	92.9	2	14
<b>TOTAL GDANSK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>31.3</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>92.9</b>	<b>2</b>	<b>14</b>
KATOWICE	WIZZ AIR	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	81.3	15	16
<b>TOTAL KATOWICE</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>81.3</b>	<b>15</b>	<b>16</b>
KRAKOW	EASYJET UK LTD	S	30	0	0	3.3	30.0	26.7	6.7	10.0	13.3	10.0	0.0	0.0	0.0	0.0	32	72.2	10	36
KRAKOW	RYANAIR	S	32	0	0	0.0	40.6	43.8	15.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	90.0	5	30
<b>TOTAL KRAKOW</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>35.5</b>	<b>35.5</b>	<b>11.3</b>	<b>4.8</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>19</b>	<b>80.3</b>	<b>8</b>	<b>66</b>
POZNAN	RYANAIR	S	26	0	0	3.8	23.1	50.0	15.4	3.8	0.0	0.0	3.8	0.0	0.0	0.0	17	75.0	10	24
<b>TOTAL POZNAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>23.1</b>	<b>50.0</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>75.0</b>	<b>10</b>	<b>24</b>
RZESZOW	RYANAIR	S	16	0	0	0.0	43.8	25.0	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	93.8	4	16
<b>TOTAL RZESZOW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>25.0</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>93.8</b>	<b>4</b>	<b>16</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	34	0	0	5.9	32.4	38.2	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	10	93.8	6	32
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>32.4</b>	<b>38.2</b>	<b>11.8</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>93.8</b>	<b>6</b>	<b>32</b>
WROCLAW	RYANAIR	S	16	0	0	6.3	25.0	37.5	12.5	12.5	0.0	6.3	0.0	0.0	0.0	0.0	19	93.8	3	16
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>93.8</b>	<b>3</b>	<b>16</b>
<b>TOTAL POLAND</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>34.6</b>	<b>36.2</b>	<b>14.4</b>	<b>5.9</b>	<b>3.2</b>	<b>2.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>85.3</b>	<b>7</b>	<b>184</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	EASYJET UK LTD	S	62	0	0	16.1	35.5	27.4	1.6	6.5	12.9	0.0	0.0	0.0	0.0	0.0	16	89.3	9	56
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	91.7	3	24
<b>TOTAL FARO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>35.5</b>	<b>27.4</b>	<b>1.6</b>	<b>6.5</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.9</b>	<b>7</b>	<b>80</b>
LISBON	EASYJET UK LTD	S	41	0	0	2.4	29.3	29.3	7.3	12.2	12.2	2.4	2.4	2.4	0.0	0.0	63	81.6	8	38
<b>TOTAL LISBON</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>29.3</b>	<b>29.3</b>	<b>7.3</b>	<b>12.2</b>	<b>12.2</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>63</b>	<b>81.6</b>	<b>8</b>	<b>38</b>
OPORTO (PORTUGAL)	EASYJET UK LTD	S	22	0	0	0.0	22.7	27.3	36.4	9.1	4.5	0.0	0.0	0.0	0.0	0.0	18	77.3	9	22
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.7</b>	<b>27.3</b>	<b>36.4</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>77.3</b>	<b>9</b>	<b>22</b>
<b>TOTAL PORTUGAL</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>31.2</b>	<b>28.0</b>	<b>9.6</b>	<b>8.8</b>	<b>11.2</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>85.1</b>	<b>8</b>	<b>140</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	EASYJET UK LTD	S	28	0	2	6.7	36.7	30.0	6.7	6.7	3.3	3.3	0.0	0.0	0.0	6.7	15	91.7	3	24
<b>TOTAL FUNCHAL</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>6.7</b>	<b>36.7</b>	<b>30.0</b>	<b>6.7</b>	<b>6.7</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>15</b>	<b>91.7</b>	<b>3</b>	<b>24</b>
<b>TOTAL PORTUGAL</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>6.7</b>	<b>36.7</b>	<b>30.0</b>	<b>6.7</b>	<b>6.7</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>15</b>	<b>91.7</b>	<b>3</b>	<b>24</b>
<b>ROMANIA</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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	
BUCHAREST (OTOPENI)	RYANAIR	S	16	0	0	0.0	50.0	18.8	12.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	12	93.8	2	16	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>18.8</b>	<b>12.5</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>93.8</b>	<b>2</b>	<b>16</b>	
<b>TOTAL ROMANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>18.8</b>	<b>12.5</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>93.8</b>	<b>2</b>	<b>16</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET UK LTD	S	72	0	0	5.6	27.8	27.8	9.7	8.3	16.7	1.4	2.8	0.0	0.0	0.0	30	80.4	11	56	
ALICANTE	RYANAIR	S	50	0	0	12.0	40.0	28.0	8.0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	9	81.3	7	48	
<b>TOTAL ALICANTE</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>32.8</b>	<b>27.9</b>	<b>9.0</b>	<b>9.0</b>	<b>10.7</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>80.8</b>	<b>9</b>	<b>104</b>	
BARCELONA	EASYJET UK LTD	S	76	0	4	7.5	33.8	25.0	13.8	7.5	5.0	2.5	0.0	0.0	0.0	5.0	16	80.6	18	72	
<b>TOTAL BARCELONA</b>			<b>76</b>	<b>0</b>	<b>4</b>	<b>7.5</b>	<b>33.8</b>	<b>25.0</b>	<b>13.8</b>	<b>7.5</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>16</b>	<b>80.6</b>	<b>18</b>	<b>72</b>	
BILBAO	EASYJET UK LTD	S	16	0	0	0.0	31.3	25.0	18.8	12.5	12.5	0.0	0.0	0.0	0.0	0.0	21	68.8	12	16	
<b>TOTAL BILBAO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>25.0</b>	<b>18.8</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>68.8</b>	<b>12</b>	<b>16</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	71	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>0.0</b>	<b>71</b>	<b>8</b>	
MADRID	EASYJET UK LTD	S	50	0	0	6.0	26.0	14.0	24.0	12.0	18.0	0.0	0.0	0.0	0.0	0.0	28	67.2	20	58	
<b>TOTAL MADRID</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>26.0</b>	<b>14.0</b>	<b>24.0</b>	<b>12.0</b>	<b>18.0</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>67.2</b>	<b>20</b>	<b>58</b>	
MALAGA	EASYJET UK LTD	S	64	0	1	12.3	40.0	26.2	10.8	4.6	3.1	1.5	0.0	0.0	0.0	1.5	11	98.2	1	54	
MALAGA	RYANAIR	S	50	0	0	18.0	40.0	18.0	8.0	8.0	6.0	2.0	0.0	0.0	0.0	0.0	14	85.4	6	48	
MALAGA	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	33.3	0.0	0.0	165	100.0	0	3	
<b>TOTAL MALAGA</b>			<b>117</b>	<b>0</b>	<b>1</b>	<b>14.4</b>	<b>39.0</b>	<b>22.9</b>	<b>9.3</b>	<b>6.8</b>	<b>4.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>16</b>	<b>92.5</b>	<b>3</b>	<b>105</b>	
MURCIA INTERNATIONAL	EASYJET UK LTD	S	26	0	0	19.2	38.5	34.6	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	77.3	20	22	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>38.5</b>	<b>34.6</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.3</b>	<b>20</b>	<b>22</b>	
PALMA DE MALLORCA	EASYJET UK LTD	S	28	0	2	20.0	30.0	13.3	6.7	10.0	13.3	0.0	0.0	0.0	0.0	6.7	18	76.5	11	34	
<b>TOTAL PALMA DE MALLORCA</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>20.0</b>	<b>30.0</b>	<b>13.3</b>	<b>6.7</b>	<b>10.0</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>18</b>	<b>76.5</b>	<b>11</b>	<b>34</b>	
SEVILLE	EASYJET UK LTD	S	20	0	2	22.7	40.9	13.6	9.1	4.5	0.0	0.0	0.0	0.0	0.0	9.1	5	79.2	19	24	
SEVILLE	RYANAIR	S	16	0	0	0.0	31.3	25.0	6.3	25.0	0.0	12.5	0.0	0.0	0.0	0.0	31	78.6	9	14	
<b>TOTAL SEVILLE</b>			<b>36</b>	<b>0</b>	<b>2</b>	<b>13.2</b>	<b>36.8</b>	<b>18.4</b>	<b>7.9</b>	<b>13.2</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>16</b>	<b>78.9</b>	<b>15</b>	<b>38</b>	
VALENCIA	RYANAIR	S	16	0	0	0.0	12.5	31.3	31.3	18.8	6.3	0.0	0.0	0.0	0.0	0.0	22	71.4	17	14	
<b>TOTAL VALENCIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>31.3</b>	<b>31.3</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>71.4</b>	<b>17</b>	<b>14</b>	
<b>TOTAL SPAIN</b>			<b>487</b>	<b>0</b>	<b>9</b>	<b>10.5</b>	<b>33.5</b>	<b>23.6</b>	<b>11.7</b>	<b>9.3</b>	<b>7.7</b>	<b>1.4</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>1.8</b>	<b>19</b>	<b>79.0</b>	<b>13</b>	<b>471</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	26	0	1	3.7	25.9	40.7	0.0	11.1	7.4	7.4	0.0	0.0	0.0	3.7	26	93.8	5	16	
ARRECIFE	RYANAIR	S	24	0	0	8.3	33.3	37.5	16.7	0.0	4.2	0.0	0.0	0.0	0.0	0.0	8	86.4	6	22	
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	100.0	1	16	
ARRECIFE	TUI AIRWAYS LTD	C	16	0	0	6.3	18.8	31.3	12.5	18.8	0.0	0.0	0.0	12.5	0.0	0.0	320	93.8	2	16	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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 ARRECIFE</b>			<b>66</b>	<b>0</b>	<b>1</b>	<b>6.0</b>	<b>26.9</b>	<b>37.3</b>	<b>9.0</b>	<b>9.0</b>	<b>4.5</b>	<b>3.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>1.5</b>	<b>91</b>	<b>92.9</b>	<b>3</b>	<b>70</b>	
FUERTEVENTURA	EASYJET UK LTD	S	17	0	2	5.3	31.6	26.3	21.1	5.3	0.0	0.0	0.0	0.0	0.0	10.5	9	81.3	12	16	
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	60.0	36	10	
FUERTEVENTURA	TUI AIRWAYS LTD	C	10	0	0	10.0	20.0	50.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	7	8	
<b>TOTAL FUERTEVENTURA</b>			<b>27</b>	<b>0</b>	<b>2</b>	<b>6.9</b>	<b>27.6</b>	<b>34.5</b>	<b>17.2</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>6.9</b>	<b>9</b>	<b>76.5</b>	<b>18</b>	<b>34</b>	
LAS PALMAS	EASYJET UK LTD	S	15	0	4	0.0	31.6	15.8	15.8	0.0	15.8	0.0	0.0	0.0	0.0	21.1	21	53.3	43	15	
LAS PALMAS	RYANAIR	S	10	0	0	0.0	20.0	40.0	10.0	10.0	10.0	0.0	0.0	10.0	0.0	0.0	109	62.5	14	8	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	25.0	0.0	0.0	166	100.0	6	8	
<b>TOTAL LAS PALMAS</b>			<b>33</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>27.0</b>	<b>27.0</b>	<b>13.5</b>	<b>2.7</b>	<b>10.8</b>	<b>0.0</b>	<b>0.0</b>	<b>8.1</b>	<b>0.0</b>	<b>10.8</b>	<b>83</b>	<b>67.7</b>	<b>26</b>	<b>31</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	39	0	3	11.9	28.6	26.2	11.9	7.1	2.4	4.8	0.0	0.0	0.0	7.1	20	87.1	11	31	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	26	0	0	7.7	42.3	23.1	11.5	7.7	3.8	3.8	0.0	0.0	0.0	0.0	16	66.7	14	24	
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	11	18	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	24	0	0	4.2	20.8	25.0	8.3	20.8	0.0	0.0	12.5	8.3	0.0	0.0	188	93.3	9	15	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>89</b>	<b>0</b>	<b>3</b>	<b>8.7</b>	<b>30.4</b>	<b>25.0</b>	<b>10.9</b>	<b>10.9</b>	<b>2.2</b>	<b>3.3</b>	<b>3.3</b>	<b>2.2</b>	<b>0.0</b>	<b>3.3</b>	<b>64</b>	<b>78.4</b>	<b>12</b>	<b>88</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>215</b>	<b>0</b>	<b>10</b>	<b>6.2</b>	<b>28.4</b>	<b>30.2</b>	<b>11.6</b>	<b>8.4</b>	<b>4.0</b>	<b>2.2</b>	<b>1.3</b>	<b>3.1</b>	<b>0.0</b>	<b>4.4</b>	<b>68</b>	<b>81.2</b>	<b>12</b>	<b>223</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	87.5	12	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>87.5</b>	<b>12</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	92.9	5	14	
<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>92.9</b>	<b>5</b>	<b>14</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>90.9</b>	<b>7</b>	<b>22</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET UK LTD	S	26	0	2	0.0	21.4	35.7	3.6	17.9	14.3	0.0	0.0	0.0	0.0	7.1	24	70.0	14	20	
<b>TOTAL BALE MULHOUSE</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>21.4</b>	<b>35.7</b>	<b>3.6</b>	<b>17.9</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>24</b>	<b>70.0</b>	<b>14</b>	<b>20</b>	
GENEVA	EASYJET SWITZERLAND	C	0	0	0	0.0	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	
GENEVA	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	7	100.0	0	2	
GENEVA	EASYJET UK LTD	S	169	0	8	0.6	27.7	29.9	15.3	10.7	7.9	2.8	0.6	0.0	0.0	4.5	22	72.2	18	162	
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	75.0	51	8	
GENEVA	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	4	50.0	16	8	
<b>TOTAL GENEVA</b>			<b>181</b>	<b>0</b>	<b>8</b>	<b>1.1</b>	<b>27.5</b>	<b>31.7</b>	<b>14.8</b>	<b>10.1</b>	<b>7.4</b>	<b>2.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>21</b>	<b>71.4</b>	<b>19</b>	<b>182</b>	
<b>TOTAL SWITZERLAND</b>			<b>207</b>	<b>0</b>	<b>10</b>	<b>0.9</b>	<b>26.7</b>	<b>32.3</b>	<b>13.4</b>	<b>11.1</b>	<b>8.3</b>	<b>2.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>21</b>	<b>71.3</b>	<b>19</b>	<b>202</b>	
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: BRISTOL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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
TOTAL ENFIDHA - HAMMAMET INTL			0	0	0	0.0	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
TOTAL TUNISIA			0	0	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	
UNITED KINGDOM																				
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	68.2	12	21
ABERDEEN	LOGANAIR LTD	S	46	0	2	8.3	60.4	14.6	0.0	4.2	8.3	0.0	0.0	0.0	0.0	4.2	9	0.0	0	0
TOTAL ABERDEEN			46	0	2	8.3	60.4	14.6	0.0	4.2	8.3	0.0	0.0	0.0	0.0	4.2	9	68.2	12	21
BELFAST INTERNATIONAL	EASYJET UK LTD	S	143	0	4	2.7	41.5	25.2	8.8	10.2	6.1	1.4	1.4	0.0	0.0	2.7	18	82.1	10	145
TOTAL BELFAST INTERNATIONAL			143	0	4	2.7	41.5	25.2	8.8	10.2	6.1	1.4	1.4	0.0	0.0	2.7	18	82.1	10	145
BIRMINGHAM	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	41	0.0	0	0
TOTAL BIRMINGHAM			1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0
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	66.7	17	3	
BOURNEMOUTH	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
TOTAL BOURNEMOUTH			1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	17	3	
CARDIFF WALES	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	2	
TOTAL CARDIFF WALES			0	0	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	
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	50.0	21	2	
CITY OF DERRY (EGLINTON)	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	28	1	
TOTAL CITY OF DERRY (EGLINTON)			0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	23	3	
EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	99	3	
EAST MIDLANDS 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	12	0.0	0	0	
TOTAL EAST MIDLANDS INTERNATIONAL			2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	12	33.3	99	3	
EDINBURGH	EASYJET UK LTD	S	212	0	2	5.1	47.7	21.0	11.7	7.5	5.1	0.0	0.9	0.0	0.0	0.9	14	85.3	9	197
EDINBURGH	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	63	1	
TOTAL EDINBURGH			212	0	2	5.1	47.7	21.0	11.7	7.5	5.1	0.0	0.9	0.0	0.0	0.9	14	84.4	9	198
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	33.3	112	2	
TOTAL EXETER			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	112	2	
FARNBOROUGH	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
TOTAL FARNBOROUGH			0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
GATWICK	EASYJET UK LTD	S	7	0	0	0.0	28.6	28.6	28.6	14.3	0.0	0.0	0.0	0.0	0.0	17	50.0	26	4	
TOTAL GATWICK			7	0	0	0.0	28.6	28.6	28.6	14.3	0.0	0.0	0.0	0.0	0.0	17	50.0	26	4	
GLASGOW	EASYJET UK LTD	S	177	0	4	2.2	42.5	28.7	9.4	8.3	4.4	1.7	0.6	0.0	0.0	2.2	15	87.3	8	166
GLASGOW	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	52	1	
TOTAL GLASGOW			177	0	4	2.2	42.5	28.7	9.4	8.3	4.4	1.7	0.6	0.0	0.0	2.2	15	86.8	9	167

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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
GUERNSEY	AURIGNY AIR SERVICES	S	30	0	2	6.3	53.1	25.0	3.1	0.0	0.0	0.0	6.3	0.0	0.0	6.3	20	76.7	13	30
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	81.8	7	22
GUERNSEY	FLYBE LTD	S	41	0	0	4.9	53.7	24.4	2.4	4.9	9.8	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL GUERNSEY</b>			<b>71</b>	<b>0</b>	<b>2</b>	<b>5.5</b>	<b>53.4</b>	<b>24.7</b>	<b>2.7</b>	<b>2.7</b>	<b>5.5</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>16</b>	<b>78.8</b>	<b>10</b>	<b>52</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	54.2	267	21
HAWARDEN	LOGANAIR LTD	C	48	0	0	8.3	66.7	18.8	4.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	4	0.0	0	0
HAWARDEN	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	87.0	3	22
<b>TOTAL HAWARDEN</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>66.7</b>	<b>18.8</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>70.2</b>	<b>132</b>	<b>43</b>
HUMBERSIDE	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>TOTAL HUMBERSIDE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
INVERNESS	EASYJET UK LTD	S	36	0	0	0.0	27.8	50.0	8.3	2.8	11.1	0.0	0.0	0.0	0.0	0.0	14	85.3	8	34
<b>TOTAL INVERNESS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>50.0</b>	<b>8.3</b>	<b>2.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>85.3</b>	<b>8</b>	<b>34</b>
ISLE OF MAN	EASYJET UK LTD	S	16	0	4	5.0	30.0	20.0	15.0	0.0	10.0	0.0	0.0	0.0	0.0	20.0	15	64.3	15	14
<b>TOTAL ISLE OF MAN</b>			<b>16</b>	<b>0</b>	<b>4</b>	<b>5.0</b>	<b>30.0</b>	<b>20.0</b>	<b>15.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>15</b>	<b>64.3</b>	<b>15</b>	<b>14</b>
JERSEY	BLUE ISLANDS LIMITED	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.8	3	24
JERSEY	FLYBE LTD	S	7	0	0	14.3	0.0	57.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL JERSEY</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>0.0</b>	<b>57.1</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>95.8</b>	<b>3</b>	<b>24</b>
LEEDS BRADFORD	LOGANAIR LTD	C	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>3</b>	<b>0</b>	<b>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>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LIVERPOOL (JOHN LENNON)	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	2
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	9	1
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>66.7</b>	<b>17</b>	<b>3</b>
LUTON	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 LUTON</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>
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	0.0	18	1
MANCHESTER	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1
<b>TOTAL MANCHESTER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>18</b>	<b>2</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
NEWCASTLE	EASYJET UK LTD	S	98	0	8	5.7	45.3	20.8	7.5	8.5	0.0	4.7	0.0	0.0	0.0	7.5	14	93.9	3	98
<b>TOTAL NEWCASTLE</b>			<b>98</b>	<b>0</b>	<b>8</b>	<b>5.7</b>	<b>45.3</b>	<b>20.8</b>	<b>7.5</b>	<b>8.5</b>	<b>0.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>14</b>	<b>93.0</b>	<b>3</b>	<b>99</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	50.0	19	2
<b>TOTAL SOUTHAMPTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>19</b>	<b>2</b>
ST ATHAN	EASYJET UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	80	0.0	0	0
<b>TOTAL ST ATHAN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>80</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
STANSTED	EASYJET UK LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												FEB 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
STANSTED	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	267	75.0	10	4
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	0.0	17	1
<b>TOTAL STANSTED</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>134</b>	<b>66.7</b>	<b>10</b>	<b>6</b>
<b>TOTAL UNITED KINGDOM</b>			<b>875</b>	<b>0</b>	<b>26</b>	<b>4.4</b>	<b>45.7</b>	<b>24.3</b>	<b>8.7</b>	<b>7.0</b>	<b>4.9</b>	<b>1.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>15</b>	<b>82.3</b>	<b>16</b>	<b>829</b>
<b>TOTAL BRISTOL</b>			<b>4058</b>	<b>0</b>	<b>86</b>	<b>4.6</b>	<b>37.1</b>	<b>29.6</b>	<b>10.6</b>	<b>8.1</b>	<b>5.5</b>	<b>1.5</b>	<b>0.5</b>	<b>0.4</b>	<b>0.0</b>	<b>2.1</b>	<b>20</b>	<b>78.1</b>	<b>17</b>	<b>3966</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: CARDIFF WALES (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												FEB 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>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	50	1	
<b>TOTAL BRIDGETOWN</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>5</b>	<b>0.0</b>	<b>50</b>	<b>1</b>	
<b>TOTAL BARBADOS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>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>0.0</b>	<b>50</b>	<b>1</b>	
<b>CYPRUS</b>																					
PAPHOS	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	110	100.0	0	1	
<b>TOTAL PAPHOS</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>110</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL CYPRUS</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>110</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>EGYPT</b>																					
CAIRO	BRITISH AIRWAYS PLC	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
<b>TOTAL CAIRO</b>			<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL EGYPT</b>			<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
BORDEAUX	ENTER AIR	C	6	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL BORDEAUX</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</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>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CHAMBERY	FLYBE LTD	S	9	0	0	0.0	22.2	22.2	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	34	75.0	13	8	
<b>TOTAL CHAMBERY</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>22.2</b>	<b>22.2</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>34</b>	<b>75.0</b>	<b>13</b>	<b>8</b>	
GRENOBLE	TRADE AIR	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL GRENOBLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LYON	AIR MALTA	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
LYON	ALBA STAR	C	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
LYON	ENTER AIR	C	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL LYON</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>60.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MARSEILLE	AIR HORIZONT	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL MARSEILLE</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>	
NANTES	ENTER AIR	C	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
<b>TOTAL NANTES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PARIS (CHARLES DE GAULLE)	BRUSSELS AIRLINES	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	3	0.0	0	0	
PARIS (CHARLES DE GAULLE)	ENTER AIR	C	6	0	0	0.0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
PARIS (CHARLES DE GAULLE)	EUROPE AIRPOST	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	66	0	0	0.0	15.2	56.1	10.6	12.1	6.1	0.0	0.0	0.0	0.0	0.0	14	86.7	14	58	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>13.2</b>	<b>55.3</b>	<b>13.2</b>	<b>11.8</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>14</b>	<b>86.7</b>	<b>14</b>	<b>58</b>	
PARIS (LE BOURGET)	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0	
<b>TOTAL PARIS (LE BOURGET)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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 (ORLY)	AIR FRANCE	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	14	0.0	0	0	
<b>TOTAL PARIS (ORLY)</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TOULOUSE (BLAGNAC)	AIR MALTA	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
TOULOUSE (BLAGNAC)	ALBA STAR	C	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
TOULOUSE (BLAGNAC)	TRADE 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	0.0	0	0	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>62.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FRANCE</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>12.4</b>	<b>54.5</b>	<b>14.0</b>	<b>13.2</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>85.3</b>	<b>14</b>	<b>66</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	78.6	4	12	
<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>78.6</b>	<b>4</b>	<b>12</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	83.3	18	12	
MUNICH	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 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>84.6</b>	<b>17</b>	<b>13</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>78.6</b>	<b>11</b>	<b>25</b>	
<b>IRISH REPUBLIC</b>																					
CORK	FLYBE LTD	S	9	0	3	0.0	33.3	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	4	90.9	5	22	
<b>TOTAL CORK</b>			<b>9</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>33.3</b>	<b>41.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>4</b>	<b>90.9</b>	<b>5</b>	<b>22</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	50.0	0	1	
DUBLIN	BLUE ISLANDS LIMITED	C	2	0	0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	88	0.0	0	0	
DUBLIN	CITY JET	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	25	0.0	0	0	
DUBLIN	CORENDON DUTCH AIRLINES	C	2	0	0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	184	0.0	0	0	
DUBLIN	FLYBE LTD	S	152	0	2	29.2	40.3	24.0	1.3	2.6	0.6	0.6	0.0	0.0	0.0	1.3	3	87.5	9	104	
DUBLIN	JET2.COM LTD	C	1	0	1	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0	0.0	0	0	
DUBLIN	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	0	0.0	0	0	
<b>TOTAL DUBLIN</b>			<b>161</b>	<b>0</b>	<b>3</b>	<b>27.4</b>	<b>39.6</b>	<b>23.8</b>	<b>1.2</b>	<b>3.0</b>	<b>0.6</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>7</b>	<b>86.8</b>	<b>9</b>	<b>105</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>170</b>	<b>0</b>	<b>6</b>	<b>25.6</b>	<b>39.2</b>	<b>25.0</b>	<b>1.1</b>	<b>2.8</b>	<b>0.6</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>7</b>	<b>87.5</b>	<b>8</b>	<b>127</b>	
<b>ISRAEL</b>																					
TEL AVIV	BRITISH AIRWAYS PLC	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
<b>TOTAL TEL AVIV</b>			<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ISRAEL</b>			<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>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	85.7	23	14	
<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>85.7</b>	<b>23</b>	<b>14</b>	
ROME (FIUMICINO)	AIR CONTRACTORS	C	0	0	0	0.0	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	
ROME (FIUMICINO)	AIREXPLORE	C	0	0	0	0.0	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	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

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ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
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	60.0	17	20
ROME (FIUMICINO)	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	14	8
ROME (FIUMICINO)	MALETH AERO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	24	3
ROME (FIUMICINO)	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 ROME (FIUMICINO)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>58.3</b>	<b>18</b>	<b>36</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>66.0</b>	<b>19</b>	<b>50</b>
<b>JAMAICA</b>																				
MONTEGO BAY	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	45	100.0	0	1
<b>TOTAL MONTEGO BAY</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>45</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL JAMAICA</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>45</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>MALTA</b>																				
MALTA	RYANAIR	S	16	0	0	0.0	0.0	31.3	37.5	31.3	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>31.3</b>	<b>37.5</b>	<b>31.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</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>0.0</b>	<b>0.0</b>	<b>31.3</b>	<b>37.5</b>	<b>31.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	KLM	S	157	0	0	1.3	33.1	35.0	11.5	8.9	7.0	1.9	1.3	0.0	0.0	0.0	20	87.4	8	161
<b>TOTAL AMSTERDAM</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>33.1</b>	<b>35.0</b>	<b>11.5</b>	<b>8.9</b>	<b>7.0</b>	<b>1.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>87.4</b>	<b>8</b>	<b>161</b>
<b>TOTAL NETHERLANDS</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>33.1</b>	<b>35.0</b>	<b>11.5</b>	<b>8.9</b>	<b>7.0</b>	<b>1.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>87.4</b>	<b>8</b>	<b>161</b>
<b>POLAND</b>																				
KRAKOW	JET2.COM LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
KRAKOW	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL KRAKOW</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
<b>TOTAL POLAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>2</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	87.5	7	16
<b>TOTAL FARO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>7</b>	<b>16</b>
<b>TOTAL PORTUGAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>7</b>	<b>16</b>
<b>QATAR</b>																				
DOHA HAMAD	QATAR AIRWAYS	S	42	0	0	2.4	26.2	19.0	28.6	19.0	0.0	0.0	4.8	0.0	0.0	0.0	26	90.0	3	40
<b>TOTAL DOHA HAMAD</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>26.2</b>	<b>19.0</b>	<b>28.6</b>	<b>19.0</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>26</b>	<b>90.0</b>	<b>3</b>	<b>40</b>
<b>TOTAL QATAR</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>26.2</b>	<b>19.0</b>	<b>28.6</b>	<b>19.0</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>26</b>	<b>90.0</b>	<b>3</b>	<b>40</b>
<b>SPAIN</b>																				
ALICANTE	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	55.6	5.6	27.8	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	1	16
ALICANTE	VUELING AIRLINES	S	26	0	0	0.0	19.2	46.2	23.1	3.8	3.8	3.8	0.0	0.0	0.0	0.0	20	70.0	14	20
<b>TOTAL ALICANTE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.9</b>	<b>50.0</b>	<b>15.9</b>	<b>13.6</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>83.3</b>	<b>8</b>	<b>36</b>
MALAGA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	37.5	0.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	53	100.0	5	8
MALAGA	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	50.0	20	16

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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 MALAGA</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>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>53</b>	<b>66.7</b>	<b>15</b>	<b>24</b>	
<b>TOTAL SPAIN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.5</b>	<b>48.1</b>	<b>13.5</b>	<b>15.4</b>	<b>5.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>76.7</b>	<b>11</b>	<b>60</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	TUI AIRWAYS LTD	C	16	0	0	6.3	12.5	43.8	6.3	6.3	18.8	6.3	0.0	0.0	0.0	0.0	32	100.0	1	16	
<b>TOTAL ARRECIFE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>43.8</b>	<b>6.3</b>	<b>6.3</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>100.0</b>	<b>1</b>	<b>16</b>	
LAS PALMAS	TUI AIRWAYS LTD	C	10	1	0	0.0	27.3	36.4	18.2	0.0	9.1	0.0	0.0	0.0	9.1	0.0	11	87.5	2	8	
<b>TOTAL LAS PALMAS</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>27.3</b>	<b>36.4</b>	<b>18.2</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>11</b>	<b>87.5</b>	<b>2</b>	<b>8</b>	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	16	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	24	0	0	4.2	12.5	16.7	16.7	33.3	8.3	0.0	8.3	0.0	0.0	0.0	48	79.2	8	24	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>12.5</b>	<b>16.7</b>	<b>16.7</b>	<b>33.3</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>48</b>	<b>87.5</b>	<b>6</b>	<b>40</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>50</b>	<b>1</b>	<b>0</b>	<b>3.9</b>	<b>15.7</b>	<b>29.4</b>	<b>13.7</b>	<b>17.6</b>	<b>11.8</b>	<b>2.0</b>	<b>3.9</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>36</b>	<b>90.6</b>	<b>4</b>	<b>64</b>	
<b>SWITZERLAND</b>																					
GENEVA	FLYBE LTD	S	10	0	0	0.0	30.0	60.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	81.3	15	16	
<b>TOTAL GENEVA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>60.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.3</b>	<b>15</b>	<b>16</b>	
<b>TOTAL SWITZERLAND</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>60.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.3</b>	<b>15</b>	<b>16</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASTERN AIRWAYS	S	15	1	1	5.9	29.4	47.1	5.9	0.0	0.0	0.0	0.0	0.0	5.9	5.9	2	0.0	0	0	
<b>TOTAL ABERDEEN</b>			<b>15</b>	<b>1</b>	<b>1</b>	<b>5.9</b>	<b>29.4</b>	<b>47.1</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>5.9</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ANGLESEY (VALLEY)	EASTERN AIRWAYS	S	78	0	0	14.1	46.2	29.5	9.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	4	68.0	16	67	
<b>TOTAL ANGLESEY (VALLEY)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>46.2</b>	<b>29.5</b>	<b>9.0</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>68.0</b>	<b>16</b>	<b>67</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	58	0	0	0.0	56.9	31.0	3.4	6.9	1.7	0.0	0.0	0.0	0.0	0.0	7	82.6	10	90	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>56.9</b>	<b>31.0</b>	<b>3.4</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>7</b>	<b>82.6</b>	<b>10</b>	<b>90</b>	
BELFAST INTERNATIONAL	BLUE ISLANDS LIMITED	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
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	23	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>23</b>	<b>2</b>	
EAST MIDLANDS INTERNATIONAL	JET2.COM 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 EAST MIDLANDS 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>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
EDINBURGH	FLYBE LTD	S	145	1	0	4.8	52.7	24.7	8.2	3.4	5.5	0.0	0.0	0.0	0.7	0.0	9	88.6	7	87	
<b>TOTAL EDINBURGH</b>			<b>145</b>	<b>1</b>	<b>0</b>	<b>4.8</b>	<b>52.7</b>	<b>24.7</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>0.7</b>	<b>0.0</b>	<b>9</b>	<b>88.6</b>	<b>7</b>	<b>87</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	94.1	7	34	
GLASGOW	LOGANAIR 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	8	0.0	0	0	
<b>TOTAL GLASGOW</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>94.1</b>	<b>7</b>	<b>34</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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
HEATHROW	BRITISH AIRWAYS PLC	S	0	4	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
<b>TOTAL HEATHROW</b>			<b>0</b>	<b>4</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
HUMBERSIDE	EASTERN AIRWAYS	C	0	2	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
<b>TOTAL HUMBERSIDE</b>			<b>0</b>	<b>2</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
JERSEY	BLUE ISLANDS LIMITED	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
JERSEY	FLYBE LTD	S	24	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	14	16
<b>TOTAL JERSEY</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>60.0</b>	<b>28.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>14</b>	<b>16</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	32	100.0	0	1
<b>TOTAL LEEDS BRADFORD</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>100.0</b>	<b>0</b>	<b>1</b>
LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	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>50.0</b>	<b>12</b>	<b>1</b>
MANCHESTER	EASTERN AIRWAYS	C	0	4	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
MANCHESTER	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1
MANCHESTER	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1
MANCHESTER	KLASJET UAB	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL MANCHESTER</b>			<b>0</b>	<b>4</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>15</b>	<b>3</b>
NEWCASTLE	EASTERN AIRWAYS	S	8	1	1	10.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	10.0	2	78.7	13	47
NEWCASTLE	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL NEWCASTLE</b>			<b>8</b>	<b>1</b>	<b>1</b>	<b>10.0</b>	<b>50.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>2</b>	<b>79.2</b>	<b>13</b>	<b>48</b>
TEESSIDE INTERNATIONAL AIRPORT	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	51	1
TEESSIDE INTERNATIONAL AIRPORT	EASTERN AIRWAYS	S	17	0	0	23.5	64.7	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL TEESSIDE INTERNATIONAL AIRPORT</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>64.7</b>	<b>5.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>51</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>354</b>	<b>13</b>	<b>3</b>	<b>7.3</b>	<b>50.0</b>	<b>26.2</b>	<b>6.5</b>	<b>3.2</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>0.8</b>	<b>6</b>	<b>80.9</b>	<b>11</b>	<b>350</b>
USA																				
NASHVILLE METROPOLITAN	BRITISH AIRWAYS PLC	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
<b>TOTAL NASHVILLE METROPOLITAN</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>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>0</b>	<b>2</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CARDIFF WALES</b>			<b>980</b>	<b>18</b>	<b>9</b>	<b>7.7</b>	<b>34.9</b>	<b>32.3</b>	<b>9.3</b>	<b>7.8</b>	<b>3.7</b>	<b>0.9</b>	<b>0.7</b>	<b>0.0</b>	<b>1.8</b>	<b>0.9</b>	<b>13</b>	<b>83.2</b>	<b>10</b>	<b>980</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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>AUSTRIA</b>																					
SALZBURG	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	5	0.0	0	0		
<b>TOTAL SALZBURG</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<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 AUSTRIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>CYPRUS</b>																					
PAPHOS	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	100.0	10	1		
<b>TOTAL PAPHOS</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</b>	<b>100.0</b>	<b>10</b>	<b>1</b>		
<b>TOTAL CYPRUS</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</b>	<b>100.0</b>	<b>10</b>	<b>1</b>		
<b>FINLAND</b>																					
ENONTEKIO	ENTER AIR	C	3	0	0	0.0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	40	100.0	2	4			
<b>TOTAL ENONTEKIO</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>100.0</b>	<b>2</b>	<b>4</b>			
<b>TOTAL FINLAND</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>100.0</b>	<b>2</b>	<b>4</b>			
<b>FRANCE</b>																					
CHAMBERY	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	50	0.0	0	0			
<b>TOTAL CHAMBERY</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>50</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.4	7	22			
<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</b>	<b>86.4</b>	<b>7</b>	<b>22</b>			
<b>TOTAL FRANCE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>86.4</b>	<b>7</b>	<b>22</b>			
<b>GIBRALTAR</b>																					
GIBRALTAR	EXECUTIVE JET MANAGEMENT EUROPE	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0			
<b>TOTAL GIBRALTAR</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>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
<b>TOTAL GIBRALTAR</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>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
<b>HUNGARY</b>																					
BUDAPEST	WIZZ AIR	S	19	0	0	0.0	36.8	21.1	26.3	15.8	0.0	0.0	0.0	0.0	14	93.8	8	16			
<b>TOTAL BUDAPEST</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.8</b>	<b>21.1</b>	<b>26.3</b>	<b>15.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>93.8</b>	<b>8</b>	<b>16</b>			
DEBRECEN	WIZZ AIR	S	16	0	0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	11	62.5	12	16			
<b>TOTAL DEBRECEN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>62.5</b>	<b>12</b>	<b>16</b>			
<b>TOTAL HUNGARY</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>31.4</b>	<b>28.6</b>	<b>20.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>78.1</b>	<b>10</b>	<b>32</b>			
<b>IRISH REPUBLIC</b>																					
DUBLIN	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	8	25			
<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</b>	<b>84.6</b>	<b>8</b>	<b>25</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</b>	<b>84.6</b>	<b>8</b>	<b>25</b>			
<b>JAMAICA</b>																					
KINGSTON	EVELOP	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	44	0.0	0	0			
<b>TOTAL KINGSTON</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>44</b>	<b>0.0</b>	<b>0</b>	<b>0</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	22	2			

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Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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 MONTEGO BAY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>22</b>	<b>2</b>	
<b>TOTAL JAMAICA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>0.0</b>	<b>22</b>	<b>2</b>	
<b>LATVIA</b>																					
RIGA	WIZZ AIR	S	18	0	0	16.7	16.7	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	5	16	
<b>TOTAL RIGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>44.4</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>87.5</b>	<b>5</b>	<b>16</b>	
<b>TOTAL LATVIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>44.4</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>87.5</b>	<b>5</b>	<b>16</b>	
<b>LITHUANIA</b>																					
VILNIUS	WIZZ AIR	S	17	0	0	5.9	23.5	35.3	23.5	11.8	0.0	0.0	0.0	0.0	0.0	0.0	9	62.5	33	16	
<b>TOTAL VILNIUS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>23.5</b>	<b>35.3</b>	<b>23.5</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>62.5</b>	<b>33</b>	<b>16</b>	
<b>TOTAL LITHUANIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>23.5</b>	<b>35.3</b>	<b>23.5</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>62.5</b>	<b>33</b>	<b>16</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	56	
<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>87.5</b>	<b>6</b>	<b>56</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>87.5</b>	<b>6</b>	<b>56</b>	
<b>PAKISTAN</b>																					
ISLAMABAD INTERNATIONAL AIRPORT	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
<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>0.0</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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>	
<b>POLAND</b>																					
GDANSK	WIZZ AIR	S	32	0	0	6.3	43.8	21.9	12.5	15.6	0.0	0.0	0.0	0.0	0.0	0.0	11	90.6	5	32	
<b>TOTAL GDANSK</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>21.9</b>	<b>12.5</b>	<b>15.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>90.6</b>	<b>5</b>	<b>32</b>	
KATOWICE	WIZZ AIR	S	34	0	0	5.9	41.2	29.4	14.7	2.9	5.9	0.0	0.0	0.0	0.0	0.0	11	87.5	8	32	
<b>TOTAL KATOWICE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>41.2</b>	<b>29.4</b>	<b>14.7</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>87.5</b>	<b>8</b>	<b>32</b>	
KRAKOW	WIZZ AIR	S	18	0	0	0.0	5.6	55.6	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL KRAKOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>55.6</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
POZNAN	WIZZ AIR	S	26	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	91.7	2	24	
<b>TOTAL POZNAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>46.2</b>	<b>38.5</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>91.7</b>	<b>2</b>	<b>24</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	16	0	0	0.0	6.3	50.0	37.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	9	16	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>50.0</b>	<b>37.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.0</b>	<b>9</b>	<b>16</b>	
WROCLAW	WIZZ AIR	S	16	0	0	6.3	31.3	43.8	0.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	7	16	
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>43.8</b>	<b>0.0</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.5</b>	<b>7</b>	<b>16</b>	
<b>TOTAL POLAND</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>33.1</b>	<b>36.6</b>	<b>16.2</b>	<b>7.7</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>10</b>	<b>87.5</b>	<b>6</b>	<b>120</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	WIZZ AIR	S	24	0	0	0.0	4.2	16.7	25.0	54.2	0.0	0.0	0.0	0.0	0.0	0.0	32	83.3	8	24	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.2</b>	<b>16.7</b>	<b>25.0</b>	<b>54.2</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>32</b>	<b>83.3</b>	<b>8</b>	<b>24</b>	
CLUJ NAPOCA	WIZZ AIR	S	18	0	0	16.7	44.4	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	6	16	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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 CLUJ NAPOCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>44.4</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
<b>TOTAL ROMANIA SLOVAK REPUBLIC</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>21.4</b>	<b>26.2</b>	<b>14.3</b>	<b>31.0</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>85.0</b>	<b>7</b>	<b>40</b>	
<b>BRATISLAVA</b>	WIZZ AIR UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL BRATISLAVA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SPAIN</b>																				
<b>ALICANTE</b>	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	12	
<b>ALICANTE</b>	TUI AIRWAYS LTD	C	18	0	0	0.0	33.3	61.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	93.8	4	16	
<b>TOTAL ALICANTE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>61.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>96.4</b>	<b>4</b>	<b>28</b>	
<b>MALAGA</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	62.5	0.0	12.5	0.0	12.5	12.5	0.0	0.0	152	100.0	3	8	
<b>TOTAL MALAGA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>62.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>152</b>	<b>100.0</b>	<b>3</b>	<b>8</b>	
<b>TOTAL SPAIN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>61.5</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>97.2</b>	<b>3</b>	<b>36</b>	
<b>SPAIN(CANARY ISLANDS)</b>																				
<b>ARRECIFE</b>	TUI AIRWAYS LTD	C	16	0	0	6.3	31.3	18.8	18.8	6.3	0.0	18.8	0.0	0.0	0.0	35	100.0	0	16	
<b>TOTAL ARRECIFE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>18.8</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>100.0</b>	<b>0</b>	<b>16</b>	
<b>LAS PALMAS</b>	TUI AIRWAYS LTD	C	11	0	0	0.0	54.5	27.3	9.1	0.0	9.1	0.0	0.0	0.0	0.0	9	100.0	1	8	
<b>TOTAL LAS PALMAS</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>54.5</b>	<b>27.3</b>	<b>9.1</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
<b>TENERIFE (SURREINA SOFIA)</b>	TUI AIRWAYS LTD	C	24	0	0	0.0	50.0	20.8	8.3	8.3	8.3	0.0	4.2	0.0	0.0	22	91.7	4	24	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>20.8</b>	<b>8.3</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>91.7</b>	<b>4</b>	<b>24</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>45.1</b>	<b>21.6</b>	<b>11.8</b>	<b>5.9</b>	<b>5.9</b>	<b>5.9</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>95.8</b>	<b>2</b>	<b>48</b>	
<b>SWITZERLAND</b>																				
<b>ZURICH</b>	NETJETS TRANSPORTES AEREOS	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	17	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>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWITZERLAND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>UNITED KINGDOM</b>																				
<b>ABERDEEN</b>	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL ABERDEEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.4	7	31	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>84.4</b>	<b>7</b>	<b>31</b>	
<b>BOURNEMOUTH</b>	LOGANAIR LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL BOURNEMOUTH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>GATWICK</b>	ENTER AIR	C	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	54	0.0	0	0	
<b>GATWICK</b>	LOGANAIR LTD	C	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>20.0</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>	

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												FEB 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	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	12
<b>TOTAL JERSEY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>12</b>
<b>TOTAL UNITED KINGDOM</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>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>23</b>	<b>88.9</b>	<b>5</b>	<b>44</b>
<b>TOTAL DONCASTER</b>			<b>347</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>30.0</b>	<b>35.2</b>	<b>15.0</b>	<b>11.2</b>	<b>2.0</b>	<b>0.9</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.1</b>	<b>7</b>	<b>463</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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	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 INNSBRUCK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SALZBURG	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	2	
SALZBURG	JET2.COM LTD	S	10	0	0	10.0	60.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	3	8	
SALZBURG	TUI AIRWAYS LTD	C	9	0	0	11.1	33.3	44.4	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	14	100.0	4	8	
<b>TOTAL SALZBURG</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>47.4</b>	<b>36.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
<b>TOTAL AUSTRIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>45.0</b>	<b>40.0</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>0.0</b>	<b>8</b>	<b>94.4</b>	<b>4</b>	<b>18</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	85.7	2	37	
<b>TOTAL BRUSSELS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.7</b>	<b>2</b>	<b>37</b>	
<b>TOTAL BELGIUM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.7</b>	<b>2</b>	<b>37</b>	
<b>BULGARIA</b>																					
SOFIA	JET2.COM LTD	C	10	0	0	20.0	40.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	3	8	
SOFIA	RYANAIR	S	10	0	0	0.0	20.0	50.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL SOFIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>40.0</b>	<b>10.0</b>	<b>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>87.5</b>	<b>3</b>	<b>8</b>	
<b>TOTAL BULGARIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>40.0</b>	<b>10.0</b>	<b>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>87.5</b>	<b>3</b>	<b>8</b>	
<b>CYPRUS</b>																					
PAPHOS	JET2.COM LTD	S	4	0	0	0.0	25.0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	51	50.0	124	4	
PAPHOS	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	9	1	
<b>TOTAL PAPHOS</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>0.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>60.0</b>	<b>101</b>	<b>5</b>	
<b>TOTAL CYPRUS</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>0.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>60.0</b>	<b>101</b>	<b>5</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	16	0	0	6.3	56.3	18.8	6.3	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	62.5	14	8	
<b>TOTAL PRAGUE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>56.3</b>	<b>18.8</b>	<b>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>62.5</b>	<b>14</b>	<b>8</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>56.3</b>	<b>18.8</b>	<b>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>62.5</b>	<b>14</b>	<b>8</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	16	12	
<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>16</b>	<b>12</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>16</b>	<b>12</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	100.0	3	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>100.0</b>	<b>3</b>	<b>2</b>	
KITTILA	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	16	0.0	0	0	
<b>TOTAL KITTILA</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>	
KUUSAMO	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	30	0.0	0	0	
<b>TOTAL KUUSAMO</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>100.0</b>	<b>3</b>	<b>2</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	37.5	81	8
CHAMBERY	TUI AIRWAYS LTD	C	9	0	0	0.0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	21	62.5	13	8
<b>TOTAL CHAMBERY</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>22.2</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>50.0</b>	<b>47</b>	<b>16</b>
GRENOBLE	JET2.COM LTD	S	6	0	0	16.7	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
GRENOBLE	TYROL AIR AMBULANCE	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 GRENOBLE</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>28.6</b>	<b>42.9</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LIMOGES	RYANAIR	S	15	0	0	6.7	26.7	60.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	10	31.3	50	16
<b>TOTAL LIMOGES</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>26.7</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>31.3</b>	<b>50</b>	<b>16</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	0.0	32	1
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>32</b>	<b>1</b>
<b>TOTAL FRANCE</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>22.6</b>	<b>51.6</b>	<b>6.5</b>	<b>6.5</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>39.4</b>	<b>48</b>	<b>33</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	RYANAIR	S	16	0	0	0.0	25.0	43.8	12.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	8	16
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>43.8</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.0</b>	<b>8</b>	<b>16</b>
DUSSELDORF	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1
<b>TOTAL DUSSELDORF</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>22</b>	<b>1</b>
<b>TOTAL GERMANY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>43.8</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>70.6</b>	<b>8</b>	<b>17</b>
<b>HUNGARY</b>																				
BUDAPEST	JET2.COM LTD	S	10	0	0	0.0	20.0	40.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	22	75.0	7	8
BUDAPEST	RYANAIR	S	16	0	0	0.0	6.3	50.0	6.3	12.5	12.5	6.3	6.3	0.0	0.0	0.0	43	100.0	1	16
<b>TOTAL BUDAPEST</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>46.2</b>	<b>7.7</b>	<b>15.4</b>	<b>11.5</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>91.7</b>	<b>3</b>	<b>24</b>
<b>TOTAL HUNGARY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>46.2</b>	<b>7.7</b>	<b>15.4</b>	<b>11.5</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>91.7</b>	<b>3</b>	<b>24</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	3	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>3</b>	<b>2</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	87.5	4	16
<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>87.5</b>	<b>4</b>	<b>16</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>88.9</b>	<b>4</b>	<b>18</b>
<b>IRISH REPUBLIC</b>																				
DUBLIN	RYANAIR	S	91	0	0	8.8	49.5	23.1	9.9	6.6	2.2	0.0	0.0	0.0	0.0	0.0	8	76.1	13	91
<b>TOTAL DUBLIN</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>49.5</b>	<b>23.1</b>	<b>9.9</b>	<b>6.6</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.1</b>	<b>13</b>	<b>91</b>
IRELAND WEST(KNOCK)	RYANAIR	S	31	0	0	0.0	25.8	38.7	9.7	25.8	0.0	0.0	0.0	0.0	0.0	0.0	16	64.5	31	31
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.8</b>	<b>38.7</b>	<b>9.7</b>	<b>25.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>64.5</b>	<b>31</b>	<b>31</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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	
SHANNON	JET2.COM 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 SHANNON</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 IRISH REPUBLIC</b>			<b>122</b>	<b>0</b>	<b>1</b>	<b>6.5</b>	<b>43.1</b>	<b>26.8</b>	<b>9.8</b>	<b>11.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>10</b>	<b>73.2</b>	<b>17</b>	<b>122</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	26	0	0	0.0	11.5	30.8	30.8	23.1	3.8	0.0	0.0	0.0	0.0	0.0	22	58.3	15	24	
<b>TOTAL BERGAMO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>30.8</b>	<b>30.8</b>	<b>23.1</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>58.3</b>	<b>15</b>	<b>24</b>	
TREVISO	RYANAIR	S	18	0	2	0.0	25.0	35.0	15.0	10.0	5.0	0.0	0.0	0.0	0.0	10.0	14	68.8	15	16	
<b>TOTAL TREVISO</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>25.0</b>	<b>35.0</b>	<b>15.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>14</b>	<b>68.8</b>	<b>15</b>	<b>16</b>	
TURIN	FAI FLIGHT- AMBULANCE SERVICE	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	109	0.0	0	0	
TURIN	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL TURIN</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>109</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL ITALY</b>			<b>45</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>17.0</b>	<b>31.9</b>	<b>23.4</b>	<b>17.0</b>	<b>6.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>20</b>	<b>63.4</b>	<b>15</b>	<b>41</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	24	0	0	0.0	45.8	41.7	8.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	5	79.2	8	24	
<b>TOTAL RIGA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.8</b>	<b>41.7</b>	<b>8.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>79.2</b>	<b>8</b>	<b>24</b>	
<b>TOTAL LATVIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.8</b>	<b>41.7</b>	<b>8.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>79.2</b>	<b>8</b>	<b>24</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	25	0	0	0.0	24.0	44.0	24.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	8	24	
<b>TOTAL MALTA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.0</b>	<b>44.0</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>11</b>	<b>75.0</b>	<b>8</b>	<b>24</b>	
<b>TOTAL MALTA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.0</b>	<b>44.0</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>11</b>	<b>75.0</b>	<b>8</b>	<b>24</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	JET2.COM LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	126	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>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 MOROCCO</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>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	53	0	1	5.6	44.4	33.3	9.3	0.0	0.0	5.6	0.0	0.0	0.0	1.9	12	73.2	21	55	
AMSTERDAM	KLM	S	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	96	0.0	0	0	
<b>TOTAL AMSTERDAM</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>5.4</b>	<b>42.9</b>	<b>32.1</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>15</b>	<b>73.2</b>	<b>21</b>	<b>55</b>	
<b>TOTAL NETHERLANDS</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>5.4</b>	<b>42.9</b>	<b>32.1</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>15</b>	<b>73.2</b>	<b>21</b>	<b>55</b>	
<b>NORWAY</b>																					
OSLO (GARDERMOEN)	WIDEROE FLYVESELSKAP A/S	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>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>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>POLAND</b>																					
KRAKOW	RYANAIR	S	25	0	1	3.8	26.9	46.2	11.5	3.8	0.0	0.0	3.8	0.0	0.0	3.8	14	95.8	3	24	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

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		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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	
KRAKOW	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2	
<b>TOTAL KRAKOW</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>3.8</b>	<b>26.9</b>	<b>46.2</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>14</b>	<b>96.2</b>	<b>3</b>	<b>26</b>	
LODZ LUBLINEK	RYANAIR	S	16	0	0	0.0	43.8	31.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	62.5	15	16	
<b>TOTAL LODZ LUBLINEK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>31.3</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>62.5</b>	<b>15</b>	<b>16</b>	
RZESZOW	RYANAIR	S	24	0	0	4.2	37.5	41.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	82.6	8	22	
<b>TOTAL RZESZOW</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>37.5</b>	<b>41.7</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>82.6</b>	<b>8</b>	<b>22</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	16	0	2	0.0	22.2	38.9	11.1	16.7	0.0	0.0	0.0	0.0	0.0	11.1	12	91.7	5	24	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>22.2</b>	<b>38.9</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>12</b>	<b>91.7</b>	<b>5</b>	<b>24</b>	
WROCLAW	RYANAIR	S	32	0	0	0.0	28.1	40.6	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	81.3	16	32	
<b>TOTAL WROCLAW</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.1</b>	<b>40.6</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>81.3</b>	<b>16</b>	<b>32</b>	
<b>TOTAL POLAND</b>			<b>113</b>	<b>0</b>	<b>3</b>	<b>1.7</b>	<b>31.0</b>	<b>40.5</b>	<b>16.4</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>10</b>	<b>84.3</b>	<b>10</b>	<b>120</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	JET2.COM LTD	S	12	0	0	0.0	33.3	33.3	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	15	100.0	1	10	
FARO	RYANAIR	S	16	0	0	0.0	31.3	18.8	25.0	12.5	6.3	6.3	0.0	0.0	0.0	0.0	30	75.0	9	24	
<b>TOTAL FARO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.1</b>	<b>25.0</b>	<b>21.4</b>	<b>10.7</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>82.4</b>	<b>7</b>	<b>34</b>	
OPORTO (PORTUGAL)	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	125	0.0	109	1	
<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>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>125</b>	<b>0.0</b>	<b>109</b>	<b>1</b>	
<b>TOTAL PORTUGAL</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.0</b>	<b>24.1</b>	<b>20.7</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>27</b>	<b>80.0</b>	<b>10</b>	<b>35</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	8	0	0	25.0	50.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	4	8	
FUNCHAL	TUI AIRWAYS LTD	C	8	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8	
<b>TOTAL FUNCHAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>62.5</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
<b>TOTAL PORTUGAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>62.5</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
<b>SPAIN</b>																					
ALICANTE	JET2.COM LTD	S	44	0	0	15.9	31.8	31.8	4.5	9.1	4.5	2.3	0.0	0.0	0.0	0.0	13	100.0	0	38	
ALICANTE	RYANAIR	S	58	0	2	1.7	35.0	40.0	5.0	8.3	6.7	0.0	0.0	0.0	0.0	3.3	14	91.1	4	56	
ALICANTE	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	19	100.0	2	8	
ALICANTE	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 ALICANTE</b>			<b>111</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>33.6</b>	<b>35.4</b>	<b>6.2</b>	<b>9.7</b>	<b>5.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>14</b>	<b>95.1</b>	<b>3</b>	<b>102</b>	
MALAGA	JET2.COM LTD	S	32	0	0	37.5	25.0	21.9	0.0	3.1	12.5	0.0	0.0	0.0	0.0	0.0	13	100.0	1	24	
MALAGA	RYANAIR	S	40	0	0	2.5	42.5	27.5	7.5	17.5	0.0	2.5	0.0	0.0	0.0	0.0	14	87.5	4	31	
MALAGA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	50.0	0.0	0.0	0.0	12.5	25.0	0.0	0.0	0.0	72	85.7	8	7	
MALAGA	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	184	0.0	0	0	
<b>TOTAL MALAGA</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>16.0</b>	<b>32.1</b>	<b>27.2</b>	<b>3.7</b>	<b>9.9</b>	<b>4.9</b>	<b>2.5</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>92.1</b>	<b>3</b>	<b>62</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE													FEB 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
MURCIA INTERNATIONAL	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	6
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>6</b>
PALMA DE MALLORCA	JET2.COM LTD	S	10	0	0	20.0	30.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	8
<b>TOTAL PALMA DE MALLORCA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>30.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>0</b>	<b>8</b>
SANTIAGO DE COMPOSTELA (SPAIN)	TYROL AIR AMBULANCE	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</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>
SEVILLE	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	87.5	5	16
<b>TOTAL SEVILLE</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>87.5</b>	<b>5</b>	<b>16</b>
<b>TOTAL SPAIN</b>			<b>204</b>	<b>0</b>	<b>2</b>	<b>11.7</b>	<b>32.5</b>	<b>32.0</b>	<b>5.3</b>	<b>9.7</b>	<b>4.9</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>16</b>	<b>93.8</b>	<b>3</b>	<b>194</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	40	0	1	17.1	39.0	31.7	2.4	0.0	7.3	0.0	0.0	0.0	0.0	2.4	9	89.3	15	28
ARRECIFE	RYANAIR	S	32	0	1	9.1	30.3	30.3	12.1	9.1	3.0	3.0	0.0	0.0	0.0	3.0	16	96.9	4	32
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	70.0	35	20
ARRECIFE	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	25.0	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	29	100.0	3	8
<b>TOTAL ARRECIFE</b>			<b>80</b>	<b>0</b>	<b>2</b>	<b>12.2</b>	<b>35.4</b>	<b>30.5</b>	<b>6.1</b>	<b>6.1</b>	<b>6.1</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>14</b>	<b>88.6</b>	<b>14</b>	<b>88</b>
FUERTEVENTURA	JET2.COM LTD	S	21	1	1	17.4	30.4	30.4	4.3	0.0	4.3	4.3	0.0	0.0	4.3	4.3	12	93.8	3	16
FUERTEVENTURA	RYANAIR	S	18	0	0	5.6	22.2	33.3	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	5	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	85.7	4	14
FUERTEVENTURA	TUI AIRWAYS LTD	C	8	0	0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	8
<b>TOTAL FUERTEVENTURA</b>			<b>47</b>	<b>1</b>	<b>1</b>	<b>14.3</b>	<b>28.6</b>	<b>30.6</b>	<b>14.3</b>	<b>4.1</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>2.0</b>	<b>11</b>	<b>90.7</b>	<b>3</b>	<b>54</b>
LAS PALMAS	JET2.COM LTD	S	28	0	3	12.9	35.5	22.6	3.2	9.7	3.2	0.0	3.2	0.0	0.0	9.7	18	90.0	4	20
LAS PALMAS	RYANAIR	S	6	0	2	0.0	0.0	25.0	0.0	12.5	25.0	12.5	0.0	0.0	0.0	25.0	71	100.0	1	8
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	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	2	8
<b>TOTAL LAS PALMAS</b>			<b>34</b>	<b>0</b>	<b>5</b>	<b>10.3</b>	<b>28.2</b>	<b>23.1</b>	<b>2.6</b>	<b>10.3</b>	<b>7.7</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>12.8</b>	<b>27</b>	<b>95.7</b>	<b>3</b>	<b>47</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	68	0	4	23.6	29.2	20.8	4.2	8.3	2.8	1.4	4.2	0.0	0.0	5.6	21	85.0	16	40
TENERIFE (SURREINA SOFIA)	RYANAIR	S	41	0	2	9.3	27.9	34.9	7.0	7.0	2.3	2.3	4.7	0.0	0.0	4.7	25	85.4	10	48
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	79.4	16	34
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	24	0	0	4.2	16.7	29.2	0.0	4.2	29.2	16.7	0.0	0.0	0.0	0.0	56	87.5	5	24
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>133</b>	<b>0</b>	<b>6</b>	<b>15.8</b>	<b>26.6</b>	<b>26.6</b>	<b>4.3</b>	<b>7.2</b>	<b>7.2</b>	<b>4.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>29</b>	<b>84.2</b>	<b>12</b>	<b>146</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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 SPAIN(CANARY SWITZERLAND</b>			<b>294</b>	<b>1</b>	<b>14</b>	<b>13.9</b>	<b>29.4</b>	<b>27.8</b>	<b>6.1</b>	<b>6.8</b>	<b>6.1</b>	<b>2.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.3</b>	<b>4.5</b>	<b>21</b>	<b>88.1</b>	<b>10</b>	<b>335</b>
<b>GENEVA</b>	JET2.COM LTD	S	10	0	0	0.0	30.0	40.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	62.5	18	8
<b>TOTAL GENEVA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>40.0</b>	<b>10.0</b>	<b>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>62.5</b>	<b>18</b>	<b>8</b>
<b>TOTAL SWITZERLAND</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>40.0</b>	<b>10.0</b>	<b>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>62.5</b>	<b>18</b>	<b>8</b>
<b>TURKEY</b>																				
<b>ANTALYA</b>	JET2.COM LTD	S	6	0	1	0.0	0.0	42.9	28.6	14.3	0.0	0.0	0.0	0.0	0.0	14.3	19	100.0	7	6
<b>TOTAL ANTALYA</b>			<b>6</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>42.9</b>	<b>28.6</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>19</b>	<b>100.0</b>	<b>7</b>	<b>6</b>
<b>TOTAL TURKEY</b>			<b>6</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>42.9</b>	<b>28.6</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>19</b>	<b>100.0</b>	<b>7</b>	<b>6</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	5	1
<b>TOTAL ABERDEEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>1</b>
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	146	0	2	6.1	70.3	13.5	6.8	1.4	0.7	0.0	0.0	0.0	0.0	1.4	3	88.8	8	168
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>146</b>	<b>0</b>	<b>2</b>	<b>6.1</b>	<b>70.3</b>	<b>13.5</b>	<b>6.8</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>1.4</b>	<b>3</b>	<b>88.8</b>	<b>8</b>	<b>168</b>
<b>BIRMINGHAM</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	28	1
<b>TOTAL BIRMINGHAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>28</b>	<b>1</b>
<b>EDINBURGH</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	85.1	17	119
<b>EDINBURGH</b>	LOGANAIR LTD	S	146	0	0	6.2	37.0	39.7	6.8	5.5	3.4	0.0	0.7	0.7	0.0	0.0	14	0.0	0	0
<b>TOTAL EDINBURGH</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>37.0</b>	<b>39.7</b>	<b>6.8</b>	<b>5.5</b>	<b>3.4</b>	<b>0.0</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>85.1</b>	<b>17</b>	<b>119</b>
<b>GATWICK</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	6	1
<b>TOTAL GATWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>
<b>GLASGOW</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	81.2	18	136
<b>GLASGOW</b>	LOGANAIR LTD	S	97	0	0	4.1	51.5	30.9	8.2	0.0	5.2	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>GLASGOW</b>	SWIFTAIR	S	0	0	0	0.0	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 GLASGOW</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>51.5</b>	<b>30.9</b>	<b>8.2</b>	<b>0.0</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.3</b>	<b>18</b>	<b>137</b>
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	28	0	2	10.0	46.7	23.3	0.0	0.0	6.7	0.0	6.7	0.0	0.0	6.7	21	84.4	5	30
<b>TOTAL GUERNSEY</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>10.0</b>	<b>46.7</b>	<b>23.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>21</b>	<b>84.4</b>	<b>5</b>	<b>30</b>
<b>JERSEY</b>	BLUE ISLANDS LIMITED	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>JERSEY</b>	FLYBE LTD	S	29	0	1	10.0	40.0	30.0	6.7	0.0	3.3	6.7	0.0	0.0	0.0	3.3	15	71.9	38	32
<b>TOTAL JERSEY</b>			<b>29</b>	<b>0</b>	<b>2</b>	<b>9.7</b>	<b>38.7</b>	<b>29.0</b>	<b>6.5</b>	<b>0.0</b>	<b>3.2</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>15</b>	<b>71.9</b>	<b>38</b>	<b>32</b>
<b>MANCHESTER</b>	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	256	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>256</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>447</b>	<b>0</b>	<b>6</b>	<b>6.2</b>	<b>51.7</b>	<b>27.4</b>	<b>6.6</b>	<b>2.2</b>	<b>3.1</b>	<b>0.4</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>1.3</b>	<b>10</b>	<b>84.3</b>	<b>15</b>	<b>489</b>
<b>TOTAL EAST MIDLANDS</b>			<b>1529</b>	<b>1</b>	<b>30</b>	<b>7.6</b>	<b>37.9</b>	<b>30.8</b>	<b>8.8</b>	<b>6.6</b>	<b>3.8</b>	<b>1.5</b>	<b>1.0</b>	<b>0.1</b>	<b>0.1</b>	<b>1.9</b>	<b>15</b>	<b>83.3</b>	<b>12</b>	<b>1651</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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	12	0	0	8.3	33.3	41.7	8.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	11	100.0	4	6	
INNSBRUCK	TUI AIRWAYS LTD	C	10	0	0	0.0	30.0	50.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	19	100.0	5	8	
<b>TOTAL INNSBRUCK</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>31.8</b>	<b>45.5</b>	<b>9.1</b>	<b>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>15</b>	<b>100.0</b>	<b>5</b>	<b>14</b>	
SALZBURG	BA CITYFLYER LTD	C	10	0	0	0.0	30.0	30.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	23	75.0	32	8	
SALZBURG	JET2.COM LTD	S	10	0	0	10.0	30.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	8	
<b>TOTAL SALZBURG</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>30.0</b>	<b>40.0</b>	<b>15.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>87.5</b>	<b>17</b>	<b>16</b>	
VIENNA	EASYJET UK LTD	S	18	0	0	11.1	50.0	16.7	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	8	87.5	13	16	
VIENNA	LAUDA MOTION GMBH	S	24	0	0	0.0	0.0	29.2	29.2	20.8	16.7	4.2	0.0	0.0	0.0	0.0	38	0.0	0	0	
<b>TOTAL VIENNA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>21.4</b>	<b>23.8</b>	<b>23.8</b>	<b>11.9</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>25</b>	<b>87.5</b>	<b>13</b>	<b>16</b>	
<b>TOTAL AUSTRIA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>26.2</b>	<b>33.3</b>	<b>17.9</b>	<b>6.0</b>	<b>10.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>91.3</b>	<b>12</b>	<b>46</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	93	0	4	1.0	46.4	36.1	9.3	2.1	1.0	0.0	0.0	0.0	0.0	4.1	6	83.7	6	92	
<b>TOTAL BRUSSELS</b>			<b>93</b>	<b>0</b>	<b>4</b>	<b>1.0</b>	<b>46.4</b>	<b>36.1</b>	<b>9.3</b>	<b>2.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>6</b>	<b>83.7</b>	<b>6</b>	<b>92</b>	
CHARLEROI	RYANAIR	S	42	0	1	9.3	44.2	20.9	14.0	7.0	2.3	0.0	0.0	0.0	0.0	2.3	10	84.4	5	30	
<b>TOTAL CHARLEROI</b>			<b>42</b>	<b>0</b>	<b>1</b>	<b>9.3</b>	<b>44.2</b>	<b>20.9</b>	<b>14.0</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>2.3</b>	<b>10</b>	<b>84.4</b>	<b>5</b>	<b>30</b>	
<b>TOTAL BELGIUM</b>			<b>135</b>	<b>0</b>	<b>5</b>	<b>3.6</b>	<b>45.7</b>	<b>31.4</b>	<b>10.7</b>	<b>3.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>7</b>	<b>83.9</b>	<b>6</b>	<b>122</b>	
<b>BULGARIA</b>																					
SOFIA	EASYJET UK LTD	S	18	0	0	0.0	44.4	27.8	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	93.8	3	16	
SOFIA	RYANAIR	S	26	0	0	0.0	23.1	23.1	11.5	26.9	3.8	11.5	0.0	0.0	0.0	0.0	36	93.8	5	16	
<b>TOTAL SOFIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.8</b>	<b>25.0</b>	<b>13.6</b>	<b>18.2</b>	<b>4.5</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>93.8</b>	<b>4</b>	<b>32</b>	
<b>TOTAL BULGARIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.8</b>	<b>25.0</b>	<b>13.6</b>	<b>18.2</b>	<b>4.5</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>93.8</b>	<b>4</b>	<b>32</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	76.5	22	15	
<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>76.5</b>	<b>22</b>	<b>15</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>76.5</b>	<b>22</b>	<b>15</b>	
<b>CYPRUS</b>																					
PAPHOS	EASYJET UK LTD	S	18	0	0	16.7	16.7	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	68.8	26	16	
PAPHOS	JET2.COM LTD	S	6	0	0	0.0	50.0	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	8	6	
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	2	7	
<b>TOTAL PAPHOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>45.8</b>	<b>4.2</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.9</b>	<b>16</b>	<b>29</b>	
<b>TOTAL CYPRUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>45.8</b>	<b>4.2</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.9</b>	<b>16</b>	<b>29</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	26	0	0	0.0	46.2	23.1	7.7	15.4	0.0	0.0	7.7	0.0	0.0	0.0	28	81.8	10	32	
PRAGUE	RYANAIR	S	32	0	0	3.1	37.5	28.1	12.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	13	70.8	12	24	
<b>TOTAL PRAGUE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>41.4</b>	<b>25.9</b>	<b>10.3</b>	<b>17.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>77.2</b>	<b>11</b>	<b>56</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>41.4</b>	<b>25.9</b>	<b>10.3</b>	<b>17.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>77.2</b>	<b>11</b>	<b>56</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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>DENMARK</b>																					
COPENHAGEN	EASYJET UK LTD	S	32	0	0	0.0	28.1	40.6	6.3	9.4	6.3	6.3	3.1	0.0	0.0	0.0	31	91.3	4	46	
COPENHAGEN	RYANAIR	S	34	0	0	0.0	38.2	32.4	11.8	11.8	2.9	2.9	0.0	0.0	0.0	16	93.8	4	32		
<b>TOTAL COPENHAGEN</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>36.4</b>	<b>9.1</b>	<b>10.6</b>	<b>4.5</b>	<b>4.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>92.3</b>	<b>4</b>	<b>78</b>	
<b>TOTAL DENMARK</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>36.4</b>	<b>9.1</b>	<b>10.6</b>	<b>4.5</b>	<b>4.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>92.3</b>	<b>4</b>	<b>78</b>	
<b>ESTONIA</b>																					
TALLIN	RYANAIR	S	16	0	0	0.0	18.8	31.3	18.8	18.8	12.5	0.0	0.0	0.0	0.0	21	75.0	12	16		
<b>TOTAL TALLIN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>31.3</b>	<b>18.8</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>75.0</b>	<b>12</b>	<b>16</b>		
<b>TOTAL ESTONIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>31.3</b>	<b>18.8</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>75.0</b>	<b>12</b>	<b>16</b>		
<b>FAROE ISLANDS</b>																					
VAGAR	ATLANTIC AIRWAYS	S	16	0	0	18.8	56.3	6.3	12.5	6.3	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
<b>TOTAL VAGAR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>56.3</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL FAROE ISLANDS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>56.3</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>FINLAND</b>																					
HELSINKI	FINNAIR	S	21	0	0	4.8	47.6	42.9	4.8	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	14		
<b>TOTAL HELSINKI</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>47.6</b>	<b>42.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>2</b>	<b>14</b>		
<b>TOTAL FINLAND</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>47.6</b>	<b>42.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>2</b>	<b>14</b>		
<b>FRANCE</b>																					
CHAMBERY	BA CITYFLYER LTD	C	16	0	0	6.3	31.3	37.5	0.0	18.8	6.3	0.0	0.0	0.0	0.0	15	50.0	21	16		
CHAMBERY	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2		
<b>TOTAL CHAMBERY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>37.5</b>	<b>0.0</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>55.6</b>	<b>19</b>	<b>18</b>		
GRENOBLE	EASYJET UK LTD	S	10	0	0	10.0	40.0	30.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	10	87.5	7	8		
<b>TOTAL GRENOBLE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>40.0</b>	<b>30.0</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>10</b>	<b>87.5</b>	<b>7</b>	<b>8</b>		
LYON	EASYJET UK LTD	S	10	0	0	10.0	30.0	50.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	6	91.7	16	12		
<b>TOTAL LYON</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>50.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>91.7</b>	<b>16</b>	<b>12</b>		
MARSEILLE	RYANAIR	S	16	0	0	0.0	12.5	56.3	25.0	6.3	0.0	0.0	0.0	0.0	0.0	12	100.0	1	16		
<b>TOTAL MARSEILLE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>56.3</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>1</b>	<b>16</b>		
NANTES	RYANAIR	S	16	0	0	0.0	12.5	37.5	18.8	18.8	0.0	12.5	0.0	0.0	0.0	36	68.8	9	16		
<b>TOTAL NANTES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>18.8</b>	<b>18.8</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>68.8</b>	<b>9</b>	<b>16</b>		
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	116	0	0	4.3	53.4	32.8	7.8	1.7	0.0	0.0	0.0	0.0	0.0	4	88.3	5	120		
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	88	0	0	0.0	21.6	42.0	18.2	15.9	1.1	0.0	1.1	0.0	0.0	17	72.1	18	86		
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
PARIS (CHARLES DE GAULLE)	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>209</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>38.8</b>	<b>37.8</b>	<b>12.4</b>	<b>7.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>81.7</b>	<b>10</b>	<b>208</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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)	BA CITYFLYER LTD	C	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	4	8
TOULOUSE (BLAGNAC)	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	0.0	43	2
TOULOUSE (BLAGNAC)	RYANAIR	S	16	0	0	6.3	18.8	31.3	12.5	12.5	18.8	0.0	0.0	0.0	0.0	0.0	26	93.8	2	16
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>25.0</b>	<b>41.7</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>18</b>	<b>84.6</b>	<b>6</b>	<b>26</b>
<b>TOTAL FRANCE</b>			<b>301</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>34.2</b>	<b>39.2</b>	<b>12.0</b>	<b>8.6</b>	<b>2.0</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>81.3</b>	<b>10</b>	<b>304</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	RYANAIR	S	48	0	0	0.0	37.5	43.8	10.4	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	79.2	15	48
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>43.8</b>	<b>10.4</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.2</b>	<b>15</b>	<b>48</b>
BERLIN (TEGEL)	EASYJET UK LTD	S	36	0	4	7.5	20.0	25.0	15.0	10.0	7.5	5.0	0.0	0.0	0.0	10.0	23	75.0	12	40
<b>TOTAL BERLIN (TEGEL)</b>			<b>36</b>	<b>0</b>	<b>4</b>	<b>7.5</b>	<b>20.0</b>	<b>25.0</b>	<b>15.0</b>	<b>10.0</b>	<b>7.5</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>23</b>	<b>75.0</b>	<b>12</b>	<b>40</b>
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	6	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	4	6
<b>TOTAL COLOGNE BONN DUSSELDORF</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>4</b>	<b>6</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	6	0	0	0.0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	6
<b>TOTAL DUSSELDORF</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>0</b>	<b>6</b>
FRANKFURT MAIN	LUFTHANSA	S	90	0	4	0.0	19.1	45.7	16.0	10.6	4.3	0.0	0.0	0.0	0.0	4.3	15	93.3	4	90
<b>TOTAL FRANKFURT MAIN</b>			<b>90</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>19.1</b>	<b>45.7</b>	<b>16.0</b>	<b>10.6</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>15</b>	<b>93.3</b>	<b>4</b>	<b>90</b>
HAMBURG	EASYJET UK LTD	S	24	0	0	0.0	12.5	37.5	20.8	20.8	0.0	0.0	8.3	0.0	0.0	0.0	37	78.1	13	31
HAMBURG	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	11	32
<b>TOTAL HAMBURG</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>20.8</b>	<b>20.8</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>37</b>	<b>85.9</b>	<b>12</b>	<b>63</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	76.5	6	16
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>76.5</b>	<b>6</b>	<b>16</b>
MUNICH	EASYJET UK LTD	S	48	0	2	2.0	24.0	36.0	12.0	12.0	2.0	8.0	0.0	0.0	0.0	4.0	25	79.6	23	54
MUNICH	EUROWINGS LUFTVERKEHRS	S	6	0	0	0.0	0.0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	24	78.6	21	28
MUNICH	LUFTHANSA	S	26	0	0	0.0	34.6	57.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	9	93.8	6	16
<b>TOTAL MUNICH</b>			<b>80</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>25.6</b>	<b>41.5</b>	<b>11.0</b>	<b>9.8</b>	<b>3.7</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>20</b>	<b>81.6</b>	<b>20</b>	<b>98</b>
<b>TOTAL GERMANY</b>			<b>290</b>	<b>0</b>	<b>10</b>	<b>1.3</b>	<b>23.7</b>	<b>41.0</b>	<b>14.3</b>	<b>10.3</b>	<b>3.3</b>	<b>2.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>18</b>	<b>84.6</b>	<b>12</b>	<b>367</b>
<b>GREECE</b>																				
ATHENS	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	11	87.5	25	16
<b>TOTAL ATHENS</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>11</b>	<b>87.5</b>	<b>25</b>	<b>16</b>
<b>TOTAL GREECE</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>11</b>	<b>87.5</b>	<b>25</b>	<b>16</b>
<b>HUNGARY</b>																				
BUDAPEST	JET2.COM LTD	S	16	0	0	6.3	18.8	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	93.8	2	16
BUDAPEST	RYANAIR	S	58	0	0	0.0	19.0	39.7	29.3	10.3	1.7	0.0	0.0	0.0	0.0	0.0	15	81.3	10	16
BUDAPEST	WIZZ AIR	S	26	0	0	7.7	26.9	46.2	7.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL BUDAPEST</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>21.0</b>	<b>45.0</b>	<b>21.0</b>	<b>9.0</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>11</b>	<b>87.5</b>	<b>6</b>	<b>32</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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 HUNGARY</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>21.0</b>	<b>45.0</b>	<b>21.0</b>	<b>9.0</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>11</b>	<b>87.5</b>	<b>6</b>	<b>32</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET UK LTD	S	34	0	0	0.0	32.4	26.5	14.7	17.6	8.8	0.0	0.0	0.0	0.0	0.0	20	77.5	13	40	
KEFLAVIK	FINNAIR	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 KEFLAVIK</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.4</b>	<b>25.7</b>	<b>17.1</b>	<b>17.1</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>77.5</b>	<b>13</b>	<b>40</b>	
<b>TOTAL ICELAND</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.4</b>	<b>25.7</b>	<b>17.1</b>	<b>17.1</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>77.5</b>	<b>13</b>	<b>40</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	70	0	2	12.5	50.0	19.4	5.6	6.9	1.4	0.0	1.4	0.0	0.0	2.8	10	90.8	5	76	
<b>TOTAL CORK</b>			<b>70</b>	<b>0</b>	<b>2</b>	<b>12.5</b>	<b>50.0</b>	<b>19.4</b>	<b>5.6</b>	<b>6.9</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>10</b>	<b>90.8</b>	<b>5</b>	<b>76</b>	
DUBLIN	AER LINGUS	S	251	0	5	3.9	43.8	31.3	8.2	7.0	2.3	0.4	1.2	0.0	0.0	2.0	12	81.1	8	254	
DUBLIN	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	34	2	
DUBLIN	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	0.0	212	1	
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	83.3	9	6	
DUBLIN	RYANAIR	S	204	0	0	18.1	44.1	23.0	5.4	5.9	3.4	0.0	0.0	0.0	0.0	0.0	8	88.6	6	210	
<b>TOTAL DUBLIN</b>			<b>456</b>	<b>0</b>	<b>5</b>	<b>10.2</b>	<b>44.0</b>	<b>27.5</b>	<b>6.9</b>	<b>6.5</b>	<b>2.8</b>	<b>0.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>10</b>	<b>84.1</b>	<b>7</b>	<b>473</b>	
IRELAND WEST(KNOCK)	FLYBE LTD	S	22	0	0	22.7	45.5	22.7	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	26	24	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>22.7</b>	<b>45.5</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>5</b>	<b>50.0</b>	<b>26</b>	<b>24</b>	
SHANNON	AER LINGUS	S	29	0	3	18.8	43.8	12.5	6.3	9.4	0.0	0.0	0.0	0.0	0.0	9.4	7	100.0	2	32	
<b>TOTAL SHANNON</b>			<b>29</b>	<b>0</b>	<b>3</b>	<b>18.8</b>	<b>43.8</b>	<b>12.5</b>	<b>6.3</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.4</b>	<b>7</b>	<b>100.0</b>	<b>2</b>	<b>32</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>577</b>	<b>0</b>	<b>10</b>	<b>11.4</b>	<b>44.8</b>	<b>25.6</b>	<b>6.6</b>	<b>6.6</b>	<b>2.4</b>	<b>0.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>10</b>	<b>84.5</b>	<b>8</b>	<b>605</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	74	0	0	4.1	29.7	28.4	17.6	12.2	8.1	0.0	0.0	0.0	0.0	0.0	18	72.5	9	40	
<b>TOTAL BERGAMO</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>29.7</b>	<b>28.4</b>	<b>17.6</b>	<b>12.2</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>72.5</b>	<b>9</b>	<b>40</b>	
BOLOGNA	RYANAIR	S	16	0	0	0.0	12.5	6.3	43.8	0.0	25.0	6.3	6.3	0.0	0.0	0.0	55	81.3	19	16	
<b>TOTAL BOLOGNA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>6.3</b>	<b>43.8</b>	<b>0.0</b>	<b>25.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>81.3</b>	<b>19</b>	<b>16</b>	
MILAN (MALPENSA)	EASYJET EUROPE	S	78	0	0	5.1	30.8	33.3	17.9	7.7	5.1	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
MILAN (MALPENSA)	EASYJET UK LTD	S	8	0	0	0.0	0.0	37.5	12.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	35	82.1	14	78	
<b>TOTAL MILAN (MALPENSA)</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>27.9</b>	<b>33.7</b>	<b>17.4</b>	<b>11.6</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>82.1</b>	<b>14</b>	<b>78</b>	
NAPLES	EASYJET EUROPE	S	6	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
NAPLES	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.8	10	16	
<b>TOTAL NAPLES</b>			<b>6</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>21</b>	<b>68.8</b>	<b>10</b>	<b>16</b>	
ROME (CIAMPINO)	RYANAIR	S	42	0	0	0.0	35.7	45.2	4.8	7.1	7.1	0.0	0.0	0.0	0.0	0.0	12	85.0	8	40	
<b>TOTAL ROME (CIAMPINO)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.7</b>	<b>45.2</b>	<b>4.8</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>85.0</b>	<b>8</b>	<b>40</b>	
ROME (FIUMICINO)	JET2.COM LTD	C	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	0.0	0	0	
ROME (FIUMICINO)	VUELING AIRLINES	S	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>50.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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
TREVISIO	RYANAIR	S	16	0	0	6.3	25.0	43.8	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	91.7	4	24
<b>TOTAL TREVISIO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>43.8</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>91.7</b>	<b>4</b>	<b>24</b>
TURIN	JET2.COM LTD	S	10	0	0	0.0	30.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	13	8
<b>TOTAL TURIN</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>6</b>	<b>75.0</b>	<b>13</b>	<b>8</b>
VENICE	EASYJET EUROPE	S	40	0	0	5.0	40.0	27.5	5.0	10.0	12.5	0.0	0.0	0.0	0.0	0.0	17	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	86.8	16	38
<b>TOTAL VENICE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>40.0</b>	<b>27.5</b>	<b>5.0</b>	<b>10.0</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>17</b>	<b>86.8</b>	<b>16</b>	<b>38</b>
VERONA VILLAFRANCA	BA CITYFLYER LTD	C	10	0	0	0.0	20.0	50.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	17	87.5	7	8
VERONA VILLAFRANCA	EASYJET UK LTD	S	16	0	2	0.0	55.6	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	11.1	14	0.0	0	0
<b>TOTAL VERONA VILLAFRANCA</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>42.9</b>	<b>25.0</b>	<b>7.1</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>7.1</b>	<b>15</b>	<b>87.5</b>	<b>7</b>	<b>8</b>
<b>TOTAL ITALY</b>			<b>326</b>	<b>0</b>	<b>2</b>	<b>3.0</b>	<b>30.8</b>	<b>32.9</b>	<b>14.9</b>	<b>9.8</b>	<b>7.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>17</b>	<b>81.7</b>	<b>12</b>	<b>268</b>
<b>LATVIA</b>																				
RIGA	RYANAIR	S	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	9	87.5	3	8
<b>TOTAL RIGA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>50.0</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.5</b>	<b>3</b>	<b>8</b>
<b>TOTAL LATVIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>50.0</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.5</b>	<b>3</b>	<b>8</b>
<b>LITHUANIA</b>																				
KAUNAS	RYANAIR	S	18	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL KAUNAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>LUXEMBOURG</b>																				
LUXEMBOURG	RYANAIR	S	24	0	0	4.2	33.3	29.2	8.3	8.3	16.7	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
<b>TOTAL LUXEMBOURG</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>33.3</b>	<b>29.2</b>	<b>8.3</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>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LUXEMBOURG</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>33.3</b>	<b>29.2</b>	<b>8.3</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>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>MALTA</b>																				
MALTA	RYANAIR	S	18	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	81.3	14	16
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>55.6</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>81.3</b>	<b>14</b>	<b>16</b>
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>55.6</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>81.3</b>	<b>14</b>	<b>16</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET EUROPE	S	38	0	2	7.5	37.5	35.0	10.0	2.5	2.5	0.0	0.0	0.0	0.0	5.0	8	0.0	0	0
AMSTERDAM	EASYJET UK LTD	S	70	0	5	4.0	18.7	37.3	14.7	13.3	4.0	1.3	0.0	0.0	0.0	6.7	19	78.6	14	112
AMSTERDAM	KLM	S	198	0	6	2.5	41.2	34.8	6.9	6.9	1.0	2.5	1.5	0.0	0.0	2.9	14	88.7	5	194
<b>TOTAL AMSTERDAM</b>			<b>306</b>	<b>0</b>	<b>13</b>	<b>3.4</b>	<b>35.4</b>	<b>35.4</b>	<b>9.1</b>	<b>7.8</b>	<b>1.9</b>	<b>1.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>14</b>	<b>85.0</b>	<b>8</b>	<b>306</b>
EINDHOVEN	RYANAIR	S	16	0	0	0.0	18.8	56.3	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	91.7	9	24
<b>TOTAL EINDHOVEN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>56.3</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>16</b>	<b>91.7</b>	<b>9</b>	<b>24</b>
ROTTERDAM	TRANSVIA	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
<b>TOTAL ROTTERDAM</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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 NETHERLANDS</b>			<b>324</b>	<b>0</b>	<b>13</b>	<b>3.3</b>	<b>34.4</b>	<b>36.2</b>	<b>9.5</b>	<b>7.7</b>	<b>2.4</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>14</b>	<b>85.5</b>	<b>8</b>	<b>330</b>	
<b>NORWAY</b>																					
<b>BERGEN</b>	LOGANAIR LTD	S	16	0	0	6.3	25.0	37.5	18.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL BERGEN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>37.5</b>	<b>18.8</b>	<b>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>	
<b>OSLO (GARDERMOEN)</b>	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.6	12	32	
<b>OSLO (GARDERMOEN)</b>	NORWEGIAN AIR SHUTTLE	S	58	0	1	0.0	39.0	45.8	10.2	3.4	0.0	0.0	0.0	0.0	0.0	1.7	6	83.3	7	24	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>58</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>39.0</b>	<b>45.8</b>	<b>10.2</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>6</b>	<b>73.2</b>	<b>10</b>	<b>56</b>	
<b>STAVANGER</b>	LOGANAIR LTD	S	32	0	0	6.3	28.1	25.0	18.8	12.5	6.3	3.1	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>STAVANGER</b>	SAS	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL STAVANGER</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>27.3</b>	<b>27.3</b>	<b>18.2</b>	<b>12.1</b>	<b>6.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>107</b>	<b>0</b>	<b>1</b>	<b>2.8</b>	<b>33.3</b>	<b>38.9</b>	<b>13.9</b>	<b>6.5</b>	<b>2.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>11</b>	<b>73.2</b>	<b>10</b>	<b>56</b>	
<b>POLAND</b>																					
<b>GDANSK</b>	RYANAIR	S	42	0	0	2.4	38.1	33.3	14.3	11.9	0.0	0.0	0.0	0.0	0.0	0.0	10	79.2	8	24	
<b>GDANSK</b>	WIZZ AIR	S	26	0	0	19.2	50.0	19.2	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL GDANSK</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>42.6</b>	<b>27.9</b>	<b>13.2</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.2</b>	<b>8</b>	<b>24</b>	
<b>KATOWICE</b>	RYANAIR	S	16	0	0	0.0	31.3	31.3	12.5	0.0	0.0	0.0	25.0	0.0	0.0	0.0	68	87.5	9	16	
<b>TOTAL KATOWICE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>31.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>68</b>	<b>87.5</b>	<b>9</b>	<b>16</b>	
<b>KRAKOW</b>	EASYJET UK LTD	S	28	0	0	3.6	46.4	35.7	3.6	3.6	0.0	7.1	0.0	0.0	0.0	0.0	15	89.3	7	28	
<b>KRAKOW</b>	RYANAIR	S	42	0	0	2.4	19.0	28.6	16.7	23.8	9.5	0.0	0.0	0.0	0.0	0.0	22	95.0	2	40	
<b>TOTAL KRAKOW</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>30.0</b>	<b>31.4</b>	<b>11.4</b>	<b>15.7</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>92.6</b>	<b>4</b>	<b>68</b>	
<b>POZNAN</b>	RYANAIR	S	16	0	0	0.0	25.0	31.3	31.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	6	16	
<b>TOTAL POZNAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>31.3</b>	<b>31.3</b>	<b>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>87.5</b>	<b>6</b>	<b>16</b>	
<b>WARSAW (CHOPIN)</b>	WIZZ AIR	S	32	0	0	6.3	37.5	34.4	9.4	9.4	3.1	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>34.4</b>	<b>9.4</b>	<b>9.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>WARSAW (MODLIN MASOVIA)</b>	RYANAIR	S	58	0	0	6.9	31.0	36.2	20.7	5.2	0.0	0.0	0.0	0.0	0.0	0.0	10	81.3	6	32	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>31.0</b>	<b>36.2</b>	<b>20.7</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>10</b>	<b>81.3</b>	<b>6</b>	<b>32</b>	
<b>WROCLAW</b>	RYANAIR	S	18	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	81.3	7	16	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>55.6</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.3</b>	<b>7</b>	<b>16</b>	
<b>TOTAL POLAND</b>			<b>278</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>33.5</b>	<b>33.5</b>	<b>14.7</b>	<b>9.4</b>	<b>1.8</b>	<b>0.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>86.6</b>	<b>6</b>	<b>172</b>	
<b>PORTUGAL(EXCLUDING</b>																					
<b>FARO</b>	JET2.COM LTD	S	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	2	
<b>FARO</b>	RYANAIR	S	18	0	0	16.7	44.4	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	81.3	5	16	
<b>TOTAL FARO</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>47.6</b>	<b>38.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>4</b>	<b>18</b>	
<b>LISBON</b>	EASYJET UK LTD	S	24	0	0	4.2	25.0	37.5	12.5	16.7	4.2	0.0	0.0	0.0	0.0	0.0	16	81.8	13	22	
<b>LISBON</b>	RYANAIR	S	16	0	0	0.0	12.5	31.3	6.3	25.0	18.8	6.3	0.0	0.0	0.0	0.0	38	62.5	19	16	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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 LISBON</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>20.0</b>	<b>35.0</b>	<b>10.0</b>	<b>20.0</b>	<b>10.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>73.7</b>	<b>15</b>	<b>38</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	81.3	6	16
<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>81.3</b>	<b>6</b>	<b>16</b>
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>29.5</b>	<b>36.1</b>	<b>6.6</b>	<b>13.1</b>	<b>6.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>77.8</b>	<b>10</b>	<b>72</b>
FUNCHAL	JET2.COM LTD	S	8	0	0	12.5	12.5	25.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	22	100.0	1	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>100.0</b>	<b>1</b>	<b>8</b>
<b>TOTAL PORTUGAL QATAR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>100.0</b>	<b>1</b>	<b>8</b>
DOHA HAMAD	QATAR AIRWAYS	S	58	0	0	1.7	22.4	48.3	24.1	0.0	3.4	0.0	0.0	0.0	0.0	0.0	11	87.5	7	56
<b>TOTAL DOHA HAMAD</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>22.4</b>	<b>48.3</b>	<b>24.1</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>11</b>	<b>87.5</b>	<b>7</b>	<b>56</b>
<b>TOTAL QATAR</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>22.4</b>	<b>48.3</b>	<b>24.1</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>11</b>	<b>87.5</b>	<b>7</b>	<b>56</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	RYANAIR	S	24	0	0	0.0	0.0	8.3	25.0	45.8	20.8	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0
BUCHAREST (OTOPENI)	WIZZ AIR	S	18	0	0	0.0	50.0	22.2	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>14.3</b>	<b>21.4</b>	<b>31.0</b>	<b>11.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ROMANIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>14.3</b>	<b>21.4</b>	<b>31.0</b>	<b>11.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	RYANAIR	S	16	0	0	12.5	62.5	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.8	3	16
<b>TOTAL BRATISLAVA</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>0.0</b>	<b>2</b>	<b>93.8</b>	<b>3</b>	<b>16</b>
<b>TOTAL SLOVAK REPUBLIC</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>0.0</b>	<b>2</b>	<b>93.8</b>	<b>3</b>	<b>16</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET UK LTD	S	18	0	0	5.6	50.0	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	16
ALICANTE	JET2.COM LTD	S	17	0	0	23.5	23.5	41.2	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	16
ALICANTE	RYANAIR	S	42	0	0	7.1	38.1	26.2	9.5	9.5	4.8	2.4	2.4	0.0	0.0	0.0	21	95.0	2	40
<b>TOTAL ALICANTE</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>37.7</b>	<b>29.9</b>	<b>11.7</b>	<b>5.2</b>	<b>2.6</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>97.2</b>	<b>2</b>	<b>72</b>
BARCELONA	RYANAIR	S	50	0	0	4.0	50.0	38.0	2.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	6	85.4	6	48
BARCELONA	VUELING AIRLINES	S	8	0	0	25.0	25.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	6	8
<b>TOTAL BARCELONA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>46.6</b>	<b>37.9</b>	<b>1.7</b>	<b>5.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.9</b>	<b>6</b>	<b>56</b>
MADRID	EASYJET UK LTD	S	64	0	0	9.4	25.0	25.0	17.2	9.4	6.3	3.1	4.7	0.0	0.0	0.0	27	78.3	11	60
<b>TOTAL MADRID</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>25.0</b>	<b>25.0</b>	<b>17.2</b>	<b>9.4</b>	<b>6.3</b>	<b>3.1</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>78.3</b>	<b>11</b>	<b>60</b>
MALAGA	JET2.COM LTD	S	14	0	0	7.1	35.7	35.7	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	11	100.0	0	12
MALAGA	RYANAIR	S	42	0	0	7.1	23.8	38.1	11.9	11.9	7.1	0.0	0.0	0.0	0.0	0.0	17	90.0	5	40
<b>TOTAL MALAGA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>26.8</b>	<b>37.5</b>	<b>10.7</b>	<b>10.7</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>92.3</b>	<b>4</b>	<b>52</b>
PALMA DE MALLORCA	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m early		15 m to 1 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early														
<b>TOTAL 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>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SANTANDER	RYANAIR	S	16	0	0	6.3	31.3	18.8	0.0	0.0	37.5	6.3	0.0	0.0	0.0	0.0	41	87.5	13	16	
<b>TOTAL SANTANDER</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>87.5</b>	<b>13</b>	<b>16</b>	
SEVILLE	EASYJET UK LTD	S	16	0	0	0.0	56.3	37.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	93.8	3	16	
SEVILLE	RYANAIR	S	18	0	0	5.6	16.7	50.0	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	12	93.8	3	16	
<b>TOTAL SEVILLE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>35.3</b>	<b>44.1</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>8</b>	<b>93.8</b>	<b>3</b>	<b>32</b>	
VALENCIA	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
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	95.8	3	24	
<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>96.4</b>	<b>3</b>	<b>28</b>	
<b>TOTAL SPAIN</b>			<b>307</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>34.2</b>	<b>32.9</b>	<b>10.4</b>	<b>6.5</b>	<b>5.5</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>89.6</b>	<b>5</b>	<b>316</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	32	0	2	2.9	26.5	38.2	14.7	5.9	2.9	2.9	0.0	0.0	0.0	5.9	13	75.0	16	24	
ARRECIFE	RYANAIR	S	9	0	0	0.0	11.1	55.6	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	24	75.0	10	15	
ARRECIFE	TUI AIRWAYS LTD	C	7	0	0	0.0	57.1	14.3	14.3	0.0	0.0	0.0	14.3	0.0	0.0	0.0	39	100.0	2	8	
<b>TOTAL ARRECIFE</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>28.0</b>	<b>38.0</b>	<b>16.0</b>	<b>4.0</b>	<b>2.0</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>19</b>	<b>79.2</b>	<b>12</b>	<b>47</b>	
FUERTEVENTURA	JET2.COM LTD	S	26	0	0	11.5	34.6	38.5	11.5	0.0	3.8	0.0	0.0	0.0	0.0	0.0	7	87.5	4	16	
FUERTEVENTURA	RYANAIR	S	18	0	0	5.6	16.7	27.8	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16	37.5	27	16	
<b>TOTAL FUERTEVENTURA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>27.3</b>	<b>34.1</b>	<b>20.5</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>62.5</b>	<b>15</b>	<b>32</b>	
LAS PALMAS	JET2.COM LTD	S	16	0	2	5.6	33.3	38.9	5.6	0.0	5.6	0.0	0.0	0.0	0.0	11.1	9	87.5	6	16	
LAS PALMAS	RYANAIR	S	10	0	0	0.0	40.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	81.3	6	16	
LAS PALMAS	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	8	
<b>TOTAL LAS PALMAS</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>35.7</b>	<b>39.3</b>	<b>7.1</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>9</b>	<b>82.5</b>	<b>7</b>	<b>40</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	24	0	0	12.5	12.5	45.8	12.5	12.5	4.2	0.0	0.0	0.0	0.0	0.0	14	87.5	8	24	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	46	0	4	6.0	34.0	26.0	8.0	8.0	8.0	0.0	2.0	0.0	0.0	8.0	18	96.7	3	30	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	33	0	1	2.9	2.9	44.1	17.6	14.7	14.7	0.0	0.0	0.0	0.0	2.9	25	68.8	12	32	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	16	0	0	12.5	12.5	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	93.8	5	16	
TENERIFE (SURREINA SOFIA)	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	6	0.0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>121</b>	<b>0</b>	<b>5</b>	<b>7.1</b>	<b>18.3</b>	<b>38.9</b>	<b>11.9</b>	<b>11.1</b>	<b>7.9</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>18</b>	<b>85.3</b>	<b>7</b>	<b>102</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>239</b>	<b>0</b>	<b>9</b>	<b>6.0</b>	<b>23.8</b>	<b>37.9</b>	<b>13.7</b>	<b>8.1</b>	<b>5.2</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>16</b>	<b>80.2</b>	<b>9</b>	<b>221</b>	
<b>SWEDEN</b>																					
GOTEBORG (LANDVETTER)	RYANAIR	S	16	0	0	0.0	25.0	25.0	31.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	18	68.8	30	16	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>31.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>68.8</b>	<b>30</b>	<b>16</b>	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	8	0	0	0.0	0.0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	87.5	15	16	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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	
STOCKHOLM (ARLANDA)	SAS	S	20	0	0	0.0	35.0	35.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	4	18	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>42.9</b>	<b>10.7</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>83.3</b>	<b>9</b>	<b>34</b>	
STOCKHOLM (SKAVSTA)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	31.3	23	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</b>	<b>31.3</b>	<b>23</b>	<b>16</b>		
<b>TOTAL SWEDEN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>36.4</b>	<b>18.2</b>	<b>20.5</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>67.6</b>	<b>17</b>	<b>66</b>		
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET SWITZERLAND	S	30	0	2	6.3	25.0	46.9	6.3	9.4	0.0	0.0	0.0	0.0	6.3	9	0.0	0	0		
BALE MULHOUSE	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.6	21	32		
<b>TOTAL BALE MULHOUSE</b>			<b>30</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>25.0</b>	<b>46.9</b>	<b>6.3</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>9</b>	<b>65.6</b>	<b>21</b>	<b>32</b>		
GENEVA	EASYJET UK LTD	S	116	0	2	1.7	44.1	37.3	5.1	1.7	3.4	5.1	0.0	0.0	1.7	15	84.8	11	112		
GENEVA	JET2.COM LTD	S	18	0	0	0.0	44.4	38.9	11.1	5.6	0.0	0.0	0.0	0.0	0.0	8	87.5	8	16		
GENEVA	TUI AIRWAYS LTD	C	10	0	0	0.0	30.0	50.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	11	87.5	6	8		
<b>TOTAL GENEVA</b>			<b>144</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>43.2</b>	<b>38.4</b>	<b>5.5</b>	<b>3.4</b>	<b>2.7</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>14</b>	<b>85.3</b>	<b>10</b>	<b>136</b>		
ZURICH	EDELWEISS AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8		
<b>TOTAL ZURICH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>8</b>		
<b>TOTAL SWITZERLAND</b>			<b>174</b>	<b>0</b>	<b>4</b>	<b>2.2</b>	<b>39.9</b>	<b>39.9</b>	<b>5.6</b>	<b>4.5</b>	<b>2.2</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>13</b>	<b>82.4</b>	<b>12</b>	<b>176</b>		
<b>TURKEY</b>																					
ANTALYA	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	16	0.0	0	0		
<b>TOTAL ANTALYA</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>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
ISTANBUL	THY TURKISH AIRLINES	S	58	0	0	8.6	29.3	27.6	13.8	20.7	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
<b>TOTAL ISTANBUL</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>29.3</b>	<b>27.6</b>	<b>13.8</b>	<b>20.7</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>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	90.0	8	40		
<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>90.0</b>	<b>8</b>	<b>40</b>		
<b>TOTAL TURKEY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>28.3</b>	<b>28.3</b>	<b>15.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>90.0</b>	<b>8</b>	<b>40</b>		
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	58	0	0	3.4	32.8	31.0	19.0	13.8	0.0	0.0	0.0	0.0	0.0	12	82.5	8	40		
<b>TOTAL DUBAI</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>32.8</b>	<b>31.0</b>	<b>19.0</b>	<b>13.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>82.5</b>	<b>8</b>	<b>40</b>		
<b>TOTAL UNITED ARAB</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>32.8</b>	<b>31.0</b>	<b>19.0</b>	<b>13.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>82.5</b>	<b>8</b>	<b>40</b>		
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	166	0	0	10.2	55.4	25.9	1.8	3.0	3.6	0.0	0.0	0.0	0.0	6	86.5	9	191		
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>55.4</b>	<b>25.9</b>	<b>1.8</b>	<b>3.0</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>86.5</b>	<b>9</b>	<b>191</b>		
BELFAST INTERNATIONAL	EASYJET UK LTD	S	182	0	2	5.4	36.4	26.1	9.8	10.9	7.6	1.6	1.1	0.0	1.1	19	76.1	16	180		
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>182</b>	<b>0</b>	<b>2</b>	<b>5.4</b>	<b>36.4</b>	<b>26.1</b>	<b>9.8</b>	<b>10.9</b>	<b>7.6</b>	<b>1.6</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>19</b>	<b>76.1</b>	<b>16</b>	<b>180</b>		

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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
BIRMINGHAM	FLYBE LTD	S	313	0	11	10.8	56.8	22.5	2.8	1.9	1.5	0.3	0.0	0.0	0.0	3.4	4	80.8	13	353
<b>TOTAL BIRMINGHAM</b>			<b>313</b>	<b>0</b>	<b>11</b>	<b>10.8</b>	<b>56.8</b>	<b>22.5</b>	<b>2.8</b>	<b>1.9</b>	<b>1.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>4</b>	<b>80.8</b>	<b>13</b>	<b>353</b>
BRISTOL	AUSTRIAN AIRLINES	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
BRISTOL	EASYJET UK LTD	S	212	0	2	7.9	45.8	19.2	12.1	7.0	6.1	0.0	0.9	0.0	0.0	0.9	14	78.8	9	200
<b>TOTAL BRISTOL</b>			<b>213</b>	<b>0</b>	<b>2</b>	<b>7.9</b>	<b>45.6</b>	<b>19.5</b>	<b>12.1</b>	<b>7.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>14</b>	<b>78.8</b>	<b>9</b>	<b>200</b>
CARDIFF WALES	FLYBE LTD	S	141	0	0	11.3	48.2	27.0	3.5	3.5	5.7	0.7	0.0	0.0	0.0	0.0	9	90.9	6	88
<b>TOTAL CARDIFF WALES</b>			<b>141</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>48.2</b>	<b>27.0</b>	<b>3.5</b>	<b>3.5</b>	<b>5.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>90.9</b>	<b>6</b>	<b>88</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	42	0	0	2.4	19.0	31.0	19.0	19.0	7.1	0.0	0.0	2.4	0.0	0.0	30	87.5	9	40
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>19.0</b>	<b>31.0</b>	<b>19.0</b>	<b>19.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>87.5</b>	<b>9</b>	<b>40</b>
DUNDEE	LOGANAIR LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL DUNDEE</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>
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	83.6	17	120
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S	146	0	0	1.4	37.0	42.5	8.2	6.2	3.4	0.0	1.4	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>37.0</b>	<b>42.5</b>	<b>8.2</b>	<b>6.2</b>	<b>3.4</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>83.6</b>	<b>17</b>	<b>120</b>
EXETER	FLYBE LTD	S	62	0	0	3.2	56.5	27.4	4.8	4.8	3.2	0.0	0.0	0.0	0.0	0.0	7	62.5	18	56
<b>TOTAL EXETER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>56.5</b>	<b>27.4</b>	<b>4.8</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>62.5</b>	<b>18</b>	<b>56</b>
FARNBOROUGH	JOTA AVIATION LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL FARNBOROUGH</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>
GATWICK	BRITISH AIRWAYS PLC	S	164	0	8	1.2	43.6	29.1	8.1	7.6	5.8	0.0	0.0	0.0	0.0	4.7	12	89.3	5	167
GATWICK	EASYJET UK LTD	S	202	0	10	2.8	31.1	29.2	16.0	9.9	4.7	1.4	0.0	0.0	0.0	4.7	17	69.8	17	222
GATWICK	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	9	0.0	0	0
<b>TOTAL GATWICK</b>			<b>368</b>	<b>0</b>	<b>18</b>	<b>2.1</b>	<b>36.5</b>	<b>29.5</b>	<b>12.4</b>	<b>8.8</b>	<b>5.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>15</b>	<b>78.2</b>	<b>12</b>	<b>389</b>
HEATHROW	BRITISH AIRWAYS PLC	S	457	0	30	2.7	37.2	28.7	9.7	9.4	4.5	1.0	0.4	0.2	0.0	6.2	16	85.7	7	416
HEATHROW	FLYBE LTD	S	316	0	12	4.6	37.2	37.2	8.8	4.3	4.0	0.3	0.0	0.0	0.0	3.7	10	80.1	11	216
<b>TOTAL HEATHROW</b>			<b>773</b>	<b>0</b>	<b>42</b>	<b>3.4</b>	<b>37.2</b>	<b>32.1</b>	<b>9.3</b>	<b>7.4</b>	<b>4.3</b>	<b>0.7</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>5.2</b>	<b>13</b>	<b>83.8</b>	<b>8</b>	<b>632</b>
INVERNESS	LOGANAIR LTD	S	1	0	1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0	0.0	0	0
<b>TOTAL INVERNESS</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>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ISLE OF MAN	LOGANAIR LTD	S	32	0	0	15.6	34.4	12.5	15.6	15.6	0.0	6.3	0.0	0.0	0.0	0.0	21	93.8	2	16
<b>TOTAL ISLE OF MAN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>34.4</b>	<b>12.5</b>	<b>15.6</b>	<b>15.6</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>21</b>	<b>93.8</b>	<b>2</b>	<b>16</b>
JERSEY	EASYJET UK LTD	S	16	0	0	0.0	6.3	31.3	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
<b>TOTAL JERSEY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>31.3</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>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KIRKWALL	LOGANAIR LTD	S	126	0	0	6.3	43.7	24.6	11.9	10.3	1.6	0.0	1.6	0.0	0.0	0.0	14	83.3	12	126
<b>TOTAL KIRKWALL</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.7</b>	<b>24.6</b>	<b>11.9</b>	<b>10.3</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>83.3</b>	<b>12</b>	<b>126</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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
LONDON CITY	BA CITYFLYER LTD	S	435	0	16	1.8	39.2	32.2	11.1	7.3	3.8	1.1	0.0	0.0	0.0	3.5	13	76.2	11	406
LONDON CITY	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	53	6
LONDON CITY	FLYBE LTD	S	182	0	12	4.1	22.7	40.2	12.9	9.3	4.1	0.5	0.0	0.0	0.0	6.2	14	74.0	14	184
<b>TOTAL LONDON CITY</b>			<b>617</b>	<b>0</b>	<b>28</b>	<b>2.5</b>	<b>34.3</b>	<b>34.6</b>	<b>11.6</b>	<b>7.9</b>	<b>3.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>13</b>	<b>75.3</b>	<b>12</b>	<b>596</b>
LUTON	EASYJET UK LTD	S	162	0	8	4.7	31.2	24.1	11.2	14.7	7.1	1.8	0.6	0.0	0.0	4.7	21	77.3	16	172
LUTON	JOTA AVIATION LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL LUTON</b>			<b>163</b>	<b>0</b>	<b>8</b>	<b>4.7</b>	<b>31.6</b>	<b>24.0</b>	<b>11.1</b>	<b>14.6</b>	<b>7.0</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>21</b>	<b>77.3</b>	<b>16</b>	<b>172</b>
MANCHESTER	FLYBE LTD	S	142	0	0	12.7	45.1	33.1	4.2	2.1	1.4	1.4	0.0	0.0	0.0	0.0	6	84.9	8	152
<b>TOTAL MANCHESTER</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>45.1</b>	<b>33.1</b>	<b>4.2</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>0.0</b>	<b>6</b>	<b>84.9</b>	<b>8</b>	<b>152</b>
NORWICH	LOGANAIR LTD	S	88	0	0	1.1	31.8	38.6	11.4	10.2	4.5	1.1	1.1	0.0	0.0	0.0	17	95.2	6	84
<b>TOTAL NORWICH</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>31.8</b>	<b>38.6</b>	<b>11.4</b>	<b>10.2</b>	<b>4.5</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>95.2</b>	<b>6</b>	<b>84</b>
SOUTHAMPTON	FLYBE LTD	S	206	0	0	12.6	48.5	29.1	3.9	3.4	2.4	0.0	0.0	0.0	0.0	0.0	6	75.6	14	240
<b>TOTAL SOUTHAMPTON</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>12.6</b>	<b>48.5</b>	<b>29.1</b>	<b>3.9</b>	<b>3.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.6</b>	<b>14</b>	<b>240</b>
STANSTED	EASYJET UK LTD	S	197	0	9	2.4	41.7	27.2	8.3	6.3	6.8	1.9	1.0	0.0	0.0	4.4	18	80.9	13	220
STANSTED	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	5	0.0	0	0
STANSTED	LOGANAIR LTD	S	1	0	1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	5	0.0	0	0
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	87.9	6	263
<b>TOTAL STANSTED</b>			<b>200</b>	<b>0</b>	<b>10</b>	<b>2.4</b>	<b>41.4</b>	<b>27.6</b>	<b>8.1</b>	<b>6.2</b>	<b>6.7</b>	<b>1.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>18</b>	<b>84.7</b>	<b>9</b>	<b>483</b>
STORNOWAY	LOGANAIR LTD	S	64	0	0	10.9	28.1	26.6	9.4	3.1	15.6	6.3	0.0	0.0	0.0	0.0	28	85.0	8	58
<b>TOTAL STORNOWAY</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>28.1</b>	<b>26.6</b>	<b>9.4</b>	<b>3.1</b>	<b>15.6</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>85.0</b>	<b>8</b>	<b>58</b>
SUMBURGH	LOGANAIR LTD	S	106	0	1	14.0	41.1	20.6	12.1	5.6	4.7	0.0	0.9	0.0	0.0	0.9	13	83.2	8	115
<b>TOTAL SUMBURGH</b>			<b>106</b>	<b>0</b>	<b>1</b>	<b>14.0</b>	<b>41.1</b>	<b>20.6</b>	<b>12.1</b>	<b>5.6</b>	<b>4.7</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>13</b>	<b>83.2</b>	<b>8</b>	<b>115</b>
WICK JOHN O GROATS	LOGANAIR LTD	S	46	0	2	18.8	31.3	35.4	4.2	2.1	4.2	0.0	0.0	0.0	0.0	4.2	7	82.4	14	34
<b>TOTAL WICK JOHN O GROATS</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>18.8</b>	<b>31.3</b>	<b>35.4</b>	<b>4.2</b>	<b>2.1</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>7</b>	<b>82.4</b>	<b>14</b>	<b>34</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4214</b>	<b>0</b>	<b>126</b>	<b>5.9</b>	<b>40.3</b>	<b>29.3</b>	<b>8.9</b>	<b>7.0</b>	<b>4.5</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>13</b>	<b>81.0</b>	<b>11</b>	<b>4325</b>
<b>USA</b>																				
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	32	0	0	43.8	31.3	12.5	3.1	3.1	6.3	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>43.8</b>	<b>31.3</b>	<b>12.5</b>	<b>3.1</b>	<b>3.1</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEW YORK (NEWARK)	UNITED AIRLINES	S	58	0	0	17.2	50.0	13.8	6.9	5.2	6.9	0.0	0.0	0.0	0.0	0.0	11	71.4	24	56
<b>TOTAL NEW YORK (NEWARK)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>50.0</b>	<b>13.8</b>	<b>6.9</b>	<b>5.2</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>11</b>	<b>71.4</b>	<b>24</b>	<b>56</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	90.6	3	32
<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>90.6</b>	<b>3</b>	<b>32</b>
<b>TOTAL USA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>26.7</b>	<b>43.3</b>	<b>13.3</b>	<b>5.6</b>	<b>4.4</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>78.4</b>	<b>16</b>	<b>88</b>
<b>TOTAL EDINBURGH</b>			<b>8267</b>	<b>0</b>	<b>180</b>	<b>5.6</b>	<b>37.1</b>	<b>31.5</b>	<b>10.4</b>	<b>7.8</b>	<b>4.1</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>14</b>	<b>82.2</b>	<b>10</b>	<b>8046</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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>AUSTRIA</b>																					
SALZBURG	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	35	0.0	0	0	
<b>TOTAL SALZBURG</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>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 AUSTRIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>0</b>	<b>0</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	100.0	13	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</b>	<b>100.0</b>	<b>13</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</b>	<b>100.0</b>	<b>13</b>	<b>1</b>		
<b>FRANCE</b>																					
CHAMBERY	FLYBE LTD	S	10	0	0	0.0	20.0	20.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	26	66.7	51	8		
CHAMBERY	TUI AIRWAYS LTD	C	10	0	0	0.0	30.0	10.0	10.0	30.0	0.0	10.0	10.0	0.0	0.0	48	62.5	17	8		
<b>TOTAL CHAMBERY</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>15.0</b>	<b>20.0</b>	<b>30.0</b>	<b>0.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>64.7</b>	<b>34</b>	<b>16</b>		
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	102	0	0	2.0	46.1	37.3	9.8	2.0	1.0	2.0	0.0	0.0	0.0	8	81.7	8	104		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>46.1</b>	<b>37.3</b>	<b>9.8</b>	<b>2.0</b>	<b>1.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.7</b>	<b>8</b>	<b>104</b>		
<b>TOTAL FRANCE</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>42.6</b>	<b>33.6</b>	<b>11.5</b>	<b>6.6</b>	<b>0.8</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>79.3</b>	<b>12</b>	<b>120</b>		
<b>GERMANY</b>																					
HANOVER	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	0	0		
<b>TOTAL HANOVER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL GERMANY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<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	50.0	25	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</b>	<b>50.0</b>	<b>25</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</b>	<b>50.0</b>	<b>25</b>	<b>2</b>		
<b>IRISH REPUBLIC</b>																					
DUBLIN	FLYBE LTD	S	32	0	0	21.9	46.9	18.8	3.1	3.1	6.3	0.0	0.0	0.0	9	58.1	16	42			
<b>TOTAL DUBLIN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>21.9</b>	<b>46.9</b>	<b>18.8</b>	<b>3.1</b>	<b>3.1</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>58.1</b>	<b>16</b>	<b>42</b>			
<b>TOTAL IRISH REPUBLIC</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>21.9</b>	<b>46.9</b>	<b>18.8</b>	<b>3.1</b>	<b>3.1</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>58.1</b>	<b>16</b>	<b>42</b>			
<b>MALTA</b>																					
MALTA	RYANAIR	S	17	0	0	0.0	5.9	41.2	29.4	17.6	0.0	0.0	5.9	0.0	0.0	31	0.0	0	0		
<b>TOTAL MALTA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>41.2</b>	<b>29.4</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL MALTA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>41.2</b>	<b>29.4</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	107	0	0	4.7	35.5	33.6	5.6	9.3	7.5	2.8	0.0	0.9	0.0	23	73.4	13	92		
<b>TOTAL AMSTERDAM</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>35.5</b>	<b>33.6</b>	<b>5.6</b>	<b>9.3</b>	<b>7.5</b>	<b>2.8</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>23</b>	<b>72.6</b>	<b>13</b>	<b>92</b>		
<b>TOTAL NETHERLANDS</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>35.5</b>	<b>33.6</b>	<b>5.6</b>	<b>9.3</b>	<b>7.5</b>	<b>2.8</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>23</b>	<b>72.6</b>	<b>13</b>	<b>92</b>		
<b>POLAND</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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>KRAKOW</b>	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL KRAKOW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 POLAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
<b>FARO</b>	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	11
<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>75.0</b>	<b>12</b>	<b>11</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>75.0</b>	<b>12</b>	<b>11</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	69.6	36	23
<b>ALICANTE</b>	RYANAIR	S	18	1	0	0.0	10.5	47.4	21.1	5.3	0.0	10.5	0.0	0.0	5.3	0.0	27	0.0	0	0
<b>TOTAL ALICANTE</b>			<b>18</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>10.5</b>	<b>47.4</b>	<b>21.1</b>	<b>5.3</b>	<b>0.0</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>27</b>	<b>69.6</b>	<b>36</b>	<b>23</b>
<b>MALAGA</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	68.8	10	16
<b>MALAGA</b>	RYANAIR	S	16	0	0	6.3	37.5	25.0	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL MALAGA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>25.0</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>68.8</b>	<b>10</b>	<b>16</b>
<b>TOTAL SPAIN</b>			<b>34</b>	<b>1</b>	<b>0</b>	<b>2.9</b>	<b>22.9</b>	<b>37.1</b>	<b>20.0</b>	<b>8.6</b>	<b>0.0</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>19</b>	<b>69.2</b>	<b>25</b>	<b>39</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
<b>ARRECIFE</b>	TUI AIRWAYS LTD	C	16	0	0	6.3	37.5	37.5	6.3	6.3	0.0	0.0	6.3	0.0	0.0	0.0	18	93.8	1	16
<b>TOTAL ARRECIFE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>37.5</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>93.8</b>	<b>1</b>	<b>16</b>
<b>LAS PALMAS</b>	TUI AIRWAYS LTD	C	8	0	0	12.5	50.0	12.5	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	47	100.0	0	8
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>100.0</b>	<b>0</b>	<b>8</b>
<b>TENERIFE (SURREINA SOFIA)</b>	TUI AIRWAYS LTD	C	24	0	0	16.7	45.8	20.8	8.3	4.2	4.2	0.0	0.0	0.0	0.0	0.0	8	87.5	19	24
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>45.8</b>	<b>20.8</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>87.5</b>	<b>19</b>	<b>24</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>43.8</b>	<b>25.0</b>	<b>6.3</b>	<b>4.2</b>	<b>2.1</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>91.7</b>	<b>10</b>	<b>48</b>
<b>SWITZERLAND</b>																				
<b>GENEVA</b>	FLYBE LTD	S	9	0	0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	62.5	22	8
<b>TOTAL GENEVA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>22.2</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>62.5</b>	<b>22</b>	<b>8</b>
<b>TOTAL SWITZERLAND</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>22.2</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>62.5</b>	<b>22</b>	<b>8</b>
<b>UNITED KINGDOM</b>																				
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	30	0	0	0.0	53.3	40.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5	76.5	8	34
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>53.3</b>	<b>40.0</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>76.5</b>	<b>8</b>	<b>34</b>
<b>EDINBURGH</b>	FLYBE LTD	S	62	0	0	6.5	51.6	30.6	4.8	3.2	3.2	0.0	0.0	0.0	0.0	0.0	6	61.4	19	55
<b>TOTAL EDINBURGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>51.6</b>	<b>30.6</b>	<b>4.8</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>6</b>	<b>61.4</b>	<b>19</b>	<b>55</b>
<b>GLASGOW</b>	FLYBE LTD	S	30	0	0	3.3	53.3	20.0	3.3	6.7	13.3	0.0	0.0	0.0	0.0	0.0	16	50.0	20	33
<b>TOTAL GLASGOW</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>53.3</b>	<b>20.0</b>	<b>3.3</b>	<b>6.7</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>50.0</b>	<b>20</b>	<b>33</b>

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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
GUERNSEY	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
GUERNSEY	FLYBE LTD	S	43	0	0	7.0	58.1	25.6	7.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	4	81.3	15	47
<b>TOTAL GUERNSEY</b>			<b>43</b>	<b>1</b>	<b>0</b>	<b>6.8</b>	<b>56.8</b>	<b>25.0</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>2.3</b>	<b>0.0</b>	<b>4</b>	<b>81.3</b>	<b>15</b>	<b>47</b>
JERSEY	FLYBE LTD	S	43	0	0	2.3	65.1	27.9	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2	81.3	13	47
<b>TOTAL JERSEY</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>65.1</b>	<b>27.9</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>81.3</b>	<b>13</b>	<b>47</b>
LONDON CITY	FLYBE LTD	S	21	0	0	4.8	52.4	38.1	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	9	67.3	13	49
<b>TOTAL LONDON CITY</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>52.4</b>	<b>38.1</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>0.0</b>	<b>9</b>	<b>67.3</b>	<b>13</b>	<b>49</b>
LUTON	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	35	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>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MANCHESTER	FLYBE LTD	S	142	0	0	11.3	54.2	28.2	1.4	2.1	2.1	0.0	0.7	0.0	0.0	0.0	5	84.7	11	161
<b>TOTAL MANCHESTER</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>54.2</b>	<b>28.2</b>	<b>1.4</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>84.7</b>	<b>11</b>	<b>161</b>
NEWCASTLE	FLYBE LTD	S	42	0	0	7.1	73.8	14.3	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	5	86.4	7	43
<b>TOTAL NEWCASTLE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>73.8</b>	<b>14.3</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>86.4</b>	<b>7</b>	<b>43</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	71.9	23	32
<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>71.9</b>	<b>23</b>	<b>32</b>
<b>TOTAL UNITED KINGDOM</b>			<b>414</b>	<b>1</b>	<b>0</b>	<b>7.0</b>	<b>56.9</b>	<b>27.5</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>6</b>	<b>76.2</b>	<b>13</b>	<b>501</b>
<b>TOTAL EXETER</b>			<b>786</b>	<b>2</b>	<b>0</b>	<b>6.5</b>	<b>47.8</b>	<b>29.3</b>	<b>6.2</b>	<b>4.9</b>	<b>2.9</b>	<b>1.1</b>	<b>0.8</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>11</b>	<b>75.8</b>	<b>14</b>	<b>866</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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	BRITISH AIRWAYS PLC	S	72	0	2	4.1	25.7	33.8	13.5	6.8	8.1	4.1	0.0	1.4	0.0	2.7	37	77.3	12	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	50.0	13	1	
<b>TOTAL TIRANA</b>			<b>72</b>	<b>0</b>	<b>2</b>	<b>4.1</b>	<b>25.7</b>	<b>33.8</b>	<b>13.5</b>	<b>6.8</b>	<b>8.1</b>	<b>4.1</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>2.7</b>	<b>37</b>	<b>76.5</b>	<b>12</b>	<b>67</b>	
<b>TOTAL ALBANIA</b>			<b>72</b>	<b>0</b>	<b>2</b>	<b>4.1</b>	<b>25.7</b>	<b>33.8</b>	<b>13.5</b>	<b>6.8</b>	<b>8.1</b>	<b>4.1</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>2.7</b>	<b>37</b>	<b>76.5</b>	<b>12</b>	<b>67</b>	
<b>ALGERIA</b>																					
ALGIERS	BRITISH AIRWAYS PLC	S	42	0	0	7.1	11.9	47.6	16.7	9.5	4.8	0.0	0.0	2.4	0.0	0.0	41	69.4	9	36	
<b>TOTAL ALGIERS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>11.9</b>	<b>47.6</b>	<b>16.7</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>69.4</b>	<b>9</b>	<b>36</b>	
<b>TOTAL ALGERIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>11.9</b>	<b>47.6</b>	<b>16.7</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>69.4</b>	<b>9</b>	<b>36</b>	
<b>ANTIGUA AND BARBUDA</b>																					
ANTIGUA	BRITISH AIRWAYS PLC	S	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	51	8	
ANTIGUA	VIRGIN ATLANTIC AIRWAYS LTD	S	34	0	0	26.5	41.2	20.6	5.9	0.0	2.9	0.0	2.9	0.0	0.0	0.0	13	68.8	27	32	
<b>TOTAL ANTIGUA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>42.9</b>	<b>26.2</b>	<b>4.8</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>70.0</b>	<b>31</b>	<b>40</b>	
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>42.9</b>	<b>26.2</b>	<b>4.8</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>70.0</b>	<b>31</b>	<b>40</b>	
<b>ARGENTINA</b>																					
BUENOS AIRES	NORWEGIAN AIR UK LTD	S	42	0	0	31.0	21.4	26.2	9.5	4.8	4.8	0.0	2.4	0.0	0.0	0.0	16	92.9	4	56	
<b>TOTAL BUENOS AIRES</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>31.0</b>	<b>21.4</b>	<b>26.2</b>	<b>9.5</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>92.9</b>	<b>4</b>	<b>56</b>	
<b>TOTAL ARGENTINA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>31.0</b>	<b>21.4</b>	<b>26.2</b>	<b>9.5</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>92.9</b>	<b>4</b>	<b>56</b>	
<b>AUSTRIA</b>																					
INNSBRUCK	AUSTRIAN AIRLINES	C	10	0	0	0.0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	22	75.0	9	8	
INNSBRUCK	BRITISH AIRWAYS PLC	C	10	0	0	10.0	50.0	10.0	10.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
INNSBRUCK	BRITISH AIRWAYS PLC	S	46	0	2	6.3	27.1	31.3	8.3	14.6	4.2	0.0	2.1	2.1	0.0	4.2	48	70.0	13	40	
INNSBRUCK	EASYJET UK LTD	S	144	0	1	1.4	19.3	40.7	17.2	10.3	6.2	0.0	2.8	1.4	0.0	0.7	28	77.1	11	144	
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	81.3	11	16	
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	62.5	18	16	
INNSBRUCK	TUI AIRWAYS LTD	C	30	0	4	0.0	11.8	44.1	17.6	11.8	2.9	0.0	0.0	0.0	0.0	11.8	17	68.8	18	16	
<b>TOTAL INNSBRUCK</b>			<b>240</b>	<b>0</b>	<b>7</b>	<b>2.4</b>	<b>20.2</b>	<b>38.9</b>	<b>15.4</b>	<b>10.5</b>	<b>5.7</b>	<b>0.8</b>	<b>2.0</b>	<b>1.2</b>	<b>0.0</b>	<b>2.8</b>	<b>30</b>	<b>74.6</b>	<b>12</b>	<b>240</b>	
KLAGENFURT	EASYJET UK LTD	S	15	0	0	13.3	33.3	26.7	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	24	16	
<b>TOTAL KLAGENFURT</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>33.3</b>	<b>26.7</b>	<b>26.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>75.0</b>	<b>24</b>	<b>16</b>	
LINZ	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	153	0.0	0	0	
<b>TOTAL LINZ</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>153</b>	<b>0.0</b>	<b>0</b>	<b>0</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	7	8	
SALZBURG	BRITISH AIRWAYS PLC	S	102	0	2	4.8	36.5	30.8	13.5	5.8	5.8	0.0	0.0	1.0	0.0	1.9	25	76.3	13	80	
SALZBURG	EASYJET UK LTD	S	45	0	4	0.0	24.5	36.7	14.3	10.2	6.1	0.0	0.0	0.0	0.0	8.2	16	56.3	26	48	
SALZBURG	ENTER AIR	C	6	0	0	0.0	0.0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
SALZBURG	TUI AIRWAYS LTD	C	19	0	0	15.8	15.8	42.1	5.3	21.1	0.0	0.0	0.0	0.0	0.0	0.0	13	56.3	27	16	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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 SALZBURG</b>			<b>172</b>	<b>0</b>	<b>6</b>	<b>4.5</b>	<b>29.8</b>	<b>34.3</b>	<b>13.5</b>	<b>9.0</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>3.4</b>	<b>21</b>	<b>68.4</b>	<b>18</b>	<b>152</b>	
VIENNA	ANISEC LUFTFAHT T/AS LEVEL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.6	22	56	
VIENNA	EASYJET UK LTD	S	82	0	3	0.0	12.9	43.5	15.3	15.3	5.9	3.5	0.0	0.0	0.0	3.5	22	75.0	13	96	
<b>TOTAL VIENNA</b>			<b>82</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>12.9</b>	<b>43.5</b>	<b>15.3</b>	<b>15.3</b>	<b>5.9</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>22</b>	<b>73.0</b>	<b>17</b>	<b>152</b>	
<b>TOTAL AUSTRIA</b>			<b>510</b>	<b>0</b>	<b>16</b>	<b>3.0</b>	<b>22.6</b>	<b>37.6</b>	<b>15.0</b>	<b>10.5</b>	<b>5.3</b>	<b>1.1</b>	<b>1.0</b>	<b>0.8</b>	<b>0.0</b>	<b>3.0</b>	<b>25</b>	<b>72.5</b>	<b>15</b>	<b>560</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	BRITISH AIRWAYS PLC	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
BRIDGETOWN	BRITISH AIRWAYS PLC	S	98	0	0	11.2	38.8	28.6	9.2	6.1	2.0	2.0	2.0	0.0	0.0	0.0	18	70.8	18	96	
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	42.1	20	19	
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	29	8	
BRIDGETOWN	TUI AIRWAYS LTD	C	56	0	3	5.1	3.4	28.8	27.1	13.6	10.2	1.7	5.1	0.0	0.0	5.1	37	40.0	42	35	
BRIDGETOWN	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	54	2	
BRIDGETOWN	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	72	4	
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	71	0	0	9.9	29.6	31.0	16.9	5.6	4.2	1.4	1.4	0.0	0.0	0.0	18	54.4	22	56	
<b>TOTAL BRIDGETOWN</b>			<b>227</b>	<b>0</b>	<b>3</b>	<b>9.1</b>	<b>26.5</b>	<b>30.0</b>	<b>16.1</b>	<b>7.8</b>	<b>4.8</b>	<b>1.7</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>23</b>	<b>56.6</b>	<b>25</b>	<b>220</b>	
<b>TOTAL BARBADOS</b>			<b>227</b>	<b>0</b>	<b>3</b>	<b>9.1</b>	<b>26.5</b>	<b>30.0</b>	<b>16.1</b>	<b>7.8</b>	<b>4.8</b>	<b>1.7</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>23</b>	<b>56.6</b>	<b>25</b>	<b>220</b>	
<b>BELARUS</b>																					
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	32	0	0	0.0	9.4	46.9	15.6	15.6	12.5	0.0	0.0	0.0	0.0	0.0	25	66.7	21	24	
<b>TOTAL MINSK INT'L</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.4</b>	<b>46.9</b>	<b>15.6</b>	<b>15.6</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>66.7</b>	<b>21</b>	<b>24</b>	
<b>TOTAL BELARUS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.4</b>	<b>46.9</b>	<b>15.6</b>	<b>15.6</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>66.7</b>	<b>21</b>	<b>24</b>	
<b>BELGIUM</b>																					
BRUSSELS	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL BRUSSELS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BERMUDA</b>																					
BERMUDA	BRITISH AIRWAYS PLC	S	41	0	0	9.8	53.7	24.4	4.9	2.4	0.0	4.9	0.0	0.0	0.0	0.0	11	77.5	10	38	
<b>TOTAL BERMUDA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>53.7</b>	<b>24.4</b>	<b>4.9</b>	<b>2.4</b>	<b>0.0</b>	<b>4.9</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>10</b>	<b>38</b>	
<b>TOTAL BERMUDA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>53.7</b>	<b>24.4</b>	<b>4.9</b>	<b>2.4</b>	<b>0.0</b>	<b>4.9</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>10</b>	<b>38</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	25	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>25</b>	<b>1</b>	
RIO DE JANEIRO (GALEAO)	NORWEGIAN AIR UK LTD	S	33	0	0	9.1	30.3	33.3	12.1	12.1	0.0	3.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>30.3</b>	<b>33.3</b>	<b>12.1</b>	<b>12.1</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>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BRAZIL</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>30.3</b>	<b>33.3</b>	<b>12.1</b>	<b>12.1</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>15</b>	<b>0.0</b>	<b>25</b>	<b>1</b>	
<b>BULGARIA</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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	
SOFIA	EASYJET UK LTD	S	86	0	6	1.1	26.1	40.2	5.4	12.0	7.6	0.0	1.1	0.0	0.0	6.5	18	75.6	14	86	
SOFIA	NORWEGIAN AIR INTERNATIONAL	C	10	0	0	0.0	30.0	40.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	19	8	
SOFIA	TUI AIRWAYS LTD	C	10	0	0	20.0	0.0	20.0	0.0	10.0	50.0	0.0	0.0	0.0	0.0	0.0	51	37.5	29	8	
<b>TOTAL SOFIA</b>			<b>106</b>	<b>0</b>	<b>6</b>	<b>2.7</b>	<b>24.1</b>	<b>38.4</b>	<b>5.4</b>	<b>12.5</b>	<b>10.7</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>20</b>	<b>72.5</b>	<b>16</b>	<b>102</b>	
<b>TOTAL BULGARIA</b>			<b>106</b>	<b>0</b>	<b>6</b>	<b>2.7</b>	<b>24.1</b>	<b>38.4</b>	<b>5.4</b>	<b>12.5</b>	<b>10.7</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>20</b>	<b>72.5</b>	<b>16</b>	<b>102</b>	
<b>CANADA</b>																					
CALGARY	WEST JET AIRLINES	S	34	0	0	8.8	23.5	44.1	8.8	2.9	0.0	5.9	5.9	0.0	0.0	0.0	30	33.3	55	24	
<b>TOTAL CALGARY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>23.5</b>	<b>44.1</b>	<b>8.8</b>	<b>2.9</b>	<b>0.0</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>33.3</b>	<b>55</b>	<b>24</b>	
TORONTO	AIR TRANSAT	S	58	0	0	10.3	27.6	24.1	6.9	5.2	15.5	5.2	5.2	0.0	0.0	0.0	37	30.4	50	56	
TORONTO	WEST JET AIRLINES	S	57	0	3	33.3	15.0	33.3	6.7	1.7	1.7	3.3	0.0	0.0	0.0	5.0	11	62.5	24	56	
<b>TOTAL TORONTO</b>			<b>115</b>	<b>0</b>	<b>3</b>	<b>22.0</b>	<b>21.2</b>	<b>28.8</b>	<b>6.8</b>	<b>3.4</b>	<b>8.5</b>	<b>4.2</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>24</b>	<b>46.4</b>	<b>37</b>	<b>112</b>	
<b>TOTAL CANADA</b>			<b>149</b>	<b>0</b>	<b>3</b>	<b>19.1</b>	<b>21.7</b>	<b>32.2</b>	<b>7.2</b>	<b>3.3</b>	<b>6.6</b>	<b>4.6</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>25</b>	<b>44.1</b>	<b>40</b>	<b>136</b>	
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	34	0	0	11.8	26.5	50.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	62.5	19	32	
<b>TOTAL BOA VISTA (RABIL)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>26.5</b>	<b>50.0</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>62.5</b>	<b>19</b>	<b>32</b>	
ILHA DO SAL C.VERDE	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	8	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	24	0	2	3.8	0.0	42.3	19.2	19.2	7.7	0.0	0.0	0.0	0.0	7.7	22	62.5	14	32	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>0.0</b>	<b>42.3</b>	<b>19.2</b>	<b>19.2</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>22</b>	<b>70.0</b>	<b>12</b>	<b>40</b>	
<b>TOTAL CAPE VERDE</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>8.3</b>	<b>15.0</b>	<b>46.7</b>	<b>11.7</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>3.3</b>	<b>13</b>	<b>66.7</b>	<b>15</b>	<b>72</b>	
<b>CHINA</b>																					
CHENGDU	AIR CHINA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	16	20	
<b>TOTAL CHENGDU</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>70.0</b>	<b>16</b>	<b>20</b>	
SHANGHAI (PU DONG)	AIR CHINA	S	12	0	0	8.3	16.7	41.7	16.7	0.0	0.0	0.0	16.7	0.0	0.0	0.0	51	0.0	0	0	
SHANGHAI (PU DONG)	CHINA EASTERN AIRLINES	S	6	0	0	0.0	50.0	33.3	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	27	87.5	7	24	
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</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>43</b>	<b>87.5</b>	<b>7</b>	<b>24</b>	
<b>TOTAL CHINA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</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>43</b>	<b>79.5</b>	<b>11</b>	<b>44</b>	
<b>COSTA RICA</b>																					
LIBERIA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	37.5	0.0	0.0	37.5	12.5	0.0	0.0	0.0	0.0	52	87.5	5	8	
<b>TOTAL LIBERIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>87.5</b>	<b>5</b>	<b>8</b>	
SAN JOSE COST RICA	BRITISH AIRWAYS PLC	S	25	0	0	24.0	32.0	32.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	58.3	29	24	
<b>TOTAL SAN JOSE COST RICA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>24.0</b>	<b>32.0</b>	<b>32.0</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>58.3</b>	<b>29</b>	<b>24</b>	
<b>TOTAL COSTA RICA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>27.3</b>	<b>33.3</b>	<b>9.1</b>	<b>0.0</b>	<b>9.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>65.6</b>	<b>23</b>	<b>32</b>	
<b>CROATIA</b>																					
DUBROVNIK	BRITISH AIRWAYS PLC	S	16	0	0	0.0	31.3	50.0	6.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL DUBROVNIK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>50.0</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>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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 CROATIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>50.0</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>CUBA</b>																				
<b>HAVANA</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	25.0	25.0	18.8	12.5	6.3	0.0	6.3	6.3	0.0	0.0	0.0	27	31.3	35	16
<b>TOTAL HAVANA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>18.8</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>31.3</b>	<b>35</b>	<b>16</b>
<b>HOLGUIN (FRANK PAIS)</b>	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	26	8
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>26</b>	<b>8</b>
<b>TOTAL CUBA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>18.8</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>37.5</b>	<b>32</b>	<b>24</b>
<b>CYPRUS</b>																				
<b>LARNACA</b>	EASYJET UK LTD	S	44	0	2	0.0	19.6	39.1	10.9	21.7	4.3	0.0	0.0	0.0	0.0	4.3	20	70.5	19	44
<b>TOTAL LARNACA</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>19.6</b>	<b>39.1</b>	<b>10.9</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>4.3</b>	<b>20</b>	<b>70.5</b>	<b>19</b>	<b>44</b>
<b>PAPHOS</b>	BRITISH AIRWAYS PLC	S	10	0	0	0.0	0.0	50.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	15	16
<b>PAPHOS</b>	EASYJET UK LTD	S	46	0	2	4.2	27.1	37.5	12.5	10.4	4.2	0.0	0.0	0.0	0.0	4.2	12	90.0	8	50
<b>PAPHOS</b>	TUI AIRWAYS LTD	C	16	0	0	0.0	31.3	43.8	12.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	140	71.4	8	21
<b>TOTAL PAPHOS</b>			<b>72</b>	<b>0</b>	<b>2</b>	<b>2.7</b>	<b>24.3</b>	<b>40.5</b>	<b>14.9</b>	<b>9.5</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>41</b>	<b>82.8</b>	<b>9</b>	<b>87</b>
<b>TOTAL CYPRUS</b>			<b>116</b>	<b>0</b>	<b>4</b>	<b>1.7</b>	<b>22.5</b>	<b>40.0</b>	<b>13.3</b>	<b>14.2</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>3.3</b>	<b>33</b>	<b>78.6</b>	<b>12</b>	<b>131</b>
<b>CZECH REPUBLIC</b>																				
<b>PRAGUE</b>	EASYJET UK LTD	S	98	0	6	1.0	19.2	46.2	12.5	10.6	4.8	0.0	0.0	0.0	0.0	5.8	14	60.7	21	110
<b>PRAGUE</b>	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	46.9	34	32
<b>TOTAL PRAGUE</b>			<b>98</b>	<b>0</b>	<b>6</b>	<b>1.0</b>	<b>19.2</b>	<b>46.2</b>	<b>12.5</b>	<b>10.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.8</b>	<b>14</b>	<b>57.6</b>	<b>24</b>	<b>142</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>98</b>	<b>0</b>	<b>6</b>	<b>1.0</b>	<b>19.2</b>	<b>46.2</b>	<b>12.5</b>	<b>10.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.8</b>	<b>14</b>	<b>57.6</b>	<b>24</b>	<b>142</b>
<b>DENMARK</b>																				
<b>AARHUS (TIRSTRUP)</b>	EASYJET UK LTD	S	16	0	0	6.3	31.3	56.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	13	16
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>56.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>13</b>	<b>16</b>
<b>COPENHAGEN</b>	EASYJET UK LTD	S	130	0	5	5.9	34.8	30.4	14.1	6.7	3.0	0.7	0.7	0.0	0.0	3.7	13	78.3	11	152
<b>COPENHAGEN</b>	NORWEGIAN AIR INTERNATIONAL	S	247	0	5	2.8	29.4	30.6	12.7	11.9	6.3	1.6	2.4	0.4	0.0	2.0	26	77.1	12	279
<b>COPENHAGEN</b>	NORWEGIAN AIR SHUTTLE	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>COPENHAGEN</b>	NORWEGIAN AIR UK LTD	S	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	62	0.0	0	0
<b>TOTAL COPENHAGEN</b>			<b>380</b>	<b>0</b>	<b>10</b>	<b>3.8</b>	<b>31.0</b>	<b>30.5</b>	<b>13.3</b>	<b>10.0</b>	<b>5.4</b>	<b>1.3</b>	<b>1.8</b>	<b>0.3</b>	<b>0.0</b>	<b>2.6</b>	<b>22</b>	<b>77.3</b>	<b>12</b>	<b>431</b>
<b>TOTAL DENMARK</b>			<b>396</b>	<b>0</b>	<b>10</b>	<b>3.9</b>	<b>31.0</b>	<b>31.5</b>	<b>13.1</b>	<b>9.6</b>	<b>5.2</b>	<b>1.2</b>	<b>1.7</b>	<b>0.2</b>	<b>0.0</b>	<b>2.5</b>	<b>21</b>	<b>77.2</b>	<b>12</b>	<b>447</b>
<b>DOMINICAN REPUBLIC</b>																				
<b>PUNTA CANA</b>	BRITISH AIRWAYS PLC	C	1	0	1	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0	0.0	0	0
<b>PUNTA CANA</b>	BRITISH AIRWAYS PLC	S	33	0	0	12.1	30.3	39.4	3.0	3.0	6.1	6.1	0.0	0.0	0.0	0.0	19	87.5	5	24
<b>PUNTA CANA</b>	TUI AIRWAYS LTD	C	16	0	0	12.5	12.5	43.8	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	10	81.3	8	16
<b>TOTAL PUNTA CANA</b>			<b>50</b>	<b>0</b>	<b>1</b>	<b>11.8</b>	<b>25.5</b>	<b>39.2</b>	<b>9.8</b>	<b>3.9</b>	<b>3.9</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>16</b>	<b>85.0</b>	<b>6</b>	<b>40</b>
<b>TOTAL DOMINICAN</b>			<b>50</b>	<b>0</b>	<b>1</b>	<b>11.8</b>	<b>25.5</b>	<b>39.2</b>	<b>9.8</b>	<b>3.9</b>	<b>3.9</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>16</b>	<b>85.0</b>	<b>6</b>	<b>40</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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>EGYPT</b>																				
HURGHADA	EASYJET UK LTD	S	46	0	1	10.6	12.8	38.3	27.7	6.4	0.0	2.1	0.0	0.0	0.0	2.1	15	54.2	29	24
HURGHADA	ENTER AIR	S	8	0	0	0.0	12.5	0.0	25.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	41	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	45.0	31	40
HURGHADA	TUI AIRWAYS LTD	S	20	0	0	5.0	5.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	81.8	9	22
<b>TOTAL HURGHADA</b>			<b>74</b>	<b>0</b>	<b>1</b>	<b>8.0</b>	<b>10.7</b>	<b>40.0</b>	<b>25.3</b>	<b>10.7</b>	<b>2.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>17</b>	<b>57.0</b>	<b>25</b>	<b>86</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	50.0	12	8
MARSA ALAM	TUI AIRWAYS LTD	S	8	0	0	0.0	12.5	50.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	20	91.7	4	12
<b>TOTAL MARSA ALAM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>75.0</b>	<b>7</b>	<b>20</b>
SHARM EL SHEIKH (OPHIRA)	ENTER AIR	S	8	0	0	0.0	12.5	12.5	12.5	12.5	37.5	12.5	0.0	0.0	0.0	0.0	55	0.0	0	0
SHARM EL SHEIKH (OPHIRA)	TUI AIRWAYS LTD	S	6	0	0	0.0	0.0	33.3	16.7	16.7	33.3	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>21.4</b>	<b>14.3</b>	<b>14.3</b>	<b>35.7</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>96</b>	<b>0</b>	<b>1</b>	<b>6.2</b>	<b>10.3</b>	<b>38.1</b>	<b>22.7</b>	<b>11.3</b>	<b>8.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>22</b>	<b>60.4</b>	<b>21</b>	<b>106</b>
<b>ESTONIA</b>																				
TALLIN	AIR BALTIC	S	26	0	0	0.0	23.1	23.1	11.5	26.9	7.7	7.7	0.0	0.0	0.0	0.0	31	85.7	6	14
TALLIN	EASYJET UK LTD	S	20	0	0	0.0	30.0	40.0	15.0	10.0	0.0	0.0	0.0	5.0	0.0	0.0	31	95.8	4	24
TALLIN	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 TALLIN</b>			<b>46</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.5</b>	<b>29.8</b>	<b>12.8</b>	<b>19.1</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>2.1</b>	<b>31</b>	<b>92.1</b>	<b>5</b>	<b>38</b>
<b>TOTAL ESTONIA</b>			<b>46</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.5</b>	<b>29.8</b>	<b>12.8</b>	<b>19.1</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>2.1</b>	<b>31</b>	<b>92.1</b>	<b>5</b>	<b>38</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	75.0	8	4
ENONTEKIO	ENTER AIR	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	0.0	0	0
<b>TOTAL ENONTEKIO</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>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>18</b>	<b>75.0</b>	<b>8</b>	<b>4</b>
HELSINKI	NORWEGIAN AIR INTERNATIONAL	S	113	0	3	0.9	9.5	37.1	28.4	19.8	0.9	0.0	0.9	0.0	0.0	2.6	20	63.7	15	112
<b>TOTAL HELSINKI</b>			<b>113</b>	<b>0</b>	<b>3</b>	<b>0.9</b>	<b>9.5</b>	<b>37.1</b>	<b>28.4</b>	<b>19.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>20</b>	<b>63.7</b>	<b>15</b>	<b>112</b>
IVALO	FINNAIR	S	16	0	0	0.0	18.8	31.3	18.8	18.8	12.5	0.0	0.0	0.0	0.0	0.0	24	56.3	15	14
<b>TOTAL IVALO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>31.3</b>	<b>18.8</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>56.3</b>	<b>15</b>	<b>14</b>
KITTILA	EASYJET UK LTD	C	7	0	1	0.0	50.0	12.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	12.5	19	87.5	7	8
KITTILA	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	63	0.0	0	0
KITTILA	FINNAIR	S	8	0	0	0.0	12.5	25.0	12.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	30	37.5	25	8
KITTILA	TUI AIRWAYS LTD	C	6	0	2	0.0	12.5	12.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	25.0	20	100.0	1	7
<b>TOTAL KITTILA</b>			<b>22</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>24.0</b>	<b>16.0</b>	<b>16.0</b>	<b>20.0</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.0</b>	<b>25</b>	<b>73.9</b>	<b>11</b>	<b>23</b>
KUUSAMO	TUI AIRWAYS LTD	C	6	0	1	0.0	14.3	14.3	42.9	0.0	14.3	0.0	0.0	0.0	0.0	14.3	27	85.7	8	7
<b>TOTAL KUUSAMO</b>			<b>6</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>14.3</b>	<b>14.3</b>	<b>42.9</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>27</b>	<b>85.7</b>	<b>8</b>	<b>7</b>
ROVANIEMI	EASYJET UK LTD	S	16	0	1	11.8	41.2	17.6	5.9	5.9	5.9	5.9	0.0	0.0	0.0	5.9	20	93.8	3	16

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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
ROVANIEMI	NORWEGIAN AIR INTERNATIONAL	S	22	0	0	13.6	63.6	18.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	95.8	5	24
<b>TOTAL ROVANIEMI</b>			<b>38</b>	<b>0</b>	<b>1</b>	<b>12.8</b>	<b>53.8</b>	<b>17.9</b>	<b>5.1</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>2.6</b>	<b>10</b>	<b>95.0</b>	<b>4</b>	<b>40</b>
<b>TOTAL FINLAND</b>			<b>199</b>	<b>0</b>	<b>8</b>	<b>2.9</b>	<b>21.3</b>	<b>29.5</b>	<b>21.7</b>	<b>15.5</b>	<b>4.3</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>19</b>	<b>71.4</b>	<b>12</b>	<b>200</b>
<b>FRANCE</b>																				
BORDEAUX	BRITISH AIRWAYS PLC	S	66	0	2	10.3	36.8	35.3	10.3	4.4	0.0	0.0	0.0	0.0	0.0	2.9	6	86.4	8	66
BORDEAUX	EASYJET UK LTD	S	56	0	1	17.5	33.3	29.8	7.0	3.5	5.3	0.0	1.8	0.0	0.0	1.8	14	77.4	13	62
<b>TOTAL BORDEAUX</b>			<b>122</b>	<b>0</b>	<b>3</b>	<b>13.6</b>	<b>35.2</b>	<b>32.8</b>	<b>8.8</b>	<b>4.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>10</b>	<b>82.0</b>	<b>11</b>	<b>128</b>
CHAMBERY	TITAN AIRWAYS LTD	C	26	0	3	0.0	17.2	41.4	10.3	10.3	3.4	0.0	6.9	0.0	0.0	10.3	31	56.3	22	32
CHAMBERY	TUI AIRWAYS LTD	C	52	0	1	1.9	7.5	24.5	24.5	18.9	13.2	1.9	3.8	1.9	0.0	1.9	45	47.5	29	40
<b>TOTAL CHAMBERY</b>			<b>78</b>	<b>0</b>	<b>4</b>	<b>1.2</b>	<b>11.0</b>	<b>30.5</b>	<b>19.5</b>	<b>15.9</b>	<b>9.8</b>	<b>1.2</b>	<b>4.9</b>	<b>1.2</b>	<b>0.0</b>	<b>4.9</b>	<b>40</b>	<b>51.4</b>	<b>26</b>	<b>72</b>
GRENOBLE	BRITISH AIRWAYS PLC	C	49	0	0	8.2	12.2	42.9	10.2	10.2	0.0	8.2	0.0	8.2	0.0	0.0	113	81.3	10	48
GRENOBLE	BRITISH AIRWAYS PLC	S	32	0	0	15.6	15.6	34.4	18.8	12.5	0.0	3.1	0.0	0.0	0.0	0.0	15	50.0	25	24
GRENOBLE	EASYJET UK LTD	S	39	0	3	7.1	31.0	28.6	9.5	14.3	0.0	0.0	2.4	0.0	0.0	7.1	14	65.0	24	40
GRENOBLE	ENTER AIR	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0
GRENOBLE	NORWEGIAN AIR INTERNATIONAL	C	5	0	0	0.0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	48	50.0	63	16
GRENOBLE	NORWEGIAN AIR INTERNATIONAL	S	5	0	0	0.0	0.0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	78	0.0	0	0
GRENOBLE	PRIVILEGE STYLE	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
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	50.0	22	12
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	25.0	28	12
GRENOBLE	TITAN AIRWAYS LTD	C	29	0	2	9.7	22.6	38.7	9.7	12.9	0.0	0.0	0.0	0.0	0.0	6.5	12	68.4	11	19
GRENOBLE	VUELING AIRLINES	C	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	50.0	25	4
<b>TOTAL GRENOBLE</b>			<b>165</b>	<b>0</b>	<b>6</b>	<b>8.8</b>	<b>18.7</b>	<b>33.9</b>	<b>12.3</b>	<b>14.0</b>	<b>2.3</b>	<b>3.5</b>	<b>0.6</b>	<b>2.3</b>	<b>0.0</b>	<b>3.5</b>	<b>46</b>	<b>61.6</b>	<b>23</b>	<b>175</b>
LYON	BRITISH AIRWAYS PLC	C	20	0	0	5.0	50.0	35.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5	62.5	24	8
LYON	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	12	16
LYON	EASYJET UK LTD	S	127	0	5	6.1	30.3	25.8	12.9	15.9	2.3	0.8	2.3	0.0	0.0	3.8	20	70.5	16	132
LYON	ENTER AIR	C	10	0	0	0.0	10.0	50.0	10.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	32	0.0	17	1
LYON	ENTER AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
LYON	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	89	2
LYON	NORWEGIAN AIR INTERNATIONAL	C	18	0	0	0.0	38.9	22.2	22.2	5.6	5.6	0.0	0.0	5.6	0.0	0.0	37	62.5	19	8
LYON	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
LYON	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	93	10
<b>TOTAL LYON</b>			<b>176</b>	<b>0</b>	<b>5</b>	<b>5.0</b>	<b>32.6</b>	<b>27.6</b>	<b>12.7</b>	<b>13.3</b>	<b>3.3</b>	<b>0.6</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>2.8</b>	<b>20</b>	<b>67.6</b>	<b>21</b>	<b>178</b>
MARSEILLE	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

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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	
MARSEILLE	EASYJET UK LTD	S	62	0	4	1.5	13.6	40.9	12.1	12.1	9.1	1.5	3.0	0.0	0.0	6.1	33	67.2	18	58	
<b>TOTAL MARSEILLE</b>			<b>63</b>	<b>0</b>	<b>4</b>	<b>1.5</b>	<b>14.9</b>	<b>40.3</b>	<b>11.9</b>	<b>11.9</b>	<b>9.0</b>	<b>1.5</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>32</b>	<b>67.2</b>	<b>18</b>	<b>58</b>	
MONTPELLIER	EASYJET UK LTD	S	50	0	2	3.8	28.8	38.5	9.6	3.8	3.8	0.0	7.7	0.0	0.0	3.8	29	83.3	10	54	
<b>TOTAL MONTPELLIER</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>28.8</b>	<b>38.5</b>	<b>9.6</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>29</b>	<b>83.3</b>	<b>10</b>	<b>54</b>	
NANTES	EASYJET UK LTD	S	76	0	6	6.1	15.9	30.5	15.9	12.2	12.2	0.0	0.0	0.0	0.0	7.3	23	65.3	19	72	
NANTES	ROYAL AIR MAROC	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 NANTES</b>			<b>77</b>	<b>0</b>	<b>6</b>	<b>6.0</b>	<b>15.7</b>	<b>30.1</b>	<b>16.9</b>	<b>12.0</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.2</b>	<b>23</b>	<b>65.3</b>	<b>19</b>	<b>72</b>	
NICE	BRITISH AIRWAYS PLC	S	72	0	3	2.7	42.7	26.7	10.7	10.7	1.3	1.3	0.0	0.0	0.0	4.0	12	82.2	11	90	
NICE	EASYJET UK LTD	S	129	0	8	4.4	24.8	39.4	8.0	5.8	8.0	2.2	1.5	0.0	0.0	5.8	22	73.0	16	152	
NICE	NETJETS TRANSPORTES AEREOS	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	100.0	2	1	
NICE	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL NICE</b>			<b>202</b>	<b>0</b>	<b>11</b>	<b>3.8</b>	<b>31.0</b>	<b>35.2</b>	<b>8.9</b>	<b>7.5</b>	<b>5.6</b>	<b>1.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.2</b>	<b>18</b>	<b>76.6</b>	<b>14</b>	<b>244</b>	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	152	0	4	3.8	36.5	24.4	10.3	12.2	4.5	1.9	3.8	0.0	0.0	2.6	25	78.1	11	160	
PARIS (CHARLES DE GAULLE)	VUELING AIRLINES	S	159	0	2	3.1	37.9	32.9	5.0	10.6	5.6	1.9	0.6	1.2	0.0	1.2	22	69.4	22	98	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>311</b>	<b>0</b>	<b>6</b>	<b>3.5</b>	<b>37.2</b>	<b>28.7</b>	<b>7.6</b>	<b>11.4</b>	<b>5.0</b>	<b>1.9</b>	<b>2.2</b>	<b>0.6</b>	<b>0.0</b>	<b>1.9</b>	<b>23</b>	<b>74.8</b>	<b>15</b>	<b>258</b>	
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	112	0	6	0.0	23.7	37.3	14.4	7.6	6.8	4.2	0.8	0.0	0.0	5.1	24	65.7	22	134	
TOULOUSE (BLAGNAC)	TITAN AIRWAYS LTD	C	7	0	0	0.0	14.3	42.9	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
TOULOUSE (BLAGNAC)	TUI AIRWAYS LTD	C	8	0	1	0.0	0.0	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	11.1	27	100.0	1	6	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>127</b>	<b>0</b>	<b>7</b>	<b>0.0</b>	<b>21.6</b>	<b>36.6</b>	<b>17.2</b>	<b>8.2</b>	<b>6.7</b>	<b>3.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.2</b>	<b>24</b>	<b>67.1</b>	<b>22</b>	<b>140</b>	
<b>TOTAL FRANCE</b>			<b>1371</b>	<b>0</b>	<b>54</b>	<b>4.8</b>	<b>27.7</b>	<b>32.4</b>	<b>11.5</b>	<b>10.5</b>	<b>5.3</b>	<b>1.7</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>3.8</b>	<b>25</b>	<b>70.7</b>	<b>18</b>	<b>1379</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	64.5	13	31	
BANJUL	TITAN AIRWAYS LTD	C	24	0	0	20.8	20.8	37.5	16.7	0.0	4.2	0.0	0.0	0.0	0.0	0.0	8	81.3	7	16	
<b>TOTAL BANJUL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>20.8</b>	<b>37.5</b>	<b>16.7</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>8</b>	<b>70.2</b>	<b>11</b>	<b>47</b>	
<b>TOTAL GAMBIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>20.8</b>	<b>37.5</b>	<b>16.7</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>8</b>	<b>70.2</b>	<b>11</b>	<b>47</b>	
<b>GEORGIA</b>																					
TBILISI	GEORGIAN 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	69.6	0	16	
<b>TOTAL TBILISI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>69.6</b>	<b>0</b>	<b>16</b>	
<b>TOTAL GEORGIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>69.6</b>	<b>0</b>	<b>16</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	92	0	0	9.8	26.1	28.3	21.7	13.0	1.1	0.0	0.0	0.0	0.0	0.0	13	69.2	17	104	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>26.1</b>	<b>28.3</b>	<b>21.7</b>	<b>13.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>69.2</b>	<b>17</b>	<b>104</b>	
BERLIN (TEGEL)	EASYJET UK LTD	S	148	0	8	10.9	34.0	32.7	9.0	4.5	2.6	0.0	1.3	0.0	0.0	5.1	12	67.7	15	160	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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 BERLIN (TEGEL)</b>			<b>148</b>	<b>0</b>	<b>8</b>	<b>10.9</b>	<b>34.0</b>	<b>32.7</b>	<b>9.0</b>	<b>4.5</b>	<b>2.6</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>12</b>	<b>67.7</b>	<b>15</b>	<b>160</b>
COLOGNE BONN	BRITISH AIRWAYS PLC	S	30	0	2	0.0	46.9	28.1	6.3	9.4	3.1	0.0	0.0	0.0	0.0	6.3	10	81.3	7	32
COLOGNE BONN	ENTER AIR	C	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL COLOGNE BONN</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>47.2</b>	<b>30.6</b>	<b>5.6</b>	<b>8.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>10</b>	<b>81.3</b>	<b>7</b>	<b>32</b>
DUSSELDORF	EASYJET UK LTD	S	90	0	7	8.2	35.1	27.8	12.4	5.2	4.1	0.0	0.0	0.0	0.0	7.2	10	82.3	8	62
<b>TOTAL DUSSELDORF</b>			<b>90</b>	<b>0</b>	<b>7</b>	<b>8.2</b>	<b>35.1</b>	<b>27.8</b>	<b>12.4</b>	<b>5.2</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.2</b>	<b>10</b>	<b>82.3</b>	<b>8</b>	<b>62</b>
FRIEDRICHSHAFEN	BRITISH AIRWAYS PLC	C	18	0	0	11.1	22.2	27.8	5.6	22.2	5.6	0.0	0.0	5.6	0.0	0.0	82	87.5	5	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	62.5	22	8
FRIEDRICHSHAFEN	EASYJET UK LTD	S	21	0	0	4.8	14.3	47.6	14.3	19.0	0.0	0.0	0.0	0.0	0.0	0.0	15	83.3	13	24
FRIEDRICHSHAFEN	NORWEGIAN AIR INTERNATIONAL	C	10	0	0	10.0	20.0	20.0	10.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	269	0.0	0	0
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>18.4</b>	<b>34.7</b>	<b>10.2</b>	<b>20.4</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>91</b>	<b>82.1</b>	<b>11</b>	<b>56</b>
HAMBURG	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
HAMBURG	EASYJET UK LTD	S	76	0	7	0.0	20.5	36.1	10.8	15.7	8.4	0.0	0.0	0.0	0.0	8.4	20	78.0	12	98
HAMBURG	NORWEGIAN AIR SHUTTLE	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL HAMBURG</b>			<b>77</b>	<b>0</b>	<b>8</b>	<b>0.0</b>	<b>21.2</b>	<b>35.3</b>	<b>10.6</b>	<b>15.3</b>	<b>8.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.4</b>	<b>20</b>	<b>78.0</b>	<b>12</b>	<b>98</b>
LEIPZIG	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	2	0.0	0	0
<b>TOTAL LEIPZIG</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>
MUNICH	EASYJET UK LTD	S	118	0	9	2.4	20.5	37.0	13.4	11.0	7.9	0.0	0.8	0.0	0.0	7.1	20	72.1	16	136
<b>TOTAL MUNICH</b>			<b>118</b>	<b>0</b>	<b>9</b>	<b>2.4</b>	<b>20.5</b>	<b>37.0</b>	<b>13.4</b>	<b>11.0</b>	<b>7.9</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>20</b>	<b>72.1</b>	<b>16</b>	<b>136</b>
MUNSTER-OSNABRUCK	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	11	1
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>11</b>	<b>1</b>
STUTTGART	EASYJET UK LTD	S	58	0	2	6.7	23.3	33.3	11.7	13.3	8.3	0.0	0.0	0.0	0.0	3.3	18	65.2	17	66
<b>TOTAL STUTTGART</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>6.7</b>	<b>23.3</b>	<b>33.3</b>	<b>11.7</b>	<b>13.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>18</b>	<b>65.2</b>	<b>17</b>	<b>66</b>
<b>TOTAL GERMANY</b>			<b>667</b>	<b>0</b>	<b>36</b>	<b>6.4</b>	<b>27.7</b>	<b>32.7</b>	<b>12.2</b>	<b>10.2</b>	<b>4.7</b>	<b>0.0</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>5.1</b>	<b>21</b>	<b>73.0</b>	<b>14</b>	<b>715</b>
<b>GIBRALTAR</b>																				
GIBRALTAR	EASYJET UK LTD	S	52	0	0	17.3	30.8	34.6	7.7	5.8	0.0	1.9	0.0	1.9	0.0	0.0	16	83.3	11	54
<b>TOTAL GIBRALTAR</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>17.3</b>	<b>30.8</b>	<b>34.6</b>	<b>7.7</b>	<b>5.8</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.3</b>	<b>11</b>	<b>54</b>
<b>TOTAL GIBRALTAR</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>17.3</b>	<b>30.8</b>	<b>34.6</b>	<b>7.7</b>	<b>5.8</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.3</b>	<b>11</b>	<b>54</b>
<b>GREECE</b>																				
ATHENS	AEGEAN AIRLINES	S	25	0	0	0.0	4.0	60.0	28.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	14	70.8	14	24
ATHENS	EASYJET UK LTD	S	50	0	4	1.9	1.9	29.6	25.9	11.1	11.1	7.4	3.7	0.0	0.0	7.4	44	71.4	17	56
<b>TOTAL ATHENS</b>			<b>75</b>	<b>0</b>	<b>4</b>	<b>1.3</b>	<b>2.5</b>	<b>39.2</b>	<b>26.6</b>	<b>10.1</b>	<b>7.6</b>	<b>5.1</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>34</b>	<b>71.3</b>	<b>16</b>	<b>80</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	12.5	41	8
<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>12.5</b>	<b>41</b>	<b>8</b>
SALONIKA	EASYJET UK LTD	S	42	0	4	0.0	21.7	41.3	17.4	8.7	2.2	0.0	0.0	0.0	0.0	8.7	14	63.2	11	38



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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 SALONIKA</b>			<b>42</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>21.7</b>	<b>41.3</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>8.7</b>	<b>14</b>	<b>63.2</b>	<b>11</b>	<b>38</b>
<b>TOTAL GREECE</b>			<b>117</b>	<b>0</b>	<b>8</b>	<b>0.8</b>	<b>9.6</b>	<b>40.0</b>	<b>23.2</b>	<b>9.6</b>	<b>5.6</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>6.4</b>	<b>27</b>	<b>65.1</b>	<b>16</b>	<b>126</b>
<b>GRENADA</b>																				
<b>GRENADA</b>	BRITISH AIRWAYS PLC	S	17	0	0	23.5	17.6	35.3	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	73.3	13	15
<b>GRENADA</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	17.6	17.6	23.5	23.5	11.8	5.9	0.0	0.0	0.0	0.0	0.0	16	86.7	9	15
<b>TOTAL GRENADA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>17.6</b>	<b>29.4</b>	<b>23.5</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>11</b>	<b>80.0</b>	<b>11</b>	<b>30</b>
<b>TOTAL GRENADA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>17.6</b>	<b>29.4</b>	<b>23.5</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>11</b>	<b>80.0</b>	<b>11</b>	<b>30</b>
<b>HONG KONG</b>																				
<b>HONG KONG (CHEK LAP KOK)</b>	CATHAY PACIFIC AIRWAYS	S	18	0	4	9.1	31.8	22.7	13.6	4.5	0.0	0.0	0.0	0.0	0.0	18.2	6	90.7	5	54
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>18</b>	<b>0</b>	<b>4</b>	<b>9.1</b>	<b>31.8</b>	<b>22.7</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.2</b>	<b>6</b>	<b>90.7</b>	<b>5</b>	<b>54</b>
<b>TOTAL HONG KONG</b>			<b>18</b>	<b>0</b>	<b>4</b>	<b>9.1</b>	<b>31.8</b>	<b>22.7</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.2</b>	<b>6</b>	<b>90.7</b>	<b>5</b>	<b>54</b>
<b>HUNGARY</b>																				
<b>BUDAPEST</b>	EASYJET UK LTD	S	108	0	2	1.8	23.6	40.0	16.4	11.8	3.6	0.0	0.0	0.9	0.0	1.8	18	60.2	20	88
<b>BUDAPEST</b>	WIZZ AIR	S	50	0	0	0.0	8.0	34.0	18.0	22.0	14.0	4.0	0.0	0.0	0.0	0.0	32	0.0	0	0
<b>TOTAL BUDAPEST</b>			<b>158</b>	<b>0</b>	<b>2</b>	<b>1.3</b>	<b>18.8</b>	<b>38.1</b>	<b>16.9</b>	<b>15.0</b>	<b>6.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>1.3</b>	<b>23</b>	<b>60.2</b>	<b>20</b>	<b>88</b>
<b>TOTAL HUNGARY</b>			<b>158</b>	<b>0</b>	<b>2</b>	<b>1.3</b>	<b>18.8</b>	<b>38.1</b>	<b>16.9</b>	<b>15.0</b>	<b>6.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>1.3</b>	<b>23</b>	<b>60.2</b>	<b>20</b>	<b>88</b>
<b>ICELAND</b>																				
<b>KEFLAVIK</b>	EASYJET UK LTD	S	66	0	10	2.6	22.4	34.2	7.9	9.2	5.3	2.6	2.6	0.0	0.0	13.2	24	70.8	14	72
<b>KEFLAVIK</b>	ICELANDAIR	S	54	0	1	5.5	25.5	27.3	7.3	12.7	9.1	3.6	0.0	7.3	0.0	1.8	57	56.5	24	62
<b>KEFLAVIK</b>	NORWEGIAN AIR INTERNATIONAL	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	88	0.0	0	0
<b>KEFLAVIK</b>	TUI AIRWAYS LTD	C	15	0	1	0.0	6.3	56.3	18.8	12.5	0.0	0.0	0.0	0.0	0.0	6.3	13	56.3	29	16
<b>KEFLAVIK</b>	WOW AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.3	12	80
<b>TOTAL KEFLAVIK</b>			<b>136</b>	<b>0</b>	<b>12</b>	<b>3.4</b>	<b>21.6</b>	<b>33.8</b>	<b>8.8</b>	<b>10.8</b>	<b>6.8</b>	<b>2.7</b>	<b>1.4</b>	<b>2.7</b>	<b>0.0</b>	<b>8.1</b>	<b>37</b>	<b>67.8</b>	<b>17</b>	<b>230</b>
<b>TOTAL ICELAND</b>			<b>136</b>	<b>0</b>	<b>12</b>	<b>3.4</b>	<b>21.6</b>	<b>33.8</b>	<b>8.8</b>	<b>10.8</b>	<b>6.8</b>	<b>2.7</b>	<b>1.4</b>	<b>2.7</b>	<b>0.0</b>	<b>8.1</b>	<b>37</b>	<b>67.8</b>	<b>17</b>	<b>230</b>
<b>INDIA</b>																				
<b>GOA</b>	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	24
<b>GOA</b>	TUI AIRWAYS LTD	C	17	0	0	0.0	0.0	41.2	35.3	23.5	0.0	0.0	0.0	0.0	0.0	0.0	20	75.0	8	8
<b>TOTAL GOA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>41.2</b>	<b>35.3</b>	<b>23.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>75.0</b>	<b>9</b>	<b>32</b>
<b>TOTAL INDIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>41.2</b>	<b>35.3</b>	<b>23.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>75.0</b>	<b>9</b>	<b>32</b>
<b>IRAQ</b>																				
<b>BAGHDAD (GECA)</b>	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	0.0	19	1
<b>BAGHDAD (GECA)</b>	IRAQI AIRWAYS	S	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	87.5	5	8
<b>TOTAL BAGHDAD (GECA)</b>			<b>0</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>77.8</b>	<b>6</b>	<b>9</b>
<b>SULAYMANIYAH INT</b>	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	100.0	0	8
<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>100.0</b>	<b>0</b>	<b>8</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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 than	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	early	15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late								
<b>TOTAL IRAQ</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>88.2</b>	<b>4</b>	<b>17</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	56	0	2	13.8	31.0	22.4	6.9	10.3	5.2	0.0	6.9	0.0	0.0	3.4	31	76.8	21	56	
<b>TOTAL CORK</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>13.8</b>	<b>31.0</b>	<b>22.4</b>	<b>6.9</b>	<b>10.3</b>	<b>5.2</b>	<b>0.0</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>31</b>	<b>76.8</b>	<b>21</b>	<b>56</b>	
DUBLIN	AER LINGUS	S	304	0	5	14.2	42.1	27.2	4.5	6.8	3.2	0.3	0.0	0.0	0.0	1.6	9	70.4	14	302	
DUBLIN	RYANAIR	S	457	0	5	13.2	41.3	21.4	8.4	5.2	5.0	2.2	1.3	0.9	0.0	1.1	20	74.8	16	448	
<b>TOTAL DUBLIN</b>			<b>761</b>	<b>0</b>	<b>10</b>	<b>13.6</b>	<b>41.6</b>	<b>23.7</b>	<b>6.9</b>	<b>5.8</b>	<b>4.3</b>	<b>1.4</b>	<b>0.8</b>	<b>0.5</b>	<b>0.0</b>	<b>1.3</b>	<b>16</b>	<b>73.0</b>	<b>15</b>	<b>750</b>	
IRELAND WEST(KNOCK)	AER LINGUS	S	52	0	5	15.8	22.8	21.1	14.0	15.8	1.8	0.0	0.0	0.0	0.0	8.8	13	60.0	17	48	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>52</b>	<b>0</b>	<b>5</b>	<b>15.8</b>	<b>22.8</b>	<b>21.1</b>	<b>14.0</b>	<b>15.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.8</b>	<b>13</b>	<b>60.0</b>	<b>17</b>	<b>48</b>	
SHANNON	RYANAIR	S	50	0	0	10.0	48.0	26.0	8.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	9	70.8	12	48	
<b>TOTAL SHANNON</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>48.0</b>	<b>26.0</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>0.0</b>	<b>9</b>	<b>70.8</b>	<b>12</b>	<b>48</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>919</b>	<b>0</b>	<b>17</b>	<b>13.6</b>	<b>40.2</b>	<b>23.6</b>	<b>7.4</b>	<b>6.6</b>	<b>4.2</b>	<b>1.2</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>1.8</b>	<b>16</b>	<b>72.4</b>	<b>15</b>	<b>902</b>	
<b>ISRAEL</b>																					
TEL AVIV	EASYJET UK LTD	S	24	0	0	0.0	16.7	41.7	16.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	21	75.0	8	24	
<b>TOTAL TEL AVIV</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>41.7</b>	<b>16.7</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>75.0</b>	<b>8</b>	<b>24</b>	
<b>TOTAL ISRAEL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>41.7</b>	<b>16.7</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>75.0</b>	<b>8</b>	<b>24</b>	
<b>ITALY</b>																					
ANCONA	EASYJET UK LTD	S	16	0	2	0.0	33.3	22.2	16.7	16.7	0.0	0.0	0.0	0.0	0.0	11.1	14	0.0	0	0	
<b>TOTAL ANCONA</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>33.3</b>	<b>22.2</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>11.1</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BARI (PALESE)	EASYJET UK LTD	S	8	0	2	0.0	0.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	20.0	32	56.3	17	16	
<b>TOTAL BARI (PALESE)</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>32</b>	<b>56.3</b>	<b>17</b>	<b>16</b>	
BERGAMO	BRITISH AIRWAYS PLC	S	52	0	2	24.1	37.0	18.5	9.3	1.9	3.7	1.9	0.0	0.0	0.0	3.7	9	0.0	0	0	
BERGAMO	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 BERGAMO</b>			<b>52</b>	<b>0</b>	<b>3</b>	<b>23.6</b>	<b>36.4</b>	<b>18.2</b>	<b>9.1</b>	<b>1.8</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.5</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BOLOGNA	EASYJET UK LTD	S	46	0	4	0.0	18.0	46.0	12.0	14.0	2.0	0.0	0.0	0.0	0.0	8.0	14	64.8	20	54	
<b>TOTAL BOLOGNA</b>			<b>46</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>18.0</b>	<b>46.0</b>	<b>12.0</b>	<b>14.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>14</b>	<b>64.8</b>	<b>20</b>	<b>54</b>	
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	32	0	0	0.0	18.8	56.3	9.4	9.4	6.3	0.0	0.0	0.0	0.0	0.0	15	62.5	16	24	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>56.3</b>	<b>9.4</b>	<b>9.4</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>62.5</b>	<b>16</b>	<b>24</b>	
FLORENCE	VUELING AIRLINES	S	80	0	4	2.4	39.3	29.8	11.9	8.3	2.4	0.0	1.2	0.0	0.0	4.8	13	71.2	12	66	
<b>TOTAL FLORENCE</b>			<b>80</b>	<b>0</b>	<b>4</b>	<b>2.4</b>	<b>39.3</b>	<b>29.8</b>	<b>11.9</b>	<b>8.3</b>	<b>2.4</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>13</b>	<b>71.2</b>	<b>12</b>	<b>66</b>	
GENOA	BRITISH AIRWAYS PLC	S	24	0	0	8.3	33.3	37.5	8.3	8.3	0.0	0.0	0.0	4.2	0.0	0.0	59	76.5	8	34	
<b>TOTAL GENOA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>33.3</b>	<b>37.5</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>76.5</b>	<b>8</b>	<b>34</b>	
MILAN (LINATE)	EASYJET UK LTD	S	160	0	8	2.4	31.5	37.5	11.3	4.2	4.8	0.6	3.0	0.0	0.0	4.8	19	76.2	14	164	
<b>TOTAL MILAN (LINATE)</b>			<b>160</b>	<b>0</b>	<b>8</b>	<b>2.4</b>	<b>31.5</b>	<b>37.5</b>	<b>11.3</b>	<b>4.2</b>	<b>4.8</b>	<b>0.6</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>19</b>	<b>76.2</b>	<b>14</b>	<b>164</b>	
MILAN (MALPENSA)	EASYJET UK LTD	S	256	0	7	2.3	28.5	37.6	11.8	11.4	4.6	0.8	0.0	0.4	0.0	2.7	17	74.1	14	290	
MILAN (MALPENSA)	VUELING AIRLINES	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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>258</b>	<b>0</b>	<b>7</b>	<b>2.3</b>	<b>28.3</b>	<b>37.7</b>	<b>11.7</b>	<b>11.7</b>	<b>4.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>2.6</b>	<b>17</b>	<b>73.9</b>	<b>14</b>	<b>290</b>	
NAPLES	BRITISH AIRWAYS PLC	S	64	0	2	1.5	16.7	50.0	18.2	7.6	1.5	0.0	1.5	0.0	0.0	3.0	15	79.6	14	54	
NAPLES	EASYJET UK LTD	S	56	0	3	0.0	18.6	45.8	13.6	15.3	1.7	0.0	0.0	0.0	0.0	5.1	13	75.0	12	56	
<b>TOTAL NAPLES</b>			<b>120</b>	<b>0</b>	<b>5</b>	<b>0.8</b>	<b>17.6</b>	<b>48.0</b>	<b>16.0</b>	<b>11.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>14</b>	<b>77.3</b>	<b>13</b>	<b>110</b>	
OLBIA	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	75.0	12	16	
<b>TOTAL OLBIA</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>75.0</b>	<b>12</b>	<b>16</b>	
PALERMO	EASYJET UK LTD	S	14	0	0	7.1	7.1	57.1	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	11	68.8	28	16	
<b>TOTAL PALERMO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>7.1</b>	<b>57.1</b>	<b>21.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>68.8</b>	<b>28</b>	<b>16</b>	
PISA	EASYJET UK LTD	S	66	0	4	0.0	15.7	45.7	11.4	14.3	5.7	1.4	0.0	0.0	0.0	5.7	19	75.6	13	86	
<b>TOTAL PISA</b>			<b>66</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>15.7</b>	<b>45.7</b>	<b>11.4</b>	<b>14.3</b>	<b>5.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>19</b>	<b>75.6</b>	<b>13</b>	<b>86</b>	
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	50	0	6	3.6	25.0	41.1	12.5	3.6	3.6	0.0	0.0	0.0	0.0	10.7	13	69.6	13	56	
ROME (FIUMICINO)	EASYJET UK LTD	S	166	0	7	1.7	28.9	38.7	9.8	8.1	3.5	2.3	2.9	0.0	0.0	4.0	23	73.4	16	192	
ROME (FIUMICINO)	VUELING AIRLINES	S	129	0	2	3.1	29.8	37.4	22.1	3.8	0.0	1.5	0.8	0.0	0.0	1.5	13	63.7	17	101	
<b>TOTAL ROME (FIUMICINO)</b>			<b>345</b>	<b>0</b>	<b>15</b>	<b>2.5</b>	<b>28.6</b>	<b>38.6</b>	<b>14.7</b>	<b>5.8</b>	<b>2.2</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>17</b>	<b>70.0</b>	<b>16</b>	<b>349</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	2	8	
TURIN	BRITISH AIRWAYS PLC	S	140	0	5	4.1	36.6	32.4	10.3	9.0	0.7	1.4	0.0	2.1	0.0	3.4	40	81.8	9	132	
TURIN	EASYJET UK LTD	S	58	0	4	0.0	21.0	38.7	14.5	12.9	3.2	3.2	0.0	0.0	0.0	6.5	19	53.1	28	48	
TURIN	TITAN AIRWAYS LTD	C	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	75.0	18	16	
TURIN	TUI AIRWAYS LTD	C	17	0	3	0.0	0.0	30.0	20.0	15.0	15.0	5.0	0.0	0.0	0.0	15.0	43	81.3	12	16	
TURIN	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL TURIN</b>			<b>225</b>	<b>0</b>	<b>12</b>	<b>2.5</b>	<b>29.1</b>	<b>34.2</b>	<b>12.7</b>	<b>10.5</b>	<b>2.5</b>	<b>2.1</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>5.1</b>	<b>33</b>	<b>75.7</b>	<b>14</b>	<b>221</b>	
VENICE	BRITISH AIRWAYS PLC	S	160	0	4	7.3	25.0	37.2	9.8	8.5	7.9	0.6	1.2	0.0	0.0	2.4	18	75.9	12	162	
VENICE	EASYJET UK LTD	S	183	0	2	2.7	29.2	33.0	15.1	11.4	5.9	1.1	0.0	0.5	0.0	1.1	19	65.1	19	186	
<b>TOTAL VENICE</b>			<b>343</b>	<b>0</b>	<b>6</b>	<b>4.9</b>	<b>27.2</b>	<b>35.0</b>	<b>12.6</b>	<b>10.0</b>	<b>6.9</b>	<b>0.9</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>1.7</b>	<b>19</b>	<b>70.1</b>	<b>16</b>	<b>348</b>	
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	56	0	0	3.6	42.9	33.9	3.6	12.5	1.8	0.0	0.0	1.8	0.0	0.0	31	82.1	8	55	
VERONA VILLAFRANCA	EASYJET UK LTD	S	36	0	0	0.0	13.9	50.0	16.7	13.9	2.8	0.0	2.8	0.0	0.0	0.0	23	71.1	12	36	
VERONA VILLAFRANCA	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	23	2	
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	30.0	10.0	10.0	10.0	30.0	10.0	0.0	0.0	0.0	83	62.5	22	8	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>28.4</b>	<b>39.2</b>	<b>8.8</b>	<b>12.7</b>	<b>2.9</b>	<b>2.9</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>75.0</b>	<b>11</b>	<b>101</b>	
<b>TOTAL ITALY</b>			<b>1893</b>	<b>0</b>	<b>72</b>	<b>3.2</b>	<b>27.6</b>	<b>37.6</b>	<b>12.5</b>	<b>9.3</b>	<b>3.9</b>	<b>1.1</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>3.7</b>	<b>20</b>	<b>72.6</b>	<b>15</b>	<b>1895</b>	
<b>JAMAICA</b>																					
KINGSTON	BRITISH AIRWAYS PLC	S	25	0	0	8.0	16.0	40.0	16.0	16.0	4.0	0.0	0.0	0.0	0.0	0.0	17	45.8	26	24	
KINGSTON	EVELOP	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	
KINGSTON	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	148	1	
<b>TOTAL KINGSTON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>15.4</b>	<b>38.5</b>	<b>15.4</b>	<b>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>18</b>	<b>44.0</b>	<b>31</b>	<b>25</b>	
MONTEGO BAY	TUI AIRWAYS LTD	C	27	0	0	0.0	7.4	29.6	25.9	18.5	11.1	7.4	0.0	0.0	0.0	0.0	37	32.0	51	25	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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	
MONTEGO BAY	VIRGIN ATLANTIC AIRWAYS LTD	S	25	0	0	20.0	36.0	24.0	12.0	0.0	0.0	4.0	4.0	0.0	0.0	0.0	19	70.8	23	24	
<b>TOTAL MONTEGO BAY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>21.2</b>	<b>26.9</b>	<b>19.2</b>	<b>9.6</b>	<b>5.8</b>	<b>5.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>51.0</b>	<b>37</b>	<b>49</b>	
<b>TOTAL JAMAICA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>19.2</b>	<b>30.8</b>	<b>17.9</b>	<b>11.5</b>	<b>6.4</b>	<b>3.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>48.6</b>	<b>35</b>	<b>74</b>	
<b>JORDAN</b>																					
AQABA	EASYJET UK LTD	S	18	0	1	21.1	15.8	36.8	5.3	10.5	0.0	5.3	0.0	0.0	0.0	5.3	15	87.5	8	8	
<b>TOTAL AQABA</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>21.1</b>	<b>15.8</b>	<b>36.8</b>	<b>5.3</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>5.3</b>	<b>15</b>	<b>87.5</b>	<b>8</b>	<b>8</b>	
<b>TOTAL JORDAN</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>21.1</b>	<b>15.8</b>	<b>36.8</b>	<b>5.3</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>5.3</b>	<b>15</b>	<b>87.5</b>	<b>8</b>	<b>8</b>	
<b>KUWAIT</b>																					
KUWAIT	JAZEERA AIRWAYS K.S.C.P	S	56	0	2	5.2	12.1	46.6	17.2	12.1	3.4	0.0	0.0	0.0	0.0	3.4	15	0.0	0	0	
<b>TOTAL KUWAIT</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>5.2</b>	<b>12.1</b>	<b>46.6</b>	<b>17.2</b>	<b>12.1</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL KUWAIT</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>5.2</b>	<b>12.1</b>	<b>46.6</b>	<b>17.2</b>	<b>12.1</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>LATVIA</b>																					
RIGA	AIR BALTIC	S	76	0	2	5.1	29.5	32.1	19.2	9.0	2.6	0.0	0.0	0.0	0.0	2.6	12	70.5	12	88	
<b>TOTAL RIGA</b>			<b>76</b>	<b>0</b>	<b>2</b>	<b>5.1</b>	<b>29.5</b>	<b>32.1</b>	<b>19.2</b>	<b>9.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>12</b>	<b>70.5</b>	<b>12</b>	<b>88</b>	
<b>TOTAL LATVIA</b>			<b>76</b>	<b>0</b>	<b>2</b>	<b>5.1</b>	<b>29.5</b>	<b>32.1</b>	<b>19.2</b>	<b>9.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>12</b>	<b>70.5</b>	<b>12</b>	<b>88</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	EASYJET UK LTD	S	38	0	2	0.0	17.5	22.5	10.0	22.5	12.5	7.5	2.5	0.0	0.0	5.0	43	36.8	30	38	
LUXEMBOURG	LUXAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL LUXEMBOURG</b>			<b>39</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>17.1</b>	<b>24.4</b>	<b>9.8</b>	<b>22.0</b>	<b>12.2</b>	<b>7.3</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>42</b>	<b>36.8</b>	<b>30</b>	<b>38</b>	
<b>TOTAL LUXEMBOURG</b>			<b>39</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>17.1</b>	<b>24.4</b>	<b>9.8</b>	<b>22.0</b>	<b>12.2</b>	<b>7.3</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>42</b>	<b>36.8</b>	<b>30</b>	<b>38</b>	
<b>MALAYSIA</b>																					
LANGKAWI	TUI AIRWAYS LTD	C	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	33	66.7	7	3	
<b>TOTAL LANGKAWI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>66.7</b>	<b>7</b>	<b>3</b>	
<b>TOTAL MALAYSIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>66.7</b>	<b>7</b>	<b>3</b>	
<b>MALDIVE ISLANDS</b>																					
MALE INTERNATIONAL	BRITISH AIRWAYS PLC	S	25	0	0	0.0	16.0	32.0	4.0	20.0	28.0	0.0	0.0	0.0	0.0	0.0	32	58.3	13	24	
<b>TOTAL MALE INTERNATIONAL</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.0</b>	<b>32.0</b>	<b>4.0</b>	<b>20.0</b>	<b>28.0</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>58.3</b>	<b>13</b>	<b>24</b>	
<b>TOTAL MALDIVE ISLANDS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.0</b>	<b>32.0</b>	<b>4.0</b>	<b>20.0</b>	<b>28.0</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>58.3</b>	<b>13</b>	<b>24</b>	
<b>MALTA</b>																					
MALTA	AIR MALTA	S	76	0	4	0.0	7.5	36.3	31.3	15.0	5.0	0.0	0.0	0.0	0.0	5.0	21	64.9	19	57	
MALTA	BRITISH AIRWAYS PLC	S	36	0	2	2.6	15.8	39.5	10.5	15.8	5.3	2.6	2.6	0.0	0.0	5.3	28	90.6	4	32	
MALTA	EASYJET UK LTD	S	64	0	3	1.5	14.9	41.8	10.4	19.4	4.5	3.0	0.0	0.0	0.0	4.5	23	69.1	13	68	
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	5	5	
<b>TOTAL MALTA</b>			<b>176</b>	<b>0</b>	<b>9</b>	<b>1.1</b>	<b>11.9</b>	<b>38.9</b>	<b>19.5</b>	<b>16.8</b>	<b>4.9</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>23</b>	<b>72.8</b>	<b>13</b>	<b>162</b>	
<b>TOTAL MALTA</b>			<b>176</b>	<b>0</b>	<b>9</b>	<b>1.1</b>	<b>11.9</b>	<b>38.9</b>	<b>19.5</b>	<b>16.8</b>	<b>4.9</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>23</b>	<b>72.8</b>	<b>13</b>	<b>162</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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>MAURITIUS</b>																					
MAURITIUS	BRITISH AIRWAYS PLC	S	42	0	0	21.4	40.5	26.2	4.8	4.8	0.0	0.0	2.4	0.0	0.0	0.0	11	80.0	22	40	
MAURITIUS	TUI AIRWAYS LTD	S	8	0	0	12.5	25.0	12.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	62.5	13	8	
<b>TOTAL MAURITIUS</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>38.0</b>	<b>24.0</b>	<b>10.0</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>12</b>	<b>77.1</b>	<b>20</b>	<b>48</b>	
<b>TOTAL MAURITIUS</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>38.0</b>	<b>24.0</b>	<b>10.0</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>12</b>	<b>77.1</b>	<b>20</b>	<b>48</b>	
<b>MEXICO</b>																					
CANCUN	BRITISH AIRWAYS PLC	S	42	0	0	11.9	42.9	40.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	70.8	9	24	
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	8.3	38	12	
CANCUN	TUI AIRWAYS LTD	S	24	0	2	3.8	19.2	34.6	19.2	3.8	11.5	0.0	0.0	0.0	0.0	7.7	19	75.0	9	24	
<b>TOTAL CANCUN</b>			<b>66</b>	<b>0</b>	<b>2</b>	<b>8.8</b>	<b>33.8</b>	<b>38.2</b>	<b>10.3</b>	<b>1.5</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>9</b>	<b>60.0</b>	<b>15</b>	<b>60</b>	
LOS CABOS	TUI AIRWAYS LTD	C	9	0	0	22.2	11.1	11.1	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL LOS CABOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>11.1</b>	<b>11.1</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>11</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	0.0	0	0.0	74	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>0.0</b>	<b>0</b>	<b>0.0</b>	<b>74</b>	<b>8</b>	
<b>TOTAL MEXICO</b>			<b>75</b>	<b>0</b>	<b>2</b>	<b>10.4</b>	<b>31.2</b>	<b>35.1</b>	<b>15.6</b>	<b>1.3</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>10</b>	<b>52.9</b>	<b>22</b>	<b>68</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	EASYJET UK LTD	S	34	0	2	8.3	16.7	41.7	5.6	13.9	8.3	0.0	0.0	0.0	0.0	5.6	18	58.3	17	24	
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	16	0	0	0.0	12.5	43.8	25.0	6.3	12.5	0.0	0.0	0.0	0.0	0.0	20	56.3	52	16	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>5.8</b>	<b>15.4</b>	<b>42.3</b>	<b>11.5</b>	<b>11.5</b>	<b>9.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>19</b>	<b>57.5</b>	<b>31</b>	<b>40</b>	
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	47	0	1	8.3	18.8	31.3	10.4	14.6	14.6	0.0	0.0	0.0	0.0	2.1	24	76.3	14	38	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>47</b>	<b>0</b>	<b>1</b>	<b>8.3</b>	<b>18.8</b>	<b>31.3</b>	<b>10.4</b>	<b>14.6</b>	<b>14.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>24</b>	<b>76.3</b>	<b>14</b>	<b>38</b>	
FEZ	AIR ARABIA MAROC	S	18	0	0	0.0	22.2	22.2	27.8	16.7	5.6	5.6	0.0	0.0	0.0	0.0	26	43.8	126	16	
<b>TOTAL FEZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>22.2</b>	<b>27.8</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>43.8</b>	<b>126</b>	<b>16</b>	
MARRAKESH	AIR ARABIA MAROC	S	14	0	2	25.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	1	78.6	3	12	
MARRAKESH	BRITISH AIRWAYS PLC	S	64	0	2	12.1	25.8	31.8	9.1	15.2	1.5	1.5	0.0	0.0	0.0	3.0	15	69.6	14	56	
MARRAKESH	EASYJET UK LTD	S	106	0	5	9.0	17.1	35.1	11.7	11.7	6.3	1.8	1.8	0.9	0.0	4.5	26	75.5	11	106	
MARRAKESH	TUI AIRWAYS LTD	S	16	0	0	0.0	6.3	56.3	12.5	6.3	6.3	6.3	6.3	0.0	0.0	0.0	36	91.7	9	12	
<b>TOTAL MARRAKESH</b>			<b>200</b>	<b>0</b>	<b>9</b>	<b>10.5</b>	<b>20.6</b>	<b>34.9</b>	<b>10.0</b>	<b>11.5</b>	<b>4.3</b>	<b>1.9</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>4.3</b>	<b>22</b>	<b>75.0</b>	<b>11</b>	<b>186</b>	
TANGIERS (IBN BATUTA)	AIR ARABIA MAROC	S	14	0	2	0.0	18.8	31.3	25.0	6.3	6.3	0.0	0.0	0.0	0.0	12.5	16	68.8	14	16	
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>18.8</b>	<b>31.3</b>	<b>25.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>16</b>	<b>68.8</b>	<b>14</b>	<b>16</b>	
<b>TOTAL MOROCCO</b>			<b>329</b>	<b>0</b>	<b>14</b>	<b>8.5</b>	<b>19.5</b>	<b>34.7</b>	<b>12.0</b>	<b>12.0</b>	<b>6.7</b>	<b>1.5</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>4.1</b>	<b>21</b>	<b>70.8</b>	<b>21</b>	<b>296</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	58	1	
AMSTERDAM	BRITISH AIRWAYS PLC	S	182	0	7	3.7	32.8	34.4	9.5	8.5	5.8	0.5	0.5	0.5	0.0	3.7	22	73.9	13	184	
AMSTERDAM	EASYJET UK LTD	S	380	0	14	5.6	30.2	34.5	12.4	5.8	5.1	1.3	1.0	0.5	0.0	3.6	19	71.2	16	402	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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 AMSTERDAM</b>			<b>562</b>	<b>0</b>	<b>21</b>	<b>5.0</b>	<b>31.0</b>	<b>34.5</b>	<b>11.5</b>	<b>6.7</b>	<b>5.3</b>	<b>1.0</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>3.6</b>	<b>20</b>	<b>71.9</b>	<b>16</b>	<b>587</b>	
ROTTERDAM	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL ROTTERDAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL NETHERLANDS</b>			<b>562</b>	<b>0</b>	<b>21</b>	<b>5.0</b>	<b>31.0</b>	<b>34.5</b>	<b>11.5</b>	<b>6.7</b>	<b>5.3</b>	<b>1.0</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>3.6</b>	<b>20</b>	<b>71.9</b>	<b>15</b>	<b>588</b>	
<b>NORWAY</b>																					
BERGEN	NORWEGIAN AIR SHUTTLE	S	102	0	4	3.8	31.1	38.7	15.1	4.7	2.8	0.0	0.0	0.0	0.0	3.8	10	70.8	14	96	
BERGEN	TITAN AIRWAYS LTD	C	6	0	0	0.0	33.3	33.3	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	17	80.0	6	5	
<b>TOTAL BERGEN</b>			<b>108</b>	<b>0</b>	<b>4</b>	<b>3.6</b>	<b>31.3</b>	<b>38.4</b>	<b>15.2</b>	<b>4.5</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>11</b>	<b>71.3</b>	<b>13</b>	<b>101</b>	
OSLO (GARDERMOEN)	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	32	1		
OSLO (GARDERMOEN)	NORWEGIAN AIR INTERNATIONAL	S	214	0	8	4.5	28.8	25.7	16.2	14.4	4.5	1.4	0.9	0.0	0.0	3.6	20	68.5	17	200	
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	51.2	31	40	
OSLO (GARDERMOEN)	NORWEGIAN AIR UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>216</b>	<b>0</b>	<b>8</b>	<b>4.5</b>	<b>28.6</b>	<b>25.9</b>	<b>16.5</b>	<b>14.3</b>	<b>4.5</b>	<b>1.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>20</b>	<b>65.0</b>	<b>20</b>	<b>241</b>	
STAVANGER	NORWEGIAN AIR SHUTTLE	S	46	0	2	12.5	37.5	33.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	4.2	5	81.3	10	48	
<b>TOTAL STAVANGER</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>12.5</b>	<b>37.5</b>	<b>33.3</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>4.2</b>	<b>5</b>	<b>81.3</b>	<b>10</b>	<b>48</b>	
TROMSOE	NORWEGIAN AIR INTERNATIONAL	S	34	0	0	2.9	14.7	47.1	14.7	17.6	2.9	0.0	0.0	0.0	0.0	0.0	14	68.8	14	32	
<b>TOTAL TROMSOE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>14.7</b>	<b>47.1</b>	<b>14.7</b>	<b>17.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>68.8</b>	<b>14</b>	<b>32</b>	
TRONDHEIM (VAERNES)	NORWEGIAN AIR INTERNATIONAL	S	22	0	2	4.2	45.8	16.7	12.5	0.0	12.5	0.0	0.0	0.0	0.0	8.3	17	72.9	17	48	
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>4.2</b>	<b>45.8</b>	<b>16.7</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>8.3</b>	<b>17</b>	<b>72.9</b>	<b>17</b>	<b>48</b>	
<b>TOTAL NORWAY</b>			<b>426</b>	<b>0</b>	<b>16</b>	<b>5.0</b>	<b>30.1</b>	<b>31.0</b>	<b>14.7</b>	<b>10.4</b>	<b>4.1</b>	<b>0.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>15</b>	<b>69.1</b>	<b>17</b>	<b>470</b>	
<b>PAKISTAN</b>																					
BENAZIR BHUTTO INTERNATIONAL AIRPORT	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0	
<b>TOTAL BENAZIR BHUTTO INTERNATIONAL AIRPORT</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL PAKISTAN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>POLAND</b>																					
GDANSK	WIZZ AIR	S	50	0	0	6.0	32.0	28.0	8.0	16.0	10.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL GDANSK</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>32.0</b>	<b>28.0</b>	<b>8.0</b>	<b>16.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KRAKOW	EASYJET UK LTD	S	100	0	0	2.0	18.0	48.0	8.0	14.0	8.0	0.0	1.0	1.0	0.0	0.0	24	65.3	23	72	
KRAKOW	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	2	
KRAKOW	TITAN AIRWAYS LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
KRAKOW	WIZZ AIR	S	14	0	0	7.1	14.3	57.1	7.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL KRAKOW</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>17.2</b>	<b>50.0</b>	<b>7.8</b>	<b>12.1</b>	<b>8.6</b>	<b>0.0</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>64.9</b>	<b>23</b>	<b>74</b>	
WARSAW (CHOPIN)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	17	32		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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
WARSAW (CHOPIN)	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	5	1
<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>63.6</b>	<b>16</b>	<b>33</b>
<b>TOTAL POLAND</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>21.7</b>	<b>43.4</b>	<b>7.8</b>	<b>13.3</b>	<b>9.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>64.5</b>	<b>21</b>	<b>107</b>
<b>PORTUGAL(EXCLUDING</b>																				
FARO	BRITISH AIRWAYS PLC	S	82	0	2	13.1	26.2	32.1	9.5	10.7	4.8	1.2	0.0	0.0	0.0	2.4	14	85.5	9	76
FARO	EASYJET UK LTD	S	112	0	10	4.9	23.0	39.3	12.3	5.7	4.1	2.5	0.0	0.0	0.0	8.2	17	79.6	13	108
<b>TOTAL FARO</b>			<b>194</b>	<b>0</b>	<b>12</b>	<b>8.3</b>	<b>24.3</b>	<b>36.4</b>	<b>11.2</b>	<b>7.8</b>	<b>4.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.8</b>	<b>16</b>	<b>82.1</b>	<b>11</b>	<b>184</b>
LISBON	AIR PORTUGAL	S	96	0	2	7.1	25.5	39.8	14.3	6.1	3.1	2.0	0.0	0.0	0.0	2.0	14	69.7	13	89
LISBON	EASYJET UK LTD	S	96	0	4	9.0	28.0	34.0	6.0	8.0	10.0	1.0	0.0	0.0	0.0	4.0	16	61.5	28	104
<b>TOTAL LISBON</b>			<b>192</b>	<b>0</b>	<b>6</b>	<b>8.1</b>	<b>26.8</b>	<b>36.9</b>	<b>10.1</b>	<b>7.1</b>	<b>6.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>15</b>	<b>65.3</b>	<b>21</b>	<b>193</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	102	0	4	3.8	44.3	26.4	9.4	4.7	6.6	0.9	0.0	0.0	0.0	3.8	14	75.9	19	112
OPORTO (PORTUGAL)	BRITISH AIRWAYS PLC	S	56	0	2	10.3	36.2	19.0	10.3	12.1	8.6	0.0	0.0	0.0	0.0	3.4	15	87.5	8	40
OPORTO (PORTUGAL)	EASYJET UK LTD	S	44	0	4	0.0	27.1	39.6	8.3	10.4	4.2	2.1	0.0	0.0	0.0	8.3	16	49.0	25	49
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>202</b>	<b>0</b>	<b>10</b>	<b>4.7</b>	<b>38.2</b>	<b>27.4</b>	<b>9.4</b>	<b>8.0</b>	<b>6.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>15</b>	<b>71.6</b>	<b>18</b>	<b>201</b>
<b>TOTAL PORTUGAL</b>			<b>588</b>	<b>0</b>	<b>28</b>	<b>7.0</b>	<b>29.9</b>	<b>33.4</b>	<b>10.2</b>	<b>7.6</b>	<b>5.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>15</b>	<b>72.8</b>	<b>17</b>	<b>578</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	BRITISH AIRWAYS PLC	S	56	0	0	25.0	26.8	28.6	7.1	5.4	5.4	0.0	0.0	1.8	0.0	0.0	33	80.0	9	54
FUNCHAL	EASYJET UK LTD	S	58	0	3	6.6	21.3	45.9	13.1	4.9	3.3	0.0	0.0	0.0	0.0	4.9	12	70.3	18	64
FUNCHAL	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	62.5	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	72	87.5	7	8
<b>TOTAL FUNCHAL</b>			<b>122</b>	<b>0</b>	<b>3</b>	<b>14.4</b>	<b>23.2</b>	<b>39.2</b>	<b>9.6</b>	<b>4.8</b>	<b>4.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>2.4</b>	<b>26</b>	<b>75.6</b>	<b>13</b>	<b>126</b>
<b>TOTAL PORTUGAL</b>			<b>122</b>	<b>0</b>	<b>3</b>	<b>14.4</b>	<b>23.2</b>	<b>39.2</b>	<b>9.6</b>	<b>4.8</b>	<b>4.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>2.4</b>	<b>26</b>	<b>75.6</b>	<b>13</b>	<b>126</b>
<b>QATAR</b>																				
DOHA HAMAD	QATAR AIRWAYS	S	149	0	1	2.7	34.7	32.0	23.3	5.3	1.3	0.0	0.0	0.0	0.0	0.7	10	85.2	9	128
<b>TOTAL DOHA HAMAD</b>			<b>149</b>	<b>0</b>	<b>1</b>	<b>2.7</b>	<b>34.7</b>	<b>32.0</b>	<b>23.3</b>	<b>5.3</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>10</b>	<b>85.2</b>	<b>9</b>	<b>128</b>
<b>TOTAL QATAR</b>			<b>149</b>	<b>0</b>	<b>1</b>	<b>2.7</b>	<b>34.7</b>	<b>32.0</b>	<b>23.3</b>	<b>5.3</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>10</b>	<b>85.2</b>	<b>9</b>	<b>128</b>
<b>REPUBLIC OF SOUTH</b>																				
CAPE TOWN	BRITISH AIRWAYS PLC	S	26	0	0	0.0	30.8	65.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	9	24
CAPE TOWN	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	29.2	34	24
<b>TOTAL CAPE TOWN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>65.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>56.3</b>	<b>22</b>	<b>48</b>
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>65.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>56.3</b>	<b>22</b>	<b>48</b>
BUCHAREST (OTOPENI)	WIZZ AIR	S	48	0	0	0.0	6.3	22.9	43.8	16.7	10.4	0.0	0.0	0.0	0.0	0.0	27	68.5	12	54
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>22.9</b>	<b>43.8</b>	<b>16.7</b>	<b>10.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>68.5</b>	<b>12</b>	<b>54</b>
CLUJ NAPOCA	WIZZ AIR	S	40	0	0	7.5	0.0	27.5	32.5	20.0	12.5	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
<b>TOTAL CLUJ NAPOCA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>0.0</b>	<b>27.5</b>	<b>32.5</b>	<b>20.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
							to 1 m early	15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late								
<b>TOTAL ROMANIA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>3.4</b>	<b>25.0</b>	<b>38.6</b>	<b>18.2</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>68.5</b>	<b>12</b>	<b>54</b>	
<b>RUSSIA</b>																					
<b>ST PETERSBURG</b>	ROSSIYA AIRLINES	S	58	0	0	5.2	51.7	25.9	6.9	8.6	1.7	0.0	0.0	0.0	0.0	0.0	8	80.4	8	56	
<b>TOTAL ST PETERSBURG</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>51.7</b>	<b>25.9</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>80.4</b>	<b>8</b>	<b>56</b>	
<b>TOTAL RUSSIA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>51.7</b>	<b>25.9</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>80.4</b>	<b>8</b>	<b>56</b>	
<b>RWANDA</b>																					
<b>KIGALI</b>	RWANDAIR EXPRESS	S	26	0	0	23.1	11.5	23.1	15.4	11.5	15.4	0.0	0.0	0.0	0.0	0.0	21	91.7	5	24	
<b>TOTAL KIGALI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>11.5</b>	<b>23.1</b>	<b>15.4</b>	<b>11.5</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>91.7</b>	<b>5</b>	<b>24</b>	
<b>TOTAL RWANDA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>11.5</b>	<b>23.1</b>	<b>15.4</b>	<b>11.5</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>91.7</b>	<b>5</b>	<b>24</b>	
<b>SAINT KITTS AND NEVIS</b>																					
<b>ST KITTS</b>	BRITISH AIRWAYS PLC	S	17	0	0	29.4	23.5	23.5	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	16	
<b>TOTAL ST KITTS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>29.4</b>	<b>23.5</b>	<b>23.5</b>	<b>11.8</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>3</b>	<b>16</b>	
<b>TOTAL SAINT KITTS AND SEYCHELLES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>29.4</b>	<b>23.5</b>	<b>23.5</b>	<b>11.8</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>3</b>	<b>16</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	0	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>0</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>0</b>	<b>1</b>	
<b>SLOVENIA</b>																					
<b>LJUBLJANA</b>	EASYJET UK LTD	S	28	0	2	10.0	20.0	33.3	20.0	0.0	10.0	0.0	0.0	0.0	0.0	6.7	16	71.9	12	32	
<b>TOTAL LJUBLJANA</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>10.0</b>	<b>20.0</b>	<b>33.3</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>6.7</b>	<b>16</b>	<b>71.9</b>	<b>12</b>	<b>32</b>	
<b>TOTAL SLOVENIA</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>10.0</b>	<b>20.0</b>	<b>33.3</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>6.7</b>	<b>16</b>	<b>71.9</b>	<b>12</b>	<b>32</b>	
<b>SPAIN</b>																					
<b>ALICANTE</b>	BRITISH AIRWAYS PLC	S	52	0	2	3.7	24.1	37.0	14.8	9.3	1.9	5.6	0.0	0.0	0.0	3.7	19	59.7	18	62	
<b>ALICANTE</b>	EASYJET UK LTD	S	121	0	10	4.6	22.9	32.8	11.5	11.5	4.6	1.5	3.1	0.0	0.0	7.6	24	76.6	12	128	
<b>ALICANTE</b>	NORWEGIAN AIR INTERNATIONAL	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>ALICANTE</b>	NORWEGIAN AIR INTERNATIONAL	S	34	0	0	8.8	35.3	32.4	14.7	5.9	0.0	0.0	0.0	2.9	0.0	0.0	19	80.0	8	40	
<b>ALICANTE</b>	RYANAIR	S	50	0	0	6.0	40.0	36.0	4.0	4.0	8.0	2.0	0.0	0.0	0.0	0.0	14	81.3	9	48	
<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	50.0	27	8	
<b>ALICANTE</b>	VUELING AIRLINES	S	27	0	2	13.8	34.5	31.0	3.4	0.0	10.3	0.0	0.0	0.0	0.0	6.9	13	0.0	0	0	
<b>TOTAL ALICANTE</b>			<b>284</b>	<b>0</b>	<b>15</b>	<b>6.0</b>	<b>28.4</b>	<b>33.8</b>	<b>10.4</b>	<b>8.0</b>	<b>4.7</b>	<b>2.0</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>5.0</b>	<b>20</b>	<b>73.4</b>	<b>13</b>	<b>286</b>	
<b>ALMERIA</b>	EASYJET UK LTD	S	34	0	0	5.9	26.5	55.9	2.9	0.0	2.9	0.0	2.9	2.9	0.0	0.0	26	72.2	23	36	
<b>TOTAL ALMERIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>26.5</b>	<b>55.9</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>72.2</b>	<b>23</b>	<b>36</b>	
<b>ASTURIAS</b>	VUELING AIRLINES	S	24	0	0	8.3	12.5	58.3	8.3	4.2	8.3	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL ASTURIAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>12.5</b>	<b>58.3</b>	<b>8.3</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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BARCELONA</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	95.7	3	70	
<b>BARCELONA</b>	EASYJET UK LTD	S	262	0	8	6.3	28.1	33.0	10.4	13.0	5.2	0.4	0.4	0.4	0.0	3.0	18	74.3	14	304	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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								
BARCELONA	NORWEGIAN AIR INTERNATIONAL	S	114	0	1	1.7	25.2	44.3	7.8	7.8	7.8	4.3	0.0	0.0	0.0	0.9	22	76.8	13	112	
BARCELONA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	86	2	
BARCELONA	VUELING AIRLINES	S	302	0	11	4.8	33.5	33.2	9.3	8.6	6.1	1.0	0.0	0.0	0.0	3.5	15	66.4	18	287	
<b>TOTAL BARCELONA</b>			<b>678</b>	<b>0</b>	<b>20</b>	<b>4.9</b>	<b>30.1</b>	<b>35.0</b>	<b>9.5</b>	<b>10.2</b>	<b>6.0</b>	<b>1.3</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>2.9</b>	<b>17</b>	<b>73.4</b>	<b>15</b>	<b>775</b>	
BILBAO	BRITISH AIRWAYS PLC	S	50	0	2	9.6	30.8	28.8	9.6	9.6	5.8	1.9	0.0	0.0	0.0	3.8	16	0.0	0	0	
BILBAO	VUELING AIRLINES	S	52	0	4	0.0	21.4	37.5	23.2	3.6	7.1	0.0	0.0	0.0	0.0	7.1	16	85.7	11	56	
<b>TOTAL BILBAO</b>			<b>102</b>	<b>0</b>	<b>6</b>	<b>4.6</b>	<b>25.9</b>	<b>33.3</b>	<b>16.7</b>	<b>6.5</b>	<b>6.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>16</b>	<b>85.7</b>	<b>11</b>	<b>56</b>	
GRANADA	EASYJET UK LTD	S	16	0	0	0.0	12.5	37.5	25.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	22	83.3	8	24	
<b>TOTAL GRANADA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>83.3</b>	<b>8</b>	<b>24</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	21	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>21</b>	<b>8</b>	
MADRID	AIR EUROPA	S	114	0	2	4.3	40.5	33.6	6.9	6.0	5.2	0.0	1.7	0.0	0.0	1.7	16	70.5	16	112	
MADRID	EASYJET UK LTD	S	180	0	10	5.3	30.0	27.4	11.1	11.1	7.4	2.6	0.0	0.0	0.0	5.3	20	73.5	13	204	
MADRID	IBERIA EXPRESS	S	108	0	2	4.5	32.7	36.4	12.7	8.2	1.8	1.8	0.0	0.0	0.0	1.8	12	72.2	13	106	
MADRID	NORWEGIAN AIR INTERNATIONAL	S	48	0	1	6.1	36.7	30.6	12.2	6.1	6.1	0.0	0.0	0.0	0.0	2.0	11	82.3	8	96	
<b>TOTAL MADRID</b>			<b>450</b>	<b>0</b>	<b>15</b>	<b>4.9</b>	<b>34.0</b>	<b>31.4</b>	<b>10.5</b>	<b>8.6</b>	<b>5.4</b>	<b>1.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>16</b>	<b>74.2</b>	<b>13</b>	<b>518</b>	
MAHON	EASYJET UK LTD	S	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	9	62.5	19	16	
<b>TOTAL MAHON</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>9</b>	<b>62.5</b>	<b>19</b>	<b>16</b>	
MALAGA	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2	
MALAGA	BRITISH AIRWAYS PLC	S	94	0	2	6.3	32.3	33.3	10.4	8.3	3.1	3.1	0.0	1.0	0.0	2.1	26	87.2	7	94	
MALAGA	EASYJET UK LTD	S	138	0	7	2.1	24.1	38.6	10.3	7.6	5.5	3.4	3.4	0.0	0.0	4.8	26	75.3	12	162	
MALAGA	NORWEGIAN AIR INTERNATIONAL	S	93	0	2	3.2	28.4	36.8	14.7	8.4	4.2	0.0	2.1	0.0	0.0	2.1	17	65.3	19	120	
MALAGA	TUI AIRWAYS LTD	C	7	0	1	0.0	0.0	37.5	12.5	12.5	12.5	0.0	12.5	0.0	0.0	12.5	49	62.5	10	8	
<b>TOTAL MALAGA</b>			<b>332</b>	<b>0</b>	<b>12</b>	<b>3.5</b>	<b>27.0</b>	<b>36.6</b>	<b>11.6</b>	<b>8.1</b>	<b>4.7</b>	<b>2.3</b>	<b>2.3</b>	<b>0.3</b>	<b>0.0</b>	<b>3.5</b>	<b>24</b>	<b>74.9</b>	<b>13</b>	<b>386</b>	
MURCIA INTERNATIONAL	EASYJET UK LTD	S	48	0	3	7.8	27.5	33.3	7.8	13.7	3.9	0.0	0.0	0.0	0.0	5.9	13	78.8	10	52	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>48</b>	<b>0</b>	<b>3</b>	<b>7.8</b>	<b>27.5</b>	<b>33.3</b>	<b>7.8</b>	<b>13.7</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>13</b>	<b>78.8</b>	<b>10</b>	<b>52</b>	
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	24	0	2	7.7	7.7	50.0	11.5	3.8	11.5	0.0	0.0	0.0	0.0	7.7	18	81.3	9	32	
PALMA DE MALLORCA	EASYJET UK LTD	S	86	0	3	5.6	27.0	38.2	11.2	11.2	2.2	1.1	0.0	0.0	0.0	3.4	13	77.5	14	102	
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	75.0	13	48	
<b>TOTAL PALMA DE MALLORCA</b>			<b>110</b>	<b>0</b>	<b>5</b>	<b>6.1</b>	<b>22.6</b>	<b>40.9</b>	<b>11.3</b>	<b>9.6</b>	<b>4.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>14</b>	<b>77.0</b>	<b>13</b>	<b>182</b>	
SEVILLE	BRITISH AIRWAYS PLC	S	52	0	2	9.3	31.5	35.2	1.9	7.4	9.3	1.9	0.0	0.0	0.0	3.7	17	83.3	9	54	
SEVILLE	EASYJET UK LTD	S	58	0	4	12.9	17.7	40.3	6.5	9.7	3.2	0.0	3.2	0.0	0.0	6.5	18	72.4	23	58	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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 SEVILLE</b>			<b>110</b>	<b>0</b>	<b>6</b>	<b>11.2</b>	<b>24.1</b>	<b>37.9</b>	<b>4.3</b>	<b>8.6</b>	<b>6.0</b>	<b>0.9</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.2</b>	<b>18</b>	<b>76.3</b>	<b>16</b>	<b>112</b>	
VALENCIA	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.8	8	38	
VALENCIA	EASYJET UK LTD	S	112	0	8	1.7	24.2	32.5	15.0	13.3	5.0	1.7	0.0	0.0	0.0	6.7	19	70.0	17	120	
<b>TOTAL VALENCIA</b>			<b>112</b>	<b>0</b>	<b>8</b>	<b>1.7</b>	<b>24.2</b>	<b>32.5</b>	<b>15.0</b>	<b>13.3</b>	<b>5.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>19</b>	<b>74.1</b>	<b>15</b>	<b>158</b>	
<b>TOTAL SPAIN</b>			<b>2318</b>	<b>0</b>	<b>90</b>	<b>5.1</b>	<b>28.7</b>	<b>35.1</b>	<b>10.5</b>	<b>9.1</b>	<b>5.3</b>	<b>1.5</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>3.7</b>	<b>18</b>	<b>74.5</b>	<b>14</b>	<b>2609</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	BRITISH AIRWAYS PLC	S	46	0	2	14.6	18.8	27.1	10.4	8.3	6.3	6.3	0.0	4.2	0.0	4.2	71	59.1	23	44	
ARRECIFE	EASYJET UK LTD	S	89	0	8	3.1	17.5	40.2	17.5	7.2	4.1	2.1	0.0	0.0	0.0	8.2	19	63.2	19	68	
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	78.6	11	28	
ARRECIFE	TUI AIRWAYS LTD	C	21	0	2	4.3	8.7	43.5	8.7	8.7	13.0	0.0	4.3	0.0	0.0	8.7	31	55.2	20	29	
<b>TOTAL ARRECIFE</b>			<b>156</b>	<b>0</b>	<b>12</b>	<b>6.5</b>	<b>16.7</b>	<b>36.9</b>	<b>14.3</b>	<b>7.7</b>	<b>6.0</b>	<b>3.0</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>7.1</b>	<b>36</b>	<b>63.3</b>	<b>19</b>	<b>169</b>	
FUERTEVENTURA	EASYJET UK LTD	S	64	0	6	10.0	11.4	31.4	14.3	17.1	5.7	0.0	1.4	0.0	0.0	8.6	23	73.3	15	60	
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	72.2	11	18	
FUERTEVENTURA	TUI AIRWAYS LTD	C	18	0	1	0.0	10.5	42.1	10.5	31.6	0.0	0.0	0.0	0.0	0.0	5.3	18	50.0	30	16	
<b>TOTAL FUERTEVENTURA</b>			<b>82</b>	<b>0</b>	<b>7</b>	<b>7.9</b>	<b>11.2</b>	<b>33.7</b>	<b>13.5</b>	<b>20.2</b>	<b>4.5</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>7.9</b>	<b>22</b>	<b>69.1</b>	<b>16</b>	<b>94</b>	
LAS PALMAS	BRITISH AIRWAYS PLC	S	28	0	0	14.3	25.0	21.4	21.4	3.6	3.6	0.0	3.6	7.1	0.0	0.0	154	0.0	0	0	
LAS PALMAS	EASYJET UK LTD	S	53	0	10	1.6	17.5	30.2	11.1	12.7	6.3	3.2	1.6	0.0	0.0	15.9	28	60.0	20	60	
LAS PALMAS	NORWEGIAN AIR INTERNATIONAL	S	15	0	1	6.3	31.3	31.3	12.5	12.5	0.0	0.0	0.0	0.0	0.0	6.3	11	62.5	18	16	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	32	8	
LAS PALMAS	TUI AIRWAYS LTD	C	27	0	3	3.3	6.7	26.7	16.7	10.0	6.7	6.7	13.3	0.0	0.0	10.0	62	43.8	25	32	
<b>TOTAL LAS PALMAS</b>			<b>123</b>	<b>0</b>	<b>14</b>	<b>5.1</b>	<b>18.2</b>	<b>27.7</b>	<b>14.6</b>	<b>10.2</b>	<b>5.1</b>	<b>2.9</b>	<b>4.4</b>	<b>1.5</b>	<b>0.0</b>	<b>10.2</b>	<b>62</b>	<b>55.2</b>	<b>22</b>	<b>116</b>	
SANTA CRUZ DE LA PALMA	EASYJET UK LTD	S	18	0	1	5.3	21.1	31.6	15.8	5.3	15.8	0.0	0.0	0.0	0.0	5.3	22	87.5	11	16	
SANTA CRUZ DE LA PALMA	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	50.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	23	87.5	7	8	
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>3.7</b>	<b>22.2</b>	<b>37.0</b>	<b>11.1</b>	<b>7.4</b>	<b>14.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>22</b>	<b>87.5</b>	<b>10</b>	<b>24</b>	
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	S	98	0	3	10.9	20.8	27.7	15.8	10.9	6.9	0.0	1.0	3.0	0.0	3.0	56	73.4	12	94	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	143	0	7	13.3	9.3	38.0	13.3	12.7	6.0	0.7	2.0	0.0	0.0	4.7	23	66.1	16	112	
TENERIFE (SURREINA SOFIA)	GAINJET AVIATION	C	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	S	33	0	2	2.9	34.3	31.4	11.4	5.7	2.9	0.0	2.9	2.9	0.0	5.7	30	90.3	6	31	
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR SHUTTLE	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	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	55.6	16	36	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	41	0	3	0.0	2.3	36.4	13.6	20.5	9.1	9.1	0.0	2.3	0.0	6.8	74	57.7	17	52	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	84	1
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>318</b>	<b>0</b>	<b>15</b>	<b>9.9</b>	<b>14.4</b>	<b>33.6</b>	<b>14.4</b>	<b>12.3</b>	<b>6.3</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>4.5</b>	<b>40</b>	<b>67.8</b>	<b>14</b>	<b>326</b>
<b>TOTAL SPAIN(CANARY SRI LANKA)</b>			<b>705</b>	<b>0</b>	<b>49</b>	<b>7.8</b>	<b>15.5</b>	<b>33.4</b>	<b>14.2</b>	<b>11.7</b>	<b>6.1</b>	<b>1.9</b>	<b>1.7</b>	<b>1.2</b>	<b>0.0</b>	<b>6.5</b>	<b>40</b>	<b>65.6</b>	<b>17</b>	<b>729</b>
COLOMBO	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	8
<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>75.0</b>	<b>13</b>	<b>8</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>75.0</b>	<b>13</b>	<b>8</b>
ST LUCIA																				
ST LUCIA (HEWANORRA)	BRITISH AIRWAYS PLC	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1
ST LUCIA (HEWANORRA)	TUI AIRWAYS LTD	C	4	0	0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	12
ST LUCIA (HEWANORRA)	TUI AIRWAYS LTD	S	8	0	0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC AIRWAYS LTD	S	10	0	0	10.0	40.0	20.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	17	87.5	4	8
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>30.4</b>	<b>26.1</b>	<b>26.1</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>9</b>	<b>95.2</b>	<b>5</b>	<b>21</b>
<b>TOTAL ST LUCIA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>30.4</b>	<b>26.1</b>	<b>26.1</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>9</b>	<b>95.2</b>	<b>5</b>	<b>21</b>
SWEDEN																				
GOTEBORG (LANDVETTER)	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	16	24
GOTEBORG (LANDVETTER)	NORWEGIAN AIR SHUTTLE	S	76	0	4	0.0	31.3	32.5	13.8	7.5	10.0	0.0	0.0	0.0	0.0	5.0	16	56.3	19	80
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>76</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>31.3</b>	<b>32.5</b>	<b>13.8</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>5.0</b>	<b>16</b>	<b>57.7</b>	<b>18</b>	<b>104</b>
MALMO	GAINJET AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
MALMO	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	50.0	12	2	
<b>TOTAL MALMO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>6</b>	<b>4</b>	
OSTERSUND / FROSON	EASYJET UK LTD	S	16	0	1	0.0	29.4	41.2	5.9	17.6	0.0	0.0	0.0	0.0	0.0	5.9	13	81.3	10	16
<b>TOTAL OSTERSUND / FROSON</b>			<b>16</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>29.4</b>	<b>41.2</b>	<b>5.9</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>13</b>	<b>81.3</b>	<b>10</b>	<b>16</b>
STOCKHOLM (ARLANDA)	NORWEGIAN AIR INTERNATIONAL	S	197	0	6	8.4	37.4	29.1	12.3	5.9	3.9	0.0	0.0	0.0	0.0	3.0	10	63.4	19	244
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>200</b>	<b>0</b>	<b>6</b>	<b>8.3</b>	<b>36.9</b>	<b>29.6</b>	<b>12.6</b>	<b>5.8</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>10</b>	<b>63.4</b>	<b>19</b>	<b>244</b>
<b>TOTAL SWEDEN</b>			<b>292</b>	<b>0</b>	<b>11</b>	<b>5.6</b>	<b>35.0</b>	<b>31.0</b>	<b>12.5</b>	<b>6.9</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>12</b>	<b>62.7</b>	<b>18</b>	<b>368</b>
SWITZERLAND																				
BALE MULHOUSE	EASYJET SWITZERLAND	S	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
BALE MULHOUSE	EASYJET UK LTD	S	152	0	8	2.5	34.4	27.5	12.5	8.1	6.9	1.9	1.3	0.0	0.0	5.0	20	76.5	16	160
<b>TOTAL BALE MULHOUSE</b>			<b>152</b>	<b>0</b>	<b>11</b>	<b>2.5</b>	<b>33.7</b>	<b>27.0</b>	<b>12.3</b>	<b>8.0</b>	<b>6.7</b>	<b>1.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>20</b>	<b>76.5</b>	<b>16</b>	<b>160</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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	
GENEVA	BRITISH AIRWAYS PLC	S	207	0	10	1.8	30.0	32.7	11.1	16.1	1.4	0.5	0.5	1.4	0.0	4.6	32	70.3	15	192	
GENEVA	EASYJET SWITZERLAND	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	
GENEVA	EASYJET SWITZERLAND	S	0	0	11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
GENEVA	EASYJET UK LTD	S	470	0	14	0.4	21.7	36.6	16.9	11.6	8.3	1.2	0.2	0.2	0.0	2.9	22	63.1	23	471	
GENEVA	SWISS AIRLINES	S	21	0	0	0.0	19.0	9.5	38.1	19.0	14.3	0.0	0.0	0.0	0.0	0.0	27	31.3	37	16	
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	0.0	70	8	
GENEVA	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	30.0	30.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	29	25.0	40	16	
GENEVA	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL GENEVA</b>			<b>708</b>	<b>0</b>	<b>36</b>	<b>0.8</b>	<b>23.5</b>	<b>34.0</b>	<b>15.7</b>	<b>12.9</b>	<b>6.5</b>	<b>0.9</b>	<b>0.3</b>	<b>0.5</b>	<b>0.0</b>	<b>4.8</b>	<b>25</b>	<b>62.7</b>	<b>22</b>	<b>704</b>	
ZURICH	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1	
ZURICH	EASYJET UK LTD	S	84	0	6	1.1	28.9	40.0	12.2	4.4	3.3	3.3	0.0	0.0	0.0	6.7	15	79.5	13	88	
ZURICH	EMIRATES	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	67	0.0	0	0	
ZURICH	SWISS AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
ZURICH	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	33	1	
<b>TOTAL ZURICH</b>			<b>86</b>	<b>0</b>	<b>6</b>	<b>1.1</b>	<b>28.3</b>	<b>40.2</b>	<b>12.0</b>	<b>4.3</b>	<b>4.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>16</b>	<b>77.8</b>	<b>13</b>	<b>90</b>	
<b>TOTAL SWITZERLAND</b>			<b>946</b>	<b>0</b>	<b>53</b>	<b>1.1</b>	<b>25.6</b>	<b>33.4</b>	<b>14.8</b>	<b>11.3</b>	<b>6.3</b>	<b>1.3</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>5.3</b>	<b>24</b>	<b>66.5</b>	<b>20</b>	<b>954</b>	
<b>TAIWAN</b>																					
TAIPEI	CHINA AIRLINES	S	34	0	0	14.7	35.3	35.3	5.9	5.9	0.0	2.9	0.0	0.0	0.0	0.0	10	76.7	7	26	
<b>TOTAL TAIPEI</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>35.3</b>	<b>35.3</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.7</b>	<b>7</b>	<b>26</b>	
<b>TOTAL TAIWAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>35.3</b>	<b>35.3</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.7</b>	<b>7</b>	<b>26</b>	
<b>THAILAND</b>																					
BANGKOK SUVARNABHUMI	NORWEGIAN AIR UK LTD	S	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL BANGKOK SUVARNABHUMI</b>			<b>0</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PHUKET	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	68	8	
<b>TOTAL PHUKET</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>11.1</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>50.0</b>	<b>68</b>	<b>8</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	7	100.0	4	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>7</b>	<b>100.0</b>	<b>4</b>	<b>4</b>	
<b>TOTAL THAILAND</b>			<b>13</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>0.0</b>	<b>62.5</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>18.8</b>	<b>13</b>	<b>66.7</b>	<b>47</b>	<b>12</b>	
<b>TRINIDAD AND TOBAGO</b>																					
PORT OF SPAIN	BRITISH AIRWAYS PLC	S	38	0	1	17.9	30.8	20.5	17.9	7.7	2.6	0.0	0.0	0.0	0.0	2.6	10	65.0	29	40	
<b>TOTAL PORT OF SPAIN</b>			<b>38</b>	<b>0</b>	<b>1</b>	<b>17.9</b>	<b>30.8</b>	<b>20.5</b>	<b>17.9</b>	<b>7.7</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>10</b>	<b>65.0</b>	<b>29</b>	<b>40</b>	
TOBAGO	BRITISH AIRWAYS PLC	S	17	0	0	41.2	11.8	35.3	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	68.8	17	16	
TOBAGO	VIRGIN ATLANTIC AIRWAYS LTD	S	15	0	1	18.8	6.3	43.8	6.3	6.3	12.5	0.0	0.0	0.0	0.0	6.3	15	62.5	14	16	
<b>TOTAL TOBAGO</b>			<b>32</b>	<b>0</b>	<b>1</b>	<b>30.3</b>	<b>9.1</b>	<b>39.4</b>	<b>9.1</b>	<b>3.0</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>10</b>	<b>65.6</b>	<b>15</b>	<b>32</b>	
<b>TOTAL TRINIDAD AND TUNISIA</b>			<b>70</b>	<b>0</b>	<b>2</b>	<b>23.6</b>	<b>20.8</b>	<b>29.2</b>	<b>13.9</b>	<b>5.6</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>10</b>	<b>65.3</b>	<b>23</b>	<b>72</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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
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	68.8	9	16
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	19	62.5	20	8
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>62.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>66.7</b>	<b>13</b>	<b>24</b>
TUNIS	TUNISAIR	S	16	0	0	0.0	0.0	0.0	31.3	31.3	37.5	0.0	0.0	0.0	0.0	0.0	54	22.2	54	18
<b>TOTAL TUNIS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31.3</b>	<b>31.3</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>54</b>	<b>22.2</b>	<b>54</b>	<b>18</b>
<b>TOTAL TUNISIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.8</b>	<b>29.2</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>42</b>	<b>47.6</b>	<b>31</b>	<b>42</b>
<b>TURKEY</b>																				
ANKARA (ESENBOGA)	THY TURKISH AIRLINES	S	10	0	1	0.0	18.2	54.5	18.2	0.0	0.0	0.0	0.0	0.0	0.0	9.1	7	68.8	9	16
<b>TOTAL ANKARA (ESENBOGA)</b>			<b>10</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>18.2</b>	<b>54.5</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>7</b>	<b>68.8</b>	<b>9</b>	<b>16</b>
ANTALYA	EASYJET UK LTD	S	10	0	0	0.0	0.0	10.0	60.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
ANTALYA	FREEBIRD AIRLINES	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	19	8
ANTALYA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	5	20
<b>TOTAL ANTALYA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>9.1</b>	<b>54.5</b>	<b>27.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>82.1</b>	<b>9</b>	<b>28</b>
DALAMAN	EASYJET UK LTD	S	12	0	0	0.0	16.7	41.7	16.7	8.3	0.0	16.7	0.0	0.0	0.0	0.0	39	0.0	0	0
DALAMAN	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4
<b>TOTAL DALAMAN</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>41.7</b>	<b>16.7</b>	<b>8.3</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>39</b>	<b>100.0</b>	<b>3</b>	<b>4</b>
ISTANBUL	THY TURKISH AIRLINES	S	110	0	5	4.3	12.2	31.3	20.9	21.7	5.2	0.0	0.0	0.0	0.0	4.3	21	60.8	18	118
<b>TOTAL ISTANBUL</b>			<b>110</b>	<b>0</b>	<b>5</b>	<b>4.3</b>	<b>12.2</b>	<b>31.3</b>	<b>20.9</b>	<b>21.7</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>21</b>	<b>60.8</b>	<b>18</b>	<b>118</b>
ISTANBUL (SABIHA GOKCEN)	THY TURKISH AIRLINES	S	42	0	0	4.8	19.0	28.6	14.3	26.2	7.1	0.0	0.0	0.0	0.0	0.0	22	65.0	10	38
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>19.0</b>	<b>28.6</b>	<b>14.3</b>	<b>26.2</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>22</b>	<b>65.0</b>	<b>10</b>	<b>38</b>
ISTANBUL ATATURK	THY TURKISH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	7	24
<b>TOTAL ISTANBUL ATATURK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>7</b>	<b>24</b>
<b>TOTAL TURKEY</b>			<b>185</b>	<b>0</b>	<b>6</b>	<b>3.7</b>	<b>14.1</b>	<b>31.4</b>	<b>20.9</b>	<b>20.9</b>	<b>4.7</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>22</b>	<b>67.7</b>	<b>14</b>	<b>228</b>
<b>TURKS AND CAICOS</b>																				
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	16	0	0	31.3	31.3	18.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	68.8	19	16
<b>TOTAL PROVIDENCIALES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>31.3</b>	<b>18.8</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>68.8</b>	<b>19</b>	<b>16</b>
<b>TOTAL TURKS AND CAICOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>31.3</b>	<b>18.8</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>68.8</b>	<b>19</b>	<b>16</b>
<b>UKRAINE</b>																				
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLINES	S	100	0	0	1.0	28.0	21.0	20.0	18.0	9.0	1.0	0.0	2.0	0.0	0.0	35	53.1	25	96
<b>TOTAL KIEV (BORISPOL)</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>28.0</b>	<b>21.0</b>	<b>20.0</b>	<b>18.0</b>	<b>9.0</b>	<b>1.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>53.1</b>	<b>25</b>	<b>96</b>
<b>TOTAL UKRAINE</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>28.0</b>	<b>21.0</b>	<b>20.0</b>	<b>18.0</b>	<b>9.0</b>	<b>1.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>53.1</b>	<b>25</b>	<b>96</b>
<b>UNITED ARAB EMIRATES</b>																				
DUBAI	EMIRATES	S	173	0	0	4.0	36.4	38.2	12.7	4.6	4.0	0.0	0.0	0.0	0.0	0.0	10	82.7	8	167

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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 DUBAI</b>			<b>173</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>36.4</b>	<b>38.2</b>	<b>12.7</b>	<b>4.6</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>82.7</b>	<b>8</b>	<b>167</b>	
<b>TOTAL UNITED ARAB UNITED KINGDOM</b>			<b>173</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>36.4</b>	<b>38.2</b>	<b>12.7</b>	<b>4.6</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>82.7</b>	<b>8</b>	<b>167</b>	
<b>ABERDEEN</b>	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	6	16	
<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>81.3</b>	<b>6</b>	<b>16</b>	
<b>BELFAST CITY (GEORGE BEST)</b>	BRITISH AIRWAYS PLC	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 BELFAST CITY (GEORGE BEST)</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>BELFAST INTERNATIONAL</b>	EASYJET UK LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>BELFAST INTERNATIONAL</b>	EASYJET UK LTD	S	310	0	14	5.2	30.9	23.1	9.9	11.1	13.6	1.5	0.0	0.3	0.0	4.3	24	65.6	15	331	
<b>BELFAST INTERNATIONAL</b>	JET2.COM LTD	C	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>312</b>	<b>0</b>	<b>15</b>	<b>5.2</b>	<b>30.6</b>	<b>23.2</b>	<b>9.8</b>	<b>11.0</b>	<b>13.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>4.6</b>	<b>24</b>	<b>65.6</b>	<b>15</b>	<b>331</b>	
<b>BIRMINGHAM</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	0	1	
<b>BIRMINGHAM</b>	TUI AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>BIRMINGHAM</b>	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	63	1	
<b>TOTAL BIRMINGHAM</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>50.0</b>	<b>32</b>	<b>2</b>	
<b>BOURNEMOUTH</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	29	1	
<b>BOURNEMOUTH</b>	TUI AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL BOURNEMOUTH</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>29</b>	<b>1</b>	
<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	33.3	14	3	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>14</b>	<b>3</b>	
<b>EDINBURGH</b>	BRITISH AIRWAYS PLC	S	164	0	8	9.9	32.6	29.7	8.7	9.9	4.7	0.0	0.0	0.0	0.0	4.7	13	86.8	7	167	
<b>EDINBURGH</b>	EASYJET UK LTD	S	202	0	10	8.5	23.6	31.1	17.5	8.0	5.2	1.4	0.0	0.0	0.0	4.7	16	68.0	19	222	
<b>EDINBURGH</b>	JET2.COM LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL EDINBURGH</b>			<b>368</b>	<b>0</b>	<b>18</b>	<b>9.1</b>	<b>27.7</b>	<b>30.6</b>	<b>13.5</b>	<b>8.8</b>	<b>4.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>15</b>	<b>76.1</b>	<b>14</b>	<b>389</b>	
<b>GLASGOW</b>	BRITISH AIRWAYS PLC	S	186	0	10	9.7	50.0	13.3	7.1	8.7	6.1	0.0	0.0	0.0	0.0	5.1	12	81.3	11	192	
<b>GLASGOW</b>	EASYJET UK LTD	S	152	0	6	6.3	41.1	27.2	10.8	6.3	3.2	0.6	0.6	0.0	0.0	3.8	13	72.8	17	158	
<b>GLASGOW</b>	WEST JET AIRLINES	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	78	0.0	0	0	
<b>TOTAL GLASGOW</b>			<b>339</b>	<b>0</b>	<b>16</b>	<b>8.2</b>	<b>45.9</b>	<b>19.4</b>	<b>8.7</b>	<b>7.6</b>	<b>5.1</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>12</b>	<b>77.4</b>	<b>14</b>	<b>350</b>	
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	302	0	17	2.2	43.9	30.7	8.5	4.4	1.6	1.3	2.2	0.0	0.0	5.3	15	76.1	15	318	
<b>TOTAL GUERNSEY</b>			<b>302</b>	<b>0</b>	<b>17</b>	<b>2.2</b>	<b>43.9</b>	<b>30.7</b>	<b>8.5</b>	<b>4.4</b>	<b>1.6</b>	<b>1.3</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>15</b>	<b>76.1</b>	<b>15</b>	<b>318</b>	
<b>HEATHROW</b>	BRITISH AIRWAYS PLC	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>HEATHROW</b>	BRITISH AIRWAYS PLC	S	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	26	100.0	14	1	
<b>HEATHROW</b>	UNITED AIRLINES	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>HEATHROW</b>	VUELING AIRLINES	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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>5</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.3</b>	<b>28.6</b>	<b>14.3</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28.6</b>	<b>20</b>	<b>33.3</b>	<b>14</b>	<b>1</b>	
HUMBERSIDE	LONDON EXECUTIVE 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	23	1	
<b>TOTAL HUMBERSIDE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>23</b>	<b>1</b>	
INVERNESS	EASYJET UK LTD	S	134	0	6	5.0	31.4	29.3	11.4	12.9	5.7	0.0	0.0	0.0	0.0	4.3	16	75.4	16	138	
<b>TOTAL INVERNESS</b>			<b>134</b>	<b>0</b>	<b>6</b>	<b>5.0</b>	<b>31.4</b>	<b>29.3</b>	<b>11.4</b>	<b>12.9</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>16</b>	<b>75.4</b>	<b>16</b>	<b>138</b>	
ISLE OF MAN	EASYJET UK LTD	S	82	0	11	1.1	24.7	34.4	6.5	11.8	8.6	1.1	0.0	0.0	0.0	11.8	20	67.3	17	104	
<b>TOTAL ISLE OF MAN</b>			<b>82</b>	<b>0</b>	<b>11</b>	<b>1.1</b>	<b>24.7</b>	<b>34.4</b>	<b>6.5</b>	<b>11.8</b>	<b>8.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.8</b>	<b>20</b>	<b>67.3</b>	<b>17</b>	<b>104</b>	
JERSEY	BRITISH AIRWAYS PLC	S	265	0	11	12.3	43.5	24.3	6.5	4.7	3.3	0.7	0.0	0.7	0.0	4.0	15	84.1	9	264	
JERSEY	EASYJET UK LTD	S	138	0	13	3.3	23.8	33.8	13.2	11.9	4.0	0.7	0.7	0.0	0.0	8.6	17	71.3	18	162	
<b>TOTAL JERSEY</b>			<b>403</b>	<b>0</b>	<b>24</b>	<b>9.1</b>	<b>36.5</b>	<b>27.6</b>	<b>8.9</b>	<b>7.3</b>	<b>3.5</b>	<b>0.7</b>	<b>0.2</b>	<b>0.5</b>	<b>0.0</b>	<b>5.6</b>	<b>16</b>	<b>79.3</b>	<b>12</b>	<b>426</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	0.0	117	1	
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	0.0	35	2	
MANCHESTER	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
MANCHESTER	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	54	1	
MANCHESTER	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	50	1	
MANCHESTER	TUI AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>1</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>36</b>	<b>0.0</b>	<b>58</b>	<b>5</b>	
NEWCASTLE	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	68	0.0	0	0	
<b>TOTAL NEWCASTLE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>68</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
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	68.4	16	146	
<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>68.4</b>	<b>16</b>	<b>146</b>	
STANSTED	TITAN AIRWAYS LTD	C	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
STANSTED	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 STANSTED</b>			<b>0</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1948</b>	<b>0</b>	<b>115</b>	<b>6.6</b>	<b>35.6</b>	<b>26.9</b>	<b>9.8</b>	<b>8.3</b>	<b>5.8</b>	<b>0.8</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>5.6</b>	<b>16</b>	<b>73.8</b>	<b>14</b>	<b>2231</b>	
<b>USA</b>																					
AUSTIN (BERGSTROM)	NORWEGIAN AIR UK LTD	S	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL AUSTIN (BERGSTROM)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BOSTON	NORWEGIAN AIR UK LTD	S	50	0	2	32.7	32.7	26.9	0.0	1.9	0.0	1.9	0.0	0.0	0.0	3.8	5	87.5	6	56	
<b>TOTAL BOSTON</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>32.7</b>	<b>32.7</b>	<b>26.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>5</b>	<b>87.5</b>	<b>6</b>	<b>56</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	96.9	4	32	
<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>96.9</b>	<b>4</b>	<b>32</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	50.0	27	24	
<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>50.0</b>	<b>27</b>	<b>24</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	75.0	10	24	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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
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	62.5	20	56
<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>66.3</b>	<b>17</b>	<b>80</b>
LAS VEGAS	BRITISH AIRWAYS PLC	S	25	0	0	20.0	16.0	36.0	16.0	0.0	8.0	4.0	0.0	0.0	0.0	0.0	20	58.3	26	24
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	75.0	11	32
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	50.0	30	32
<b>TOTAL LAS VEGAS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>16.0</b>	<b>36.0</b>	<b>16.0</b>	<b>0.0</b>	<b>8.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>61.4</b>	<b>22</b>	<b>88</b>
LOS ANGELES INTERNATIONAL	NORWEGIAN AIR UK LTD	S	49	0	1	18.0	26.0	40.0	6.0	4.0	0.0	4.0	0.0	0.0	0.0	2.0	12	85.7	7	56
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>18.0</b>	<b>26.0</b>	<b>40.0</b>	<b>6.0</b>	<b>4.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>12</b>	<b>85.7</b>	<b>7</b>	<b>56</b>
MIAMI INTERNATIONAL	NORWEGIAN AIR UK LTD	S	46	0	0	15.2	17.4	39.1	13.0	6.5	6.5	0.0	2.2	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>17.4</b>	<b>39.1</b>	<b>13.0</b>	<b>6.5</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>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	36	0	1	27.0	24.3	32.4	2.7	10.8	0.0	0.0	0.0	0.0	0.0	2.7	8	70.6	23	51
NEW YORK (JF KENNEDY)	NORWEGIAN AIR UK LTD	S	140	0	4	25.0	38.2	26.4	5.6	1.4	0.0	0.0	0.7	0.0	0.0	2.8	5	71.0	15	131
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>176</b>	<b>0</b>	<b>5</b>	<b>25.4</b>	<b>35.4</b>	<b>27.6</b>	<b>5.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>5</b>	<b>70.9</b>	<b>17</b>	<b>182</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	79.2	13	24
<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>79.2</b>	<b>13</b>	<b>24</b>
ORLANDO	BRITISH AIRWAYS PLC	S	56	0	1	8.8	28.1	28.1	15.8	12.3	5.3	0.0	0.0	0.0	0.0	1.8	15	75.0	9	56
ORLANDO	NORWEGIAN AIR UK LTD	S	32	0	0	6.3	12.5	59.4	6.3	9.4	6.3	0.0	0.0	0.0	0.0	0.0	14	82.5	8	40
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	18.3	23.3	33.3	15.0	1.7	3.3	0.0	5.0	0.0	0.0	0.0	22	55.4	28	65
<b>TOTAL ORLANDO</b>			<b>148</b>	<b>0</b>	<b>1</b>	<b>12.1</b>	<b>22.8</b>	<b>36.9</b>	<b>13.4</b>	<b>7.4</b>	<b>4.7</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>17</b>	<b>68.9</b>	<b>16</b>	<b>161</b>
SAN FRANCISCO	NORWEGIAN AIR UK LTD	S	33	0	0	21.2	21.2	33.3	18.2	6.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL SAN FRANCISCO</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>21.2</b>	<b>21.2</b>	<b>33.3</b>	<b>18.2</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>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
TAMPA	BRITISH AIRWAYS PLC	S	48	0	1	8.2	34.7	34.7	12.2	6.1	0.0	2.0	0.0	0.0	0.0	2.0	11	83.3	6	48
TAMPA	NORWEGIAN AIR UK LTD	S	17	0	0	0.0	41.2	41.2	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	16	16
<b>TOTAL TAMPA</b>			<b>65</b>	<b>0</b>	<b>1</b>	<b>6.1</b>	<b>36.4</b>	<b>36.4</b>	<b>12.1</b>	<b>6.1</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>10</b>	<b>75.0</b>	<b>9</b>	<b>64</b>
WASHINGTON (DULLES)	UNITED AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL WASHINGTON (DULLES)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>598</b>	<b>0</b>	<b>10</b>	<b>18.6</b>	<b>28.5</b>	<b>33.6</b>	<b>9.2</b>	<b>4.9</b>	<b>2.0</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>11</b>	<b>72.2</b>	<b>15</b>	<b>767</b>
<b>VIETNAM</b>																				
PHU QUOC INTERNATIONAL	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	62.5	24	8
<b>TOTAL PHU QUOC INTERNATIONAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>75.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>62.5</b>	<b>24</b>	<b>8</b>
<b>TOTAL VIETNAM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>75.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>62.5</b>	<b>24</b>	<b>8</b>



**TOTAL GATWICK**      **18505**      **0**      **715**      **6.3** **27.7** **33.1** **12.3**      **9.4** **5.2** **1.2** **0.8**      **0.3** **0.0** **3.7** **20**      **71.3**      **16** **19556**

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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>AUSTRIA</b>																					
INNSBRUCK	AUSTRIAN AIRLINES	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	11	2		
<b>TOTAL INNSBRUCK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>11</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	62.5	13	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</b>	<b>62.5</b>	<b>13</b>	<b>8</b>			
<b>TOTAL AUSTRIA</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>2</b>	<b>70.0</b>	<b>13</b>	<b>10</b>			
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	4	0	0	0.0	25.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	53	80.0	11	5		
BRIDGETOWN	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	16	0.0	0	0		
<b>TOTAL BRIDGETOWN</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>80.0</b>	<b>11</b>	<b>5</b>		
<b>TOTAL BARBADOS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>80.0</b>	<b>11</b>	<b>5</b>		
<b>CANADA</b>																					
TORONTO	AIR TRANSAT	S	10	0	0	20.0	20.0	10.0	10.0	20.0	20.0	0.0	0.0	0.0	0.0	34	87.5	3	8		
TORONTO	WEST JET 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	13	0.0	0	0		
<b>TOTAL TORONTO</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>18.2</b>	<b>18.2</b>	<b>9.1</b>	<b>18.2</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>87.5</b>	<b>3</b>	<b>8</b>		
<b>TOTAL CANADA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>18.2</b>	<b>18.2</b>	<b>9.1</b>	<b>18.2</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>87.5</b>	<b>3</b>	<b>8</b>		
<b>CYPRUS</b>																					
PAPHOS	JET2.COM LTD	S	8	0	0	0.0	0.0	37.5	12.5	37.5	12.5	0.0	0.0	0.0	0.0	29	100.0	4	6		
PAPHOS	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	4	100.0	14	1		
<b>TOTAL PAPHOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>44.4</b>	<b>11.1</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>100.0</b>	<b>6</b>	<b>7</b>		
<b>TOTAL CYPRUS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>44.4</b>	<b>11.1</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>100.0</b>	<b>6</b>	<b>7</b>		
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	16	0	0	0.0	50.0	37.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	6	87.5	6	16		
<b>TOTAL PRAGUE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</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>6</b>	<b>87.5</b>	<b>6</b>	<b>16</b>		
<b>TOTAL CZECH REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</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>6</b>	<b>87.5</b>	<b>6</b>	<b>16</b>		
<b>DENMARK</b>																					
COPENHAGEN	CORENDON DUTCH AIRLINES	C	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0		
COPENHAGEN	ENTER AIR	C	4	0	0	0.0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	41	0.0	0	0		
COPENHAGEN	JET2.COM LTD	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
COPENHAGEN	SAS	C	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	45	0.0	0	0		
COPENHAGEN	THOMAS COOK SCANDANAVIA	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0		
<b>TOTAL COPENHAGEN</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>25.0</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL DENMARK</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>25.0</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>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	66.7	13	6			
<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</b>	<b>66.7</b>	<b>13</b>	<b>6</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</b>	<b>66.7</b>	<b>13</b>	<b>6</b>			

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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>FRANCE</b>																					
CHAMBERY	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	20.0	40.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	37	50.0	17	8	
<b>TOTAL CHAMBERY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>20.0</b>	<b>40.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>50.0</b>	<b>17</b>	<b>8</b>	
GRENOBLE	JET2.COM LTD	S	10	0	0	0.0	40.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	34	87.5	5	8	
<b>TOTAL GRENOBLE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>87.5</b>	<b>5</b>	<b>8</b>	
LYON	ENTER AIR	C	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	44	0.0	26	2	
<b>TOTAL LYON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>0.0</b>	<b>26</b>	<b>2</b>	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	52	0	2	0.0	29.6	31.5	11.1	7.4	9.3	3.7	3.7	0.0	0.0	3.7	32	75.0	14	56	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>29.6</b>	<b>31.5</b>	<b>11.1</b>	<b>7.4</b>	<b>9.3</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>32</b>	<b>75.0</b>	<b>14</b>	<b>56</b>	
<b>TOTAL FRANCE</b>			<b>74</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>27.6</b>	<b>28.9</b>	<b>15.8</b>	<b>6.6</b>	<b>9.2</b>	<b>6.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>33</b>	<b>71.6</b>	<b>13</b>	<b>74</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	34	0	0	2.9	67.6	17.6	2.9	2.9	2.9	2.9	0.0	0.0	0.0	0.0	9	85.4	7	48	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>67.6</b>	<b>17.6</b>	<b>2.9</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>9</b>	<b>85.4</b>	<b>7</b>	<b>48</b>	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	4	54	
DUSSELDORF	LOGANAIR LTD	S	24	0	0	0.0	29.2	37.5	12.5	12.5	8.3	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL DUSSELDORF</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.2</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>85.7</b>	<b>4</b>	<b>54</b>	
FRANKFURT MAIN	LUFTHANSA	S	50	0	0	0.0	42.0	36.0	16.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	9	80.4	8	56	
<b>TOTAL FRANKFURT MAIN</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.0</b>	<b>36.0</b>	<b>16.0</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>80.4</b>	<b>8</b>	<b>56</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	80.0	8	28	
<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>80.0</b>	<b>8</b>	<b>28</b>	
<b>TOTAL GERMANY</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>47.2</b>	<b>30.6</b>	<b>11.1</b>	<b>5.6</b>	<b>3.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.2</b>	<b>7</b>	<b>186</b>	
<b>HUNGARY</b>																					
BUDAPEST	WIZZ AIR	S	16	0	0	0.0	18.8	31.3	18.8	31.3	0.0	0.0	0.0	0.0	0.0	0.0	20	87.5	6	16	
<b>TOTAL BUDAPEST</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>31.3</b>	<b>18.8</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>20</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
<b>TOTAL HUNGARY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>31.3</b>	<b>18.8</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>20</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
<b>ICELAND</b>																					
KEFLAVIK	ICELANDAIR	S	49	0	2	7.8	37.3	27.5	11.8	2.0	7.8	2.0	0.0	0.0	3.9	15	82.6	9	46		
KEFLAVIK	JET2.COM LTD	S	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	4	
<b>TOTAL KEFLAVIK</b>			<b>53</b>	<b>0</b>	<b>2</b>	<b>9.1</b>	<b>36.4</b>	<b>29.1</b>	<b>10.9</b>	<b>1.8</b>	<b>7.3</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>14</b>	<b>84.0</b>	<b>8</b>	<b>50</b>	
<b>TOTAL ICELAND</b>			<b>53</b>	<b>0</b>	<b>2</b>	<b>9.1</b>	<b>36.4</b>	<b>29.1</b>	<b>10.9</b>	<b>1.8</b>	<b>7.3</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>14</b>	<b>84.0</b>	<b>8</b>	<b>50</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	30	0	2	0.0	25.0	31.3	18.8	12.5	6.3	0.0	0.0	0.0	0.0	6.3	15	84.4	7	32	
<b>TOTAL CORK</b>			<b>30</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>25.0</b>	<b>31.3</b>	<b>18.8</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>15</b>	<b>84.4</b>	<b>7</b>	<b>32</b>	
DONEGAL	LOGANAIR LTD	S	24	0	0	8.3	29.2	4.2	0.0	12.5	25.0	20.8	0.0	0.0	0.0	0.0	62	75.0	8	22	
<b>TOTAL DONEGAL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>29.2</b>	<b>4.2</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>20.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>62</b>	<b>75.0</b>	<b>8</b>	<b>22</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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	AER LINGUS	S	230	0	2	12.9	59.5	17.7	5.2	1.7	0.9	0.0	1.3	0.0	0.0	0.9	7	91.2	4	226	
DUBLIN	RYANAIR	S	174	0	0	15.5	47.1	15.5	6.9	8.0	4.0	2.3	0.6	0.0	0.0	0.0	14	88.1	9	160	
<b>TOTAL DUBLIN</b>			<b>404</b>	<b>0</b>	<b>2</b>	<b>14.0</b>	<b>54.2</b>	<b>16.7</b>	<b>5.9</b>	<b>4.4</b>	<b>2.2</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>10</b>	<b>89.9</b>	<b>6</b>	<b>386</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>458</b>	<b>0</b>	<b>4</b>	<b>12.8</b>	<b>50.9</b>	<b>17.1</b>	<b>6.5</b>	<b>5.4</b>	<b>3.7</b>	<b>1.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>13</b>	<b>88.7</b>	<b>6</b>	<b>440</b>	
<b>ITALY</b>																					
ROME (FIUMICINO)	ALBA STAR	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
ROME (FIUMICINO)	EUROPE AIRPOST	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
ROME (FIUMICINO)	JET2.COM LTD	S	20	0	0	10.0	40.0	35.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	10	100.0	1	12	
<b>TOTAL ROME (FIUMICINO)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>36.4</b>	<b>36.4</b>	<b>4.5</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>1</b>	<b>12</b>	
TURIN	TUI AIRWAYS LTD	C	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	27	87.5	4	8	
<b>TOTAL TURIN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>87.5</b>	<b>4</b>	<b>8</b>	
VENICE	EASYJET UK LTD	S	18	0	0	11.1	22.2	44.4	5.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	14	100.0	1	16	
<b>TOTAL VENICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>44.4</b>	<b>5.6</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>1</b>	<b>16</b>	
<b>TOTAL ITALY</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>25.0</b>	<b>41.7</b>	<b>6.3</b>	<b>10.4</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>97.2</b>	<b>2</b>	<b>36</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0	
<b>TOTAL MONTEGO BAY</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>50</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL JAMAICA</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>50</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET UK LTD	S	29	0	3	3.1	6.3	31.3	28.1	9.4	12.5	0.0	0.0	0.0	0.0	9.4	26	50.0	39	32	
AMSTERDAM	KLM	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
AMSTERDAM	KLM	S	126	0	4	4.6	37.7	33.1	9.2	6.2	2.3	1.5	2.3	0.0	0.0	3.1	17	92.9	10	112	
AMSTERDAM	KLM CITYHOPPER	S	68	0	0	1.5	45.6	42.6	2.9	1.5	4.4	1.5	0.0	0.0	0.0	0.0	9	86.1	6	72	
<b>TOTAL AMSTERDAM</b>			<b>223</b>	<b>0</b>	<b>7</b>	<b>3.5</b>	<b>35.7</b>	<b>35.7</b>	<b>10.0</b>	<b>5.2</b>	<b>4.3</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>16</b>	<b>84.3</b>	<b>13</b>	<b>217</b>	
<b>TOTAL NETHERLANDS</b>			<b>223</b>	<b>0</b>	<b>7</b>	<b>3.5</b>	<b>35.7</b>	<b>35.7</b>	<b>10.0</b>	<b>5.2</b>	<b>4.3</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>16</b>	<b>84.3</b>	<b>13</b>	<b>217</b>	
<b>NORWAY</b>																					
BERGEN	TITAN AIRWAYS LTD	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL BERGEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>POLAND</b>																					
GDANSK	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 GDANSK</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>	
KRAKOW	JET2.COM LTD	S	16	0	0	6.3	31.3	31.3	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
KRAKOW	RYANAIR	S	16	0	0	0.0	6.3	50.0	18.8	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	87.5	6	16	
<b>TOTAL KRAKOW</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>18.8</b>	<b>40.6</b>	<b>21.9</b>	<b>15.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	16	0	0	0.0	12.5	31.3	31.3	18.8	6.3	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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 WARSAW (MODLIN MASOVIA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>31.3</b>	<b>31.3</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
WROCLAW	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	10	87.5	7	16	
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>37.5</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>87.5</b>	<b>7</b>	<b>16</b>	
<b>TOTAL POLAND</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>20.0</b>	<b>36.9</b>	<b>23.1</b>	<b>15.4</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>87.5</b>	<b>6</b>	<b>32</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	EASYJET UK LTD	S	18	0	0	5.6	33.3	38.9	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	76.0	14	25	
FARO	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	3	100.0	5	2	
<b>TOTAL FARO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>35.0</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>7</b>	<b>77.8</b>	<b>13</b>	<b>27</b>	
OPORTO (PORTUGAL)	ENTER AIR	C	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
OPORTO (PORTUGAL)	HI FLY MALTA	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
OPORTO (PORTUGAL)	JET2.COM LTD	C	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
OPORTO (PORTUGAL)	SMARTLYNX AIRLINES (LATVIA)	C	4	0	0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
OPORTO (PORTUGAL)	TITAN AIRWAYS LTD	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>31.3</b>	<b>25.0</b>	<b>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 PORTUGAL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>27.8</b>	<b>36.1</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>77.8</b>	<b>13</b>	<b>27</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM 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	6	75.0	6	8	
<b>TOTAL FUNCHAL</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>6</b>	<b>75.0</b>	<b>6</b>	<b>8</b>	
<b>TOTAL PORTUGAL</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>6</b>	<b>75.0</b>	<b>6</b>	<b>8</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	16	0	0	6.3	31.3	37.5	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	29	95.8	2	24	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>37.5</b>	<b>0.0</b>	<b>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>29</b>	<b>95.8</b>	<b>2</b>	<b>24</b>	
<b>TOTAL ROMANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>37.5</b>	<b>0.0</b>	<b>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>29</b>	<b>95.8</b>	<b>2</b>	<b>24</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET UK LTD	S	46	0	0	6.5	28.3	39.1	6.5	8.7	0.0	4.3	2.2	4.3	0.0	0.0	39	79.2	10	48	
ALICANTE	JET2.COM LTD	S	34	0	0	8.8	38.2	44.1	0.0	0.0	5.9	2.9	0.0	0.0	0.0	0.0	12	94.7	2	38	
ALICANTE	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	6	8	
<b>TOTAL ALICANTE</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>31.8</b>	<b>42.0</b>	<b>5.7</b>	<b>4.5</b>	<b>2.3</b>	<b>3.4</b>	<b>1.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>86.2</b>	<b>7</b>	<b>94</b>	
BARCELONA	JET2.COM LTD	S	16	0	0	6.3	43.8	25.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	23	100.0	1	16	
<b>TOTAL BARCELONA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>100.0</b>	<b>1</b>	<b>16</b>	
MALAGA	EASYJET UK LTD	S	32	0	0	0.0	25.0	53.1	6.3	9.4	6.3	0.0	0.0	0.0	0.0	0.0	13	75.0	16	32	
MALAGA	JET2.COM LTD	S	14	0	0	7.1	35.7	35.7	7.1	0.0	7.1	0.0	7.1	0.0	0.0	0.0	22	91.7	4	12	
MALAGA	RYANAIR	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	18	0.0	0	0	
MALAGA	TUI AIRWAYS LTD	C	5	0	0	0.0	20.0	0.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	27	80.0	6	5	
<b>TOTAL MALAGA</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>26.1</b>	<b>42.0</b>	<b>13.0</b>	<b>10.1</b>	<b>5.8</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>79.6</b>	<b>12</b>	<b>49</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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
PALMA DE MALLORCA	JET2.COM LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL PALMA DE MALLORCA</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>
VALENCIA	HIBERNIAN AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2
VALENCIA	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	3	4
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	100.0	6	2
<b>TOTAL VALENCIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>8</b>
<b>TOTAL SPAIN</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>30.3</b>	<b>41.1</b>	<b>9.1</b>	<b>6.3</b>	<b>3.4</b>	<b>2.9</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>86.2</b>	<b>7</b>	<b>167</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	43	0	0	32.6	25.6	32.6	2.3	0.0	4.7	0.0	0.0	2.3	0.0	0.0	40	95.8	2	24
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	85.7	6	14
ARRECIFE	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	50.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	18	66.7	10	3
<b>TOTAL ARRECIFE</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>27.5</b>	<b>23.5</b>	<b>35.3</b>	<b>3.9</b>	<b>2.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>90.2</b>	<b>4</b>	<b>41</b>
FUERTEVENTURA	JET2.COM LTD	S	26	0	0	19.2	30.8	26.9	11.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	10	81.3	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	92.9	6	14
<b>TOTAL FUERTEVENTURA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>30.8</b>	<b>26.9</b>	<b>11.5</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>86.7</b>	<b>9</b>	<b>30</b>
LAS PALMAS	JET2.COM LTD	S	34	0	0	11.8	32.4	26.5	14.7	5.9	5.9	2.9	0.0	0.0	0.0	0.0	15	91.7	4	24
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
<b>TOTAL LAS PALMAS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>33.3</b>	<b>26.2</b>	<b>14.3</b>	<b>7.1</b>	<b>7.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>93.8</b>	<b>3</b>	<b>32</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	85	0	1	12.8	31.4	31.4	11.6	8.1	1.2	2.3	0.0	0.0	0.0	1.2	13	92.9	7	42
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.7	12	38
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	7	0	0	14.3	42.9	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	62.5	17	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>92</b>	<b>0</b>	<b>1</b>	<b>12.9</b>	<b>32.3</b>	<b>31.2</b>	<b>10.8</b>	<b>8.6</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>13</b>	<b>81.8</b>	<b>10</b>	<b>88</b>
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>211</b>	<b>0</b>	<b>1</b>	<b>16.5</b>	<b>30.2</b>	<b>30.7</b>	<b>9.9</b>	<b>6.6</b>	<b>3.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>19</b>	<b>86.4</b>	<b>7</b>	<b>191</b>
<b>SWITZERLAND</b>																				
GENEVA	EASYJET UK LTD	S	28	0	0	0.0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	79.2	20	24
<b>TOTAL GENEVA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>42.9</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>79.2</b>	<b>20</b>	<b>24</b>
<b>TOTAL SWITZERLAND</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>42.9</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>79.2</b>	<b>20</b>	<b>24</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	100.0	0	4
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>4</b>
<b>TOTAL TUNISIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>4</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												FEB 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>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	16	0	0	0.0	12.5	56.3	12.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	5	6	
ANTALYA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	8	
<b>TOTAL ANTALYA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>56.3</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>5</b>	<b>14</b>	
<b>TOTAL TURKEY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>56.3</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>5</b>	<b>14</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	116	0	0	4.3	18.1	35.3	20.7	16.4	4.3	0.0	0.9	0.0	0.0	0.0	19	81.3	8	112	
<b>TOTAL DUBAI</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>18.1</b>	<b>35.3</b>	<b>20.7</b>	<b>16.4</b>	<b>4.3</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>81.3</b>	<b>8</b>	<b>112</b>	
<b>TOTAL UNITED ARAB</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>18.1</b>	<b>35.3</b>	<b>20.7</b>	<b>16.4</b>	<b>4.3</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>81.3</b>	<b>8</b>	<b>112</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	3	1	
<b>TOTAL ABERDEEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>3</b>	<b>1</b>	
BARRA	LOGANAIR LTD	S	82	0	18	2.0	20.0	25.0	13.0	15.0	6.0	1.0	0.0	0.0	0.0	18.0	21	81.8	8	97	
<b>TOTAL BARRA</b>			<b>82</b>	<b>0</b>	<b>18</b>	<b>2.0</b>	<b>20.0</b>	<b>25.0</b>	<b>13.0</b>	<b>15.0</b>	<b>6.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.0</b>	<b>21</b>	<b>81.8</b>	<b>8</b>	<b>97</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	172	0	0	4.7	65.1	22.7	2.9	2.3	2.3	0.0	0.0	0.0	0.0	0.0	4	91.3	6	206	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>65.1</b>	<b>22.7</b>	<b>2.9</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>4</b>	<b>91.3</b>	<b>6</b>	<b>206</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	178	0	2	4.4	46.7	21.7	12.8	7.2	4.4	1.1	0.6	0.0	0.0	1.1	13	86.4	8	176	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>178</b>	<b>0</b>	<b>2</b>	<b>4.4</b>	<b>46.7</b>	<b>21.7</b>	<b>12.8</b>	<b>7.2</b>	<b>4.4</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>13</b>	<b>86.4</b>	<b>8</b>	<b>176</b>	
BENBECULA	LOGANAIR LTD	S	73	0	2	6.7	32.0	32.0	6.7	8.0	5.3	5.3	1.3	0.0	0.0	2.7	23	77.8	18	71	
<b>TOTAL BENBECULA</b>			<b>73</b>	<b>0</b>	<b>2</b>	<b>6.7</b>	<b>32.0</b>	<b>32.0</b>	<b>6.7</b>	<b>8.0</b>	<b>5.3</b>	<b>5.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>23</b>	<b>77.8</b>	<b>18</b>	<b>71</b>	
BIRMINGHAM	FLYBE LTD	S	292	0	8	10.3	62.3	18.7	3.7	1.0	1.0	0.3	0.0	0.0	0.0	2.7	3	77.7	15	297	
<b>TOTAL BIRMINGHAM</b>			<b>292</b>	<b>0</b>	<b>8</b>	<b>10.3</b>	<b>62.3</b>	<b>18.7</b>	<b>3.7</b>	<b>1.0</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>3</b>	<b>77.7</b>	<b>15</b>	<b>297</b>	
BRISTOL	EASYJET UK LTD	S	174	0	4	3.4	48.3	21.3	11.8	6.7	4.5	1.7	0.0	0.0	0.0	2.2	13	81.3	8	168	
<b>TOTAL BRISTOL</b>			<b>174</b>	<b>0</b>	<b>4</b>	<b>3.4</b>	<b>48.3</b>	<b>21.3</b>	<b>11.8</b>	<b>6.7</b>	<b>4.5</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>13</b>	<b>81.3</b>	<b>8</b>	<b>168</b>	
CAMPBELTOWN	LOGANAIR LTD	S	68	0	11	8.9	38.0	24.1	6.3	5.1	3.8	0.0	0.0	0.0	0.0	13.9	9	74.1	5	68	
<b>TOTAL CAMPBELTOWN</b>			<b>68</b>	<b>0</b>	<b>11</b>	<b>8.9</b>	<b>38.0</b>	<b>24.1</b>	<b>6.3</b>	<b>5.1</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.9</b>	<b>9</b>	<b>74.1</b>	<b>5</b>	<b>68</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	94.1	7	34	
CARDIFF WALES	LOGANAIR LTD	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL CARDIFF WALES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>94.1</b>	<b>7</b>	<b>34</b>	
CITY OF DERRY (EGLINTON)	LOGANAIR LTD	S	32	0	0	6.3	59.4	18.8	6.3	0.0	6.3	3.1	0.0	0.0	0.0	0.0	16	85.0	12	40	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>59.4</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</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>16</b>	<b>85.0</b>	<b>12</b>	<b>40</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	78.3	19	136	
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S	97	0	1	3.1	51.0	31.6	8.2	1.0	4.1	0.0	0.0	0.0	0.0	1.0	7	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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 EAST MIDLANDS INTERNATIONAL</b>			<b>97</b>	<b>0</b>	<b>1</b>	<b>3.1</b>	<b>51.0</b>	<b>31.6</b>	<b>8.2</b>	<b>1.0</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>7</b>	<b>78.3</b>	<b>19</b>	<b>136</b>	
EDINBURGH	LOGANAIR LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL EDINBURGH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>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>	
EXETER	FLYBE LTD	S	30	0	0	0.0	46.7	30.0	0.0	10.0	13.3	0.0	0.0	0.0	0.0	0.0	16	68.8	17	32	
<b>TOTAL EXETER</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.7</b>	<b>30.0</b>	<b>0.0</b>	<b>10.0</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>68.8</b>	<b>17</b>	<b>32</b>	
GATWICK	BRITISH AIRWAYS PLC	S	186	0	10	6.1	48.0	19.4	9.2	4.6	7.7	0.0	0.0	0.0	0.0	5.1	12	81.8	10	192	
GATWICK	EASYJET UK LTD	S	152	0	6	5.1	42.4	28.5	10.8	5.1	1.9	1.9	0.6	0.0	0.0	3.8	12	74.7	16	158	
GATWICK	WEST JET AIRLINES	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	73	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>339</b>	<b>0</b>	<b>16</b>	<b>5.6</b>	<b>45.4</b>	<b>23.4</b>	<b>9.9</b>	<b>4.8</b>	<b>5.4</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>12</b>	<b>78.6</b>	<b>13</b>	<b>350</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	510	0	32	1.5	31.5	29.7	11.8	11.6	6.3	1.3	0.4	0.0	0.0	5.9	18	86.3	8	422	
<b>TOTAL HEATHROW</b>			<b>510</b>	<b>0</b>	<b>32</b>	<b>1.5</b>	<b>31.5</b>	<b>29.7</b>	<b>11.8</b>	<b>11.6</b>	<b>6.3</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>18</b>	<b>86.3</b>	<b>8</b>	<b>422</b>	
ISLAY	LOGANAIR LTD	S	95	0	3	14.3	40.8	23.5	2.0	8.2	7.1	1.0	0.0	0.0	0.0	3.1	14	76.6	14	90	
<b>TOTAL ISLAY</b>			<b>95</b>	<b>0</b>	<b>3</b>	<b>14.3</b>	<b>40.8</b>	<b>23.5</b>	<b>2.0</b>	<b>8.2</b>	<b>7.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>14</b>	<b>76.6</b>	<b>14</b>	<b>90</b>	
JERSEY	EASYJET UK LTD	S	16	0	2	11.1	22.2	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	11.1	11	62.5	18	14	
<b>TOTAL JERSEY</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>11.1</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>11</b>	<b>62.5</b>	<b>18</b>	<b>14</b>	
KIRKWALL	LOGANAIR LTD	S	57	0	1	5.2	37.9	32.8	8.6	5.2	6.9	0.0	1.7	0.0	0.0	1.7	15	85.7	7	56	
<b>TOTAL KIRKWALL</b>			<b>57</b>	<b>0</b>	<b>1</b>	<b>5.2</b>	<b>37.9</b>	<b>32.8</b>	<b>8.6</b>	<b>5.2</b>	<b>6.9</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>15</b>	<b>85.7</b>	<b>7</b>	<b>56</b>	
LONDON CITY	BA CITYFLYER LTD	S	297	0	3	2.7	45.3	24.3	12.7	10.0	3.3	0.7	0.0	0.0	0.0	1.0	12	77.6	12	263	
LONDON CITY	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1	
LONDON CITY	LOGANAIR LTD	C	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0	
<b>TOTAL LONDON CITY</b>			<b>299</b>	<b>0</b>	<b>3</b>	<b>2.6</b>	<b>45.0</b>	<b>24.2</b>	<b>12.6</b>	<b>10.3</b>	<b>3.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>12</b>	<b>75.6</b>	<b>12</b>	<b>264</b>	
LUTON	EASYJET UK LTD	S	124	0	6	6.9	43.8	18.5	10.0	8.5	5.4	0.0	1.5	0.8	0.0	4.6	20	91.5	7	130	
<b>TOTAL LUTON</b>			<b>124</b>	<b>0</b>	<b>6</b>	<b>6.9</b>	<b>43.8</b>	<b>18.5</b>	<b>10.0</b>	<b>8.5</b>	<b>5.4</b>	<b>0.0</b>	<b>1.5</b>	<b>0.8</b>	<b>0.0</b>	<b>4.6</b>	<b>20</b>	<b>91.5</b>	<b>7</b>	<b>130</b>	
MANCHESTER	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.2	9	95	
<b>TOTAL MANCHESTER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>79.2</b>	<b>9</b>	<b>95</b>	
SOUTHAMPTON	FLYBE LTD	S	198	0	2	8.0	59.0	25.0	2.0	2.5	2.5	0.0	0.0	0.0	0.0	1.0	4	79.3	12	223	
<b>TOTAL SOUTHAMPTON</b>			<b>198</b>	<b>0</b>	<b>2</b>	<b>8.0</b>	<b>59.0</b>	<b>25.0</b>	<b>2.0</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>4</b>	<b>79.3</b>	<b>12</b>	<b>223</b>	
STANSTED	EASYJET UK LTD	S	146	0	4	5.3	44.0	26.7	6.7	8.0	3.3	1.3	2.0	0.0	0.0	2.7	15	80.3	14	152	
STANSTED	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
<b>TOTAL STANSTED</b>			<b>146</b>	<b>0</b>	<b>4</b>	<b>5.3</b>	<b>44.0</b>	<b>26.7</b>	<b>6.7</b>	<b>8.0</b>	<b>3.3</b>	<b>1.3</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>15</b>	<b>80.4</b>	<b>14</b>	<b>153</b>	
STORNOWAY	LOGANAIR LTD	S	168	0	0	2.4	40.5	28.0	8.9	14.3	4.8	1.2	0.0	0.0	0.0	0.0	16	76.9	14	168	
<b>TOTAL STORNOWAY</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>40.5</b>	<b>28.0</b>	<b>8.9</b>	<b>14.3</b>	<b>4.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>76.9</b>	<b>14</b>	<b>168</b>	
SUMBURGH	LOGANAIR LTD	S	57	0	1	10.3	37.9	29.3	6.9	3.4	6.9	3.4	0.0	0.0	0.0	1.7	15	83.1	13	65	
<b>TOTAL SUMBURGH</b>			<b>57</b>	<b>0</b>	<b>1</b>	<b>10.3</b>	<b>37.9</b>	<b>29.3</b>	<b>6.9</b>	<b>3.4</b>	<b>6.9</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>15</b>	<b>83.1</b>	<b>13</b>	<b>65</b>	
TIREE	LOGANAIR LTD	S	80	0	22	2.9	21.6	13.7	10.8	13.7	8.8	3.9	2.9	0.0	0.0	21.6	37	76.3	31	90	
<b>TOTAL TIREE</b>			<b>80</b>	<b>0</b>	<b>22</b>	<b>2.9</b>	<b>21.6</b>	<b>13.7</b>	<b>10.8</b>	<b>13.7</b>	<b>8.8</b>	<b>3.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>21.6</b>	<b>37</b>	<b>76.3</b>	<b>31</b>	<b>90</b>	



Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 2019			
		MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TOTAL UNITED KINGDOM		3292	0	138	5.0	44.1	24.6	8.7	7.4	4.6	1.0	0.4	0.0	0.0	4.0	13	81.1	12	3446
TOTAL GLASGOW		5002	0	154	5.9	41.4	26.4	9.4	7.6	4.5	1.3	0.5	0.1	0.0	3.0	15	82.5	10	5120

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												FEB 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	11.9	16.7	23.8	19.0	16.7	2.4	4.8	4.8	0.0	0.0	0.0	32	77.5	13	40	
<b>TOTAL ALGIERS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>16.7</b>	<b>23.8</b>	<b>19.0</b>	<b>16.7</b>	<b>2.4</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>77.5</b>	<b>13</b>	<b>40</b>	
<b>TOTAL ALGERIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>16.7</b>	<b>23.8</b>	<b>19.0</b>	<b>16.7</b>	<b>2.4</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>77.5</b>	<b>13</b>	<b>40</b>	
<b>ARGENTINA</b>																					
BUENOS AIRES	BRITISH AIRWAYS PLC	S	54	0	0	20.4	35.2	29.6	7.4	1.9	5.6	0.0	0.0	0.0	0.0	0.0	9	76.8	11	56	
<b>TOTAL BUENOS AIRES</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>20.4</b>	<b>35.2</b>	<b>29.6</b>	<b>7.4</b>	<b>1.9</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>9</b>	<b>76.8</b>	<b>11</b>	<b>56</b>	
<b>TOTAL ARGENTINA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>20.4</b>	<b>35.2</b>	<b>29.6</b>	<b>7.4</b>	<b>1.9</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>9</b>	<b>76.8</b>	<b>11</b>	<b>56</b>	
<b>AUSTRALIA</b>																					
MELBOURNE	QANTAS	S	54	0	4	1.7	15.5	39.7	19.0	12.1	3.4	0.0	1.7	0.0	0.0	6.9	24	67.9	14	56	
<b>TOTAL MELBOURNE</b>			<b>54</b>	<b>0</b>	<b>4</b>	<b>1.7</b>	<b>15.5</b>	<b>39.7</b>	<b>19.0</b>	<b>12.1</b>	<b>3.4</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>	<b>24</b>	<b>67.9</b>	<b>14</b>	<b>56</b>	
SYDNEY	BRITISH AIRWAYS PLC	S	58	0	0	1.7	20.7	44.8	13.8	10.3	3.4	1.7	3.4	0.0	0.0	0.0	24	78.6	7	56	
SYDNEY	QANTAS	S	58	0	0	0.0	12.1	31.0	22.4	20.7	0.0	5.2	5.2	3.4	0.0	0.0	75	55.4	51	56	
<b>TOTAL SYDNEY</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>16.4</b>	<b>37.9</b>	<b>18.1</b>	<b>15.5</b>	<b>1.7</b>	<b>3.4</b>	<b>4.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>67.0</b>	<b>29</b>	<b>112</b>	
<b>TOTAL AUSTRALIA</b>			<b>170</b>	<b>0</b>	<b>4</b>	<b>1.1</b>	<b>16.1</b>	<b>38.5</b>	<b>18.4</b>	<b>14.4</b>	<b>2.3</b>	<b>2.3</b>	<b>3.4</b>	<b>1.1</b>	<b>0.0</b>	<b>2.3</b>	<b>41</b>	<b>67.3</b>	<b>24</b>	<b>168</b>	
<b>AUSTRIA</b>																					
INNSBRUCK	BRITISH AIRWAYS PLC	S	48	0	0	4.2	12.5	27.1	10.4	18.8	20.8	6.3	0.0	0.0	0.0	0.0	35	87.5	16	64	
<b>TOTAL INNSBRUCK</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>12.5</b>	<b>27.1</b>	<b>10.4</b>	<b>18.8</b>	<b>20.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>87.5</b>	<b>16</b>	<b>64</b>	
SALZBURG	BRITISH AIRWAYS PLC	S	34	0	0	2.9	26.5	20.6	23.5	8.8	8.8	2.9	2.9	2.9	0.0	0.0	58	75.0	8	32	
<b>TOTAL SALZBURG</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>26.5</b>	<b>20.6</b>	<b>23.5</b>	<b>8.8</b>	<b>8.8</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>75.0</b>	<b>8</b>	<b>32</b>	
VIENNA	AUSTRIAN AIRLINES	S	228	0	4	2.6	19.4	39.2	12.5	13.4	9.9	1.3	0.0	0.0	0.0	1.7	23	77.4	13	164	
VIENNA	BRITISH AIRWAYS PLC	S	248	0	8	6.3	25.8	34.4	10.2	10.2	7.4	2.3	0.4	0.0	0.0	3.1	20	84.1	7	213	
<b>TOTAL VIENNA</b>			<b>476</b>	<b>0</b>	<b>12</b>	<b>4.5</b>	<b>22.7</b>	<b>36.7</b>	<b>11.3</b>	<b>11.7</b>	<b>8.6</b>	<b>1.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>21</b>	<b>81.2</b>	<b>10</b>	<b>377</b>	
<b>TOTAL AUSTRIA</b>			<b>558</b>	<b>0</b>	<b>12</b>	<b>4.4</b>	<b>22.1</b>	<b>34.9</b>	<b>11.9</b>	<b>12.1</b>	<b>9.6</b>	<b>2.3</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>2.1</b>	<b>24</b>	<b>81.6</b>	<b>11</b>	<b>473</b>	
<b>AZERBAIJAN</b>																					
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	26	0	0	3.8	26.9	34.6	30.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	3	24	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>26.9</b>	<b>34.6</b>	<b>30.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>3</b>	<b>24</b>	
<b>TOTAL AZERBAIJAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>26.9</b>	<b>34.6</b>	<b>30.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>3</b>	<b>24</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	0.0	0	94.6	2	56	
BAHRAIN	GULF AIR	S	116	0	0	0.9	38.8	38.8	15.5	5.2	0.9	0.0	0.0	0.0	0.0	0.0	9	76.8	9	112	
<b>TOTAL BAHRAIN</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>38.8</b>	<b>38.8</b>	<b>15.5</b>	<b>5.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>82.7</b>	<b>7</b>	<b>168</b>	
<b>TOTAL BAHRAIN</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>38.8</b>	<b>38.8</b>	<b>15.5</b>	<b>5.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>82.7</b>	<b>7</b>	<b>168</b>	
<b>BANGLADESH</b>																					
DHAKHA	BIMAN BANGLADESH AIRLINES	S	38	0	0	7.9	31.6	39.5	2.6	10.5	0.0	2.6	5.3	0.0	0.0	0.0	25	55.6	72	36	
<b>TOTAL DHAKHA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>31.6</b>	<b>39.5</b>	<b>2.6</b>	<b>10.5</b>	<b>0.0</b>	<b>2.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>55.6</b>	<b>72</b>	<b>36</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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 BANGLADESH</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>31.6</b>	<b>39.5</b>	<b>2.6</b>	<b>10.5</b>	<b>0.0</b>	<b>2.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>55.6</b>	<b>72</b>	<b>36</b>
<b>BARBADOS</b>																				
<b>BRIDGETOWN</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	4	14
<b>TOTAL BRIDGETOWN</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>0</b>	<b>92.9</b>	<b>4</b>	<b>14</b>
<b>TOTAL BARBADOS</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>0</b>	<b>92.9</b>	<b>4</b>	<b>14</b>
<b>BELGIUM</b>																				
<b>BRUSSELS</b>	BRITISH AIRWAYS PLC	S	302	0	16	3.1	33.3	26.4	11.9	11.0	6.6	2.2	0.3	0.0	0.0	5.0	19	81.6	8	292
<b>BRUSSELS</b>	BRUSSELS AIRLINES	S	158	0	6	1.2	29.3	34.8	17.7	7.9	3.7	1.8	0.0	0.0	0.0	3.7	16	75.3	13	154
<b>TOTAL BRUSSELS</b>			<b>460</b>	<b>0</b>	<b>22</b>	<b>2.5</b>	<b>32.0</b>	<b>29.3</b>	<b>13.9</b>	<b>10.0</b>	<b>5.6</b>	<b>2.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>18</b>	<b>79.5</b>	<b>10</b>	<b>446</b>
<b>TOTAL BELGIUM</b>			<b>460</b>	<b>0</b>	<b>22</b>	<b>2.5</b>	<b>32.0</b>	<b>29.3</b>	<b>13.9</b>	<b>10.0</b>	<b>5.6</b>	<b>2.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>18</b>	<b>79.5</b>	<b>10</b>	<b>446</b>
<b>BRAZIL</b>																				
<b>RIO DE JANEIRO (GALEAO)</b>	BRITISH AIRWAYS PLC	S	54	0	0	14.8	20.4	44.4	9.3	7.4	3.7	0.0	0.0	0.0	0.0	0.0	10	62.5	25	56
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>20.4</b>	<b>44.4</b>	<b>9.3</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>10</b>	<b>62.5</b>	<b>25</b>	<b>56</b>
<b>SAO PAULO (GUARULHOS)</b>	BRITISH AIRWAYS PLC	S	58	0	0	37.9	10.3	20.7	12.1	6.9	6.9	0.0	1.7	3.4	0.0	0.0	49	87.5	7	72
<b>SAO PAULO (GUARULHOS)</b>	TAM LINHAS AEREAS	S	56	0	2	22.4	36.2	19.0	8.6	5.2	5.2	0.0	0.0	0.0	0.0	3.4	10	92.9	4	56
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>30.2</b>	<b>23.3</b>	<b>19.8</b>	<b>10.3</b>	<b>6.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.9</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>30</b>	<b>89.8</b>	<b>5</b>	<b>128</b>
<b>TOTAL BRAZIL</b>			<b>168</b>	<b>0</b>	<b>2</b>	<b>25.3</b>	<b>22.4</b>	<b>27.6</b>	<b>10.0</b>	<b>6.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>1.2</b>	<b>24</b>	<b>81.5</b>	<b>11</b>	<b>184</b>
<b>BRUNEI</b>																				
<b>BANDAR SERI BEGAWAN</b>	ROYAL BRUNEI AIRLINES	S	57	0	1	6.9	34.5	25.9	12.1	17.2	1.7	0.0	0.0	0.0	0.0	1.7	14	53.6	52	56
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>57</b>	<b>0</b>	<b>1</b>	<b>6.9</b>	<b>34.5</b>	<b>25.9</b>	<b>12.1</b>	<b>17.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>14</b>	<b>53.6</b>	<b>52</b>	<b>56</b>
<b>TOTAL BRUNEI</b>			<b>57</b>	<b>0</b>	<b>1</b>	<b>6.9</b>	<b>34.5</b>	<b>25.9</b>	<b>12.1</b>	<b>17.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>14</b>	<b>53.6</b>	<b>52</b>	<b>56</b>
<b>BULGARIA</b>																				
<b>SOFIA</b>	BRITISH AIRWAYS PLC	S	62	0	0	4.8	27.4	37.1	16.1	12.9	1.6	0.0	0.0	0.0	0.0	0.0	13	92.2	5	64
<b>SOFIA</b>	BULGARIA AIR	S	40	0	0	7.5	17.5	25.0	12.5	35.0	2.5	0.0	0.0	0.0	0.0	0.0	20	69.0	17	42
<b>TOTAL SOFIA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>23.5</b>	<b>32.4</b>	<b>14.7</b>	<b>21.6</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.0</b>	<b>9</b>	<b>106</b>
<b>TOTAL BULGARIA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>23.5</b>	<b>32.4</b>	<b>14.7</b>	<b>21.6</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.0</b>	<b>9</b>	<b>106</b>
<b>CANADA</b>																				
<b>CALGARY</b>	AIR CANADA	S	54	0	4	0.0	20.7	32.8	13.8	19.0	5.2	0.0	1.7	0.0	0.0	6.9	22	50.0	26	56
<b>TOTAL CALGARY</b>			<b>54</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>20.7</b>	<b>32.8</b>	<b>13.8</b>	<b>19.0</b>	<b>5.2</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>	<b>22</b>	<b>50.0</b>	<b>26</b>	<b>56</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	90.0	6	30
<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>90.0</b>	<b>6</b>	<b>30</b>
<b>MONTREAL (DORVAL)</b>	AIR CANADA	S	58	0	0	10.3	34.5	34.5	8.6	6.9	3.4	1.7	0.0	0.0	0.0	0.0	12	66.1	27	54
<b>MONTREAL (DORVAL)</b>	BRITISH AIRWAYS PLC	S	58	0	0	22.4	24.1	32.8	12.1	3.4	5.2	0.0	0.0	0.0	0.0	0.0	10	67.9	21	56
<b>TOTAL MONTREAL (DORVAL)</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>16.4</b>	<b>29.3</b>	<b>33.6</b>	<b>10.3</b>	<b>5.2</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>11</b>	<b>67.0</b>	<b>24</b>	<b>110</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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	
OTTAWA INTERNATIONAL	AIR CANADA	S	46	0	2	33.3	33.3	20.8	2.1	4.2	2.1	0.0	0.0	0.0	0.0	4.2	5	67.4	25	42	
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>33.3</b>	<b>33.3</b>	<b>20.8</b>	<b>2.1</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>4.2</b>	<b>5</b>	<b>67.4</b>	<b>25</b>	<b>42</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	37.5	45	14	
<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>37.5</b>	<b>45</b>	<b>14</b>	
TORONTO	AIR CANADA	S	206	0	5	15.6	32.7	29.4	11.8	2.8	3.8	0.0	0.9	0.5	0.0	2.4	13	55.6	28	211	
TORONTO	BRITISH AIRWAYS PLC	S	92	0	1	15.1	25.8	25.8	22.6	8.6	1.1	0.0	0.0	0.0	0.0	1.1	11	75.5	17	102	
<b>TOTAL TORONTO</b>			<b>298</b>	<b>0</b>	<b>6</b>	<b>15.5</b>	<b>30.6</b>	<b>28.3</b>	<b>15.1</b>	<b>4.6</b>	<b>3.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>2.0</b>	<b>13</b>	<b>61.9</b>	<b>24</b>	<b>313</b>	
VANCOUVER	AIR CANADA	S	57	0	1	5.2	29.3	46.6	8.6	5.2	1.7	0.0	0.0	1.7	0.0	1.7	18	67.9	16	56	
VANCOUVER	BRITISH AIRWAYS PLC	S	56	0	2	6.9	24.1	36.2	10.3	10.3	3.4	1.7	3.4	0.0	0.0	3.4	22	57.1	17	56	
<b>TOTAL VANCOUVER</b>			<b>113</b>	<b>0</b>	<b>3</b>	<b>6.0</b>	<b>26.7</b>	<b>41.4</b>	<b>9.5</b>	<b>7.8</b>	<b>2.6</b>	<b>0.9</b>	<b>1.7</b>	<b>0.9</b>	<b>0.0</b>	<b>2.6</b>	<b>20</b>	<b>62.5</b>	<b>16</b>	<b>112</b>	
<b>TOTAL CANADA</b>			<b>627</b>	<b>0</b>	<b>15</b>	<b>13.9</b>	<b>29.0</b>	<b>31.5</b>	<b>12.1</b>	<b>6.5</b>	<b>3.3</b>	<b>0.3</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>2.3</b>	<b>14</b>	<b>62.9</b>	<b>23</b>	<b>677</b>	
<b>CAYMAN ISLANDS</b>																					
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	33	0	0	27.3	12.1	30.3	15.2	3.0	6.1	3.0	3.0	0.0	0.0	0.0	25	90.6	4	32	
<b>TOTAL GRAND CAYMAN</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>27.3</b>	<b>12.1</b>	<b>30.3</b>	<b>15.2</b>	<b>3.0</b>	<b>6.1</b>	<b>3.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>90.6</b>	<b>4</b>	<b>32</b>	
<b>TOTAL CAYMAN ISLANDS</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>27.3</b>	<b>12.1</b>	<b>30.3</b>	<b>15.2</b>	<b>3.0</b>	<b>6.1</b>	<b>3.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>90.6</b>	<b>4</b>	<b>32</b>	
<b>CHILE</b>																					
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	42	0	0	31.0	26.2	26.2	9.5	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	11	40	
<b>TOTAL SANTIAGO DE CHILE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>31.0</b>	<b>26.2</b>	<b>26.2</b>	<b>9.5</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.0</b>	<b>11</b>	<b>40</b>	
<b>TOTAL CHILE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>31.0</b>	<b>26.2</b>	<b>26.2</b>	<b>9.5</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.0</b>	<b>11</b>	<b>40</b>	
<b>CHINA</b>																					
BEIJING	AIR CHINA	S	64	0	4	10.3	29.4	14.7	11.8	13.2	4.4	1.5	2.9	5.9	0.0	5.9	108	80.5	14	128	
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	88.5	6	52	
<b>TOTAL BEIJING</b>			<b>64</b>	<b>0</b>	<b>4</b>	<b>10.3</b>	<b>29.4</b>	<b>14.7</b>	<b>11.8</b>	<b>13.2</b>	<b>4.4</b>	<b>1.5</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>5.9</b>	<b>108</b>	<b>82.8</b>	<b>12</b>	<b>180</b>	
BEIJING DAXING INTERNATIONAL AIRPORT	BRITISH AIRWAYS PLC	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 BEIJING DAXING INTERNATIONAL AIRPORT</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>	
CHANGSHA HUANGHUA INTERNATIONAL AIRPORT	HAINAN AIRLINES	S	6	0	0	16.7	33.3	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	30	24	
<b>TOTAL CHANGSHA HUANGHUA INTERNATIONAL AIRPORT</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.0</b>	<b>30</b>	<b>24</b>	
CHENGDU	AIR CHINA	S	4	0	2	16.7	16.7	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	33.3	12	0.0	0	0	
<b>TOTAL CHENGDU</b>			<b>4</b>	<b>0</b>	<b>2</b>	<b>16.7</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GUANGZHOU BAIYUN INTERNATIONAL	CHINA SOUTHERN	S	28	0	0	53.6	39.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	7	56	
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>53.6</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>0.0</b>	<b>1</b>	<b>87.5</b>	<b>7</b>	<b>56</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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
QINGDAO	BEIJING CAPITAL AIRLINES	S	12	0	0	33.3	25.0	25.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	93.8	1	16
<b>TOTAL QINGDAO</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>25.0</b>	<b>25.0</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>93.8</b>	<b>1</b>	<b>16</b>
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	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	83.3	8	72
SHANGHAI (PU DONG)	CHINA EASTERN AIRLINES	S	46	0	0	19.6	37.0	23.9	10.9	8.7	0.0	0.0	0.0	0.0	0.0	0.0	9	82.1	10	56
SHANGHAI (PU DONG)	VIRGIN ATLANTIC AIRWAYS LTD	S	1	0	9	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	90.0	21	87.5	6	56
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>47</b>	<b>0</b>	<b>14</b>	<b>14.8</b>	<b>27.9</b>	<b>18.0</b>	<b>9.8</b>	<b>6.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23.0</b>	<b>9</b>	<b>84.2</b>	<b>8</b>	<b>184</b>
SHENZHEN (HUANGTIAN)	SHENZHEN AIRLINES	S	14	0	0	14.3	28.6	21.4	7.1	14.3	0.0	0.0	0.0	14.3	0.0	0.0	166	62.5	17	24
<b>TOTAL SHENZHEN (HUANGTIAN)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>28.6</b>	<b>21.4</b>	<b>7.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>166</b>	<b>62.5</b>	<b>17</b>	<b>24</b>
TIANJIN	TIANJIN AIRLINES	S	14	0	2	12.5	25.0	12.5	12.5	18.8	6.3	0.0	0.0	0.0	0.0	12.5	19	75.0	10	48
<b>TOTAL TIANJIN</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>19</b>	<b>75.0</b>	<b>10</b>	<b>48</b>
WUHAN TIANHE INTERNATIONAL	CHINA SOUTHERN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	5	24
<b>TOTAL WUHAN TIANHE 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>91.7</b>	<b>5</b>	<b>24</b>
ZHENGZHOU XINZHENG	CHINA SOUTHERN	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	23	0.0	0	0
<b>TOTAL ZHENGZHOU XINZHENG</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>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>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CHINA</b>			<b>193</b>	<b>0</b>	<b>24</b>	<b>18.9</b>	<b>29.5</b>	<b>16.1</b>	<b>8.3</b>	<b>9.7</b>	<b>2.3</b>	<b>0.5</b>	<b>0.9</b>	<b>2.8</b>	<b>0.0</b>	<b>11.1</b>	<b>53</b>	<b>82.6</b>	<b>10</b>	<b>556</b>
<b>COLOMBIA</b>																				
BOGOTA	AVIANCA COLOMBIA	S	57	0	0	35.1	28.1	28.1	1.8	3.5	0.0	0.0	0.0	3.5	0.0	0.0	40	91.1	4	56
<b>TOTAL BOGOTA</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>35.1</b>	<b>28.1</b>	<b>28.1</b>	<b>1.8</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>91.1</b>	<b>4</b>	<b>56</b>
<b>TOTAL COLOMBIA</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>35.1</b>	<b>28.1</b>	<b>28.1</b>	<b>1.8</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>91.1</b>	<b>4</b>	<b>56</b>
<b>CROATIA</b>																				
ZAGREB	BRITISH AIRWAYS PLC	S	68	0	0	8.8	30.9	32.4	7.4	13.2	4.4	1.5	1.5	0.0	0.0	0.0	19	93.2	5	44
ZAGREB	CROATIA AIRLINES	S	34	0	0	2.9	8.8	44.1	17.6	14.7	11.8	0.0	0.0	0.0	0.0	0.0	22	75.0	14	32
<b>TOTAL ZAGREB</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>23.5</b>	<b>36.3</b>	<b>10.8</b>	<b>13.7</b>	<b>6.9</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>85.5</b>	<b>9</b>	<b>76</b>
<b>TOTAL CROATIA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>23.5</b>	<b>36.3</b>	<b>10.8</b>	<b>13.7</b>	<b>6.9</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>85.5</b>	<b>9</b>	<b>76</b>
<b>CYPRUS</b>																				
LARNACA	BRITISH AIRWAYS PLC	S	100	0	0	2.0	16.0	51.0	12.0	10.0	6.0	0.0	0.0	3.0	0.0	0.0	46	80.0	24	80
<b>TOTAL LARNACA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>16.0</b>	<b>51.0</b>	<b>12.0</b>	<b>10.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>80.0</b>	<b>24</b>	<b>80</b>
<b>TOTAL CYPRUS</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>16.0</b>	<b>51.0</b>	<b>12.0</b>	<b>10.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>80.0</b>	<b>24</b>	<b>80</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	BRITISH AIRWAYS PLC	S	256	0	8	6.4	31.1	28.4	11.0	13.3	6.4	0.4	0.0	0.0	0.0	3.0	16	87.5	9	262
<b>TOTAL PRAGUE</b>			<b>256</b>	<b>0</b>	<b>8</b>	<b>6.4</b>	<b>31.1</b>	<b>28.4</b>	<b>11.0</b>	<b>13.3</b>	<b>6.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>16</b>	<b>87.5</b>	<b>9</b>	<b>262</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>256</b>	<b>0</b>	<b>8</b>	<b>6.4</b>	<b>31.1</b>	<b>28.4</b>	<b>11.0</b>	<b>13.3</b>	<b>6.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>16</b>	<b>87.5</b>	<b>9</b>	<b>262</b>
<b>DENMARK</b>																				

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE													FEB 2019		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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>BILLUND</b>	BRITISH AIRWAYS PLC	S	58	0	0	17.2	34.5	20.7	8.6	10.3	5.2	3.4	0.0	0.0	0.0	0.0	16	89.0	4	80	
<b>TOTAL BILLUND</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>34.5</b>	<b>20.7</b>	<b>8.6</b>	<b>10.3</b>	<b>5.2</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>89.0</b>	<b>4</b>	<b>80</b>	
<b>COPENHAGEN</b>	BRITISH AIRWAYS PLC	S	322	0	16	7.4	35.8	30.8	8.9	7.1	4.1	0.6	0.6	0.0	0.0	4.7	13	88.2	6	302	
<b>COPENHAGEN</b>	SAS	S	157	0	8	5.5	31.5	30.9	8.5	14.5	3.0	1.2	0.0	0.0	0.0	4.8	15	85.2	9	263	
<b>COPENHAGEN</b>	SCANDINAVIAN AIRLINES IRELAND LTD	S	86	0	0	5.8	34.9	31.4	10.5	7.0	10.5	0.0	0.0	0.0	0.0	0.0	16	84.8	10	46	
<b>TOTAL COPENHAGEN</b>			<b>565</b>	<b>0</b>	<b>24</b>	<b>6.6</b>	<b>34.5</b>	<b>30.9</b>	<b>9.0</b>	<b>9.2</b>	<b>4.8</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>14</b>	<b>86.6</b>	<b>7</b>	<b>611</b>	
<b>TOTAL DENMARK</b>			<b>623</b>	<b>0</b>	<b>24</b>	<b>7.6</b>	<b>34.5</b>	<b>30.0</b>	<b>9.0</b>	<b>9.3</b>	<b>4.8</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>14</b>	<b>86.9</b>	<b>7</b>	<b>691</b>	
<b>EGYPT</b>																					
<b>CAIRO</b>	BRITISH AIRWAYS PLC	S	58	0	0	0.0	12.1	39.7	20.7	15.5	6.9	0.0	1.7	3.4	0.0	0.0	52	66.1	18	56	
<b>CAIRO</b>	EGYPT AIR	S	116	0	0	1.7	25.9	22.4	19.8	25.9	3.4	0.0	0.9	0.0	0.0	0.0	21	78.2	11	110	
<b>TOTAL CAIRO</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>21.3</b>	<b>28.2</b>	<b>20.1</b>	<b>22.4</b>	<b>4.6</b>	<b>0.0</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>74.1</b>	<b>13</b>	<b>166</b>	
<b>LUXOR</b>	EGYPT AIR	S	8	0	0	0.0	0.0	12.5	25.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	42	37.5	28	8	
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>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>42</b>	<b>37.5</b>	<b>28</b>	<b>8</b>	
<b>TOTAL EGYPT</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>20.3</b>	<b>27.5</b>	<b>20.3</b>	<b>23.1</b>	<b>5.5</b>	<b>0.0</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>72.4</b>	<b>14</b>	<b>174</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	75.0	16	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>75.0</b>	<b>16</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>75.0</b>	<b>16</b>	<b>16</b>	
<b>ETHIOPIA</b>																					
<b>ADDIS ABABA</b>	ETHIOPIAN AIRLINES	S	62	0	0	3.2	24.2	48.4	12.9	6.5	4.8	0.0	0.0	0.0	0.0	0.0	13	84.7	7	72	
<b>TOTAL ADDIS ABABA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>24.2</b>	<b>48.4</b>	<b>12.9</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>13</b>	<b>84.7</b>	<b>7</b>	<b>72</b>	
<b>TOTAL ETHIOPIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>24.2</b>	<b>48.4</b>	<b>12.9</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>13</b>	<b>84.7</b>	<b>7</b>	<b>72</b>	
<b>FINLAND</b>																					
<b>HELSINKI</b>	BRITISH AIRWAYS PLC	S	56	0	2	5.2	32.8	39.7	6.9	6.9	5.2	0.0	0.0	0.0	0.0	3.4	13	77.9	11	103	
<b>HELSINKI</b>	FINNAIR	S	337	0	10	4.0	28.5	31.4	13.5	13.5	4.9	1.2	0.0	0.0	0.0	2.9	17	68.9	14	276	
<b>TOTAL HELSINKI</b>			<b>393</b>	<b>0</b>	<b>12</b>	<b>4.2</b>	<b>29.1</b>	<b>32.6</b>	<b>12.6</b>	<b>12.6</b>	<b>4.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>17</b>	<b>71.4</b>	<b>13</b>	<b>379</b>	
<b>TOTAL FINLAND</b>			<b>393</b>	<b>0</b>	<b>12</b>	<b>4.2</b>	<b>29.1</b>	<b>32.6</b>	<b>12.6</b>	<b>12.6</b>	<b>4.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>17</b>	<b>71.4</b>	<b>13</b>	<b>379</b>	
<b>FRANCE</b>																					
<b>GRENOBLE</b>	BRITISH AIRWAYS PLC	S	15	0	1	6.3	31.3	25.0	6.3	6.3	18.8	0.0	0.0	0.0	0.0	6.3	23	62.5	27	8	
<b>TOTAL GRENOBLE</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>6.3</b>	<b>31.3</b>	<b>25.0</b>	<b>6.3</b>	<b>6.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>23</b>	<b>62.5</b>	<b>27</b>	<b>8</b>	
<b>LYON</b>	BRITISH AIRWAYS PLC	S	169	0	10	1.1	25.7	31.3	11.7	14.5	8.4	1.7	0.0	0.0	0.0	5.6	22	86.3	8	182	
<b>TOTAL LYON</b>			<b>169</b>	<b>0</b>	<b>10</b>	<b>1.1</b>	<b>25.7</b>	<b>31.3</b>	<b>11.7</b>	<b>14.5</b>	<b>8.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>22</b>	<b>86.3</b>	<b>8</b>	<b>182</b>	
<b>MARSEILLE</b>	BRITISH AIRWAYS PLC	S	146	0	2	2.7	24.3	34.5	14.9	12.8	5.4	2.7	1.4	0.0	0.0	1.4	23	82.3	9	128	
<b>TOTAL MARSEILLE</b>			<b>146</b>	<b>0</b>	<b>2</b>	<b>2.7</b>	<b>24.3</b>	<b>34.5</b>	<b>14.9</b>	<b>12.8</b>	<b>5.4</b>	<b>2.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>23</b>	<b>82.3</b>	<b>9</b>	<b>128</b>	
<b>NICE</b>	BRITISH AIRWAYS PLC	S	244	0	10	1.6	25.2	29.1	12.6	17.7	7.1	2.4	0.4	0.0	0.0	3.9	24	82.6	8	236	
<b>TOTAL NICE</b>			<b>244</b>	<b>0</b>	<b>10</b>	<b>1.6</b>	<b>25.2</b>	<b>29.1</b>	<b>12.6</b>	<b>17.7</b>	<b>7.1</b>	<b>2.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>24</b>	<b>82.6</b>	<b>8</b>	<b>236</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

## NUMBER OF FLIGHTS

## PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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)	AIR FRANCE	S	338	0	4	6.4	33.3	30.4	13.2	9.4	5.8	0.3	0.0	0.0	0.0	1.2	13	82.1	9	349	
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	374	0	31	1.5	23.5	34.3	12.8	12.1	5.9	1.2	0.7	0.2	0.0	7.7	21	86.3	7	353	
PARIS (CHARLES DE GAULLE)	DELTA AIRLINES	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>714</b>	<b>0</b>	<b>35</b>	<b>3.7</b>	<b>28.0</b>	<b>32.6</b>	<b>13.0</b>	<b>10.8</b>	<b>5.9</b>	<b>0.8</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>4.7</b>	<b>17</b>	<b>84.2</b>	<b>8</b>	<b>702</b>	
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	168	0	4	2.3	30.8	30.8	12.2	11.0	8.7	1.7	0.0	0.0	0.0	2.3	20	85.7	6	164	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>168</b>	<b>0</b>	<b>4</b>	<b>2.3</b>	<b>30.8</b>	<b>30.8</b>	<b>12.2</b>	<b>11.0</b>	<b>8.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>20</b>	<b>85.7</b>	<b>6</b>	<b>164</b>	
<b>TOTAL FRANCE</b>			<b>1456</b>	<b>0</b>	<b>62</b>	<b>2.8</b>	<b>27.3</b>	<b>31.8</b>	<b>12.8</b>	<b>12.6</b>	<b>6.8</b>	<b>1.4</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>4.1</b>	<b>20</b>	<b>84.1</b>	<b>8</b>	<b>1420</b>	
<b>GERMANY</b>																					
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	372	0	26	1.8	23.4	33.7	12.1	12.6	7.8	0.3	1.3	0.8	0.0	6.5	24	85.4	8	403	
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	83.6	7	151	
<b>TOTAL BERLIN (TEGEL)</b>			<b>372</b>	<b>0</b>	<b>26</b>	<b>1.8</b>	<b>23.4</b>	<b>33.7</b>	<b>12.1</b>	<b>12.6</b>	<b>7.8</b>	<b>0.3</b>	<b>1.3</b>	<b>0.8</b>	<b>0.0</b>	<b>6.5</b>	<b>24</b>	<b>84.9</b>	<b>7</b>	<b>554</b>	
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	141	0	4	13.8	29.0	23.4	13.8	8.3	6.2	1.4	1.4	0.0	0.0	2.8	19	85.4	9	144	
<b>TOTAL COLOGNE BONN</b>			<b>141</b>	<b>0</b>	<b>4</b>	<b>13.8</b>	<b>29.0</b>	<b>23.4</b>	<b>13.8</b>	<b>8.3</b>	<b>6.2</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>19</b>	<b>85.4</b>	<b>9</b>	<b>144</b>	
DUSSELDORF	BRITISH AIRWAYS PLC	S	274	0	24	6.0	29.9	31.5	9.7	7.7	5.4	0.3	0.7	0.7	0.0	8.1	21	85.9	7	297	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	210	0	12	8.1	38.7	25.7	6.3	6.3	8.6	0.9	0.0	0.0	0.0	5.4	14	92.6	4	216	
<b>TOTAL DUSSELDORF</b>			<b>484</b>	<b>0</b>	<b>36</b>	<b>6.9</b>	<b>33.7</b>	<b>29.0</b>	<b>8.3</b>	<b>7.1</b>	<b>6.7</b>	<b>0.6</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>6.9</b>	<b>18</b>	<b>88.7</b>	<b>6</b>	<b>513</b>	
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	276	0	24	1.0	24.7	33.7	12.7	11.7	7.0	0.7	0.7	0.0	0.0	8.0	19	82.8	7	314	
FRANKFURT MAIN	LUFTHANSA	S	646	0	50	4.0	31.5	28.4	11.6	10.9	5.6	0.7	0.0	0.0	0.0	7.2	16	84.4	7	661	
<b>TOTAL FRANKFURT MAIN</b>			<b>922</b>	<b>0</b>	<b>74</b>	<b>3.1</b>	<b>29.4</b>	<b>30.0</b>	<b>11.9</b>	<b>11.1</b>	<b>6.0</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>17</b>	<b>83.9</b>	<b>7</b>	<b>975</b>	
FRIEDRICHSHAFEN	BRITISH AIRWAYS PLC	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	19	50.0	38	4	
<b>TOTAL FRIEDRICHSHAFEN</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>19</b>	<b>50.0</b>	<b>38</b>	<b>4</b>	
HAMBURG	BRITISH AIRWAYS PLC	S	252	0	17	7.1	29.7	29.7	10.4	7.8	6.7	2.2	0.0	0.0	0.0	6.3	17	79.2	10	243	
HAMBURG	EUROWINGS LUFTVERKEHRS	S	152	0	4	7.1	38.5	24.4	10.3	6.4	9.0	1.3	0.6	0.0	0.0	2.6	18	79.6	11	150	
<b>TOTAL HAMBURG</b>			<b>404</b>	<b>0</b>	<b>21</b>	<b>7.1</b>	<b>32.9</b>	<b>27.8</b>	<b>10.4</b>	<b>7.3</b>	<b>7.5</b>	<b>1.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>17</b>	<b>79.4</b>	<b>10</b>	<b>393</b>	
HANOVER	BRITISH AIRWAYS PLC	S	96	0	2	7.1	36.7	35.7	4.1	10.2	3.1	1.0	0.0	0.0	0.0	2.0	12	91.3	4	158	
<b>TOTAL HANOVER</b>			<b>96</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>36.7</b>	<b>35.7</b>	<b>4.1</b>	<b>10.2</b>	<b>3.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>12</b>	<b>91.3</b>	<b>4</b>	<b>158</b>	
MUNICH	BRITISH AIRWAYS PLC	S	333	0	33	3.6	25.4	35.0	9.6	11.5	3.3	1.4	1.1	0.3	0.0	9.0	18	82.0	8	400	
MUNICH	LUFTHANSA	S	460	0	40	3.0	22.6	34.4	15.0	10.0	6.4	0.6	0.0	0.0	0.0	8.0	17	77.6	12	418	
<b>TOTAL MUNICH</b>			<b>793</b>	<b>0</b>	<b>73</b>	<b>3.2</b>	<b>23.8</b>	<b>34.6</b>	<b>12.7</b>	<b>10.6</b>	<b>5.1</b>	<b>0.9</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>8.4</b>	<b>18</b>	<b>79.7</b>	<b>10</b>	<b>818</b>	
STUTTART	BRITISH AIRWAYS PLC	S	94	0	4	5.1	31.6	34.7	10.2	5.1	7.1	2.0	0.0	0.0	0.0	4.1	16	86.5	5	102	
STUTTART	EUROWINGS LUFTVERKEHRS	S	138	0	8	4.1	28.1	28.8	19.9	7.5	4.1	1.4	0.7	0.0	0.0	5.5	17	89.6	6	144	
<b>TOTAL STUTTART</b>			<b>232</b>	<b>0</b>	<b>12</b>	<b>4.5</b>	<b>29.5</b>	<b>31.1</b>	<b>16.0</b>	<b>6.6</b>	<b>5.3</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>17</b>	<b>88.3</b>	<b>6</b>	<b>246</b>	
<b>TOTAL GERMANY</b>			<b>3446</b>	<b>0</b>	<b>248</b>	<b>4.6</b>	<b>28.6</b>	<b>31.1</b>	<b>11.6</b>	<b>9.7</b>	<b>6.1</b>	<b>0.9</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>6.7</b>	<b>18</b>	<b>83.9</b>	<b>8</b>	<b>3805</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												FEB 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>GHANA</b>																					
ACCRA	BRITISH AIRWAYS PLC	S	56	0	3	3.4	20.3	27.1	13.6	13.6	13.6	1.7	1.7	0.0	0.0	5.1	28	67.9	13	56	
<b>TOTAL ACCRA</b>			<b>56</b>	<b>0</b>	<b>3</b>	<b>3.4</b>	<b>20.3</b>	<b>27.1</b>	<b>13.6</b>	<b>13.6</b>	<b>13.6</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>28</b>	<b>67.9</b>	<b>13</b>	<b>56</b>	
<b>TOTAL GHANA</b>			<b>56</b>	<b>0</b>	<b>3</b>	<b>3.4</b>	<b>20.3</b>	<b>27.1</b>	<b>13.6</b>	<b>13.6</b>	<b>13.6</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>28</b>	<b>67.9</b>	<b>13</b>	<b>56</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	BRITISH AIRWAYS PLC	S	72	0	0	1.4	23.6	43.1	11.1	8.3	9.7	1.4	0.0	1.4	0.0	0.0	34	88.3	6	103	
<b>TOTAL GIBRALTAR</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>23.6</b>	<b>43.1</b>	<b>11.1</b>	<b>8.3</b>	<b>9.7</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>88.3</b>	<b>6</b>	<b>103</b>	
<b>TOTAL GIBRALTAR</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>23.6</b>	<b>43.1</b>	<b>11.1</b>	<b>8.3</b>	<b>9.7</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>88.3</b>	<b>6</b>	<b>103</b>	
<b>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	S	150	0	0	3.3	21.3	33.3	17.3	19.3	4.7	0.7	0.0	0.0	0.0	0.0	19	91.7	6	144	
ATHENS	BRITISH AIRWAYS PLC	S	158	0	2	0.6	11.9	35.0	21.9	20.0	8.1	0.6	0.0	0.6	0.0	1.3	30	81.6	8	158	
<b>TOTAL ATHENS</b>			<b>308</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>16.5</b>	<b>34.2</b>	<b>19.7</b>	<b>19.7</b>	<b>6.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>25</b>	<b>86.4</b>	<b>7</b>	<b>302</b>	
<b>TOTAL GREECE</b>			<b>308</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>16.5</b>	<b>34.2</b>	<b>19.7</b>	<b>19.7</b>	<b>6.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>25</b>	<b>86.4</b>	<b>7</b>	<b>302</b>	
<b>HONG KONG</b>																					
HONG KONG (CHEK LAP KOK)	BRITISH AIRWAYS PLC	S	84	0	21	1.9	30.5	24.8	7.6	9.5	5.7	0.0	0.0	0.0	0.0	20.0	14	86.3	18	102	
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	228	0	26	10.6	36.2	26.8	8.7	5.1	0.8	1.2	0.4	0.0	0.0	10.2	9	81.0	9	274	
HONG KONG (CHEK LAP KOK)	VIRGIN ATLANTIC AIRWAYS LTD	S	52	0	4	0.0	62.5	26.8	1.8	1.8	0.0	0.0	0.0	0.0	0.0	7.1	3	80.7	38	55	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>364</b>	<b>0</b>	<b>51</b>	<b>7.0</b>	<b>38.3</b>	<b>26.3</b>	<b>7.5</b>	<b>5.8</b>	<b>1.9</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>12.3</b>	<b>10</b>	<b>82.2</b>	<b>15</b>	<b>431</b>	
<b>TOTAL HONG KONG</b>			<b>364</b>	<b>0</b>	<b>51</b>	<b>7.0</b>	<b>38.3</b>	<b>26.3</b>	<b>7.5</b>	<b>5.8</b>	<b>1.9</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>12.3</b>	<b>10</b>	<b>82.2</b>	<b>15</b>	<b>431</b>	
<b>HUNGARY</b>																					
BUDAPEST	BRITISH AIRWAYS PLC	S	162	0	0	1.9	22.2	30.9	19.1	11.1	12.3	2.5	0.0	0.0	0.0	0.0	25	86.4	7	182	
<b>TOTAL BUDAPEST</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>22.2</b>	<b>30.9</b>	<b>19.1</b>	<b>11.1</b>	<b>12.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>86.4</b>	<b>7</b>	<b>182</b>	
<b>TOTAL HUNGARY</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>22.2</b>	<b>30.9</b>	<b>19.1</b>	<b>11.1</b>	<b>12.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>86.4</b>	<b>7</b>	<b>182</b>	
<b>ICELAND</b>																					
KEFLAVIK	BRITISH AIRWAYS PLC	S	56	0	2	6.9	36.2	20.7	10.3	15.5	6.9	0.0	0.0	0.0	0.0	3.4	16	86.4	6	86	
KEFLAVIK	ICELANDAIR	S	114	0	0	12.3	20.2	34.2	11.4	12.3	6.1	1.8	0.0	1.8	0.0	0.0	26	88.4	7	112	
<b>TOTAL KEFLAVIK</b>			<b>170</b>	<b>0</b>	<b>2</b>	<b>10.5</b>	<b>25.6</b>	<b>29.7</b>	<b>11.0</b>	<b>13.4</b>	<b>6.4</b>	<b>1.2</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>1.2</b>	<b>23</b>	<b>87.5</b>	<b>6</b>	<b>198</b>	
<b>TOTAL ICELAND</b>			<b>170</b>	<b>0</b>	<b>2</b>	<b>10.5</b>	<b>25.6</b>	<b>29.7</b>	<b>11.0</b>	<b>13.4</b>	<b>6.4</b>	<b>1.2</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>1.2</b>	<b>23</b>	<b>87.5</b>	<b>6</b>	<b>198</b>	
<b>INDIA</b>																					
AHMEDABAD	AIR INDIA	S	33	0	0	0.0	0.0	9.1	12.1	33.3	24.2	6.1	6.1	9.1	0.0	0.0	107	62.5	22	32	
<b>TOTAL AHMEDABAD</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>12.1</b>	<b>33.3</b>	<b>24.2</b>	<b>6.1</b>	<b>6.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>107</b>	<b>62.5</b>	<b>22</b>	<b>32</b>	
BANGALORE (BENGALURU)	AIR INDIA	S	25	0	0	0.0	0.0	24.0	4.0	24.0	20.0	16.0	8.0	4.0	0.0	0.0	92	62.5	17	24	
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	58	0	0	1.7	10.3	25.9	25.9	6.9	22.4	0.0	6.9	0.0	0.0	0.0	47	64.3	18	56	
<b>TOTAL BANGALORE (BENGALURU)</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>7.2</b>	<b>25.3</b>	<b>19.3</b>	<b>12.0</b>	<b>21.7</b>	<b>4.8</b>	<b>7.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>61</b>	<b>63.8</b>	<b>18</b>	<b>80</b>	
CHENNAI	BRITISH AIRWAYS PLC	S	58	0	0	1.7	15.5	46.6	19.0	10.3	3.4	3.4	0.0	0.0	0.0	0.0	20	67.9	18	56	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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 CHENNAI</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>15.5</b>	<b>46.6</b>	<b>19.0</b>	<b>10.3</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>20</b>	<b>67.9</b>	<b>18</b>	<b>56</b>	
DELHI	AIR INDIA	S	116	0	0	2.6	19.8	38.8	18.1	16.4	1.7	0.0	0.9	1.7	0.0	0.0	26	73.5	15	111	
DELHI	BRITISH AIRWAYS PLC	S	115	0	1	9.5	19.8	44.0	13.8	5.2	2.6	0.9	2.6	0.9	0.0	0.9	27	83.0	15	112	
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	91.1	13	56	
DELHI	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	0.0	41.4	31.0	8.6	8.6	3.4	3.4	0.0	3.4	0.0	0.0	48	91.1	10	56	
<b>TOTAL DELHI</b>			<b>289</b>	<b>0</b>	<b>1</b>	<b>4.8</b>	<b>24.1</b>	<b>39.3</b>	<b>14.5</b>	<b>10.3</b>	<b>2.4</b>	<b>1.0</b>	<b>1.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.3</b>	<b>31</b>	<b>82.5</b>	<b>14</b>	<b>335</b>	
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	58	0	0	1.7	13.8	32.8	13.8	10.3	17.2	5.2	5.2	0.0	0.0	0.0	46	80.4	41	56	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>13.8</b>	<b>32.8</b>	<b>13.8</b>	<b>10.3</b>	<b>17.2</b>	<b>5.2</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>80.4</b>	<b>41</b>	<b>56</b>	
MUMBAI	AIR INDIA	S	72	0	0	0.0	0.0	5.6	1.4	18.1	30.6	23.6	15.3	5.6	0.0	0.0	141	60.7	26	56	
MUMBAI	BRITISH AIRWAYS PLC	S	121	0	2	0.0	12.2	31.7	16.3	21.1	13.8	3.3	0.0	0.0	0.0	1.6	30	80.4	10	112	
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	81.7	7	168	
MUMBAI	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	3.4	13.8	43.1	13.8	15.5	8.6	1.7	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL MUMBAI</b>			<b>251</b>	<b>0</b>	<b>2</b>	<b>0.8</b>	<b>9.1</b>	<b>26.9</b>	<b>11.5</b>	<b>19.0</b>	<b>17.4</b>	<b>8.7</b>	<b>4.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.8</b>	<b>60</b>	<b>77.7</b>	<b>11</b>	<b>336</b>	
<b>TOTAL INDIA</b>			<b>772</b>	<b>0</b>	<b>3</b>	<b>2.5</b>	<b>15.0</b>	<b>32.5</b>	<b>14.2</b>	<b>14.3</b>	<b>11.5</b>	<b>4.6</b>	<b>3.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.4</b>	<b>47</b>	<b>77.3</b>	<b>15</b>	<b>895</b>	
<b>INDONESIA</b>																					
BALI INTERNATIONAL	GARUDA INDONESIA	S	2	0	4	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	66.7	98	66.7	14	12	
<b>TOTAL BALI INTERNATIONAL</b>			<b>2</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>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>98</b>	<b>66.7</b>	<b>14</b>	<b>12</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	8.3	34	12	
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>8.3</b>	<b>34</b>	<b>12</b>	
<b>TOTAL INDONESIA</b>			<b>2</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>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>98</b>	<b>37.5</b>	<b>24</b>	<b>24</b>	
<b>IRAN</b>																					
TEHRAN IMAM KHOMEINI	IRAN AIR	S	23	0	0	8.7	21.7	17.4	13.0	26.1	4.3	8.7	0.0	0.0	0.0	0.0	33	95.8	2	24	
<b>TOTAL TEHRAN IMAM KHOMEINI</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>21.7</b>	<b>17.4</b>	<b>13.0</b>	<b>26.1</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>33</b>	<b>95.8</b>	<b>2</b>	<b>24</b>	
<b>TOTAL IRAN</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>21.7</b>	<b>17.4</b>	<b>13.0</b>	<b>26.1</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>33</b>	<b>95.8</b>	<b>2</b>	<b>24</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	218	0	12	13.5	41.3	15.7	10.9	7.4	4.8	0.9	0.4	0.0	0.0	5.2	13	84.4	9	224	
<b>TOTAL CORK</b>			<b>218</b>	<b>0</b>	<b>12</b>	<b>13.5</b>	<b>41.3</b>	<b>15.7</b>	<b>10.9</b>	<b>7.4</b>	<b>4.8</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>5.2</b>	<b>13</b>	<b>84.4</b>	<b>9</b>	<b>224</b>	
DUBLIN	AER LINGUS	S	579	0	13	5.9	39.0	28.7	10.6	7.8	4.9	0.7	0.2	0.0	0.0	2.2	13	81.8	9	578	
DUBLIN	BRITISH AIRWAYS PLC	S	393	0	33	6.3	31.2	27.2	10.1	8.7	7.0	0.9	0.5	0.2	0.0	7.7	20	82.6	9	414	
<b>TOTAL DUBLIN</b>			<b>972</b>	<b>0</b>	<b>46</b>	<b>6.1</b>	<b>35.8</b>	<b>28.1</b>	<b>10.4</b>	<b>8.2</b>	<b>5.8</b>	<b>0.8</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>4.5</b>	<b>16</b>	<b>82.1</b>	<b>9</b>	<b>992</b>	
SHANNON	AER LINGUS	S	160	0	4	10.4	34.8	21.3	10.4	10.4	10.4	0.0	0.0	0.0	0.0	2.4	17	84.4	11	158	
<b>TOTAL SHANNON</b>			<b>160</b>	<b>0</b>	<b>4</b>	<b>10.4</b>	<b>34.8</b>	<b>21.3</b>	<b>10.4</b>	<b>10.4</b>	<b>10.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>17</b>	<b>84.4</b>	<b>11</b>	<b>158</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>1350</b>	<b>0</b>	<b>62</b>	<b>7.8</b>	<b>36.5</b>	<b>25.3</b>	<b>10.5</b>	<b>8.3</b>	<b>6.2</b>	<b>0.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>4.4</b>	<b>15</b>	<b>82.8</b>	<b>9</b>	<b>1374</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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>ISRAEL</b>																					
TEL AVIV	BRITISH AIRWAYS PLC	S	116	0	0	3.4	16.4	31.0	14.7	19.0	13.8	1.7	0.0	0.0	0.0	0.0	28	80.4	13	112	
TEL AVIV	EL AL	S	90	0	0	8.9	30.0	41.1	5.6	10.0	4.4	0.0	0.0	0.0	0.0	11	92.0	6	88		
TEL AVIV	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	0.0	10.3	46.6	20.7	12.1	10.3	0.0	0.0	0.0	0.0	22	0.0	0	0		
<b>TOTAL TEL AVIV</b>			<b>264</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>19.7</b>	<b>37.9</b>	<b>12.9</b>	<b>14.4</b>	<b>9.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>85.5</b>	<b>10</b>	<b>200</b>		
<b>TOTAL ISRAEL</b>			<b>264</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>19.7</b>	<b>37.9</b>	<b>12.9</b>	<b>14.4</b>	<b>9.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>85.5</b>	<b>10</b>	<b>200</b>		
<b>ITALY</b>																					
BOLOGNA	BRITISH AIRWAYS PLC	S	158	0	6	1.8	26.2	23.2	16.5	18.3	6.7	3.0	0.6	0.0	0.0	3.7	25	84.9	9	165	
<b>TOTAL BOLOGNA</b>			<b>158</b>	<b>0</b>	<b>6</b>	<b>1.8</b>	<b>26.2</b>	<b>23.2</b>	<b>16.5</b>	<b>18.3</b>	<b>6.7</b>	<b>3.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>25</b>	<b>84.9</b>	<b>9</b>	<b>165</b>	
MILAN (LINATE)	ALITALIA (CAI)	S	113	0	0	5.3	41.6	31.9	3.5	14.2	3.5	0.0	0.0	0.0	0.0	12	88.4	4	112		
MILAN (LINATE)	BRITISH AIRWAYS PLC	S	384	0	38	5.0	26.5	28.7	14.5	8.3	5.7	1.4	0.9	0.0	0.0	9.0	19	82.6	8	366	
<b>TOTAL MILAN (LINATE)</b>			<b>497</b>	<b>0</b>	<b>38</b>	<b>5.0</b>	<b>29.7</b>	<b>29.3</b>	<b>12.1</b>	<b>9.5</b>	<b>5.2</b>	<b>1.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>17</b>	<b>84.0</b>	<b>7</b>	<b>478</b>	
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	88	0	16	1.0	30.8	31.7	9.6	5.8	4.8	0.0	0.0	1.0	0.0	15.4	23	86.1	8	142	
<b>TOTAL MILAN (MALPENSA)</b>			<b>88</b>	<b>0</b>	<b>16</b>	<b>1.0</b>	<b>30.8</b>	<b>31.7</b>	<b>9.6</b>	<b>5.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>15.4</b>	<b>23</b>	<b>86.1</b>	<b>8</b>	<b>142</b>	
PISA	BRITISH AIRWAYS PLC	S	52	0	0	3.8	26.9	42.3	7.7	7.7	1.9	7.7	0.0	1.9	0.0	0.0	37	83.3	8	46	
<b>TOTAL PISA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>26.9</b>	<b>42.3</b>	<b>7.7</b>	<b>7.7</b>	<b>1.9</b>	<b>7.7</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>83.3</b>	<b>8</b>	<b>46</b>	
RIMINI	IRAN AIR	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	1249	0.0	0	0	
<b>TOTAL RIMINI</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1249</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ROME (FIUMICINO)	ALITALIA (CAI)	S	170	0	0	6.5	42.4	27.1	6.5	12.9	4.7	0.0	0.0	0.0	0.0	12	85.7	7	224		
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	270	0	14	1.8	21.1	35.9	10.9	12.7	8.8	1.1	2.1	0.7	0.0	4.9	37	83.0	7	293	
<b>TOTAL ROME (FIUMICINO)</b>			<b>440</b>	<b>0</b>	<b>14</b>	<b>3.5</b>	<b>29.1</b>	<b>32.6</b>	<b>9.3</b>	<b>12.8</b>	<b>7.3</b>	<b>0.7</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>3.1</b>	<b>27</b>	<b>84.2</b>	<b>7</b>	<b>517</b>	
VENICE	BRITISH AIRWAYS PLC	S	64	0	6	7.1	21.4	34.3	12.9	8.6	4.3	1.4	0.0	1.4	0.0	8.6	30	81.3	8	111	
<b>TOTAL VENICE</b>			<b>64</b>	<b>0</b>	<b>6</b>	<b>7.1</b>	<b>21.4</b>	<b>34.3</b>	<b>12.9</b>	<b>8.6</b>	<b>4.3</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>8.6</b>	<b>30</b>	<b>81.3</b>	<b>8</b>	<b>111</b>	
<b>TOTAL ITALY</b>			<b>1300</b>	<b>0</b>	<b>80</b>	<b>3.9</b>	<b>28.6</b>	<b>30.6</b>	<b>11.4</b>	<b>11.2</b>	<b>5.9</b>	<b>1.4</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>5.8</b>	<b>24</b>	<b>84.1</b>	<b>7</b>	<b>1459</b>	
<b>JAPAN</b>																					
OSAKA (KANSAI)	BRITISH AIRWAYS PLC	S	25	0	0	0.0	12.0	56.0	16.0	8.0	4.0	0.0	0.0	4.0	0.0	0.0	51	0.0	0	0	
<b>TOTAL OSAKA (KANSAI)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.0</b>	<b>56.0</b>	<b>16.0</b>	<b>8.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TOKYO (HANEDA)	ALL NIPPON AIRWAYS	S	58	0	0	6.9	43.1	32.8	8.6	1.7	3.4	1.7	1.7	0.0	0.0	14	83.9	10	56		
TOKYO (HANEDA)	BRITISH AIRWAYS PLC	S	57	0	0	7.0	22.8	49.1	14.0	7.0	0.0	0.0	0.0	0.0	0.0	10	87.5	13	56		
TOKYO (HANEDA)	JAPAN AIRLINES	S	116	0	0	7.8	22.4	46.6	15.5	3.4	1.7	0.0	0.9	1.7	0.0	30	90.2	6	112		
<b>TOTAL TOKYO (HANEDA)</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>27.7</b>	<b>43.7</b>	<b>13.4</b>	<b>3.9</b>	<b>1.7</b>	<b>0.4</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>21</b>	<b>87.9</b>	<b>9</b>	<b>224</b>		
TOKYO (NARITA)	AEROFLOT	S	14	0	0	7.1	42.9	35.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	13	16		
TOKYO (NARITA)	BRITISH AIRWAYS PLC	S	53	0	1	5.6	24.1	33.3	16.7	14.8	3.7	0.0	0.0	0.0	0.0	1.9	15	82.1	12	56	
<b>TOTAL TOKYO (NARITA)</b>			<b>67</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>27.9</b>	<b>33.8</b>	<b>16.2</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>1.5</b>	<b>14</b>	<b>83.3</b>	<b>13</b>	<b>72</b>	
<b>TOTAL JAPAN</b>			<b>323</b>	<b>0</b>	<b>1</b>	<b>6.5</b>	<b>26.5</b>	<b>42.6</b>	<b>14.2</b>	<b>5.9</b>	<b>2.2</b>	<b>0.3</b>	<b>0.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.3</b>	<b>22</b>	<b>86.8</b>	<b>10</b>	<b>296</b>	
<b>JORDAN</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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	
AMMAN	BRITISH AIRWAYS PLC	S	48	0	1	8.2	26.5	46.9	8.2	8.2	0.0	0.0	0.0	0.0	0.0	2.0	8	84.1	7	44	
AMMAN	ROYAL JORDANIAN	S	58	0	0	3.4	13.8	48.3	20.7	13.8	0.0	0.0	0.0	0.0	0.0	0.0	13	83.9	8	56	
<b>TOTAL AMMAN</b>			<b>106</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>19.6</b>	<b>47.7</b>	<b>15.0</b>	<b>11.2</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>11</b>	<b>84.0</b>	<b>8</b>	<b>100</b>	
<b>TOTAL JORDAN</b>			<b>106</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>19.6</b>	<b>47.7</b>	<b>15.0</b>	<b>11.2</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>11</b>	<b>84.0</b>	<b>8</b>	<b>100</b>	
<b>KAZAKHSTAN</b>																					
ASTANA	AIR ASTANA	S	26	0	0	3.8	15.4	30.8	19.2	26.9	3.8	0.0	0.0	0.0	0.0	0.0	22	93.8	5	32	
<b>TOTAL ASTANA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>15.4</b>	<b>30.8</b>	<b>19.2</b>	<b>26.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>93.8</b>	<b>5</b>	<b>32</b>	
<b>TOTAL KAZAKHSTAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>15.4</b>	<b>30.8</b>	<b>19.2</b>	<b>26.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>93.8</b>	<b>5</b>	<b>32</b>	
<b>KENYA</b>																					
NAIROBI	BRITISH AIRWAYS PLC	S	58	0	0	5.2	17.2	50.0	13.8	13.8	0.0	0.0	0.0	0.0	0.0	0.0	12	94.6	5	56	
NAIROBI	KENYA AIRWAYS	S	57	0	1	1.7	19.0	31.0	22.4	8.6	12.1	3.4	0.0	0.0	1.7	27	85.7	16	56		
<b>TOTAL NAIROBI</b>			<b>115</b>	<b>0</b>	<b>1</b>	<b>3.4</b>	<b>18.1</b>	<b>40.5</b>	<b>18.1</b>	<b>11.2</b>	<b>6.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>19</b>	<b>90.2</b>	<b>10</b>	<b>112</b>		
<b>TOTAL KENYA</b>			<b>115</b>	<b>0</b>	<b>1</b>	<b>3.4</b>	<b>18.1</b>	<b>40.5</b>	<b>18.1</b>	<b>11.2</b>	<b>6.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>19</b>	<b>90.2</b>	<b>10</b>	<b>112</b>		
<b>KUWAIT</b>																					
KUWAIT	BRITISH AIRWAYS PLC	S	56	0	0	0.0	19.6	32.1	19.6	26.8	1.8	0.0	0.0	0.0	0.0	0.0	20	91.1	5	56	
KUWAIT	KUWAIT AIRWAYS	S	98	0	0	9.2	14.3	44.9	17.3	9.2	1.0	0.0	0.0	4.1	0.0	0.0	34	82.5	9	80	
<b>TOTAL KUWAIT</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>16.2</b>	<b>40.3</b>	<b>18.2</b>	<b>15.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>86.0</b>	<b>7</b>	<b>136</b>	
<b>TOTAL KUWAIT</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>16.2</b>	<b>40.3</b>	<b>18.2</b>	<b>15.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>86.0</b>	<b>7</b>	<b>136</b>	
<b>LEBANON</b>																					
BEIRUT	BRITISH AIRWAYS PLC	S	44	0	0	0.0	25.0	43.2	9.1	15.9	6.8	0.0	0.0	0.0	0.0	0.0	17	87.5	6	32	
BEIRUT	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	116	0	0	2.6	18.1	19.0	24.1	25.9	10.3	0.0	0.0	0.0	0.0	0.0	27	81.3	9	112	
<b>TOTAL BEIRUT</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>20.0</b>	<b>25.6</b>	<b>20.0</b>	<b>23.1</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>24</b>	<b>82.6</b>	<b>8</b>	<b>144</b>	
<b>TOTAL LEBANON</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>20.0</b>	<b>25.6</b>	<b>20.0</b>	<b>23.1</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>24</b>	<b>82.6</b>	<b>8</b>	<b>144</b>	
<b>LITHUANIA</b>																					
VILNIUS	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>TOTAL VILNIUS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL LITHUANIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	BRITISH AIRWAYS PLC	S	153	0	10	3.7	35.0	33.1	4.9	9.2	4.3	3.1	0.6	0.0	0.0	6.1	18	83.0	7	112	
<b>TOTAL LUXEMBOURG</b>			<b>153</b>	<b>0</b>	<b>10</b>	<b>3.7</b>	<b>35.0</b>	<b>33.1</b>	<b>4.9</b>	<b>9.2</b>	<b>4.3</b>	<b>3.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>18</b>	<b>83.0</b>	<b>7</b>	<b>112</b>	
<b>TOTAL LUXEMBOURG</b>			<b>153</b>	<b>0</b>	<b>10</b>	<b>3.7</b>	<b>35.0</b>	<b>33.1</b>	<b>4.9</b>	<b>9.2</b>	<b>4.3</b>	<b>3.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>18</b>	<b>83.0</b>	<b>7</b>	<b>112</b>	
<b>MALAYSIA</b>																					
KUALA LUMPUR (SEPANG)	BRITISH AIRWAYS PLC	S	58	0	0	1.7	22.4	44.8	13.8	6.9	5.2	1.7	0.0	3.4	0.0	0.0	47	80.4	9	56	
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MAS	S	115	0	0	5.2	40.0	33.0	8.7	10.4	1.7	0.9	0.0	0.0	0.0	0.0	10	89.3	5	112	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>173</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>34.1</b>	<b>37.0</b>	<b>10.4</b>	<b>9.2</b>	<b>2.9</b>	<b>1.2</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>86.3</b>	<b>7</b>	<b>168</b>	
<b>TOTAL MALAYSIA</b>			<b>173</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>34.1</b>	<b>37.0</b>	<b>10.4</b>	<b>9.2</b>	<b>2.9</b>	<b>1.2</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>86.3</b>	<b>7</b>	<b>168</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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>MALTA</b>																					
MALTA	AIR MALTA	S	118	0	4	0.8	13.1	13.9	30.3	27.0	9.0	2.5	0.0	0.0	0.0	3.3	31	59.1	22	110	
<b>TOTAL MALTA</b>			<b>118</b>	<b>0</b>	<b>4</b>	<b>0.8</b>	<b>13.1</b>	<b>13.9</b>	<b>30.3</b>	<b>27.0</b>	<b>9.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>31</b>	<b>59.1</b>	<b>22</b>	<b>110</b>	
<b>TOTAL MALTA</b>			<b>118</b>	<b>0</b>	<b>4</b>	<b>0.8</b>	<b>13.1</b>	<b>13.9</b>	<b>30.3</b>	<b>27.0</b>	<b>9.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>31</b>	<b>59.1</b>	<b>22</b>	<b>110</b>		
<b>MAURITIUS</b>																					
MAURITIUS	AIR MAURITIUS LTD	S	25	0	0	8.0	40.0	32.0	16.0	4.0	0.0	0.0	0.0	0.0	0.0	7	70.8	13	24		
<b>TOTAL MAURITIUS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>40.0</b>	<b>32.0</b>	<b>16.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>70.8</b>	<b>13</b>	<b>24</b>		
<b>TOTAL MAURITIUS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>40.0</b>	<b>32.0</b>	<b>16.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>70.8</b>	<b>13</b>	<b>24</b>		
<b>MEXICO</b>																					
MEXICO CITY	AEROMEXICO	S	58	0	0	12.1	31.0	41.4	8.6	3.4	0.0	1.7	1.7	0.0	0.0	12	94.6	3	56		
MEXICO CITY	BRITISH AIRWAYS PLC	S	42	0	0	23.8	14.3	40.5	11.9	4.8	2.4	0.0	0.0	2.4	0.0	39	75.0	22	40		
<b>TOTAL MEXICO CITY</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>17.0</b>	<b>24.0</b>	<b>41.0</b>	<b>10.0</b>	<b>4.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>23</b>	<b>86.5</b>	<b>11</b>	<b>96</b>		
<b>TOTAL MEXICO</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>17.0</b>	<b>24.0</b>	<b>41.0</b>	<b>10.0</b>	<b>4.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>23</b>	<b>86.5</b>	<b>11</b>	<b>96</b>		
<b>MOROCCO</b>																					
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	54	0	0	1.9	20.4	38.9	13.0	18.5	7.4	0.0	0.0	0.0	0.0	20	83.9	7	56		
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>20.4</b>	<b>38.9</b>	<b>13.0</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>20</b>	<b>83.9</b>	<b>7</b>	<b>56</b>		
MARRAKESH	BRITISH AIRWAYS PLC	S	34	0	0	0.0	11.8	35.3	17.6	11.8	14.7	2.9	2.9	2.9	0.0	62	59.4	18	32		
<b>TOTAL MARRAKESH</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>35.3</b>	<b>17.6</b>	<b>11.8</b>	<b>14.7</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>62</b>	<b>59.4</b>	<b>18</b>	<b>32</b>		
RABAT	ROYAL AIR MAROC	S	18	0	0	0.0	22.2	27.8	22.2	16.7	11.1	0.0	0.0	0.0	0.0	21	92.9	4	14		
<b>TOTAL RABAT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>27.8</b>	<b>22.2</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>92.9</b>	<b>4</b>	<b>14</b>		
<b>TOTAL MOROCCO</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>17.9</b>	<b>35.8</b>	<b>16.0</b>	<b>16.0</b>	<b>10.4</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>34</b>	<b>77.5</b>	<b>10</b>	<b>102</b>		
<b>NETHERLANDS</b>																					
AMSTERDAM	BRITISH AIRWAYS PLC	S	460	0	42	5.2	29.1	28.3	8.4	11.0	7.4	1.2	0.8	0.4	0.0	8.4	25	84.2	8	483	
AMSTERDAM	KLM	S	540	0	28	7.7	38.9	23.1	10.0	7.0	6.9	0.9	0.5	0.0	0.0	4.9	15	85.6	7	542	
<b>TOTAL AMSTERDAM</b>			<b>1000</b>	<b>0</b>	<b>70</b>	<b>6.5</b>	<b>34.3</b>	<b>25.5</b>	<b>9.3</b>	<b>8.9</b>	<b>7.1</b>	<b>1.0</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>6.5</b>	<b>20</b>	<b>84.9</b>	<b>7</b>	<b>1025</b>	
<b>TOTAL NETHERLANDS</b>			<b>1000</b>	<b>0</b>	<b>70</b>	<b>6.5</b>	<b>34.3</b>	<b>25.5</b>	<b>9.3</b>	<b>8.9</b>	<b>7.1</b>	<b>1.0</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>6.5</b>	<b>20</b>	<b>84.9</b>	<b>7</b>	<b>1025</b>	
<b>NEW ZEALAND</b>																					
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	58	0	0	25.9	24.1	39.7	8.6	1.7	0.0	0.0	0.0	0.0	0.0	5	91.1	4	56		
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>25.9</b>	<b>24.1</b>	<b>39.7</b>	<b>8.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>91.1</b>	<b>4</b>	<b>56</b>		
<b>TOTAL NEW ZEALAND</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>25.9</b>	<b>24.1</b>	<b>39.7</b>	<b>8.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>91.1</b>	<b>4</b>	<b>56</b>		
<b>NIGERIA</b>																					
ABUJA	BRITISH AIRWAYS PLC	S	58	0	0	5.2	36.2	37.9	12.1	5.2	3.4	0.0	0.0	0.0	0.0	10	89.3	5	56		
<b>TOTAL ABUJA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>36.2</b>	<b>37.9</b>	<b>12.1</b>	<b>5.2</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>89.3</b>	<b>5</b>	<b>56</b>		
LAGOS	BRITISH AIRWAYS PLC	S	51	0	6	0.0	12.3	33.3	15.8	15.8	5.3	0.0	3.5	3.5	0.0	10.5	48	69.6	20	56	
LAGOS	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	20.7	44.8	25.9	1.7	3.4	1.7	1.7	0.0	0.0	0.0	6	92.9	10	56		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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 LAGOS</b>			<b>109</b>	<b>0</b>	<b>6</b>	<b>10.4</b>	<b>28.7</b>	<b>29.6</b>	<b>8.7</b>	<b>9.6</b>	<b>3.5</b>	<b>0.9</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>5.2</b>	<b>26</b>	<b>81.3</b>	<b>15</b>	<b>112</b>
<b>TOTAL NIGERIA</b>			<b>167</b>	<b>0</b>	<b>6</b>	<b>8.7</b>	<b>31.2</b>	<b>32.4</b>	<b>9.8</b>	<b>8.1</b>	<b>3.5</b>	<b>0.6</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>3.5</b>	<b>21</b>	<b>83.9</b>	<b>12</b>	<b>168</b>
<b>NORWAY</b>																				
<b>OSLO (GARDERMOEN)</b>	BRITISH AIRWAYS PLC	S	181	0	5	8.6	28.5	27.4	12.9	10.8	7.0	2.2	0.0	0.0	0.0	2.7	18	84.7	12	177
<b>OSLO (GARDERMOEN)</b>	SAS	S	157	0	4	3.7	38.5	19.3	12.4	15.5	5.6	1.9	0.6	0.0	0.0	2.5	21	71.2	16	223
<b>OSLO (GARDERMOEN)</b>	SCANDINAVIAN AIRLINES IRELAND LTD	S	101	0	0	3.0	31.7	27.7	9.9	16.8	9.9	1.0	0.0	0.0	0.0	0.0	20	57.1	19	28
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>439</b>	<b>0</b>	<b>9</b>	<b>5.6</b>	<b>32.8</b>	<b>24.6</b>	<b>12.1</b>	<b>13.8</b>	<b>7.1</b>	<b>1.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>20</b>	<b>75.9</b>	<b>14</b>	<b>428</b>
<b>STAVANGER</b>	SAS	S	45	0	3	6.3	27.1	27.1	8.3	22.9	2.1	0.0	0.0	0.0	0.0	6.3	16	75.6	10	86
<b>TOTAL STAVANGER</b>			<b>45</b>	<b>0</b>	<b>3</b>	<b>6.3</b>	<b>27.1</b>	<b>27.1</b>	<b>8.3</b>	<b>22.9</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>16</b>	<b>75.6</b>	<b>10</b>	<b>86</b>
<b>TOTAL NORWAY</b>			<b>484</b>	<b>0</b>	<b>12</b>	<b>5.6</b>	<b>32.3</b>	<b>24.8</b>	<b>11.7</b>	<b>14.7</b>	<b>6.7</b>	<b>1.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>19</b>	<b>75.8</b>	<b>14</b>	<b>514</b>
<b>OMAN</b>																				
<b>MUSCAT</b>	BRITISH AIRWAYS PLC	S	34	0	0	0.0	14.7	32.4	14.7	23.5	14.7	0.0	0.0	0.0	0.0	0.0	27	87.5	15	32
<b>MUSCAT</b>	OMAN AIR	S	116	0	0	8.6	40.5	30.2	11.2	6.9	2.6	0.0	0.0	0.0	0.0	0.0	8	90.2	5	112
<b>TOTAL MUSCAT</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>34.7</b>	<b>30.7</b>	<b>12.0</b>	<b>10.7</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>13</b>	<b>89.6</b>	<b>7</b>	<b>144</b>
<b>TOTAL OMAN</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>34.7</b>	<b>30.7</b>	<b>12.0</b>	<b>10.7</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>13</b>	<b>89.6</b>	<b>7</b>	<b>144</b>
<b>PAKISTAN</b>																				
<b>ISLAMABAD INTERNATIONAL AIRPORT</b>	BRITISH AIRWAYS PLC	S	25	0	0	4.0	36.0	44.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>ISLAMABAD INTERNATIONAL AIRPORT</b>	PAKISTAN INTL AIRLINES	S	42	0	0	2.4	2.4	42.9	4.8	38.1	7.1	2.4	0.0	0.0	0.0	0.0	29	77.5	12	38
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>14.9</b>	<b>43.3</b>	<b>9.0</b>	<b>23.9</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>21</b>	<b>77.5</b>	<b>12</b>	<b>38</b>
<b>KARACHI</b>	PAKISTAN INTL AIRLINES	S	9	0	0	0.0	22.2	33.3	0.0	22.2	22.2	0.0	0.0	0.0	0.0	0.0	27	37.5	21	14
<b>TOTAL KARACHI</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>0.0</b>	<b>22.2</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>37.5</b>	<b>21</b>	<b>14</b>
<b>LAHORE</b>	PAKISTAN INTL AIRLINES	S	25	0	0	4.0	12.0	40.0	16.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	19	54.2	42	22
<b>TOTAL LAHORE</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>12.0</b>	<b>40.0</b>	<b>16.0</b>	<b>28.0</b>	<b>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>54.2</b>	<b>42</b>	<b>22</b>
<b>SIALKOT</b>	PAKISTAN INTL AIRLINES	S	8	0	0	0.0	25.0	62.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL SIALKOT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>62.5</b>	<b>0.0</b>	<b>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>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PAKISTAN</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>15.6</b>	<b>43.1</b>	<b>9.2</b>	<b>22.9</b>	<b>5.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>62.5</b>	<b>23</b>	<b>74</b>
<b>PHILIPPINES</b>																				
<b>MANILA</b>	PHILIPPINE AIRLINES	S	42	0	0	26.2	38.1	23.8	9.5	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4	57.5	17	40
<b>TOTAL MANILA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>26.2</b>	<b>38.1</b>	<b>23.8</b>	<b>9.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>57.5</b>	<b>17</b>	<b>40</b>
<b>TOTAL PHILIPPINES</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>26.2</b>	<b>38.1</b>	<b>23.8</b>	<b>9.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>57.5</b>	<b>17</b>	<b>40</b>
<b>POLAND</b>																				
<b>KRAKOW</b>	BRITISH AIRWAYS PLC	S	56	0	0	5.4	21.4	42.9	12.5	8.9	7.1	1.8	0.0	0.0	0.0	0.0	17	80.4	13	56
<b>TOTAL KRAKOW</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>21.4</b>	<b>42.9</b>	<b>12.5</b>	<b>8.9</b>	<b>7.1</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>80.4</b>	<b>13</b>	<b>56</b>
<b>WARSAW (CHOPIN)</b>	BRITISH AIRWAYS PLC	S	104	0	0	1.9	13.5	39.4	15.4	20.2	7.7	0.0	1.0	1.0	0.0	0.0	32	75.5	12	94

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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	161	0	4	3.6	19.4	26.7	18.2	20.6	9.1	0.0	0.0	0.0	0.0	2.4	22	74.4	13	158
<b>TOTAL WARSAW (CHOPIN)</b>			<b>265</b>	<b>0</b>	<b>4</b>	<b>3.0</b>	<b>17.1</b>	<b>31.6</b>	<b>17.1</b>	<b>20.4</b>	<b>8.6</b>	<b>0.0</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>1.5</b>	<b>26</b>	<b>74.8</b>	<b>13</b>	<b>252</b>
<b>TOTAL POLAND</b>			<b>321</b>	<b>0</b>	<b>4</b>	<b>3.4</b>	<b>17.8</b>	<b>33.5</b>	<b>16.3</b>	<b>18.5</b>	<b>8.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>1.2</b>	<b>25</b>	<b>75.8</b>	<b>13</b>	<b>308</b>
<b>PORTUGAL(EXCLUDING</b>																				
LISBON	AIR PORTUGAL	S	308	0	8	5.7	32.0	25.9	13.9	13.3	6.3	0.3	0.0	0.0	0.0	2.5	17	86.5	8	304
LISBON	BRITISH AIRWAYS PLC	S	182	0	4	3.8	27.4	33.3	11.8	11.3	10.2	0.0	0.0	0.0	0.0	2.2	18	86.5	6	178
<b>TOTAL LISBON</b>			<b>490</b>	<b>0</b>	<b>12</b>	<b>5.0</b>	<b>30.3</b>	<b>28.7</b>	<b>13.1</b>	<b>12.5</b>	<b>7.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>17</b>	<b>86.5</b>	<b>7</b>	<b>482</b>
<b>TOTAL PORTUGAL</b>			<b>490</b>	<b>0</b>	<b>12</b>	<b>5.0</b>	<b>30.3</b>	<b>28.7</b>	<b>13.1</b>	<b>12.5</b>	<b>7.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>17</b>	<b>86.5</b>	<b>7</b>	<b>482</b>
<b>QATAR</b>																				
DOHA HAMAD	BRITISH AIRWAYS PLC	S	58	0	0	0.0	19.0	22.4	13.8	22.4	13.8	5.2	3.4	0.0	0.0	0.0	40	90.2	5	41
DOHA HAMAD	QATAR AIRWAYS	S	347	0	1	4.6	36.8	36.2	15.8	4.6	0.9	0.3	0.6	0.0	0.0	0.3	10	84.5	7	335
<b>TOTAL DOHA HAMAD</b>			<b>405</b>	<b>0</b>	<b>1</b>	<b>3.9</b>	<b>34.2</b>	<b>34.2</b>	<b>15.5</b>	<b>7.1</b>	<b>2.7</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>14</b>	<b>85.1</b>	<b>7</b>	<b>376</b>
<b>TOTAL QATAR</b>			<b>405</b>	<b>0</b>	<b>1</b>	<b>3.9</b>	<b>34.2</b>	<b>34.2</b>	<b>15.5</b>	<b>7.1</b>	<b>2.7</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>14</b>	<b>85.1</b>	<b>7</b>	<b>376</b>
<b>REPUBLIC OF KOREA</b>																				
SEOUL (INCHEON)	ASIANA AIRLINES	S	42	0	2	13.6	22.7	34.1	6.8	6.8	2.3	2.3	4.5	2.3	0.0	4.5	44	85.7	11	56
SEOUL (INCHEON)	BRITISH AIRWAYS PLC	S	58	0	0	20.7	20.7	32.8	13.8	6.9	5.2	0.0	0.0	0.0	0.0	0.0	12	73.2	7	56
SEOUL (INCHEON)	KOREAN AIR	S	58	0	0	13.8	41.4	25.9	8.6	6.9	0.0	1.7	1.7	0.0	0.0	0.0	12	87.5	5	56
<b>TOTAL SEOUL (INCHEON)</b>			<b>158</b>	<b>0</b>	<b>2</b>	<b>16.3</b>	<b>28.8</b>	<b>30.6</b>	<b>10.0</b>	<b>6.9</b>	<b>2.5</b>	<b>1.3</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>1.3</b>	<b>21</b>	<b>82.1</b>	<b>8</b>	<b>168</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>158</b>	<b>0</b>	<b>2</b>	<b>16.3</b>	<b>28.8</b>	<b>30.6</b>	<b>10.0</b>	<b>6.9</b>	<b>2.5</b>	<b>1.3</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>1.3</b>	<b>21</b>	<b>82.1</b>	<b>8</b>	<b>168</b>
<b>REPUBLIC OF SERBIA</b>																				
BELGRADE	AIR SERBIA	S	56	0	2	0.0	19.0	32.8	17.2	12.1	13.8	1.7	0.0	0.0	0.0	3.4	28	80.4	13	56
<b>TOTAL BELGRADE</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>19.0</b>	<b>32.8</b>	<b>17.2</b>	<b>12.1</b>	<b>13.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>28</b>	<b>80.4</b>	<b>13</b>	<b>56</b>
<b>TOTAL REPUBLIC OF</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>19.0</b>	<b>32.8</b>	<b>17.2</b>	<b>12.1</b>	<b>13.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>28</b>	<b>80.4</b>	<b>13</b>	<b>56</b>
<b>REPUBLIC OF SOUTH</b>																				
CAPE TOWN	BRITISH AIRWAYS PLC	S	116	0	0	8.6	34.5	36.2	5.2	6.0	6.0	0.0	0.9	2.6	0.0	0.0	38	86.6	7	112
<b>TOTAL CAPE TOWN</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>34.5</b>	<b>36.2</b>	<b>5.2</b>	<b>6.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>86.6</b>	<b>7</b>	<b>112</b>
DURBAN	BRITISH AIRWAYS PLC	S	25	0	0	16.0	24.0	28.0	8.0	16.0	8.0	0.0	0.0	0.0	0.0	0.0	16	87.5	5	24
<b>TOTAL DURBAN</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>16.0</b>	<b>24.0</b>	<b>28.0</b>	<b>8.0</b>	<b>16.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>87.5</b>	<b>5</b>	<b>24</b>
JOHANNESBURG	BRITISH AIRWAYS PLC	S	112	0	0	16.1	25.0	28.6	9.8	7.1	8.9	1.8	0.0	2.7	0.0	0.0	41	78.6	14	140
JOHANNESBURG	SOUTH AFRICAN AIRWAYS	S	58	0	0	5.2	41.4	22.4	15.5	10.3	3.4	1.7	0.0	0.0	0.0	0.0	15	75.0	10	56
JOHANNESBURG	VIRGIN ATLANTIC AIRWAYS LTD	S	114	0	0	6.1	41.2	37.7	9.6	2.6	1.8	0.9	0.0	0.0	0.0	0.0	8	88.4	7	112
<b>TOTAL JOHANNESBURG</b>			<b>284</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>34.9</b>	<b>31.0</b>	<b>10.9</b>	<b>6.0</b>	<b>4.9</b>	<b>1.4</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>81.5</b>	<b>11</b>	<b>308</b>
<b>TOTAL REPUBLIC OF</b>			<b>425</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>34.1</b>	<b>32.2</b>	<b>9.2</b>	<b>6.6</b>	<b>5.4</b>	<b>0.9</b>	<b>0.2</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>83.1</b>	<b>9</b>	<b>444</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	114	0	0	0.9	20.2	23.7	28.1	17.5	6.1	2.6	0.9	0.0	0.0	0.0	26	82.4	9	91
BUCHAREST (OTOPENI)	TAROM	S	56	0	4	5.0	15.0	18.3	13.3	21.7	11.7	8.3	0.0	0.0	0.0	6.7	40	78.8	11	52

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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 BUCHAREST (OTOPENI)</b>			<b>170</b>	<b>0</b>	<b>4</b>	<b>2.3</b>	<b>18.4</b>	<b>21.8</b>	<b>23.0</b>	<b>19.0</b>	<b>8.0</b>	<b>4.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>31</b>	<b>81.1</b>	<b>10</b>	<b>143</b>
<b>TOTAL ROMANIA</b>			<b>170</b>	<b>0</b>	<b>4</b>	<b>2.3</b>	<b>18.4</b>	<b>21.8</b>	<b>23.0</b>	<b>19.0</b>	<b>8.0</b>	<b>4.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>31</b>	<b>81.1</b>	<b>10</b>	<b>143</b>
<b>RUSSIA</b>																				
<b>MOSCOW (DOMODEDOVO)</b>	BRITISH AIRWAYS PLC	S	87	0	2	2.2	22.5	44.9	19.1	6.7	2.2	0.0	0.0	0.0	0.0	2.2	11	91.3	5	104
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>87</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>22.5</b>	<b>44.9</b>	<b>19.1</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>2.2</b>	<b>11</b>	<b>91.3</b>	<b>5</b>	<b>104</b>
<b>MOSCOW (SHEREMETYEVO)</b>	AEROFLOT	S	252	0	0	9.1	40.9	32.1	10.7	4.0	2.4	0.8	0.0	0.0	0.0	0.0	9	90.0	5	235
<b>MOSCOW (SHEREMETYEVO)</b>	BRITISH AIRWAYS PLC	S	42	0	2	2.3	43.2	29.5	13.6	2.3	0.0	4.5	0.0	0.0	0.0	4.5	13	77.1	9	48
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>294</b>	<b>0</b>	<b>2</b>	<b>8.1</b>	<b>41.2</b>	<b>31.8</b>	<b>11.1</b>	<b>3.7</b>	<b>2.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>10</b>	<b>87.8</b>	<b>5</b>	<b>283</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	90.7	3	54
<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>90.7</b>	<b>3</b>	<b>54</b>
<b>TOTAL RUSSIA</b>			<b>381</b>	<b>0</b>	<b>4</b>	<b>6.8</b>	<b>36.9</b>	<b>34.8</b>	<b>13.0</b>	<b>4.4</b>	<b>2.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>10</b>	<b>89.0</b>	<b>5</b>	<b>441</b>
<b>SAUDI ARABIA</b>																				
<b>DAMMAM</b>	BRITISH AIRWAYS PLC	S	58	0	0	0.0	6.9	41.4	27.6	19.0	3.4	1.7	0.0	0.0	0.0	0.0	24	0.0	0	0
<b>TOTAL DAMMAM</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.9</b>	<b>41.4</b>	<b>27.6</b>	<b>19.0</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>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>JEDDAH</b>	BRITISH AIRWAYS PLC	S	37	0	0	8.1	16.2	35.1	24.3	8.1	8.1	0.0	0.0	0.0	0.0	0.0	18	83.3	7	48
<b>JEDDAH</b>	SAUDI ARABIAN AIRLINES	S	58	0	0	0.0	13.8	20.7	20.7	36.2	3.4	1.7	3.4	0.0	0.0	0.0	37	77.8	10	54
<b>TOTAL JEDDAH</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>14.7</b>	<b>26.3</b>	<b>22.1</b>	<b>25.3</b>	<b>5.3</b>	<b>1.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>80.4</b>	<b>9</b>	<b>102</b>
<b>RIYADH</b>	BRITISH AIRWAYS PLC	S	58	0	0	6.9	15.5	34.5	20.7	15.5	0.0	0.0	6.9	0.0	0.0	0.0	27	89.3	6	56
<b>RIYADH</b>	SAUDI ARABIAN AIRLINES	S	57	0	1	0.0	34.5	19.0	15.5	20.7	5.2	0.0	3.4	0.0	0.0	1.7	24	68.5	12	54
<b>TOTAL RIYADH</b>			<b>115</b>	<b>0</b>	<b>1</b>	<b>3.4</b>	<b>25.0</b>	<b>26.7</b>	<b>18.1</b>	<b>18.1</b>	<b>2.6</b>	<b>0.0</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>25</b>	<b>79.1</b>	<b>9</b>	<b>110</b>
<b>TOTAL SAUDI ARABIA</b>			<b>268</b>	<b>0</b>	<b>1</b>	<b>2.6</b>	<b>17.5</b>	<b>29.7</b>	<b>21.6</b>	<b>20.8</b>	<b>3.7</b>	<b>0.7</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>26</b>	<b>79.7</b>	<b>9</b>	<b>212</b>
<b>SEYCHELLES</b>																				
<b>SEYCHELLES</b>	BRITISH AIRWAYS PLC	S	17	0	0	0.0	52.9	35.3	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	18	16
<b>TOTAL SEYCHELLES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>52.9</b>	<b>35.3</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>75.0</b>	<b>18</b>	<b>16</b>
<b>TOTAL SEYCHELLES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>52.9</b>	<b>35.3</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>75.0</b>	<b>18</b>	<b>16</b>
<b>SINGAPORE</b>																				
<b>SINGAPORE</b>	BRITISH AIRWAYS PLC	S	56	0	2	0.0	19.0	36.2	24.1	10.3	6.9	0.0	0.0	0.0	0.0	3.4	17	69.2	12	52
<b>SINGAPORE</b>	SINGAPORE AIRLINES	S	230	0	0	2.2	33.5	40.4	11.7	7.8	3.5	0.9	0.0	0.0	0.0	0.0	12	79.5	13	224
<b>TOTAL SINGAPORE</b>			<b>286</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>30.6</b>	<b>39.6</b>	<b>14.2</b>	<b>8.3</b>	<b>4.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>77.5</b>	<b>13</b>	<b>276</b>
<b>TOTAL SINGAPORE</b>			<b>286</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>30.6</b>	<b>39.6</b>	<b>14.2</b>	<b>8.3</b>	<b>4.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>77.5</b>	<b>13</b>	<b>276</b>
<b>SPAIN</b>																				
<b>A CORUNA</b>	VUELING AIRLINES	S	58	0	0	8.6	31.0	36.2	10.3	6.9	6.9	0.0	0.0	0.0	0.0	0.0	12	85.7	8	56
<b>TOTAL A CORUNA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>31.0</b>	<b>36.2</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>0.0</b>	<b>12</b>	<b>85.7</b>	<b>8</b>	<b>56</b>
<b>BARCELONA</b>	BRITISH AIRWAYS PLC	S	456	0	26	2.3	32.2	29.0	11.6	11.0	7.9	0.4	0.2	0.0	0.0	5.4	18	85.0	7	408

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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	TAM LINHAS AEREAS	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	203	0.0	0	0	
BARCELONA	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	12	75.8	14	62	
<b>TOTAL BARCELONA</b>			<b>458</b>	<b>0</b>	<b>26</b>	<b>2.3</b>	<b>32.0</b>	<b>29.1</b>	<b>11.6</b>	<b>11.0</b>	<b>7.9</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>18</b>	<b>83.8</b>	<b>8</b>	<b>470</b>	
BILBAO	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.9	5	54	
<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>83.9</b>	<b>5</b>	<b>54</b>	
MADRID	BRITISH AIRWAYS PLC	S	318	0	18	0.6	22.0	40.2	10.7	12.2	6.8	1.2	0.6	0.3	0.0	5.4	23	80.1	7	274	
MADRID	IBERIA	S	428	0	22	9.8	30.7	32.2	10.7	5.8	5.8	0.2	0.0	0.0	0.0	4.9	12	82.2	9	425	
<b>TOTAL MADRID</b>			<b>746</b>	<b>0</b>	<b>40</b>	<b>5.9</b>	<b>27.0</b>	<b>35.6</b>	<b>10.7</b>	<b>8.5</b>	<b>6.2</b>	<b>0.6</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>5.1</b>	<b>17</b>	<b>81.4</b>	<b>8</b>	<b>699</b>	
MALAGA	BRITISH AIRWAYS PLC	S	34	0	2	2.8	27.8	27.8	8.3	16.7	2.8	2.8	2.8	2.8	0.0	5.6	56	80.9	8	47	
<b>TOTAL MALAGA</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>27.8</b>	<b>27.8</b>	<b>8.3</b>	<b>16.7</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>5.6</b>	<b>56</b>	<b>80.9</b>	<b>8</b>	<b>47</b>	
VALENCIA	BRITISH AIRWAYS PLC	S	54	0	2	5.4	12.5	19.6	19.6	25.0	7.1	0.0	7.1	0.0	0.0	3.6	41	0.0	0	0	
<b>TOTAL VALENCIA</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>5.4</b>	<b>12.5</b>	<b>19.6</b>	<b>19.6</b>	<b>25.0</b>	<b>7.1</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>41</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>1350</b>	<b>0</b>	<b>70</b>	<b>4.6</b>	<b>28.3</b>	<b>32.6</b>	<b>11.3</b>	<b>10.1</b>	<b>6.8</b>	<b>0.6</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>4.9</b>	<b>19</b>	<b>82.5</b>	<b>8</b>	<b>1326</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	68.8	8	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>68.8</b>	<b>8</b>	<b>16</b>	
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	S	10	0	0	20.0	10.0	40.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	5	8	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>10.0</b>	<b>40.0</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>9</b>	<b>87.5</b>	<b>5</b>	<b>8</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>10.0</b>	<b>40.0</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>9</b>	<b>75.0</b>	<b>7</b>	<b>24</b>	
<b>SRI LANKA</b>																					
COLOMBO	SRILANKAN AIRLINES	S	76	0	0	5.3	18.4	30.3	22.4	22.4	1.3	0.0	0.0	0.0	0.0	0.0	17	70.8	12	72	
<b>TOTAL COLOMBO</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>18.4</b>	<b>30.3</b>	<b>22.4</b>	<b>22.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>70.8</b>	<b>12</b>	<b>72</b>	
<b>TOTAL SRI LANKA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>18.4</b>	<b>30.3</b>	<b>22.4</b>	<b>22.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>70.8</b>	<b>12</b>	<b>72</b>	
<b>SWEDEN</b>																					
GOTEBORG (LANDVETTER)	BRITISH AIRWAYS PLC	S	160	0	2	3.1	29.6	32.7	13.6	13.0	4.3	2.5	0.0	0.0	0.0	1.2	19	82.1	10	145	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>160</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>29.6</b>	<b>32.7</b>	<b>13.6</b>	<b>13.0</b>	<b>4.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>19</b>	<b>82.1</b>	<b>10</b>	<b>145</b>	
KIRUNA	SAS	C	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	30	8	
<b>TOTAL KIRUNA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>30</b>	<b>8</b>	
SCANDINAVIAN MOUNTAINS AIRPORT	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	4	0.0	0	0	
SCANDINAVIAN MOUNTAINS AIRPORT	SCANDINAVIAN AIRLINES IRELAND LTD	S	8	0	0	0.0	12.5	62.5	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	30	0.0	0	0	
<b>TOTAL SCANDINAVIAN MOUNTAINS AIRPORT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>70.0</b>	<b>10.0</b>	<b>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>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	227	0	9	3.4	27.5	30.1	13.1	13.6	6.8	1.7	0.0	0.0	0.0	3.8	20	79.6	12	219	
STOCKHOLM (ARLANDA)	SAS	S	216	0	4	2.3	34.5	28.2	9.5	13.6	9.1	0.9	0.0	0.0	0.0	1.8	20	61.4	23	103	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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
STOCKHOLM (ARLANDA)	SCANDINAVIAN AIRLINES IRELAND LTD	S	84	0	0	2.4	23.8	29.8	13.1	15.5	11.9	2.4	1.2	0.0	0.0	0.0	27	69.2	23	195
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>527</b>	<b>0</b>	<b>13</b>	<b>2.8</b>	<b>29.8</b>	<b>29.3</b>	<b>11.7</b>	<b>13.9</b>	<b>8.5</b>	<b>1.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>21</b>	<b>72.0</b>	<b>18</b>	<b>517</b>
<b>TOTAL SWEDEN</b>			<b>701</b>	<b>0</b>	<b>15</b>	<b>2.8</b>	<b>29.3</b>	<b>30.9</b>	<b>12.2</b>	<b>13.4</b>	<b>7.4</b>	<b>1.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>20</b>	<b>74.1</b>	<b>17</b>	<b>670</b>
<b>SWITZERLAND</b>																				
BALE MULHOUSE	BRITISH AIRWAYS PLC	S	215	0	15	2.6	30.9	36.5	7.8	7.0	7.4	0.9	0.4	0.0	0.0	6.5	16	79.1	9	210
<b>TOTAL BALE MULHOUSE</b>			<b>215</b>	<b>0</b>	<b>15</b>	<b>2.6</b>	<b>30.9</b>	<b>36.5</b>	<b>7.8</b>	<b>7.0</b>	<b>7.4</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>16</b>	<b>79.1</b>	<b>9</b>	<b>210</b>
GENEVA	BRITISH AIRWAYS PLC	S	626	0	26	1.4	23.3	35.4	13.3	11.5	9.0	1.5	0.5	0.0	0.0	4.0	21	80.1	11	590
GENEVA	SWISS AIRLINES	S	284	0	9	0.3	24.2	33.1	18.8	10.9	8.5	1.0	0.0	0.0	0.0	3.1	21	75.6	14	275
<b>TOTAL GENEVA</b>			<b>910</b>	<b>0</b>	<b>35</b>	<b>1.1</b>	<b>23.6</b>	<b>34.7</b>	<b>15.0</b>	<b>11.3</b>	<b>8.9</b>	<b>1.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>21</b>	<b>78.7</b>	<b>12</b>	<b>865</b>
SION	SWISS AIRLINES	S	9	0	2	9.1	9.1	9.1	9.1	18.2	18.2	9.1	0.0	0.0	0.0	18.2	51	37.5	42	8
<b>TOTAL SION</b>			<b>9</b>	<b>0</b>	<b>2</b>	<b>9.1</b>	<b>9.1</b>	<b>9.1</b>	<b>9.1</b>	<b>18.2</b>	<b>18.2</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.2</b>	<b>51</b>	<b>37.5</b>	<b>42</b>	<b>8</b>
ZURICH	BRITISH AIRWAYS PLC	C	6	0	0	0.0	16.7	16.7	0.0	50.0	16.7	0.0	0.0	0.0	0.0	0.0	36	50.0	62	4
ZURICH	BRITISH AIRWAYS PLC	S	363	0	15	2.4	19.0	38.1	15.1	11.6	6.9	1.6	1.1	0.3	0.0	4.0	25	79.7	9	338
ZURICH	SWISS AIRLINES	S	387	0	19	1.2	21.9	35.5	15.8	14.0	5.4	1.5	0.0	0.0	0.0	4.7	20	76.4	10	384
<b>TOTAL ZURICH</b>			<b>756</b>	<b>0</b>	<b>34</b>	<b>1.8</b>	<b>20.5</b>	<b>36.6</b>	<b>15.3</b>	<b>13.2</b>	<b>6.2</b>	<b>1.5</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>4.3</b>	<b>22</b>	<b>77.8</b>	<b>10</b>	<b>726</b>
<b>TOTAL SWITZERLAND</b>																				
<b>1890</b>			<b>0</b>	<b>86</b>	<b>1.6</b>	<b>23.1</b>	<b>35.5</b>	<b>14.3</b>	<b>11.6</b>	<b>7.7</b>	<b>1.4</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>4.4</b>	<b>21</b>	<b>78.2</b>	<b>11</b>	<b>1809</b>	
<b>TAIWAN</b>																				
TAIPEI	EVA AIR	S	58	0	0	1.7	22.4	25.9	15.5	31.0	1.7	1.7	0.0	0.0	0.0	0.0	22	69.6	57	56
<b>TOTAL TAIPEI</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>22.4</b>	<b>25.9</b>	<b>15.5</b>	<b>31.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>69.6</b>	<b>57</b>	<b>56</b>
<b>TOTAL TAIWAN</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>22.4</b>	<b>25.9</b>	<b>15.5</b>	<b>31.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>69.6</b>	<b>57</b>	<b>56</b>
<b>THAILAND</b>																				
BANGKOK SUVARNABHUMI	BRITISH AIRWAYS PLC	S	58	0	0	6.9	13.8	37.9	19.0	10.3	3.4	5.2	3.4	0.0	0.0	0.0	29	64.3	27	56
BANGKOK SUVARNABHUMI	THAI AIRWAYS INTERNATIONAL	S	116	0	0	10.3	41.4	28.4	14.7	5.2	0.0	0.0	0.0	0.0	0.0	0.0	7	75.7	12	108
<b>TOTAL BANGKOK SUVARNABHUMI</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>32.2</b>	<b>31.6</b>	<b>16.1</b>	<b>6.9</b>	<b>1.1</b>	<b>1.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>71.9</b>	<b>17</b>	<b>164</b>
<b>TOTAL THAILAND</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>32.2</b>	<b>31.6</b>	<b>16.1</b>	<b>6.9</b>	<b>1.1</b>	<b>1.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>71.9</b>	<b>17</b>	<b>164</b>
<b>TUNISIA</b>																				
TUNIS	TUNISAIR	S	32	0	2	2.9	2.9	14.7	20.6	38.2	8.8	5.9	0.0	0.0	0.0	5.9	38	28.1	48	32
<b>TOTAL TUNIS</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>2.9</b>	<b>14.7</b>	<b>20.6</b>	<b>38.2</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>38</b>	<b>28.1</b>	<b>48</b>	<b>32</b>
<b>TOTAL TUNISIA</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>2.9</b>	<b>14.7</b>	<b>20.6</b>	<b>38.2</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>38</b>	<b>28.1</b>	<b>48</b>	<b>32</b>
<b>TURKEY</b>																				
ISTANBUL	BRITISH AIRWAYS PLC	S	112	0	2	0.0	10.5	38.6	17.5	21.1	7.0	2.6	0.9	0.0	0.0	1.8	28	81.7	11	82
ISTANBUL	THY TURKISH AIRLINES	S	302	0	6	3.2	20.8	28.6	20.1	18.2	6.5	0.3	0.0	0.3	0.0	1.9	23	75.7	13	294
<b>TOTAL ISTANBUL</b>			<b>414</b>	<b>0</b>	<b>8</b>	<b>2.4</b>	<b>18.0</b>	<b>31.3</b>	<b>19.4</b>	<b>19.0</b>	<b>6.6</b>	<b>0.9</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>1.9</b>	<b>24</b>	<b>77.0</b>	<b>13</b>	<b>376</b>
<b>TOTAL TURKEY</b>			<b>414</b>	<b>0</b>	<b>8</b>	<b>2.4</b>	<b>18.0</b>	<b>31.3</b>	<b>19.4</b>	<b>19.0</b>	<b>6.6</b>	<b>0.9</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>1.9</b>	<b>24</b>	<b>77.0</b>	<b>13</b>	<b>376</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												FEB 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>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	29	2	
<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>29</b>	<b>2</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>29</b>	<b>2</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	87.5	5	40		
<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</b>	<b>87.5</b>	<b>5</b>	<b>40</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</b>	<b>87.5</b>	<b>5</b>	<b>40</b>		
<b>UNITED ARAB EMIRATES</b>																					
ABU DHABI INTERNATIONAL	BRITISH AIRWAYS PLC	S	49	0	0	0.0	12.2	24.5	10.2	24.5	16.3	4.1	4.1	4.1	0.0	0.0	65	92.9	3	56	
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	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		
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	231	0	0	8.2	32.9	39.8	9.1	7.4	2.2	0.4	0.0	0.0	0.0	10	86.9	14	168		
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>280</b>	<b>0</b>	<b>1</b>	<b>6.8</b>	<b>29.2</b>	<b>37.0</b>	<b>9.3</b>	<b>10.3</b>	<b>4.6</b>	<b>1.1</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.4</b>	<b>20</b>	<b>88.4</b>	<b>11</b>	<b>224</b>	
DUBAI	BRITISH AIRWAYS PLC	S	172	0	2	4.6	14.4	30.5	17.8	16.7	10.3	3.4	1.1	0.0	0.0	1.1	29	79.9	18	168	
DUBAI	EMIRATES	S	350	0	2	4.0	33.2	33.8	16.5	10.5	1.1	0.3	0.0	0.0	0.0	0.6	11	78.5	10	340	
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	92.5	3	51		
<b>TOTAL DUBAI</b>			<b>522</b>	<b>0</b>	<b>4</b>	<b>4.2</b>	<b>27.0</b>	<b>32.7</b>	<b>16.9</b>	<b>12.5</b>	<b>4.2</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>17</b>	<b>80.1</b>	<b>12</b>	<b>559</b>	
<b>TOTAL UNITED ARAB</b>			<b>802</b>	<b>0</b>	<b>5</b>	<b>5.1</b>	<b>27.8</b>	<b>34.2</b>	<b>14.3</b>	<b>11.8</b>	<b>4.3</b>	<b>1.2</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.6</b>	<b>18</b>	<b>82.5</b>	<b>11</b>	<b>783</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	BRITISH AIRWAYS PLC	S	359	0	22	5.0	36.7	27.6	9.7	8.1	5.5	1.6	0.0	0.0	0.0	5.8	15	83.9	10	288	
ABERDEEN	FLYBE LTD	S	149	0	5	11.7	29.2	28.6	8.4	11.0	5.2	2.6	0.0	0.0	0.0	3.2	17	78.3	16	152	
<b>TOTAL ABERDEEN</b>			<b>508</b>	<b>0</b>	<b>27</b>	<b>6.9</b>	<b>34.6</b>	<b>27.9</b>	<b>9.3</b>	<b>9.0</b>	<b>5.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>16</b>	<b>82.0</b>	<b>12</b>	<b>440</b>	
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	170	0	4	6.3	39.7	23.6	7.5	11.5	8.6	0.6	0.0	0.0	0.0	2.3	16	83.3	9	168	
BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S	214	0	2	7.4	34.7	32.9	7.4	6.9	5.1	2.3	2.3	0.0	0.0	0.9	19	90.7	4	214	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>384</b>	<b>0</b>	<b>6</b>	<b>6.9</b>	<b>36.9</b>	<b>28.7</b>	<b>7.4</b>	<b>9.0</b>	<b>6.7</b>	<b>1.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>18</b>	<b>87.5</b>	<b>7</b>	<b>382</b>	
EDINBURGH	BRITISH AIRWAYS PLC	S	456	0	30	7.2	34.8	24.3	10.5	10.3	4.3	1.6	0.6	0.2	0.0	6.2	17	86.0	7	416	
EDINBURGH	FLYBE LTD	S	316	0	12	11.3	34.5	32.0	9.1	5.2	4.0	0.0	0.3	0.0	0.0	3.7	10	80.6	12	216	
<b>TOTAL EDINBURGH</b>			<b>772</b>	<b>0</b>	<b>42</b>	<b>8.8</b>	<b>34.6</b>	<b>27.4</b>	<b>10.0</b>	<b>8.2</b>	<b>4.2</b>	<b>1.0</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>5.2</b>	<b>14</b>	<b>84.1</b>	<b>9</b>	<b>632</b>	
GLASGOW	BRITISH AIRWAYS PLC	S	511	0	32	4.1	31.5	27.4	11.2	11.4	6.8	1.3	0.4	0.0	0.0	5.9	19	86.9	8	420	
<b>TOTAL GLASGOW</b>			<b>511</b>	<b>0</b>	<b>32</b>	<b>4.1</b>	<b>31.5</b>	<b>27.4</b>	<b>11.2</b>	<b>11.4</b>	<b>6.8</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>19</b>	<b>86.9</b>	<b>8</b>	<b>420</b>	
GUERNSEY	FLYBE LTD	S	53	0	4	3.5	28.1	29.8	8.8	8.8	12.3	0.0	1.8	0.0	0.0	7.0	24	0.0	0	0	
<b>TOTAL GUERNSEY</b>			<b>53</b>	<b>0</b>	<b>4</b>	<b>3.5</b>	<b>28.1</b>	<b>29.8</b>	<b>8.8</b>	<b>8.8</b>	<b>12.3</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
INVERNESS	BRITISH AIRWAYS PLC	S	96	0	8	3.8	26.9	27.9	10.6	10.6	7.7	4.8	0.0	0.0	0.0	7.7	24	73.9	15	46	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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 INVERNESS</b>			<b>96</b>	<b>0</b>	<b>8</b>	<b>3.8</b>	<b>26.9</b>	<b>27.9</b>	<b>10.6</b>	<b>10.6</b>	<b>7.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>24</b>	<b>73.9</b>	<b>15</b>	<b>46</b>	
LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	74	0	8	1.2	15.9	24.4	14.6	19.5	9.8	4.9	0.0	0.0	0.0	9.8	33	82.5	9	78	
<b>TOTAL LEEDS BRADFORD</b>			<b>74</b>	<b>0</b>	<b>8</b>	<b>1.2</b>	<b>15.9</b>	<b>24.4</b>	<b>14.6</b>	<b>19.5</b>	<b>9.8</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.8</b>	<b>33</b>	<b>82.5</b>	<b>9</b>	<b>78</b>	
MANCHESTER	BRITISH AIRWAYS PLC	S	352	0	23	3.2	29.6	32.3	12.5	10.9	4.5	0.8	0.0	0.0	0.0	6.1	15	78.9	9	368	
<b>TOTAL MANCHESTER</b>			<b>352</b>	<b>0</b>	<b>23</b>	<b>3.2</b>	<b>29.6</b>	<b>32.3</b>	<b>12.5</b>	<b>10.9</b>	<b>4.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>15</b>	<b>78.9</b>	<b>9</b>	<b>368</b>	
NEWCASTLE	BRITISH AIRWAYS PLC	S	236	0	10	3.7	30.1	28.9	13.8	11.0	6.1	1.6	0.8	0.0	0.0	4.1	20	81.2	9	230	
<b>TOTAL NEWCASTLE</b>			<b>236</b>	<b>0</b>	<b>10</b>	<b>3.7</b>	<b>30.1</b>	<b>28.9</b>	<b>13.8</b>	<b>11.0</b>	<b>6.1</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>20</b>	<b>81.2</b>	<b>9</b>	<b>230</b>	
NEWQUAY	FLYBE LTD	S	212	0	20	3.9	36.6	25.0	9.5	7.8	6.5	1.3	0.9	0.0	0.0	8.6	18	0.0	0	0	
<b>TOTAL NEWQUAY</b>			<b>212</b>	<b>0</b>	<b>20</b>	<b>3.9</b>	<b>36.6</b>	<b>25.0</b>	<b>9.5</b>	<b>7.8</b>	<b>6.5</b>	<b>1.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>8.6</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>3198</b>	<b>0</b>	<b>180</b>	<b>5.8</b>	<b>32.8</b>	<b>28.1</b>	<b>10.4</b>	<b>9.8</b>	<b>5.8</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>17</b>	<b>83.5</b>	<b>9</b>	<b>2596</b>	
<b>USA</b>																					
ATLANTA	BRITISH AIRWAYS PLC	S	58	0	0	19.0	22.4	32.8	17.2	6.9	1.7	0.0	0.0	0.0	0.0	0.0	12	89.3	8	56	
ATLANTA	DELTA AIRLINES	S	113	0	5	24.6	45.8	17.8	2.5	0.8	3.4	0.0	0.8	0.0	0.0	4.2	7	87.3	8	102	
ATLANTA	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	2	31.0	34.5	20.7	3.4	5.2	1.7	0.0	0.0	0.0	0.0	3.4	6	80.4	16	56	
<b>TOTAL ATLANTA</b>			<b>227</b>	<b>0</b>	<b>7</b>	<b>24.8</b>	<b>37.2</b>	<b>22.2</b>	<b>6.4</b>	<b>3.4</b>	<b>2.6</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>8</b>	<b>86.0</b>	<b>10</b>	<b>214</b>	
AUSTIN (BERGSTROM)	BRITISH AIRWAYS PLC	S	58	0	0	32.8	15.5	27.6	10.3	6.9	1.7	1.7	3.4	0.0	0.0	0.0	20	91.1	6	56	
<b>TOTAL AUSTIN (BERGSTROM)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>32.8</b>	<b>15.5</b>	<b>27.6</b>	<b>10.3</b>	<b>6.9</b>	<b>1.7</b>	<b>1.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>91.1</b>	<b>6</b>	<b>56</b>	
BALTIMORE	BRITISH AIRWAYS PLC	S	52	0	0	11.5	25.0	32.7	9.6	11.5	3.8	1.9	3.8	0.0	0.0	0.0	25	65.4	22	52	
<b>TOTAL BALTIMORE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>25.0</b>	<b>32.7</b>	<b>9.6</b>	<b>11.5</b>	<b>3.8</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>65.4</b>	<b>22</b>	<b>52</b>	
BOSTON	BRITISH AIRWAYS PLC	S	186	0	5	32.5	25.1	25.7	7.9	3.7	2.1	0.5	0.0	0.0	0.0	2.6	8	86.5	8	188	
BOSTON	DELTA AIRLINES	S	54	0	2	39.3	46.4	7.1	1.8	1.8	0.0	0.0	0.0	0.0	0.0	3.6	2	93.2	5	44	
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	109	0	4	23.0	39.8	20.4	6.2	2.7	2.7	1.8	0.0	0.0	0.0	3.5	8	78.2	11	55	
<b>TOTAL BOSTON</b>			<b>349</b>	<b>0</b>	<b>11</b>	<b>30.6</b>	<b>33.1</b>	<b>21.1</b>	<b>6.4</b>	<b>3.1</b>	<b>1.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>7</b>	<b>85.9</b>	<b>8</b>	<b>287</b>	
CHARLOTTE	AMERICAN AIRLINES	S	112	0	4	23.3	27.6	21.6	4.3	6.9	4.3	4.3	2.6	1.7	0.0	3.4	45	91.2	4	91	
<b>TOTAL CHARLOTTE</b>			<b>112</b>	<b>0</b>	<b>4</b>	<b>23.3</b>	<b>27.6</b>	<b>21.6</b>	<b>4.3</b>	<b>6.9</b>	<b>4.3</b>	<b>4.3</b>	<b>2.6</b>	<b>1.7</b>	<b>0.0</b>	<b>3.4</b>	<b>45</b>	<b>91.2</b>	<b>4</b>	<b>91</b>	
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	150	0	2	27.0	46.1	13.8	2.6	3.3	1.3	2.6	1.3	0.7	0.0	1.3	15	85.4	9	142	
CHICAGO (O'HARE)	BRITISH AIRWAYS PLC	S	112	0	2	13.2	21.1	31.6	16.7	10.5	5.3	0.0	0.0	0.0	0.0	1.8	15	78.4	15	88	
CHICAGO (O'HARE)	UNITED AIRLINES	S	157	0	13	30.6	42.9	11.8	3.5	2.4	0.0	0.6	0.6	0.0	0.0	7.6	5	88.1	8	134	
<b>TOTAL CHICAGO (O'HARE)</b>			<b>419</b>	<b>0</b>	<b>17</b>	<b>24.8</b>	<b>38.3</b>	<b>17.7</b>	<b>6.7</b>	<b>4.8</b>	<b>1.8</b>	<b>1.1</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>3.9</b>	<b>11</b>	<b>84.7</b>	<b>10</b>	<b>364</b>	
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	190	0	10	28.0	43.0	12.5	5.0	3.0	3.5	0.0	0.0	0.0	0.0	5.0	6	85.9	11	192	
DALLAS/FORT WORTH	BRITISH AIRWAYS PLC	S	56	0	2	25.9	15.5	31.0	10.3	8.6	1.7	1.7	1.7	0.0	0.0	3.4	17	83.3	8	48	
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	42.9	42	7	
<b>TOTAL DALLAS/FORT WORTH</b>			<b>246</b>	<b>0</b>	<b>12</b>	<b>27.5</b>	<b>36.8</b>	<b>16.7</b>	<b>6.2</b>	<b>4.3</b>	<b>3.1</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>9</b>	<b>84.2</b>	<b>12</b>	<b>247</b>	
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	56	0	2	19.0	20.7	32.8	15.5	6.9	1.7	0.0	0.0	0.0	0.0	3.4	10	73.2	22	56	
DENVER INTERNATIONAL	UNITED AIRLINES	S	58	0	0	39.7	36.2	13.8	3.4	3.4	3.4	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 FEBRUARY 2020

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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 DENVER INTERNATIONAL</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>29.3</b>	<b>28.4</b>	<b>23.3</b>	<b>9.5</b>	<b>5.2</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>8</b>	<b>73.2</b>	<b>22</b>	<b>56</b>
DETROIT	DELTA AIRLINES	S	56	0	2	27.6	39.7	20.7	1.7	0.0	3.4	1.7	1.7	0.0	0.0	3.4	12	71.2	11	59
<b>TOTAL DETROIT</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>27.6</b>	<b>39.7</b>	<b>20.7</b>	<b>1.7</b>	<b>0.0</b>	<b>3.4</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>12</b>	<b>71.2</b>	<b>11</b>	<b>59</b>
HOUSTON	BRITISH AIRWAYS PLC	S	100	0	0	20.0	27.0	34.0	8.0	6.0	4.0	0.0	0.0	1.0	0.0	0.0	24	77.9	10	86
HOUSTON	UNITED AIRLINES	S	114	0	2	29.3	54.3	9.5	1.7	0.9	1.7	0.9	0.0	0.0	0.0	1.7	4	92.9	5	112
<b>TOTAL HOUSTON</b>			<b>214</b>	<b>0</b>	<b>2</b>	<b>25.0</b>	<b>41.7</b>	<b>20.8</b>	<b>4.6</b>	<b>3.2</b>	<b>2.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.9</b>	<b>14</b>	<b>86.4</b>	<b>7</b>	<b>198</b>
LAS VEGAS	BRITISH AIRWAYS PLC	S	54	0	2	17.9	8.9	32.1	14.3	8.9	5.4	7.1	0.0	1.8	0.0	3.6	50	75.0	30	56
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	2	17.2	25.9	39.7	3.4	5.2	3.4	1.7	0.0	0.0	0.0	3.4	10	0.0	0	0
<b>TOTAL LAS VEGAS</b>			<b>110</b>	<b>0</b>	<b>4</b>	<b>17.5</b>	<b>17.5</b>	<b>36.0</b>	<b>8.8</b>	<b>7.0</b>	<b>4.4</b>	<b>4.4</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>3.5</b>	<b>30</b>	<b>75.0</b>	<b>30</b>	<b>56</b>
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	102	0	6	32.4	38.9	13.9	1.9	4.6	0.0	1.9	0.0	0.9	0.0	5.6	19	87.3	6	100
LOS ANGELES INTERNATIONAL	BRITISH AIRWAYS PLC	S	166	0	4	18.8	14.1	32.9	14.1	10.6	2.9	2.9	1.2	0.0	0.0	2.4	19	78.3	15	152
LOS ANGELES INTERNATIONAL	UNITED AIRLINES	S	58	0	0	32.8	48.3	15.5	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	2	91.1	4	56
LOS ANGELES INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	110	0	2	30.4	32.1	23.2	7.1	2.7	0.9	0.9	0.9	0.0	0.0	1.8	8	86.1	14	108
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>436</b>	<b>0</b>	<b>12</b>	<b>26.8</b>	<b>29.0</b>	<b>23.7</b>	<b>7.8</b>	<b>6.0</b>	<b>1.3</b>	<b>1.8</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>2.7</b>	<b>14</b>	<b>84.2</b>	<b>11</b>	<b>416</b>
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	114	0	2	20.7	36.2	29.3	5.2	3.4	3.4	0.0	0.0	0.0	0.0	1.7	7	85.7	7	56
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	112	0	4	18.1	25.0	33.6	10.3	4.3	2.6	1.7	0.9	0.0	0.0	3.4	13	75.6	11	168
MIAMI INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	99	0	0	33.3	26.3	27.3	9.1	0.0	4.0	0.0	0.0	0.0	0.0	0.0	7	90.3	4	93
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>325</b>	<b>0</b>	<b>6</b>	<b>23.6</b>	<b>29.3</b>	<b>30.2</b>	<b>8.2</b>	<b>2.7</b>	<b>3.3</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>9</b>	<b>81.7</b>	<b>8</b>	<b>317</b>
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	56	0	2	36.2	44.8	6.9	1.7	0.0	3.4	1.7	1.7	0.0	0.0	3.4	12	85.7	6	54
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>36.2</b>	<b>44.8</b>	<b>6.9</b>	<b>1.7</b>	<b>0.0</b>	<b>3.4</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>12</b>	<b>85.7</b>	<b>6</b>	<b>54</b>
NASHVILLE METROPOLITAN	BRITISH AIRWAYS PLC	S	41	0	0	26.8	14.6	19.5	14.6	12.2	9.8	2.4	0.0	0.0	0.0	0.0	22	90.6	10	32
<b>TOTAL NASHVILLE METROPOLITAN</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>26.8</b>	<b>14.6</b>	<b>19.5</b>	<b>14.6</b>	<b>12.2</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>22</b>	<b>90.6</b>	<b>10</b>	<b>32</b>
NEW ORLEANS	BRITISH AIRWAYS PLC	S	42	0	0	23.8	21.4	42.9	4.8	4.8	0.0	2.4	0.0	0.0	0.0	0.0	10	77.5	10	40
<b>TOTAL NEW ORLEANS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>23.8</b>	<b>21.4</b>	<b>42.9</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.5</b>	<b>10</b>	<b>40</b>
NEW YORK (JF KENNEDY)	ALITALIA (CAI)	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	208	0	3	29.4	42.7	17.5	4.7	0.9	1.4	0.9	0.5	0.5	0.0	1.4	9	88.2	6	199
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	401	0	10	29.9	21.2	24.6	9.2	6.1	3.9	1.9	0.7	0.0	0.0	2.4	14	81.2	10	425
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	112	0	5	33.3	40.2	17.9	2.6	1.7	0.0	0.0	0.0	0.0	0.0	4.3	2	89.3	7	110
NEW YORK (JF KENNEDY)	ETIHAD AIRWAYS	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
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	268	0	4	34.2	27.2	28.7	3.3	2.2	2.2	0.7	0.0	0.0	0.0	1.5	7	86.9	8	317

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## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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 NEW YORK (JF KENNEDY)</b>			<b>990</b>	<b>0</b>	<b>23</b>	<b>31.3</b>	<b>29.4</b>	<b>23.5</b>	<b>5.9</b>	<b>3.5</b>	<b>2.5</b>	<b>1.2</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>2.3</b>	<b>10</b>	<b>85.1</b>	<b>8</b>	<b>1051</b>
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	108	0	0	15.7	29.6	33.3	7.4	6.5	7.4	0.0	0.0	0.0	0.0	0.0	12	83.0	10	103
NEW YORK (NEWARK)	UNITED AIRLINES	S	259	0	15	24.1	45.6	11.7	3.3	2.6	4.4	1.1	0.7	1.1	0.0	5.5	18	90.8	8	261
NEW YORK (NEWARK)	VIRGIN ATLANTIC AIRWAYS LTD	S	50	0	2	21.2	42.3	26.9	5.8	0.0	0.0	0.0	0.0	0.0	0.0	3.8	2	86.0	5	47
<b>TOTAL NEW YORK (NEWARK)</b>			<b>417</b>	<b>0</b>	<b>17</b>	<b>21.7</b>	<b>41.2</b>	<b>18.9</b>	<b>4.6</b>	<b>3.2</b>	<b>4.6</b>	<b>0.7</b>	<b>0.5</b>	<b>0.7</b>	<b>0.0</b>	<b>3.9</b>	<b>15</b>	<b>88.2</b>	<b>8</b>	<b>411</b>
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	56	0	2	37.9	29.3	17.2	3.4	0.0	5.2	1.7	1.7	0.0	0.0	3.4	12	89.2	5	111
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	85	0	6	29.7	15.4	29.7	7.7	3.3	4.4	2.2	0.0	1.1	0.0	6.6	22	80.4	8	56
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>141</b>	<b>0</b>	<b>8</b>	<b>32.9</b>	<b>20.8</b>	<b>24.8</b>	<b>6.0</b>	<b>2.0</b>	<b>4.7</b>	<b>2.0</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>5.4</b>	<b>18</b>	<b>86.2</b>	<b>6</b>	<b>167</b>
PHOENIX	AMERICAN AIRLINES	S	56	0	2	27.6	44.8	8.6	5.2	1.7	3.4	1.7	3.4	0.0	0.0	3.4	18	0.0	0	0
PHOENIX	BRITISH AIRWAYS PLC	S	53	0	0	24.5	9.4	35.8	17.0	9.4	1.9	1.9	0.0	0.0	0.0	0.0	14	75.0	10	56
<b>TOTAL PHOENIX</b>			<b>109</b>	<b>0</b>	<b>2</b>	<b>26.1</b>	<b>27.9</b>	<b>21.6</b>	<b>10.8</b>	<b>5.4</b>	<b>2.7</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>16</b>	<b>75.0</b>	<b>10</b>	<b>56</b>
PITTSBURGH	BRITISH AIRWAYS PLC	S	33	0	0	15.2	30.3	27.3	12.1	0.0	6.1	3.0	3.0	3.0	0.0	0.0	39	0.0	0	0
<b>TOTAL PITTSBURGH</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>30.3</b>	<b>27.3</b>	<b>12.1</b>	<b>0.0</b>	<b>6.1</b>	<b>3.0</b>	<b>3.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
RALEIGH	AMERICAN AIRLINES	S	56	0	2	31.0	50.0	5.2	3.4	3.4	1.7	1.7	0.0	0.0	0.0	3.4	7	82.1	9	52
<b>TOTAL RALEIGH</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>31.0</b>	<b>50.0</b>	<b>5.2</b>	<b>3.4</b>	<b>3.4</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>7</b>	<b>82.1</b>	<b>9</b>	<b>52</b>
SALT LAKE CITY	DELTA AIRLINES	S	48	0	2	34.0	44.0	6.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	3	0.0	0	0
<b>TOTAL SALT LAKE CITY</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>34.0</b>	<b>44.0</b>	<b>6.0</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	56	0	2	25.9	17.2	25.9	15.5	5.2	1.7	5.2	0.0	0.0	0.0	3.4	17	80.4	10	56
<b>TOTAL SAN DIEGO</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>25.9</b>	<b>17.2</b>	<b>25.9</b>	<b>15.5</b>	<b>5.2</b>	<b>1.7</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>17</b>	<b>80.4</b>	<b>10</b>	<b>56</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	112	0	2	19.3	22.8	31.6	14.0	6.1	2.6	1.8	0.0	0.0	0.0	1.8	13	80.4	10	112
SAN FRANCISCO	UNITED AIRLINES	S	116	0	1	33.3	40.2	15.4	1.7	5.1	1.7	0.9	0.0	0.9	0.0	0.9	11	84.8	9	112
SAN FRANCISCO	VIRGIN ATLANTIC AIRWAYS LTD	S	71	0	2	20.5	37.0	30.1	4.1	4.1	1.4	0.0	0.0	0.0	0.0	2.7	6	80.6	10	102
<b>TOTAL SAN FRANCISCO</b>			<b>299</b>	<b>0</b>	<b>5</b>	<b>25.0</b>	<b>32.9</b>	<b>25.0</b>	<b>6.9</b>	<b>5.3</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>1.6</b>	<b>10</b>	<b>82.0</b>	<b>10</b>	<b>326</b>
SAN JOSE	BRITISH AIRWAYS PLC	S	44	0	0	20.5	31.8	31.8	4.5	6.8	4.5	0.0	0.0	0.0	0.0	0.0	10	84.2	7	38
<b>TOTAL SAN JOSE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>31.8</b>	<b>31.8</b>	<b>4.5</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>10</b>	<b>84.2</b>	<b>7</b>	<b>38</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	79	0	0	21.5	30.4	31.6	8.9	6.3	1.3	0.0	0.0	0.0	0.0	0.0	8	72.5	30	80
SEATTLE (TACOMA)	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	13.8	36.2	39.7	8.6	0.0	1.7	0.0	0.0	0.0	0.0	0.0	6	85.7	13	56
<b>TOTAL SEATTLE (TACOMA)</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>32.8</b>	<b>35.0</b>	<b>8.8</b>	<b>3.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>77.9</b>	<b>23</b>	<b>136</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	106	0	0	17.9	37.7	34.9	2.8	2.8	2.8	0.9	0.0	0.0	0.0	0.0	7	79.7	9	127
WASHINGTON (DULLES)	UNITED AIRLINES	S	171	0	2	24.3	44.5	20.2	2.3	1.7	2.9	1.7	0.0	1.2	0.0	1.2	19	94.0	6	168
WASHINGTON (DULLES)	VIRGIN ATLANTIC AIRWAYS LTD	S	52	0	3	21.8	50.9	16.4	3.6	0.0	1.8	0.0	0.0	0.0	0.0	5.5	4	86.5	5	50

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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 WASHINGTON (DULLES)</b>			<b>329</b>	<b>0</b>	<b>5</b>	<b>21.9</b>	<b>43.4</b>	<b>24.3</b>	<b>2.7</b>	<b>1.8</b>	<b>2.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>1.5</b>	<b>13</b>	<b>87.5</b>	<b>7</b>	<b>345</b>
<b>TOTAL USA</b>			<b>5516</b>	<b>0</b>	<b>147</b>	<b>26.3</b>	<b>33.0</b>	<b>22.9</b>	<b>6.5</b>	<b>4.0</b>	<b>2.7</b>	<b>1.2</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>2.6</b>	<b>12</b>	<b>84.3</b>	<b>10</b>	<b>5177</b>
<b>UZBEKISTAN</b>																				
<b>TASHKENT</b>	UZBEKISTAN AIRLINES	S	16	0	0	12.5	25.0	6.3	25.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	17	93.8	5	16
<b>TOTAL TASHKENT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>6.3</b>	<b>25.0</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>17</b>	<b>93.8</b>	<b>5</b>	<b>16</b>
<b>TOTAL UZBEKISTAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>6.3</b>	<b>25.0</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>17</b>	<b>93.8</b>	<b>5</b>	<b>16</b>
<b>VIETNAM</b>																				
<b>HANOI</b>	VIETNAM AIRLINES	S	32	0	0	0.0	31.3	18.8	3.1	28.1	18.8	0.0	0.0	0.0	0.0	0.0	29	68.8	16	32
<b>TOTAL HANOI</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>18.8</b>	<b>3.1</b>	<b>28.1</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>68.8</b>	<b>16</b>	<b>32</b>
<b>HO CHI MINH CITY</b>	VIETNAM AIRLINES	S	26	0	0	15.4	38.5	23.1	11.5	11.5	0.0	0.0	0.0	0.0	0.0	9	75.0	22	24	
<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>23.1</b>	<b>11.5</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>75.0</b>	<b>22</b>	<b>24</b>	
<b>TOTAL VIETNAM</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>34.5</b>	<b>20.7</b>	<b>6.9</b>	<b>20.7</b>	<b>10.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>71.4</b>	<b>19</b>	<b>56</b>
<b>TOTAL HEATHROW</b>			<b>35056</b>	<b>0</b>	<b>1291</b>	<b>8.6</b>	<b>29.0</b>	<b>29.8</b>	<b>11.5</b>	<b>10.0</b>	<b>5.5</b>	<b>1.2</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>3.6</b>	<b>19</b>	<b>81.9</b>	<b>10</b>	<b>34929</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: ISLE OF MAN (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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	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	2	
<b>TOTAL SALZBURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL AUSTRIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	88	0	2	27.8	46.7	16.7	4.4	2.2	0.0	0.0	0.0	0.0	0.0	2.2	2	100.0	0	86	
<b>TOTAL DUBLIN</b>			<b>88</b>	<b>0</b>	<b>2</b>	<b>27.8</b>	<b>46.7</b>	<b>16.7</b>	<b>4.4</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>86</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>88</b>	<b>0</b>	<b>2</b>	<b>27.8</b>	<b>46.7</b>	<b>16.7</b>	<b>4.4</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>86</b>	
<b>SWITZERLAND</b>																					
GENEVA	FLYBE LTD	C	10	0	0	0.0	30.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	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	25.0	36	8	
<b>TOTAL GENEVA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>50.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>25.0</b>	<b>36</b>	<b>8</b>	
<b>TOTAL SWITZERLAND</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>50.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>25.0</b>	<b>36</b>	<b>8</b>	
<b>UNITED KINGDOM</b>																					
BELFAST INTERNATIONAL	EASYJET UK LTD	S	16	0	0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	10	16	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>10</b>	<b>16</b>	
BIRMINGHAM	FLYBE LTD	S	48	0	2	4.0	38.0	46.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	5	74.1	12	58	
<b>TOTAL BIRMINGHAM</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>4.0</b>	<b>38.0</b>	<b>46.0</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>4.0</b>	<b>5</b>	<b>74.1</b>	<b>12</b>	<b>58</b>	
BRISTOL	EASYJET UK LTD	S	16	0	4	15.0	25.0	25.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	20.0	13	73.3	13	14	
<b>TOTAL BRISTOL</b>			<b>16</b>	<b>0</b>	<b>4</b>	<b>15.0</b>	<b>25.0</b>	<b>25.0</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>20.0</b>	<b>13</b>	<b>73.3</b>	<b>13</b>	<b>14</b>	
EDINBURGH	LOGANAIR LTD	S	32	0	0	9.4	37.5	21.9	9.4	9.4	6.3	6.3	0.0	0.0	0.0	0.0	20	100.0	1	16	
<b>TOTAL EDINBURGH</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>37.5</b>	<b>21.9</b>	<b>9.4</b>	<b>9.4</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>20</b>	<b>100.0</b>	<b>1</b>	<b>16</b>	
GATWICK	EASYJET UK LTD	S	82	0	12	4.3	28.7	24.5	6.4	12.8	8.5	1.1	0.0	1.1	0.0	12.8	33	71.2	14	104	
<b>TOTAL GATWICK</b>			<b>82</b>	<b>0</b>	<b>12</b>	<b>4.3</b>	<b>28.7</b>	<b>24.5</b>	<b>6.4</b>	<b>12.8</b>	<b>8.5</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>12.8</b>	<b>33</b>	<b>71.2</b>	<b>14</b>	<b>104</b>	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	80	0	12	9.8	45.7	16.3	9.8	4.3	1.1	0.0	0.0	0.0	0.0	13.0	7	85.6	28	88	
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	150	0	6	1.3	39.1	45.5	3.2	7.1	0.0	0.0	0.0	0.0	0.0	3.8	6	85.1	9	188	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>230</b>	<b>0</b>	<b>18</b>	<b>4.4</b>	<b>41.5</b>	<b>34.7</b>	<b>5.6</b>	<b>6.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.3</b>	<b>6</b>	<b>85.3</b>	<b>15</b>	<b>276</b>	
LONDON CITY	BA CITYFLYER LTD	S	135	0	11	3.4	11.6	26.7	18.5	11.0	15.8	2.7	2.7	0.0	0.0	7.5	36	82.5	8	140	
<b>TOTAL LONDON CITY</b>			<b>135</b>	<b>0</b>	<b>11</b>	<b>3.4</b>	<b>11.6</b>	<b>26.7</b>	<b>18.5</b>	<b>11.0</b>	<b>15.8</b>	<b>2.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>36</b>	<b>82.5</b>	<b>8</b>	<b>140</b>	
MANCHESTER	FLYBE LTD	S	213	0	8	7.2	29.9	43.4	7.7	6.3	1.8	0.0	0.0	0.0	0.0	3.6	8	79.3	10	247	
<b>TOTAL MANCHESTER</b>			<b>213</b>	<b>0</b>	<b>8</b>	<b>7.2</b>	<b>29.9</b>	<b>43.4</b>	<b>7.7</b>	<b>6.3</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>8</b>	<b>79.3</b>	<b>10</b>	<b>247</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>772</b>	<b>0</b>	<b>55</b>	<b>5.8</b>	<b>31.1</b>	<b>34.0</b>	<b>8.7</b>	<b>7.5</b>	<b>4.8</b>	<b>0.8</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>6.7</b>	<b>15</b>	<b>80.9</b>	<b>12</b>	<b>871</b>	
<b>TOTAL ISLE OF MAN</b>			<b>870</b>	<b>0</b>	<b>57</b>	<b>7.9</b>	<b>32.6</b>	<b>32.5</b>	<b>8.4</b>	<b>6.9</b>	<b>4.3</b>	<b>0.8</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>6.1</b>	<b>14</b>	<b>82.1</b>	<b>11</b>	<b>967</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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>FRANCE</b>																					
<b>GRENOBLE</b>	BLUE ISLANDS LIMITED	C	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	39	100.0	5	9	
<b>TOTAL GRENOBLE</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>39</b>	<b>100.0</b>	<b>5</b>	<b>9</b>	
<b>PARIS (CHARLES DE GAULLE)</b>	EUROPE AIRPOST	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>RENNES</b>	BLUE ISLANDS LIMITED	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	144	0.0	0	0	
<b>TOTAL RENNES</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>144</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FRANCE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>100.0</b>	<b>5</b>	<b>9</b>	
<b>PORTUGAL(MADEIRA)</b>																					
<b>FUNCHAL</b>	EUROPE AIRPOST	C	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>FUNCHAL</b>	SMARTWINGS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	4	
<b>TOTAL FUNCHAL</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.0</b>	<b>16</b>	<b>4</b>	
<b>TOTAL PORTUGAL</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.0</b>	<b>16</b>	<b>4</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
<b>TENERIFE (SURREINA SOFIA)</b>	SMARTWINGS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5	
<b>TENERIFE (SURREINA SOFIA)</b>	VOLOTEA	C	6	0	0	0.0	16.7	33.3	0.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</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>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>100.0</b>	<b>0</b>	<b>5</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</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>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>100.0</b>	<b>0</b>	<b>5</b>	
<b>SWITZERLAND</b>																					
<b>GENEVA</b>	FLYBE LTD	S	10	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	37.5	71	8	
<b>TOTAL GENEVA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>37.5</b>	<b>71</b>	<b>8</b>	
<b>TOTAL SWITZERLAND</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>37.5</b>	<b>71</b>	<b>8</b>	
<b>UNITED KINGDOM</b>																					
<b>BIRMINGHAM</b>	FLYBE LTD	S	95	0	5	8.0	48.0	25.0	7.0	3.0	4.0	0.0	0.0	0.0	0.0	5.0	8	72.2	14	68	
<b>TOTAL BIRMINGHAM</b>			<b>95</b>	<b>0</b>	<b>5</b>	<b>8.0</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>5.0</b>	<b>8</b>	<b>72.2</b>	<b>14</b>	<b>68</b>	
<b>BRISTOL</b>	BLUE ISLANDS LIMITED	S	47	0	1	18.8	35.4	27.1	2.1	6.3	8.3	0.0	0.0	0.0	0.0	2.1	12	87.5	5	46	
<b>TOTAL BRISTOL</b>			<b>47</b>	<b>0</b>	<b>1</b>	<b>18.8</b>	<b>35.4</b>	<b>27.1</b>	<b>2.1</b>	<b>6.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>12</b>	<b>87.5</b>	<b>5</b>	<b>46</b>	
<b>CARDIFF WALES</b>	FLYBE LTD	S	24	0	0	8.3	87.5	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	14	16	
<b>TOTAL CARDIFF WALES</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>87.5</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>0.0</b>	<b>0</b>	<b>81.3</b>	<b>14</b>	<b>16</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	91.7	2	12	
<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>91.7</b>	<b>2</b>	<b>12</b>	
<b>EAST MIDLANDS INTERNATIONAL</b>	BLUE ISLANDS LIMITED	S	27	0	5	3.1	31.3	28.1	12.5	3.1	0.0	6.3	0.0	0.0	0.0	15.6	18	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	65.6	39	32	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: JERSEY (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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 EAST MIDLANDS INTERNATIONAL</b>			<b>27</b>	<b>0</b>	<b>5</b>	<b>3.1</b>	<b>31.3</b>	<b>28.1</b>	<b>12.5</b>	<b>3.1</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.6</b>	<b>18</b>	<b>65.6</b>	<b>39</b>	<b>32</b>	
EDINBURGH	EASYJET UK LTD	S	16	0	0	0.0	0.0	31.3	25.0	18.8	25.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
<b>TOTAL EDINBURGH</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>31.3</b>	<b>25.0</b>	<b>18.8</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EXETER	FLYBE LTD	S	64	0	5	2.9	58.0	20.3	8.7	2.9	0.0	0.0	0.0	0.0	0.0	7.2	4	81.9	14	70	
<b>TOTAL EXETER</b>			<b>64</b>	<b>0</b>	<b>5</b>	<b>2.9</b>	<b>58.0</b>	<b>20.3</b>	<b>8.7</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>7.2</b>	<b>4</b>	<b>81.9</b>	<b>14</b>	<b>70</b>	
GATWICK	AURIGNY AIR SERVICES	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	61	0.0	0	0
GATWICK	BRITISH AIRWAYS PLC	S	266	0	14	10.7	48.6	19.3	5.0	6.8	3.2	1.1	0.0	0.4	0.0	5.0	11	83.7	9	264	
GATWICK	EASYJET UK LTD	S	138	0	14	5.3	30.9	27.0	11.8	11.8	2.6	0.7	0.7	0.0	0.0	9.2	15	71.3	18	162	
<b>TOTAL GATWICK</b>			<b>405</b>	<b>0</b>	<b>28</b>	<b>8.8</b>	<b>42.3</b>	<b>21.9</b>	<b>7.4</b>	<b>8.5</b>	<b>3.2</b>	<b>0.9</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>6.5</b>	<b>13</b>	<b>79.0</b>	<b>13</b>	<b>426</b>	
GLASGOW	EASYJET UK LTD	S	16	0	2	11.1	22.2	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11.1	11	62.5	18	14	
<b>TOTAL GLASGOW</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>11.1</b>	<b>22.2</b>	<b>44.4</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>11</b>	<b>62.5</b>	<b>18</b>	<b>14</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	79	0	4	0.0	48.2	36.1	4.8	2.4	3.6	0.0	0.0	0.0	0.0	4.8	8	0.0	0	0	
GUERNSEY	BLUE ISLANDS LIMITED	S	241	0	15	1.6	47.3	27.7	5.1	5.1	4.3	2.0	1.2	0.0	0.0	5.9	15	81.2	9	227	
GUERNSEY	FLYBE LTD	S	72	0	7	2.5	48.1	17.7	12.7	5.1	5.1	0.0	0.0	0.0	0.0	8.9	11	70.8	16	46	
<b>TOTAL GUERNSEY</b>			<b>392</b>	<b>0</b>	<b>26</b>	<b>1.4</b>	<b>47.6</b>	<b>27.5</b>	<b>6.5</b>	<b>4.5</b>	<b>4.3</b>	<b>1.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>6.2</b>	<b>13</b>	<b>79.4</b>	<b>10</b>	<b>273</b>	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	68	0	4	4.2	45.8	19.4	15.3	6.9	0.0	0.0	2.8	0.0	0.0	5.6	13	93.0	3	86	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>68</b>	<b>0</b>	<b>4</b>	<b>4.2</b>	<b>45.8</b>	<b>19.4</b>	<b>15.3</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>13</b>	<b>93.0</b>	<b>3</b>	<b>86</b>	
LONDON CITY	BLUE ISLANDS LIMITED	S	86	0	2	1.1	10.2	28.4	23.9	21.6	8.0	2.3	2.3	0.0	0.0	2.3	33	61.4	19	84	
<b>TOTAL LONDON CITY</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>10.2</b>	<b>28.4</b>	<b>23.9</b>	<b>21.6</b>	<b>8.0</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>33</b>	<b>61.4</b>	<b>19</b>	<b>84</b>	
MANCHESTER	EASYJET UK LTD	S	24	0	2	34.6	42.3	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0	0.0	0	0	
MANCHESTER	FLYBE LTD	S	54	0	4	13.8	63.8	8.6	0.0	0.0	6.9	0.0	0.0	0.0	0.0	6.9	5	69.6	18	54	
<b>TOTAL MANCHESTER</b>			<b>78</b>	<b>0</b>	<b>6</b>	<b>20.2</b>	<b>57.1</b>	<b>10.7</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>0.0</b>	<b>7.1</b>	<b>4</b>	<b>69.6</b>	<b>18</b>	<b>54</b>	
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	31	0.0	0	0	
<b>TOTAL NEWCASTLE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SOUTHAMPTON	BLUE ISLANDS LIMITED	S	160	0	6	4.8	49.4	22.3	4.2	6.6	4.8	3.0	1.2	0.0	0.0	3.6	16	46.4	46	149	
SOUTHAMPTON	FLYBE LTD	S	58	0	6	6.3	57.8	23.4	0.0	3.1	0.0	0.0	0.0	0.0	0.0	9.4	3	69.2	21	62	
<b>TOTAL SOUTHAMPTON</b>			<b>218</b>	<b>0</b>	<b>12</b>	<b>5.2</b>	<b>51.7</b>	<b>22.6</b>	<b>3.0</b>	<b>5.7</b>	<b>3.5</b>	<b>2.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.2</b>	<b>13</b>	<b>53.2</b>	<b>39</b>	<b>211</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1537</b>	<b>0</b>	<b>96</b>	<b>6.2</b>	<b>44.8</b>	<b>23.6</b>	<b>7.3</b>	<b>6.6</b>	<b>3.9</b>	<b>1.1</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>5.9</b>	<b>13</b>	<b>74.3</b>	<b>17</b>	<b>1392</b>	
<b>TOTAL JERSEY</b>			<b>1560</b>	<b>0</b>	<b>96</b>	<b>6.1</b>	<b>44.4</b>	<b>23.9</b>	<b>7.4</b>	<b>6.6</b>	<b>3.9</b>	<b>1.1</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>5.8</b>	<b>13</b>	<b>74.4</b>	<b>17</b>	<b>1418</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: LEEDS BRADFORD (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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	JET2.COM LTD	S	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	6	66.7	25	12	
<b>TOTAL SALZBURG</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>50.0</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>0.0</b>	<b>6</b>	<b>66.7</b>	<b>25</b>	<b>12</b>	
<b>TOTAL AUSTRIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>50.0</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>0.0</b>	<b>6</b>	<b>66.7</b>	<b>25</b>	<b>12</b>	
<b>CYPRUS</b>																					
PAPHOS	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	2	50.0	26	4	
<b>TOTAL PAPHOS</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>2</b>	<b>50.0</b>	<b>26</b>	<b>4</b>	
<b>TOTAL CYPRUS</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>2</b>	<b>50.0</b>	<b>26</b>	<b>4</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	10	0	0	0.0	20.0	60.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	70.0	21	10	
<b>TOTAL PRAGUE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>60.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>70.0</b>	<b>21</b>	<b>10</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>60.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>70.0</b>	<b>21</b>	<b>10</b>	
<b>FINLAND</b>																					
ENONTEKIO	ENTER AIR	C	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	56	0.0	0	0	
<b>TOTAL ENONTEKIO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>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>56</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FINLAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>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>56</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
GRENOBLE	JET2.COM LTD	S	10	0	0	0.0	20.0	60.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	62.5	49	8	
<b>TOTAL GRENOBLE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>60.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>62.5</b>	<b>49</b>	<b>8</b>	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1	
PARIS (CHARLES DE GAULLE)	JET2.COM LTD	S	32	0	0	0.0	28.1	28.1	28.1	9.4	6.3	0.0	0.0	0.0	0.0	0.0	18	96.9	2	32	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.1</b>	<b>28.1</b>	<b>28.1</b>	<b>9.4</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>93.9</b>	<b>3</b>	<b>33</b>	
<b>TOTAL FRANCE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.2</b>	<b>35.7</b>	<b>23.8</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>87.8</b>	<b>12</b>	<b>41</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	96.9	3	32	
<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>96.9</b>	<b>3</b>	<b>32</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>96.9</b>	<b>3</b>	<b>32</b>	
<b>HUNGARY</b>																					
BUDAPEST	JET2.COM LTD	S	10	0	0	0.0	50.0	30.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	30	87.5	2	8	
<b>TOTAL BUDAPEST</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>30.0</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>30</b>	<b>87.5</b>	<b>2</b>	<b>8</b>	
<b>TOTAL HUNGARY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>30.0</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>30</b>	<b>87.5</b>	<b>2</b>	<b>8</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	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>1</b>	<b>2</b>	
KEFLAVIK	JET2.COM LTD	S	4	0	0	0.0	25.0	0.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	86	100.0	3	4	
<b>TOTAL KEFLAVIK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>86</b>	<b>100.0</b>	<b>3</b>	<b>4</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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 ICELAND</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>86</b>	<b>100.0</b>	<b>2</b>	<b>6</b>		
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	98	0	16	2.6	42.1	26.3	4.4	6.1	2.6	1.8	0.0	0.0	14.0	13	82.0	8	96		
DUBLIN	RYANAIR	S	105	0	2	9.3	46.7	24.3	4.7	7.5	2.8	1.9	0.9	0.0	1.9	13	80.9	12	110		
<b>TOTAL DUBLIN</b>			<b>203</b>	<b>0</b>	<b>18</b>	<b>5.9</b>	<b>44.3</b>	<b>25.3</b>	<b>4.5</b>	<b>6.8</b>	<b>2.7</b>	<b>1.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>81.4</b>	<b>10</b>	<b>206</b>		
<b>TOTAL IRISH REPUBLIC</b>			<b>203</b>	<b>0</b>	<b>18</b>	<b>5.9</b>	<b>44.3</b>	<b>25.3</b>	<b>4.5</b>	<b>6.8</b>	<b>2.7</b>	<b>1.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>81.4</b>	<b>10</b>	<b>206</b>		
<b>ITALY</b>																					
ROME (FIUMICINO)	JET2.COM LTD	S	10	0	0	0.0	20.0	50.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	10		
<b>TOTAL ROME (FIUMICINO)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>50.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>2</b>	<b>10</b>		
TURIN	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	37.5	53	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</b>	<b>37.5</b>	<b>53</b>	<b>8</b>		
<b>TOTAL ITALY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>50.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.2</b>	<b>25</b>	<b>18</b>		
<b>LATVIA</b>																					
RIGA	RYANAIR	S	14	0	2	12.5	25.0	37.5	6.3	6.3	0.0	0.0	0.0	0.0	12.5	6	93.8	2	16		
<b>TOTAL RIGA</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>12.5</b>	<b>25.0</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>12.5</b>	<b>6</b>	<b>93.8</b>	<b>2</b>	<b>16</b>		
<b>TOTAL LATVIA</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>12.5</b>	<b>25.0</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>12.5</b>	<b>6</b>	<b>93.8</b>	<b>2</b>	<b>16</b>		
<b>LITHUANIA</b>																					
VILNIUS	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	16		
<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</b>	<b>87.5</b>	<b>6</b>	<b>16</b>		
<b>TOTAL LITHUANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>6</b>	<b>16</b>		
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	6	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	4		
MALTA	RYANAIR	S	18	0	0	0.0	27.8	27.8	16.7	16.7	0.0	5.6	0.0	5.6	0.0	47	62.5	22	16		
<b>TOTAL MALTA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.8</b>	<b>45.8</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>37</b>	<b>70.0</b>	<b>18</b>	<b>20</b>		
<b>TOTAL MALTA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.8</b>	<b>45.8</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>37</b>	<b>70.0</b>	<b>18</b>	<b>20</b>		
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1		
AMSTERDAM	JET2.COM LTD	S	60	0	0	0.0	43.3	36.7	5.0	0.0	15.0	0.0	0.0	0.0	0.0	18	92.9	3	56		
AMSTERDAM	KLM	S	138	0	26	0.6	34.1	33.5	5.5	4.9	1.2	0.6	3.0	0.6	15.9	20	84.6	8	160		
<b>TOTAL AMSTERDAM</b>			<b>198</b>	<b>0</b>	<b>26</b>	<b>0.4</b>	<b>36.6</b>	<b>34.4</b>	<b>5.4</b>	<b>3.6</b>	<b>4.9</b>	<b>0.4</b>	<b>2.2</b>	<b>0.4</b>	<b>0.0</b>	<b>11.6</b>	<b>19</b>	<b>86.3</b>	<b>7</b>	<b>217</b>	
<b>TOTAL NETHERLANDS</b>			<b>198</b>	<b>0</b>	<b>26</b>	<b>0.4</b>	<b>36.6</b>	<b>34.4</b>	<b>5.4</b>	<b>3.6</b>	<b>4.9</b>	<b>0.4</b>	<b>2.2</b>	<b>0.4</b>	<b>0.0</b>	<b>11.6</b>	<b>19</b>	<b>86.3</b>	<b>7</b>	<b>217</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	22	0	2	4.2	20.8	29.2	20.8	4.2	0.0	4.2	8.3	0.0	8.3	33	83.3	18	24		
<b>TOTAL GDANSK</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>4.2</b>	<b>20.8</b>	<b>29.2</b>	<b>20.8</b>	<b>4.2</b>	<b>0.0</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>8.3</b>	<b>33</b>	<b>83.3</b>	<b>18</b>	<b>24</b>		
KRAKOW	JET2.COM LTD	S	15	0	1	6.3	37.5	25.0	0.0	6.3	18.8	0.0	0.0	0.0	6.3	25	100.0	2	8		
KRAKOW	RYANAIR	S	30	0	2	0.0	25.0	40.6	15.6	6.3	3.1	0.0	0.0	3.1	0.0	26	81.3	10	32		
<b>TOTAL KRAKOW</b>			<b>45</b>	<b>0</b>	<b>3</b>	<b>2.1</b>	<b>29.2</b>	<b>35.4</b>	<b>10.4</b>	<b>6.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>6.3</b>	<b>25</b>	<b>85.0</b>	<b>8</b>	<b>40</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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
WARSAW (MODLIN MASOVIA)	RYANAIR	S	14	0	2	0.0	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	4	81.3	11	16
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>14</b>	<b>0</b>	<b>2</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>4</b>	<b>81.3</b>	<b>11</b>	<b>16</b>
WROCLAW	RYANAIR	S	14	0	2	0.0	6.3	50.0	18.8	12.5	0.0	0.0	0.0	0.0	0.0	12.5	15	87.5	5	16
<b>TOTAL WROCLAW</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>6.3</b>	<b>50.0</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>12.5</b>	<b>15</b>	<b>87.5</b>	<b>5</b>	<b>16</b>
<b>TOTAL POLAND</b>			<b>95</b>	<b>0</b>	<b>9</b>	<b>1.9</b>	<b>25.0</b>	<b>36.5</b>	<b>14.4</b>	<b>5.8</b>	<b>3.8</b>	<b>1.0</b>	<b>1.9</b>	<b>1.0</b>	<b>0.0</b>	<b>8.7</b>	<b>23</b>	<b>84.4</b>	<b>11</b>	<b>96</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	JET2.COM LTD	S	17	0	0	5.9	17.6	41.2	0.0	11.8	17.6	0.0	0.0	5.9	0.0	0.0	99	100.0	1	14
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	87.5	11	16
<b>TOTAL FARO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>17.6</b>	<b>41.2</b>	<b>0.0</b>	<b>11.8</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>99</b>	<b>93.3</b>	<b>6</b>	<b>30</b>
<b>TOTAL PORTUGAL</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>17.6</b>	<b>41.2</b>	<b>0.0</b>	<b>11.8</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>99</b>	<b>93.3</b>	<b>6</b>	<b>30</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	8	0	0	25.0	12.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	4	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>12.5</b>	<b>50.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>4</b>	<b>8</b>
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>12.5</b>	<b>50.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>4</b>	<b>8</b>
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	RYANAIR	S	16	0	0	0.0	25.0	43.8	12.5	6.3	0.0	12.5	0.0	0.0	0.0	0.0	29	81.3	12	16
<b>TOTAL BRATISLAVA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>43.8</b>	<b>12.5</b>	<b>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>29</b>	<b>81.3</b>	<b>12</b>	<b>16</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>43.8</b>	<b>12.5</b>	<b>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>29</b>	<b>81.3</b>	<b>12</b>	<b>16</b>
<b>SPAIN</b>																				
ALICANTE	JET2.COM LTD	S	52	0	0	3.8	40.4	30.8	11.5	7.7	1.9	1.9	1.9	0.0	0.0	0.0	16	94.0	4	50
ALICANTE	RYANAIR	S	47	0	3	6.0	22.0	32.0	12.0	8.0	8.0	2.0	4.0	0.0	0.0	6.0	30	85.0	17	40
<b>TOTAL ALICANTE</b>			<b>99</b>	<b>0</b>	<b>3</b>	<b>4.9</b>	<b>31.4</b>	<b>31.4</b>	<b>11.8</b>	<b>7.8</b>	<b>4.9</b>	<b>2.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>22</b>	<b>90.0</b>	<b>10</b>	<b>90</b>
BARCELONA	JET2.COM LTD	S	20	0	0	5.0	25.0	40.0	5.0	15.0	0.0	10.0	0.0	0.0	0.0	0.0	24	83.3	9	18
<b>TOTAL BARCELONA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>25.0</b>	<b>40.0</b>	<b>5.0</b>	<b>15.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>83.3</b>	<b>9</b>	<b>18</b>
MALAGA	JET2.COM LTD	S	42	0	0	11.9	21.4	33.3	14.3	4.8	14.3	0.0	0.0	0.0	0.0	0.0	19	95.0	3	40
MALAGA	RYANAIR	S	24	0	0	8.3	20.8	37.5	4.2	16.7	4.2	0.0	8.3	0.0	0.0	0.0	29	91.7	6	24
<b>TOTAL MALAGA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>21.2</b>	<b>34.8</b>	<b>10.6</b>	<b>9.1</b>	<b>10.6</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>93.8</b>	<b>4</b>	<b>64</b>
MURCIA 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	68.8	22	16
<b>TOTAL MURCIA 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>68.8</b>	<b>22</b>	<b>16</b>
PALMA DE MALLORCA	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	8
<b>TOTAL PALMA DE MALLORCA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>8</b>
<b>TOTAL SPAIN</b>			<b>185</b>	<b>0</b>	<b>3</b>	<b>6.9</b>	<b>27.1</b>	<b>33.5</b>	<b>10.6</b>	<b>9.0</b>	<b>6.4</b>	<b>2.1</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>23</b>	<b>89.3</b>	<b>8</b>	<b>196</b>
<b>SPAIN(CANARY ISLANDS)</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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	
ARRECIFE	JET2.COM LTD	S	42	0	3	17.8	22.2	28.9	4.4	6.7	11.1	2.2	0.0	0.0	0.0	6.7	19	87.5	4	32	
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	58.3	23	24	
<b>TOTAL ARRECIFE</b>			<b>42</b>	<b>0</b>	<b>3</b>	<b>17.8</b>	<b>22.2</b>	<b>28.9</b>	<b>4.4</b>	<b>6.7</b>	<b>11.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>19</b>	<b>75.0</b>	<b>12</b>	<b>56</b>	
FUERTEVENTURA	JET2.COM LTD	S	28	0	2	3.3	26.7	40.0	6.7	13.3	3.3	0.0	0.0	0.0	0.0	6.7	12	87.5	5	16	
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	87.5	5	16	
<b>TOTAL FUERTEVENTURA</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>26.7</b>	<b>40.0</b>	<b>6.7</b>	<b>13.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>12</b>	<b>87.5</b>	<b>5</b>	<b>32</b>	
LAS PALMAS	JET2.COM LTD	S	26	0	2	0.0	14.3	42.9	14.3	10.7	7.1	3.6	0.0	0.0	0.0	7.1	21	85.0	13	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	68.8	9	16	
<b>TOTAL LAS PALMAS</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.3</b>	<b>42.9</b>	<b>14.3</b>	<b>10.7</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>21</b>	<b>77.8</b>	<b>11</b>	<b>36</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	67	0	6	6.8	27.4	31.5	6.8	12.3	4.1	1.4	1.4	0.0	0.0	8.2	19	79.2	11	48	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	26	0	0	3.8	11.5	38.5	11.5	23.1	11.5	0.0	0.0	0.0	0.0	0.0	24	70.8	8	24	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>93</b>	<b>0</b>	<b>6</b>	<b>6.1</b>	<b>23.2</b>	<b>33.3</b>	<b>8.1</b>	<b>15.2</b>	<b>6.1</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>21</b>	<b>76.4</b>	<b>10</b>	<b>72</b>	
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>189</b>	<b>0</b>	<b>13</b>	<b>7.4</b>	<b>22.3</b>	<b>34.7</b>	<b>7.9</b>	<b>12.4</b>	<b>6.9</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>6.4</b>	<b>19</b>	<b>78.1</b>	<b>10</b>	<b>196</b>	
GENEVA	JET2.COM LTD	S	60	0	0	0.0	15.0	51.7	18.3	8.3	6.7	0.0	0.0	0.0	0.0	0.0	16	82.8	10	64	
<b>TOTAL GENEVA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.0</b>	<b>51.7</b>	<b>18.3</b>	<b>8.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>82.8</b>	<b>10</b>	<b>64</b>	
<b>TOTAL SWITZERLAND</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.0</b>	<b>51.7</b>	<b>18.3</b>	<b>8.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>82.8</b>	<b>10</b>	<b>64</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	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	18	100.0	6	4	
<b>TOTAL ANTALYA</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>18</b>	<b>100.0</b>	<b>6</b>	<b>4</b>	
<b>TOTAL TURKEY</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>18</b>	<b>100.0</b>	<b>6</b>	<b>4</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	193	0	5	10.1	59.6	17.7	1.0	2.5	4.0	2.5	0.0	0.0	0.0	2.5	9	91.5	5	210	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>193</b>	<b>0</b>	<b>5</b>	<b>10.1</b>	<b>59.6</b>	<b>17.7</b>	<b>1.0</b>	<b>2.5</b>	<b>4.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>9</b>	<b>91.5</b>	<b>5</b>	<b>210</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	74	0	8	0.0	9.8	19.5	24.4	22.0	9.8	4.9	0.0	0.0	0.0	9.8	36	83.8	9	78	
<b>TOTAL HEATHROW</b>			<b>74</b>	<b>0</b>	<b>8</b>	<b>0.0</b>	<b>9.8</b>	<b>19.5</b>	<b>24.4</b>	<b>22.0</b>	<b>9.8</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.8</b>	<b>36</b>	<b>83.8</b>	<b>9</b>	<b>78</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	100.0	0	1		
<b>TOTAL LONDON CITY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
NEWQUAY	FLYBE LTD	S	15	0	1	6.3	50.0	12.5	6.3	0.0	12.5	6.3	0.0	0.0	0.0	6.3	25	70.8	28	24	
<b>TOTAL NEWQUAY</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>6.3</b>	<b>50.0</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>25</b>	<b>70.8</b>	<b>28</b>	<b>24</b>	
SOUTHAMPTON	EASTERN AIRWAYS	S	102	0	14	9.5	37.9	24.1	5.2	5.2	2.6	0.0	3.4	0.0	0.0	12.1	19	70.6	25	80	
<b>TOTAL SOUTHAMPTON</b>			<b>102</b>	<b>0</b>	<b>14</b>	<b>9.5</b>	<b>37.9</b>	<b>24.1</b>	<b>5.2</b>	<b>5.2</b>	<b>2.6</b>	<b>0.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>12.1</b>	<b>19</b>	<b>70.6</b>	<b>25</b>	<b>80</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>384</b>	<b>0</b>	<b>28</b>	<b>7.8</b>	<b>43.2</b>	<b>19.7</b>	<b>7.0</b>	<b>7.0</b>	<b>5.1</b>	<b>2.4</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.8</b>	<b>17</b>	<b>84.3</b>	<b>11</b>	<b>393</b>	
<b>TOTAL LEEDS BRADFORD</b>			<b>1499</b>	<b>0</b>	<b>99</b>	<b>5.1</b>	<b>33.4</b>	<b>31.2</b>	<b>8.5</b>	<b>7.6</b>	<b>4.9</b>	<b>1.9</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>6.2</b>	<b>19</b>	<b>84.1</b>	<b>10</b>	<b>1609</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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	EASYJET UK LTD	S	10	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	9	8	
<b>TOTAL SALZBURG</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>60.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>9</b>	<b>8</b>	
VIENNA	LAUDA MOTION GMBH	S	16	0	0	0.0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL VIENNA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</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>7.7</b>	<b>53.8</b>	<b>30.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.0</b>	<b>9</b>	<b>8</b>	
<b>BULGARIA</b>																					
SOFIA	RYANAIR	S	18	0	0	0.0	0.0	55.6	33.3	5.6	5.6	0.0	0.0	0.0	0.0	0.0	17	87.5	4	16	
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>55.6</b>	<b>33.3</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.5</b>	<b>4</b>	<b>16</b>	
VARNA	WIZZ AIR	S	16	0	0	0.0	12.5	50.0	18.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL VARNA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>18.8</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BULGARIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>52.9</b>	<b>26.5</b>	<b>11.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.5</b>	<b>4</b>	<b>16</b>	
<b>CYPRUS</b>																					
LARNACA	EASYJET UK LTD	S	12	0	0	0.0	25.0	50.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	10	81.3	7	16	
<b>TOTAL LARNACA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>81.3</b>	<b>7</b>	<b>16</b>	
PAPHOS	RYANAIR	S	14	0	0	0.0	21.4	42.9	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	8	16	
<b>TOTAL PAPHOS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>42.9</b>	<b>28.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>8</b>	<b>16</b>	
<b>TOTAL CYPRUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>46.2</b>	<b>23.1</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.1</b>	<b>7</b>	<b>32</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	RYANAIR	S	16	0	0	0.0	25.0	43.8	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	97.5	5	40	
<b>TOTAL PRAGUE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</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>11</b>	<b>97.5</b>	<b>5</b>	<b>40</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</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>11</b>	<b>97.5</b>	<b>5</b>	<b>40</b>	
<b>DENMARK</b>																					
COPENHAGEN	RYANAIR	S	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	5	0.0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>62.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DENMARK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>62.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
GRENOBLE	EASYJET UK LTD	S	10	0	0	0.0	40.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	14	
GRENOBLE	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	15	0.0	0	0	
<b>TOTAL GRENOBLE</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.4</b>	<b>45.5</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>2</b>	<b>14</b>	
NICE	EASYJET UK LTD	S	30	0	0	6.7	36.7	36.7	6.7	3.3	10.0	0.0	0.0	0.0	0.0	0.0	11	97.4	5	38	
<b>TOTAL NICE</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>36.7</b>	<b>36.7</b>	<b>6.7</b>	<b>3.3</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>11</b>	<b>97.4</b>	<b>5</b>	<b>38</b>	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	42	0	0	0.0	45.2	35.7	7.1	11.9	0.0	0.0	0.0	0.0	0.0	0.0	8	80.6	15	36	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.2</b>	<b>35.7</b>	<b>7.1</b>	<b>11.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>80.6</b>	<b>15</b>	<b>36</b>	
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	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>100.0</b>	<b>1</b>	<b>24</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

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

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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 FRANCE</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>41.0</b>	<b>37.3</b>	<b>7.2</b>	<b>8.4</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>9</b>	<b>92.9</b>	<b>7</b>	<b>112</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	28	0	0	0.0	39.3	42.9	10.7	0.0	7.1	0.0	0.0	0.0	0.0	0.0	10	96.4	2	28
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.3</b>	<b>42.9</b>	<b>10.7</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>96.4</b>	<b>2</b>	<b>28</b>
MUNICH	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
MUNICH	SUN EXPRESS DEUTSCHLAND	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	2
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	0.0	25	2
<b>TOTAL MUNICH</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>25.0</b>	<b>21</b>	<b>4</b>
<b>TOTAL GERMANY</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.4</b>	<b>41.4</b>	<b>10.3</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>10</b>	<b>87.5</b>	<b>4</b>	<b>32</b>
<b>GREECE</b>																				
SALONIKA	WIZZ AIR UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL SALONIKA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>HUNGARY</b>																				
BUDAPEST	WIZZ AIR	S	18	0	0	0.0	11.1	50.0	16.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	88.2	9	17
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>50.0</b>	<b>16.7</b>	<b>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>88.2</b>	<b>9</b>	<b>17</b>
<b>TOTAL HUNGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>50.0</b>	<b>16.7</b>	<b>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>88.2</b>	<b>9</b>	<b>17</b>
<b>IRISH REPUBLIC</b>																				
CORK	RYANAIR	S	42	0	0	14.3	35.7	28.6	11.9	2.4	0.0	4.8	2.4	0.0	0.0	0.0	17	90.0	7	40
<b>TOTAL CORK</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>35.7</b>	<b>28.6</b>	<b>11.9</b>	<b>2.4</b>	<b>0.0</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>90.0</b>	<b>7</b>	<b>40</b>
DUBLIN	AER LINGUS	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
DUBLIN	RYANAIR	S	188	0	0	5.9	46.3	22.3	12.8	4.8	6.9	1.1	0.0	0.0	0.0	0.0	14	81.3	8	175
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	0.0	27	1
<b>TOTAL DUBLIN</b>			<b>189</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>46.6</b>	<b>22.2</b>	<b>12.7</b>	<b>4.8</b>	<b>6.9</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.8</b>	<b>8</b>	<b>176</b>
IRELAND WEST(KNOCK)	RYANAIR	S	50	0	0	8.0	60.0	26.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.8	2	48
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>60.0</b>	<b>26.0</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>0.0</b>	<b>3</b>	<b>93.8</b>	<b>2</b>	<b>48</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>281</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>47.3</b>	<b>23.8</b>	<b>11.0</b>	<b>3.9</b>	<b>4.6</b>	<b>1.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>84.5</b>	<b>7</b>	<b>264</b>
<b>ITALY</b>																				
BERGAMO	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
<b>TOTAL BERGAMO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>1</b>
MILAN (MALPENSA)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.2	9	24
<b>TOTAL MILAN (MALPENSA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>79.2</b>	<b>9</b>	<b>24</b>
NAPLES	EASYJET UK LTD	S	10	0	0	0.0	10.0	70.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL NAPLES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>70.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ROME (FIUMICINO)	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	4	32
<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>87.5</b>	<b>4</b>	<b>32</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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
VENICE	EASYJET UK LTD	S	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	2	100.0	0	16
<b>TOTAL VENICE</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>64.3</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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 ITALY</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>41.7</b>	<b>45.8</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>87.7</b>	<b>5</b>	<b>73</b>
<b>LATVIA</b>																				
RIGA	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL RIGA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL LATVIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>LITHUANIA</b>																				
VILNIUS	RYANAIR	S	16	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	93.8	1	16
<b>TOTAL VILNIUS</b>			<b>16</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>5</b>	<b>93.8</b>	<b>1</b>	<b>16</b>
<b>TOTAL LITHUANIA</b>			<b>16</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>5</b>	<b>93.8</b>	<b>1</b>	<b>16</b>
<b>MALTA</b>																				
MALTA	RYANAIR	S	15	0	1	0.0	6.3	50.0	12.5	0.0	12.5	6.3	6.3	0.0	0.0	6.3	42	81.3	8	16
<b>TOTAL MALTA</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>6.3</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>42</b>	<b>81.3</b>	<b>8</b>	<b>16</b>
<b>TOTAL MALTA</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>6.3</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>42</b>	<b>81.3</b>	<b>8</b>	<b>16</b>
<b>MOROCCO</b>																				
MARRAKESH	RYANAIR	S	16	0	0	31.3	31.3	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	11	100.0	2	16
<b>TOTAL MARRAKESH</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>31.3</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>2</b>	<b>16</b>
<b>TOTAL MOROCCO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>31.3</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>2</b>	<b>16</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET UK LTD	S	134	0	6	0.7	47.9	24.3	8.6	6.4	6.4	1.4	0.0	0.0	0.0	4.3	13	85.0	7	140
<b>TOTAL AMSTERDAM</b>			<b>134</b>	<b>0</b>	<b>6</b>	<b>0.7</b>	<b>47.9</b>	<b>24.3</b>	<b>8.6</b>	<b>6.4</b>	<b>6.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>13</b>	<b>85.0</b>	<b>7</b>	<b>140</b>
<b>TOTAL NETHERLANDS</b>			<b>134</b>	<b>0</b>	<b>6</b>	<b>0.7</b>	<b>47.9</b>	<b>24.3</b>	<b>8.6</b>	<b>6.4</b>	<b>6.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>13</b>	<b>85.0</b>	<b>7</b>	<b>140</b>
<b>NORWAY</b>																				
BERGEN	WIDEROE FLYVESELSKAP A/S	S	20	0	0	0.0	0.0	65.0	25.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	19	81.3	8	16
<b>TOTAL BERGEN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>65.0</b>	<b>25.0</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>19</b>	<b>81.3</b>	<b>8</b>	<b>16</b>
MOLDE	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	3	2
<b>TOTAL MOLDE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>2</b>
OSLO (GARDERMOEN)	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	100.0	6	2
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>2</b>
STAVANGER	WIDEROE FLYVESELSKAP A/S	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	9	2
<b>TOTAL STAVANGER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>9</b>	<b>2</b>
TRONDHEIM (VAERNES)	ENTER AIR	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 TRONDHEIM (VAERNES)</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 NORWAY</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.7</b>	<b>56.5</b>	<b>26.1</b>	<b>0.0</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>17</b>	<b>81.8</b>	<b>7</b>	<b>22</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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>POLAND</b>																					
GDANSK	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
GDANSK	WIZZ AIR	S	24	0	0	4.2	16.7	50.0	16.7	4.2	0.0	8.3	0.0	0.0	0.0	0.0	21	75.0	9	24	
<b>TOTAL GDANSK</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>16.0</b>	<b>52.0</b>	<b>16.0</b>	<b>4.0</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>21</b>	<b>75.0</b>	<b>9</b>	<b>24</b>	
KATOWICE	WIZZ AIR	S	18	0	0	0.0	16.7	66.7	5.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	100.0	1	16	
<b>TOTAL KATOWICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>66.7</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>1</b>	<b>16</b>	
KRAKOW	EASYJET UK LTD	S	24	0	0	0.0	54.2	33.3	8.3	0.0	4.2	0.0	0.0	0.0	0.0	0.0	7	91.7	3	24	
KRAKOW	RYANAIR	S	32	0	0	3.1	31.3	53.1	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	7	24	
<b>TOTAL KRAKOW</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>41.1</b>	<b>44.6</b>	<b>7.1</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>89.6</b>	<b>5</b>	<b>48</b>	
POZNAN	RYANAIR	S	16	0	0	0.0	0.0	62.5	12.5	18.8	6.3	0.0	0.0	0.0	0.0	0.0	21	100.0	0	16	
<b>TOTAL POZNAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>62.5</b>	<b>12.5</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>100.0</b>	<b>0</b>	<b>16</b>	
SZCZECIN (GOLENOW)	RYANAIR	S	15	0	0	0.0	40.0	40.0	6.7	0.0	13.3	0.0	0.0	0.0	0.0	0.0	12	87.5	7	16	
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>6.7</b>	<b>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>12</b>	<b>87.5</b>	<b>7</b>	<b>16</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	18	0	0	0.0	33.3	55.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	7	16	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>55.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>87.5</b>	<b>7</b>	<b>16</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	24	0	0	4.2	45.8	25.0	8.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	96.9	9	32	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>45.8</b>	<b>25.0</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>96.9</b>	<b>9</b>	<b>32</b>	
WROCLAW	RYANAIR	S	18	0	0	5.6	61.1	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	16	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>61.1</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>0</b>	<b>16</b>	
<b>TOTAL POLAND</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>33.7</b>	<b>44.7</b>	<b>9.5</b>	<b>5.8</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>11</b>	<b>91.3</b>	<b>5</b>	<b>184</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	EASYJET UK LTD	S	16	0	0	6.3	25.0	25.0	12.5	25.0	6.3	0.0	0.0	0.0	0.0	0.0	19	91.7	3	36	
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	93.8	2	16	
<b>TOTAL FARO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>25.0</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>19</b>	<b>92.3</b>	<b>3</b>	<b>52</b>	
OPORTO (PORTUGAL)	RYANAIR	S	16	0	0	12.5	50.0	12.5	12.5	6.3	0.0	6.3	0.0	0.0	0.0	0.0	13	81.3	9	16	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>12.5</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>81.3</b>	<b>9</b>	<b>16</b>	
<b>TOTAL PORTUGAL</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>37.5</b>	<b>18.8</b>	<b>12.5</b>	<b>15.6</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>89.7</b>	<b>4</b>	<b>68</b>	
<b>ROMANIA</b>																					
BACAU	BLUE AIR TRANSPORT AERIAN	S	18	0	0	11.1	22.2	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	93.3	44	15	
<b>TOTAL BACAU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>93.3</b>	<b>44</b>	<b>15</b>	
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	24	0	0	0.0	12.5	33.3	41.7	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	81.8	21	33	
BUCHAREST (OTOPENI)	WIZZ AIR	S	26	0	0	0.0	7.7	57.7	3.8	19.2	11.5	0.0	0.0	0.0	0.0	0.0	23	52.2	28	23	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>46.0</b>	<b>22.0</b>	<b>16.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>69.6</b>	<b>23</b>	<b>56</b>	
CLUJ NAPOCA	WIZZ AIR	S	18	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	93.8	10	16	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

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

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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 CLUJ NAPOCA</b>			<b>18</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>93.8</b>	<b>10</b>	<b>16</b>	
IASI	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	651	1	
IASI	WIZZ AIR	S	16	0	0	0.0	6.3	43.8	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	22	75.0	36	16	
<b>TOTAL IASI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>43.8</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>22</b>	<b>70.6</b>	<b>72</b>	<b>17</b>	
<b>TOTAL ROMANIA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>15.7</b>	<b>47.1</b>	<b>20.6</b>	<b>9.8</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>76.9</b>	<b>32</b>	<b>104</b>	
<b>SPAIN</b>																					
ALICANTE	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	6	26	
ALICANTE	EASYJET UK LTD	S	58	0	2	6.7	45.0	28.3	11.7	1.7	1.7	0.0	1.7	0.0	0.0	3.3	10	95.8	2	48	
ALICANTE	RYANAIR	S	51	0	0	5.9	39.2	39.2	5.9	3.9	5.9	0.0	0.0	0.0	0.0	0.0	9	95.0	2	40	
<b>TOTAL ALICANTE</b>			<b>109</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>42.3</b>	<b>33.3</b>	<b>9.0</b>	<b>2.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>9</b>	<b>93.0</b>	<b>3</b>	<b>114</b>	
BARCELONA	EASYJET UK LTD	S	44	0	0	9.1	45.5	25.0	6.8	2.3	2.3	4.5	4.5	0.0	0.0	0.0	23	95.8	2	48	
BARCELONA	RYANAIR	S	24	0	0	0.0	45.8	33.3	8.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	93.8	6	32	
<b>TOTAL BARCELONA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>45.6</b>	<b>27.9</b>	<b>7.4</b>	<b>5.9</b>	<b>1.5</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>95.0</b>	<b>4</b>	<b>80</b>	
MADRID	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
MADRID	EASYJET UK LTD	S	30	0	0	10.0	40.0	26.7	13.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	9	82.5	9	40	
MADRID	ENTER AIR	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
MADRID	MALETH AERO	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	
MADRID	RYANAIR	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	103	0.0	0	0	
MADRID	VUELING AIRLINES	C	6	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL MADRID</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>40.9</b>	<b>31.8</b>	<b>11.4</b>	<b>4.5</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>13</b>	<b>82.5</b>	<b>9</b>	<b>40</b>	
MALAGA	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	2	
MALAGA	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8	
MALAGA	EASYJET UK LTD	S	46	0	0	13.0	37.0	34.8	6.5	4.3	4.3	0.0	0.0	0.0	0.0	0.0	9	91.7	3	48	
MALAGA	RYANAIR	S	33	0	0	12.1	36.4	33.3	6.1	12.1	0.0	0.0	0.0	0.0	0.0	0.0	8	96.9	2	32	
<b>TOTAL MALAGA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>36.7</b>	<b>34.2</b>	<b>6.3</b>	<b>7.6</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>92.2</b>	<b>3</b>	<b>90</b>	
PALMA DE MALLORCA	EASYJET UK LTD	S	14	0	0	21.4	50.0	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	16	
<b>TOTAL PALMA DE MALLORCA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>50.0</b>	<b>21.4</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>0</b>	<b>16</b>	
<b>TOTAL SPAIN</b>			<b>314</b>	<b>0</b>	<b>2</b>	<b>8.5</b>	<b>41.8</b>	<b>31.6</b>	<b>7.9</b>	<b>5.1</b>	<b>2.5</b>	<b>0.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>11</b>	<b>92.4</b>	<b>4</b>	<b>340</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	22	0	0	13.6	22.7	40.9	0.0	9.1	13.6	0.0	0.0	0.0	0.0	0.0	17	100.0	1	22	
ARRECIFE	RYANAIR	S	18	0	0	5.6	38.9	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	16	
<b>TOTAL ARRECIFE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>37.5</b>	<b>5.0</b>	<b>10.0</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>1</b>	<b>38</b>	
FUERTEVENTURA	EASYJET UK LTD	S	16	0	0	12.5	31.3	43.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	62.5	14	16	
FUERTEVENTURA	RYANAIR	S	10	0	0	0.0	30.0	50.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	19	50.0	15	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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>7.7</b>	<b>30.8</b>	<b>46.2</b>	<b>3.8</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>58.3</b>	<b>15</b>	<b>24</b>
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	18	0	0	22.2	22.2	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
TENERIFE (SURREINA SOFIA)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8
TENERIFE (SURREINA SOFIA)	WIZZ AIR UK LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>21.1</b>	<b>21.1</b>	<b>47.4</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>1</b>	<b>8</b>
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>28.2</b>	<b>42.4</b>	<b>5.9</b>	<b>7.1</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.7</b>	<b>6</b>	<b>70</b>
VASTERAS	RYANAIR	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL VASTERAS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SWITZERLAND</b>																				
GENEVA	EASYJET UK LTD	S	166	0	0	0.6	45.2	39.8	9.6	3.0	1.8	0.0	0.0	0.0	0.0	0.0	7	84.9	8	152
<b>TOTAL GENEVA</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>45.2</b>	<b>39.8</b>	<b>9.6</b>	<b>3.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>84.9</b>	<b>8</b>	<b>152</b>
<b>TOTAL SWITZERLAND</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>45.2</b>	<b>39.8</b>	<b>9.6</b>	<b>3.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>84.9</b>	<b>8</b>	<b>152</b>
<b>UNITED KINGDOM</b>																				
BELFAST INTERNATIONAL	EASYJET UK LTD	S	336	0	0	8.9	57.1	15.5	6.5	8.0	1.8	1.5	0.6	0.0	0.0	0.0	10	92.7	5	327
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>336</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>57.1</b>	<b>15.5</b>	<b>6.5</b>	<b>8.0</b>	<b>1.8</b>	<b>1.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>92.7</b>	<b>5</b>	<b>327</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	100.0	8	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>100.0</b>	<b>8</b>	<b>2</b>
BRISTOL	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1
<b>TOTAL BRISTOL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>22</b>	<b>1</b>
CARDIFF WALES	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1
CARDIFF WALES	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 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>50.0</b>	<b>18</b>	<b>2</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	32	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	96.9	2	32
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>62.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>96.9</b>	<b>2</b>	<b>32</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	100.0	10	1
<b>TOTAL HAWARDEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
ISLE OF MAN	EASYJET UK LTD	S	80	0	11	8.8	45.1	20.9	7.7	5.5	0.0	0.0	0.0	0.0	0.0	12.1	7	87.9	12	89
ISLE OF MAN	FLYBE LTD	S	150	0	6	1.3	34.0	49.4	5.1	6.4	0.0	0.0	0.0	0.0	0.0	3.8	6	84.8	9	190
<b>TOTAL ISLE OF MAN</b>			<b>230</b>	<b>0</b>	<b>17</b>	<b>4.0</b>	<b>38.1</b>	<b>38.9</b>	<b>6.1</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>	<b>6</b>	<b>85.8</b>	<b>10</b>	<b>279</b>
JERSEY	EASYJET UK LTD	S	69	0	3	6.9	45.8	26.4	8.3	5.6	0.0	0.0	2.8	0.0	0.0	4.2	12	94.2	3	86
<b>TOTAL JERSEY</b>			<b>69</b>	<b>0</b>	<b>3</b>	<b>6.9</b>	<b>45.8</b>	<b>26.4</b>	<b>8.3</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>4.2</b>	<b>12</b>	<b>94.2</b>	<b>3</b>	<b>86</b>

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

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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	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	7	2
<b>TOTAL LONDON CITY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>2</b>
LUTON	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
LUTON	JOTA AVIATION LTD	C	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	11	0.0	0	0
LUTON	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	1
<b>TOTAL LUTON</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.7</b>	<b>15</b>	<b>3</b>
NEWQUAY	EASYJET UK LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL NEWQUAY</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>
NORWICH	JOTA AVIATION LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL NORWICH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>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>
SOUTHAMPTON	JOTA AVIATION LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	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>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SOUTHEND	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL SOUTHEND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
STANSTED	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
<b>TOTAL STANSTED</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>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>675</b>	<b>0</b>	<b>21</b>	<b>7.0</b>	<b>48.9</b>	<b>25.0</b>	<b>7.0</b>	<b>6.9</b>	<b>0.9</b>	<b>0.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>9</b>	<b>90.1</b>	<b>7</b>	<b>736</b>
<b>TOTAL LIVERPOOL (JOHN)</b>			<b>2323</b>	<b>0</b>	<b>30</b>	<b>5.4</b>	<b>40.6</b>	<b>32.7</b>	<b>10.0</b>	<b>5.9</b>	<b>2.9</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>11</b>	<b>88.5</b>	<b>7</b>	<b>2459</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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>BELGIUM</b>																					
ANTWERP	AIR ANTWERP	S	122	0	6	3.1	22.7	55.5	10.9	1.6	0.0	1.6	0.0	0.0	0.0	4.7	9	0.0	0	0	
<b>TOTAL ANTWERP</b>			<b>122</b>	<b>0</b>	<b>6</b>	<b>3.1</b>	<b>22.7</b>	<b>55.5</b>	<b>10.9</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>4.7</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</b>			<b>122</b>	<b>0</b>	<b>6</b>	<b>3.1</b>	<b>22.7</b>	<b>55.5</b>	<b>10.9</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>4.7</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	BA CITYFLYER LTD	S	53	0	2	5.5	21.8	47.3	9.1	7.3	5.5	0.0	0.0	0.0	0.0	3.6	14	58.2	18	51	
<b>TOTAL PRAGUE</b>			<b>53</b>	<b>0</b>	<b>2</b>	<b>5.5</b>	<b>21.8</b>	<b>47.3</b>	<b>9.1</b>	<b>7.3</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>14</b>	<b>58.2</b>	<b>18</b>	<b>51</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>53</b>	<b>0</b>	<b>2</b>	<b>5.5</b>	<b>21.8</b>	<b>47.3</b>	<b>9.1</b>	<b>7.3</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>14</b>	<b>58.2</b>	<b>18</b>	<b>51</b>	
<b>DENMARK</b>																					
BILLUND	BA CITYFLYER LTD	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	
BILLUND	SUN AIR OF SCANDINAVIA	S	78	0	1	0.0	6.3	35.4	26.6	26.6	3.8	0.0	0.0	0.0	0.0	1.3	23	74.4	11	82	
<b>TOTAL BILLUND</b>			<b>78</b>	<b>0</b>	<b>7</b>	<b>0.0</b>	<b>5.9</b>	<b>32.9</b>	<b>24.7</b>	<b>24.7</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.2</b>	<b>23</b>	<b>73.5</b>	<b>11</b>	<b>82</b>	
<b>TOTAL DENMARK</b>			<b>78</b>	<b>0</b>	<b>7</b>	<b>0.0</b>	<b>5.9</b>	<b>32.9</b>	<b>24.7</b>	<b>24.7</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.2</b>	<b>23</b>	<b>73.5</b>	<b>11</b>	<b>82</b>	
<b>FRANCE</b>																					
CHAMBERY	BA CITYFLYER LTD	S	16	0	2	0.0	0.0	11.1	11.1	50.0	16.7	0.0	0.0	0.0	0.0	11.1	43	66.7	9	13	
<b>TOTAL CHAMBERY</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>11.1</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>11.1</b>	<b>43</b>	<b>66.7</b>	<b>9</b>	<b>13</b>	
NICE	BA CITYFLYER LTD	S	16	0	0	0.0	43.8	43.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	15	14	
<b>TOTAL NICE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>43.8</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>50.0</b>	<b>15</b>	<b>14</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	69.6	17	127		
<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>69.6</b>	<b>17</b>	<b>127</b>		
<b>TOTAL FRANCE</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>20.6</b>	<b>26.5</b>	<b>8.8</b>	<b>29.4</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>25</b>	<b>67.5</b>	<b>16</b>	<b>154</b>	
<b>GERMANY</b>																					
BERLIN (TEGEL)	BA CITYFLYER LTD	S	186	0	6	6.8	22.9	35.9	18.2	9.9	2.1	1.0	0.0	0.0	0.0	3.1	14	75.0	16	139	
<b>TOTAL BERLIN (TEGEL)</b>			<b>186</b>	<b>0</b>	<b>6</b>	<b>6.8</b>	<b>22.9</b>	<b>35.9</b>	<b>18.2</b>	<b>9.9</b>	<b>2.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>14</b>	<b>75.0</b>	<b>16</b>	<b>139</b>	
DUSSELDORF	BA CITYFLYER LTD	S	173	0	5	1.7	34.8	32.6	12.9	9.6	5.6	0.0	0.0	0.0	0.0	2.8	14	76.6	12	170	
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	80.3	10	122		
<b>TOTAL DUSSELDORF</b>			<b>173</b>	<b>0</b>	<b>5</b>	<b>1.7</b>	<b>34.8</b>	<b>32.6</b>	<b>12.9</b>	<b>9.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>14</b>	<b>78.1</b>	<b>11</b>	<b>292</b>	
FRANKFURT MAIN	BA CITYFLYER LTD	S	178	0	11	3.2	29.6	32.3	15.3	9.5	3.2	1.1	0.0	0.0	0.0	5.8	14	81.9	8	188	
FRANKFURT MAIN	LUFTHANSA	S	160	0	8	0.0	29.8	41.1	13.1	10.1	1.2	0.0	0.0	0.0	0.0	4.8	11	81.5	6	152	
<b>TOTAL FRANKFURT MAIN</b>			<b>338</b>	<b>0</b>	<b>19</b>	<b>1.7</b>	<b>29.7</b>	<b>36.4</b>	<b>14.3</b>	<b>9.8</b>	<b>2.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>13</b>	<b>81.7</b>	<b>7</b>	<b>340</b>	
MUNICH	AIR DOLOMITI	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
MUNICH	BA CITYFLYER LTD	S	133	0	12	0.7	27.6	45.5	9.0	4.1	4.1	0.0	0.7	0.0	0.0	8.3	13	75.0	10	61	
<b>TOTAL MUNICH</b>			<b>134</b>	<b>0</b>	<b>12</b>	<b>0.7</b>	<b>27.4</b>	<b>45.2</b>	<b>8.9</b>	<b>4.8</b>	<b>4.1</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>8.2</b>	<b>13</b>	<b>75.0</b>	<b>10</b>	<b>61</b>	
<b>TOTAL GERMANY</b>			<b>831</b>	<b>0</b>	<b>42</b>	<b>2.6</b>	<b>28.9</b>	<b>37.0</b>	<b>14.0</b>	<b>8.9</b>	<b>3.2</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>13</b>	<b>78.9</b>	<b>10</b>	<b>832</b>	
<b>HUNGARY</b>																					
BUDAPEST	LOT-POLISH AIRLINES	S	96	0	2	3.1	16.3	28.6	26.5	20.4	1.0	0.0	2.0	0.0	0.0	2.0	22	74.4	19	38	
<b>TOTAL BUDAPEST</b>			<b>96</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>16.3</b>	<b>28.6</b>	<b>26.5</b>	<b>20.4</b>	<b>1.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>22</b>	<b>74.4</b>	<b>19</b>	<b>38</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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 HUNGARY</b>			<b>96</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>16.3</b>	<b>28.6</b>	<b>26.5</b>	<b>20.4</b>	<b>1.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>22</b>	<b>74.4</b>	<b>19</b>	<b>38</b>
<b>ICELAND</b>																				
KEFLAVIK	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	16
<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>75.0</b>	<b>12</b>	<b>16</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>75.0</b>	<b>12</b>	<b>16</b>
<b>IRISH REPUBLIC</b>																				
DUBLIN	AER LINGUS	S	283	0	9	13.7	30.5	33.2	8.9	8.6	1.4	0.0	0.3	0.3	0.0	3.1	15	77.5	13	276
DUBLIN	BA CITYFLYER LTD	S	279	0	10	11.8	25.6	32.2	12.5	11.1	3.5	0.0	0.0	0.0	0.0	3.5	13	77.5	13	291
<b>TOTAL DUBLIN</b>			<b>562</b>	<b>0</b>	<b>19</b>	<b>12.7</b>	<b>28.1</b>	<b>32.7</b>	<b>10.7</b>	<b>9.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>3.3</b>	<b>14</b>	<b>77.5</b>	<b>13</b>	<b>567</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>562</b>	<b>0</b>	<b>19</b>	<b>12.7</b>	<b>28.1</b>	<b>32.7</b>	<b>10.7</b>	<b>9.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>3.3</b>	<b>14</b>	<b>77.5</b>	<b>13</b>	<b>567</b>
<b>ITALY</b>																				
FLORENCE	BA CITYFLYER LTD	S	106	0	2	2.8	31.5	38.9	13.9	5.6	3.7	0.9	0.0	0.9	0.0	1.9	26	63.9	14	70
<b>TOTAL FLORENCE</b>			<b>106</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>31.5</b>	<b>38.9</b>	<b>13.9</b>	<b>5.6</b>	<b>3.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>1.9</b>	<b>26</b>	<b>63.9</b>	<b>14</b>	<b>70</b>
MILAN (LINATE)	ALITALIA (CAI)	S	262	0	10	4.0	30.1	37.5	9.2	13.2	2.2	0.0	0.0	0.0	0.0	3.7	12	81.9	8	264
MILAN (LINATE)	BA CITYFLYER LTD	S	178	0	17	4.1	30.8	34.4	11.8	7.7	1.5	1.0	0.0	0.0	0.0	8.7	11	74.5	17	185
<b>TOTAL MILAN (LINATE)</b>			<b>440</b>	<b>0</b>	<b>27</b>	<b>4.1</b>	<b>30.4</b>	<b>36.2</b>	<b>10.3</b>	<b>10.9</b>	<b>1.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.8</b>	<b>12</b>	<b>78.9</b>	<b>12</b>	<b>449</b>
ROME (FIUMICINO)	BA CITYFLYER LTD	S	40	0	8	4.2	16.7	37.5	10.4	8.3	6.3	0.0	0.0	0.0	0.0	16.7	15	72.9	16	48
<b>TOTAL ROME (FIUMICINO)</b>			<b>40</b>	<b>0</b>	<b>8</b>	<b>4.2</b>	<b>16.7</b>	<b>37.5</b>	<b>10.4</b>	<b>8.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>15</b>	<b>72.9</b>	<b>16</b>	<b>48</b>
<b>TOTAL ITALY</b>			<b>586</b>	<b>0</b>	<b>37</b>	<b>3.9</b>	<b>29.5</b>	<b>36.8</b>	<b>10.9</b>	<b>9.8</b>	<b>2.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>5.9</b>	<b>14</b>	<b>76.5</b>	<b>12</b>	<b>567</b>
<b>LITHUANIA</b>																				
VILNIUS	LOT-POLISH AIRLINES	S	93	0	3	8.3	27.1	29.2	16.7	11.5	4.2	0.0	0.0	0.0	0.0	3.1	15	0.0	0	0
<b>TOTAL VILNIUS</b>			<b>93</b>	<b>0</b>	<b>3</b>	<b>8.3</b>	<b>27.1</b>	<b>29.2</b>	<b>16.7</b>	<b>11.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LITHUANIA</b>			<b>93</b>	<b>0</b>	<b>3</b>	<b>8.3</b>	<b>27.1</b>	<b>29.2</b>	<b>16.7</b>	<b>11.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>LUXEMBOURG</b>																				
LUXEMBOURG	LUXAIR	S	262	0	21	0.0	19.4	42.0	16.3	10.2	3.9	0.0	0.7	0.0	0.0	7.4	16	78.6	8	262
<b>TOTAL LUXEMBOURG</b>			<b>262</b>	<b>0</b>	<b>21</b>	<b>0.0</b>	<b>19.4</b>	<b>42.0</b>	<b>16.3</b>	<b>10.2</b>	<b>3.9</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>16</b>	<b>78.6</b>	<b>8</b>	<b>262</b>
<b>TOTAL LUXEMBOURG</b>			<b>262</b>	<b>0</b>	<b>21</b>	<b>0.0</b>	<b>19.4</b>	<b>42.0</b>	<b>16.3</b>	<b>10.2</b>	<b>3.9</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>16</b>	<b>78.6</b>	<b>8</b>	<b>262</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	BA CITYFLYER LTD	S	290	0	11	5.3	31.2	30.9	8.0	10.0	9.6	1.3	0.0	0.0	0.0	3.7	19	69.7	17	285
AMSTERDAM	FLYBE LTD	S	68	0	4	9.7	22.2	23.6	12.5	13.9	5.6	6.9	0.0	0.0	0.0	5.6	27	45.7	20	65
AMSTERDAM	KLM	S	378	0	34	3.6	29.4	34.2	11.4	7.5	5.1	0.2	0.2	0.0	0.0	8.3	14	75.9	10	369
<b>TOTAL AMSTERDAM</b>			<b>736</b>	<b>0</b>	<b>49</b>	<b>4.8</b>	<b>29.4</b>	<b>32.0</b>	<b>10.2</b>	<b>9.0</b>	<b>6.9</b>	<b>1.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>6.2</b>	<b>17</b>	<b>70.6</b>	<b>14</b>	<b>719</b>
ROTTERDAM	BA CITYFLYER LTD	S	207	0	10	3.2	33.6	39.6	6.5	8.3	3.7	0.5	0.0	0.0	0.0	4.6	12	72.4	13	284
<b>TOTAL ROTTERDAM</b>			<b>207</b>	<b>0</b>	<b>10</b>	<b>3.2</b>	<b>33.6</b>	<b>39.6</b>	<b>6.5</b>	<b>8.3</b>	<b>3.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>12</b>	<b>72.4</b>	<b>13</b>	<b>284</b>
<b>TOTAL NETHERLANDS</b>			<b>943</b>	<b>0</b>	<b>59</b>	<b>4.5</b>	<b>30.3</b>	<b>33.6</b>	<b>9.4</b>	<b>8.9</b>	<b>6.2</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>16</b>	<b>71.1</b>	<b>14</b>	<b>1003</b>
<b>POLAND</b>																				
WARSAW (CHOPIN)	LOT-POLISH AIRLINES	S	91	0	7	2.0	26.5	35.7	13.3	11.2	4.1	0.0	0.0	0.0	0.0	7.1	15	78.9	16	94

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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 WARSAW (CHOPIN)</b>			<b>91</b>	<b>0</b>	<b>7</b>	<b>2.0</b>	<b>26.5</b>	<b>35.7</b>	<b>13.3</b>	<b>11.2</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>15</b>	<b>78.9</b>	<b>16</b>	<b>94</b>
<b>TOTAL POLAND</b>			<b>91</b>	<b>0</b>	<b>7</b>	<b>2.0</b>	<b>26.5</b>	<b>35.7</b>	<b>13.3</b>	<b>11.2</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>15</b>	<b>78.9</b>	<b>16</b>	<b>94</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	66.7	17	78
<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>66.7</b>	<b>17</b>	<b>78</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	78.7	12	46
<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>78.7</b>	<b>12</b>	<b>46</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>71.1</b>	<b>15</b>	<b>124</b>
<b>SPAIN</b>																				
<b>IBIZA</b>	BA CITYFLYER LTD	S	48	0	2	4.0	20.0	30.0	10.0	20.0	6.0	4.0	2.0	0.0	0.0	4.0	28	44.9	35	47
<b>TOTAL IBIZA</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>4.0</b>	<b>20.0</b>	<b>30.0</b>	<b>10.0</b>	<b>20.0</b>	<b>6.0</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>28</b>	<b>44.9</b>	<b>35</b>	<b>47</b>
<b>MALAGA</b>	BA CITYFLYER LTD	S	14	0	2	0.0	12.5	18.8	6.3	31.3	18.8	0.0	0.0	0.0	0.0	12.5	35	60.4	21	47
<b>TOTAL MALAGA</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>12.5</b>	<b>18.8</b>	<b>6.3</b>	<b>31.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>35</b>	<b>60.4</b>	<b>21</b>	<b>47</b>
<b>PALMA DE MALLORCA</b>	BA CITYFLYER LTD	S	17	0	3	5.0	15.0	35.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	15.0	12	58.3	18	23
<b>TOTAL PALMA DE MALLORCA</b>			<b>17</b>	<b>0</b>	<b>3</b>	<b>5.0</b>	<b>15.0</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>15.0</b>	<b>12</b>	<b>58.3</b>	<b>18</b>	<b>23</b>
<b>TOTAL SPAIN</b>			<b>79</b>	<b>0</b>	<b>7</b>	<b>3.5</b>	<b>17.4</b>	<b>29.1</b>	<b>11.6</b>	<b>19.8</b>	<b>7.0</b>	<b>2.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>8.1</b>	<b>26</b>	<b>53.7</b>	<b>26</b>	<b>117</b>
<b>SWITZERLAND</b>																				
<b>GENEVA</b>	AIR DOLOMITI	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	0.0	0	0
<b>GENEVA</b>	BA CITYFLYER LTD	S	54	0	4	0.0	37.9	25.9	6.9	8.6	12.1	1.7	0.0	0.0	0.0	6.9	20	58.4	20	117
<b>GENEVA</b>	SWISS AIRLINES	S	124	0	23	2.7	23.1	41.5	10.2	4.8	2.0	0.0	0.0	0.0	0.0	15.6	10	71.2	9	127
<b>TOTAL GENEVA</b>			<b>179</b>	<b>0</b>	<b>27</b>	<b>1.9</b>	<b>27.2</b>	<b>36.9</b>	<b>9.2</b>	<b>5.8</b>	<b>5.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.1</b>	<b>13</b>	<b>65.3</b>	<b>14</b>	<b>244</b>
<b>SION</b>	SWISS 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	57	0.0	62	2
<b>TOTAL SION</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>57</b>	<b>0.0</b>	<b>62</b>	<b>2</b>
<b>ZURICH</b>	BA CITYFLYER LTD	S	174	0	4	0.0	19.1	43.8	17.4	12.4	5.1	0.0	0.0	0.0	0.0	2.2	16	70.9	15	207
<b>ZURICH</b>	SWISS AIRLINES	S	245	0	31	0.4	18.1	37.0	16.3	15.6	1.4	0.0	0.0	0.0	0.0	11.2	15	69.3	12	262
<b>TOTAL ZURICH</b>			<b>419</b>	<b>0</b>	<b>35</b>	<b>0.2</b>	<b>18.5</b>	<b>39.6</b>	<b>16.7</b>	<b>14.3</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>15</b>	<b>70.0</b>	<b>13</b>	<b>469</b>
<b>TOTAL SWITZERLAND</b>			<b>599</b>	<b>0</b>	<b>62</b>	<b>0.8</b>	<b>21.2</b>	<b>38.7</b>	<b>14.4</b>	<b>11.8</b>	<b>3.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.4</b>	<b>15</b>	<b>68.2</b>	<b>14</b>	<b>715</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	50.0	34	43
<b>TOTAL ABERDEEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>34</b>	<b>43</b>
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	259	0	12	13.7	40.6	27.7	9.6	2.6	1.5	0.0	0.0	0.0	0.0	4.4	6	65.3	15	262
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>259</b>	<b>0</b>	<b>12</b>	<b>13.7</b>	<b>40.6</b>	<b>27.7</b>	<b>9.6</b>	<b>2.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>6</b>	<b>65.3</b>	<b>15</b>	<b>262</b>
<b>EDINBURGH</b>	BA CITYFLYER LTD	S	433	0	23	6.6	34.2	29.2	12.3	8.3	3.1	1.3	0.0	0.0	0.0	5.0	13	71.3	14	410
<b>EDINBURGH</b>	FLYBE LTD	S	181	0	14	6.7	26.7	32.3	12.3	10.8	3.6	0.5	0.0	0.0	0.0	7.2	15	67.0	17	183
<b>TOTAL EDINBURGH</b>			<b>614</b>	<b>0</b>	<b>37</b>	<b>6.6</b>	<b>32.0</b>	<b>30.1</b>	<b>12.3</b>	<b>9.1</b>	<b>3.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>13</b>	<b>70.0</b>	<b>15</b>	<b>593</b>

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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	
EXETER	FLYBE LTD	S	40	0	0	0.0	47.5	32.5	10.0	7.5	0.0	2.5	0.0	0.0	0.0	0.0	11	71.2	15	49	
<b>TOTAL EXETER</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.5</b>	<b>32.5</b>	<b>10.0</b>	<b>7.5</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>71.2</b>	<b>15</b>	<b>49</b>	
GLASGOW	BA CITYFLYER LTD	S	296	0	8	8.9	32.6	31.9	11.2	9.9	2.3	0.7	0.0	0.0	0.0	2.6	12	71.7	13	262	
<b>TOTAL GLASGOW</b>			<b>296</b>	<b>0</b>	<b>8</b>	<b>8.9</b>	<b>32.6</b>	<b>31.9</b>	<b>11.2</b>	<b>9.9</b>	<b>2.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>12</b>	<b>71.7</b>	<b>13</b>	<b>262</b>	
ISLE OF MAN	BA CITYFLYER LTD	S	135	0	11	4.1	17.8	21.9	14.4	13.7	15.1	3.4	2.1	0.0	0.0	7.5	34	79.7	11	140	
<b>TOTAL ISLE OF MAN</b>			<b>135</b>	<b>0</b>	<b>11</b>	<b>4.1</b>	<b>17.8</b>	<b>21.9</b>	<b>14.4</b>	<b>13.7</b>	<b>15.1</b>	<b>3.4</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>34</b>	<b>79.7</b>	<b>11</b>	<b>140</b>	
JERSEY	FLYBE LTD	S	86	0	2	4.5	9.1	26.1	26.1	21.6	5.7	2.3	2.3	0.0	0.0	2.3	32	67.0	18	84	
<b>TOTAL JERSEY</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>4.5</b>	<b>9.1</b>	<b>26.1</b>	<b>26.1</b>	<b>21.6</b>	<b>5.7</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>32</b>	<b>67.0</b>	<b>18</b>	<b>84</b>	
MANCHESTER	BA CITYFLYER LTD	S	7	0	1	0.0	25.0	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	12.5	16	62.5	15	7	
<b>TOTAL MANCHESTER</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.0</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>12.5</b>	<b>16</b>	<b>62.5</b>	<b>15</b>	<b>7</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	36.4	40	43	
<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>36.4</b>	<b>40</b>	<b>43</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1437</b>	<b>0</b>	<b>71</b>	<b>7.8</b>	<b>31.3</b>	<b>29.1</b>	<b>12.5</b>	<b>9.3</b>	<b>3.9</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>15</b>	<b>68.7</b>	<b>16</b>	<b>1483</b>	
<b>USA</b>																					
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	47	0	2	38.8	20.4	30.6	4.1	0.0	2.0	0.0	0.0	0.0	0.0	4.1	5	91.3	7	46	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>47</b>	<b>0</b>	<b>2</b>	<b>38.8</b>	<b>20.4</b>	<b>30.6</b>	<b>4.1</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>5</b>	<b>91.3</b>	<b>7</b>	<b>46</b>	
<b>TOTAL USA</b>			<b>47</b>	<b>0</b>	<b>2</b>	<b>38.8</b>	<b>20.4</b>	<b>30.6</b>	<b>4.1</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>5</b>	<b>91.3</b>	<b>7</b>	<b>46</b>	
<b>TOTAL LONDON CITY</b>			<b>5911</b>	<b>0</b>	<b>349</b>	<b>5.3</b>	<b>27.4</b>	<b>34.5</b>	<b>12.5</b>	<b>10.0</b>	<b>3.8</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>15</b>	<b>72.4</b>	<b>14</b>	<b>6151</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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	40	0	0	10.0	35.0	42.5	7.5	2.5	2.5	0.0	0.0	0.0	0.0	0.0	7	65.6	22	32	
<b>TOTAL TIRANA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>35.0</b>	<b>42.5</b>	<b>7.5</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>65.6</b>	<b>22</b>	<b>32</b>	
<b>TOTAL ALBANIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>35.0</b>	<b>42.5</b>	<b>7.5</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>65.6</b>	<b>22</b>	<b>32</b>	
<b>AUSTRIA</b>																					
INNSBRUCK	EASYJET UK LTD	S	20	0	4	4.2	33.3	16.7	8.3	8.3	8.3	0.0	4.2	0.0	0.0	16.7	30	83.3	5	17	
<b>TOTAL INNSBRUCK</b>			<b>20</b>	<b>0</b>	<b>4</b>	<b>4.2</b>	<b>33.3</b>	<b>16.7</b>	<b>8.3</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>30</b>	<b>83.3</b>	<b>5</b>	<b>17</b>	
SALZBURG	EASYJET UK LTD	S	13	0	0	0.0	7.7	46.2	23.1	23.1	0.0	0.0	0.0	0.0	0.0	0.0	14	61.5	15	13	
SALZBURG	TRANSAVIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	2	
SALZBURG	TUI AIRWAYS LTD	C	6	0	0	16.7	0.0	66.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	15	75.0	7	8	
<b>TOTAL SALZBURG</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>5.3</b>	<b>52.6</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>0.0</b>	<b>14</b>	<b>60.9</b>	<b>12</b>	<b>23</b>	
VIENNA	EASYJET UK LTD	S	22	0	2	4.2	37.5	25.0	4.2	8.3	8.3	4.2	0.0	0.0	0.0	8.3	21	66.7	21	24	
<b>TOTAL VIENNA</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>4.2</b>	<b>37.5</b>	<b>25.0</b>	<b>4.2</b>	<b>8.3</b>	<b>8.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>21</b>	<b>66.7</b>	<b>21</b>	<b>24</b>	
<b>TOTAL AUSTRIA</b>			<b>61</b>	<b>0</b>	<b>6</b>	<b>4.5</b>	<b>26.9</b>	<b>29.9</b>	<b>9.0</b>	<b>10.4</b>	<b>7.5</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>9.0</b>	<b>22</b>	<b>69.2</b>	<b>14</b>	<b>64</b>	
<b>BOSNIA-HERZEGOVINA</b>																					
SARAJEVO	FLYBOSNIA	S	12	0	0	0.0	0.0	33.3	41.7	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL SARAJEVO</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>41.7</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BOSNIA- BULGARIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>41.7</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BULGARIA</b>																					
BURGAS	WIZZ AIR UK LTD	S	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	3	90.9	10	22	
<b>TOTAL BURGAS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.3</b>	<b>64.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>10</b>	<b>22</b>	
SOFIA	WIZZ AIR	S	126	0	4	1.5	18.5	39.2	16.9	13.1	5.4	2.3	0.0	0.0	0.0	3.1	21	85.2	9	128	
<b>TOTAL SOFIA</b>			<b>126</b>	<b>0</b>	<b>4</b>	<b>1.5</b>	<b>18.5</b>	<b>39.2</b>	<b>16.9</b>	<b>13.1</b>	<b>5.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>21</b>	<b>85.2</b>	<b>9</b>	<b>128</b>	
VARNA	WIZZ AIR	S	40	0	0	10.0	27.5	30.0	10.0	22.5	0.0	0.0	0.0	0.0	0.0	0.0	14	97.5	1	40	
VARNA	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	192	1	
<b>TOTAL VARNNA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>27.5</b>	<b>30.0</b>	<b>10.0</b>	<b>22.5</b>	<b>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>95.1</b>	<b>6</b>	<b>41</b>	
<b>TOTAL BULGARIA</b>			<b>183</b>	<b>0</b>	<b>4</b>	<b>3.2</b>	<b>21.9</b>	<b>39.6</b>	<b>13.9</b>	<b>13.9</b>	<b>3.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>18</b>	<b>88.0</b>	<b>8</b>	<b>191</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	75.0	14	32	
LARNACA	WIZZ AIR UK LTD	S	49	0	0	2.0	40.8	38.8	10.2	8.2	0.0	0.0	0.0	0.0	0.0	0.0	7	81.3	16	48	
<b>TOTAL LARNACA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>40.8</b>	<b>38.8</b>	<b>10.2</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>0.0</b>	<b>7</b>	<b>78.8</b>	<b>15</b>	<b>80</b>	
PAPHOS	EASYJET UK LTD	S	30	0	1	3.2	32.3	35.5	9.7	3.2	12.9	0.0	0.0	0.0	0.0	3.2	17	78.6	8	28	
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	3	8	
<b>TOTAL PAPHOS</b>			<b>30</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>32.3</b>	<b>35.5</b>	<b>9.7</b>	<b>3.2</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>17</b>	<b>83.3</b>	<b>7</b>	<b>36</b>	
<b>TOTAL CYPRUS</b>			<b>79</b>	<b>0</b>	<b>1</b>	<b>2.5</b>	<b>37.5</b>	<b>37.5</b>	<b>10.0</b>	<b>6.3</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>11</b>	<b>80.2</b>	<b>12</b>	<b>116</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	52	0	2	5.6	29.6	40.7	5.6	9.3	5.6	0.0	0.0	0.0	0.0	3.7	12	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	15 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
PRAGUE	WIZZ AIR UK LTD	S	40	0	0	7.5	57.5	22.5	5.0	2.5	5.0	0.0	0.0	0.0	0.0	0.0	7	71.1	19	38
TOTAL PRAGUE			92	0	2	6.4	41.5	33.0	5.3	6.4	5.3	0.0	0.0	0.0	0.0	2.1	10	71.1	19	38
TOTAL CZECH REPUBLIC			92	0	2	6.4	41.5	33.0	5.3	6.4	5.3	0.0	0.0	0.0	0.0	2.1	10	71.1	19	38
DENMARK																				
COPENHAGEN	RYANAIR	S	49	0	1	10.0	34.0	24.0	8.0	12.0	8.0	0.0	0.0	2.0	0.0	2.0	24	87.5	7	56
TOTAL COPENHAGEN			49	0	1	10.0	34.0	24.0	8.0	12.0	8.0	0.0	0.0	2.0	0.0	2.0	24	87.5	7	56
TOTAL DENMARK			49	0	1	10.0	34.0	24.0	8.0	12.0	8.0	0.0	0.0	2.0	0.0	2.0	24	87.5	7	56
ESTONIA																				
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	90.9	3	22
TOTAL TALLIN			0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	3	22
TOTAL ESTONIA			0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	3	22
FRANCE																				
BEZIERS	RYANAIR	S	18	0	0	0.0	11.1	66.7	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	15	75.0	10	16
TOTAL BEZIERS			18	0	0	0.0	11.1	66.7	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	15	75.0	10	16
BORDEAUX	EASYJET UK LTD	S	35	0	4	10.3	20.5	23.1	17.9	12.8	5.1	0.0	0.0	0.0	0.0	10.3	15	65.6	14	32
TOTAL BORDEAUX			35	0	4	10.3	20.5	23.1	17.9	12.8	5.1	0.0	0.0	0.0	0.0	10.3	15	65.6	14	32
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	87.5	5	8
TOTAL CHAMBERY			0	0	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
GRENOBLE	EASYJET UK LTD	S	18	0	4	18.2	36.4	13.6	9.1	4.5	0.0	0.0	0.0	0.0	0.0	18.2	6	80.0	10	20
GRENOBLE	WIZZ AIR UK LTD	S	19	0	1	5.0	15.0	30.0	5.0	15.0	15.0	5.0	5.0	0.0	0.0	5.0	41	100.0	2	20
TOTAL GRENOBLE			37	0	5	11.9	26.2	21.4	7.1	9.5	7.1	2.4	2.4	0.0	0.0	11.9	24	90.0	6	40
LYON	EASYJET EUROPE	S	2	0	2	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	4	0.0	0	0
LYON	EASYJET UK LTD	S	72	0	4	1.3	39.5	32.9	7.9	9.2	3.9	0.0	0.0	0.0	0.0	5.3	12	71.6	15	74
TOTAL LYON			74	0	6	1.3	37.5	33.8	7.5	8.8	3.8	0.0	0.0	0.0	0.0	7.5	12	71.6	15	74
MARSEILLE	EASYJET UK LTD	S	16	0	0	0.0	25.0	43.8	6.3	12.5	12.5	0.0	0.0	0.0	0.0	0.0	20	81.3	12	16
TOTAL MARSEILLE			16	0	0	0.0	25.0	43.8	6.3	12.5	12.5	0.0	0.0	0.0	0.0	0.0	20	81.3	12	16
NANTES	EASYJET UK LTD	S	28	0	2	3.3	36.7	40.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	6.7	6	92.9	3	28
TOTAL NANTES			28	0	2	3.3	36.7	40.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	6.7	6	92.9	3	28
NICE	EASYJET UK LTD	S	40	0	2	0.0	38.1	26.2	4.8	19.0	7.1	0.0	0.0	0.0	0.0	4.8	16	70.5	16	44
TOTAL NICE			40	0	2	0.0	38.1	26.2	4.8	19.0	7.1	0.0	0.0	0.0	0.0	4.8	16	70.5	16	44
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	152	0	8	1.3	34.4	31.3	16.9	6.9	3.1	0.6	0.0	0.6	0.0	5.0	16	69.5	13	174
TOTAL PARIS (CHARLES DE GAULLE)			152	0	8	1.3	34.4	31.3	16.9	6.9	3.1	0.6	0.0	0.6	0.0	5.0	16	69.5	13	174
PARIS (ORLY)	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	27	1	1
TOTAL PARIS (ORLY)			0	0	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	1
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	78.0	12	41	41

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE														FEB 2019		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	15 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TOTAL TOULOUSE (BLAGNAC)			0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.0	12	41	
TOTAL FRANCE			400	0	27	3.0	32.1	32.1	11.9	9.1	4.4	0.5	0.2	0.2	0.0	6.3	15	74.3	12	474	
GEORGIA																					
KUTAISI	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	28	8	
KUTAISI	WIZZ AIR UK LTD	S	16	0	2	5.6	22.2	22.2	16.7	22.2	0.0	0.0	0.0	0.0	0.0	11.1	17	0.0	0	0	
TOTAL KUTAISI			16	0	2	5.6	22.2	22.2	16.7	22.2	0.0	0.0	0.0	0.0	0.0	11.1	17	75.0	28	8	
TOTAL GEORGIA			16	0	2	5.6	22.2	22.2	16.7	22.2	0.0	0.0	0.0	0.0	0.0	11.1	17	75.0	28	8	
GERMANY																					
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	74	0	6	5.0	36.3	31.3	5.0	8.8	5.0	0.0	1.3	0.0	0.0	7.5	16	84.9	8	93	
TOTAL BERLIN (SCHONEFELD)			74	0	6	5.0	36.3	31.3	5.0	8.8	5.0	0.0	1.3	0.0	0.0	7.5	16	84.9	8	93	
DORTMUND	EASYJET UK LTD	S	60	0	7	1.5	35.8	34.3	7.5	6.0	4.5	0.0	0.0	0.0	0.0	10.4	10	82.9	7	70	
TOTAL DORTMUND			60	0	7	1.5	35.8	34.3	7.5	6.0	4.5	0.0	0.0	0.0	0.0	10.4	10	82.9	7	70	
DUSSELDORF	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	73	2	
TOTAL DUSSELDORF			0	0	0	0.0	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	
MUNICH	EASYJET UK LTD	S	38	0	4	0.0	21.4	38.1	14.3	9.5	7.1	0.0	0.0	0.0	0.0	9.5	17	71.7	17	46	
TOTAL MUNICH			38	0	4	0.0	21.4	38.1	14.3	9.5	7.1	0.0	0.0	0.0	0.0	9.5	17	71.7	17	46	
TOTAL GERMANY			172	0	17	2.6	32.8	33.9	7.9	7.9	5.3	0.0	0.5	0.0	0.0	9.0	14	80.6	10	211	
GIBRALTAR																					
GIBRALTAR	EASYJET UK LTD	S	18	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	75.0	10	16	
TOTAL GIBRALTAR			18	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	75.0	10	16	
TOTAL GIBRALTAR			18	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	75.0	10	16	
GREECE																					
ATHENS	RYANAIR	S	24	0	0	0.0	16.7	45.8	25.0	8.3	4.2	0.0	0.0	0.0	0.0	0.0	18	50.0	29	24	
ATHENS	WIZZ AIR UK LTD	S	42	0	0	2.4	40.5	38.1	9.5	7.1	2.4	0.0	0.0	0.0	0.0	0.0	9	60.7	20	56	
TOTAL ATHENS			66	0	0	1.5	31.8	40.9	15.2	7.6	3.0	0.0	0.0	0.0	0.0	0.0	12	57.5	23	80	
SALONIKA	WIZZ AIR UK LTD	S	17	0	1	0.0	33.3	22.2	22.2	11.1	5.6	0.0	0.0	0.0	0.0	5.6	14	0.0	0	0	
TOTAL SALONIKA			17	0	1	0.0	33.3	22.2	22.2	11.1	5.6	0.0	0.0	0.0	0.0	5.6	14	0.0	0	0	
TOTAL GREECE			83	0	1	1.2	32.1	36.9	16.7	8.3	3.6	0.0	0.0	0.0	0.0	1.2	13	57.5	23	80	
HUNGARY																					
BUDAPEST	WIZZ AIR	S	200	0	6	0.5	20.4	33.5	17.5	16.5	8.7	0.0	0.0	0.0	0.0	2.9	21	79.6	10	226	
TOTAL BUDAPEST			200	0	6	0.5	20.4	33.5	17.5	16.5	8.7	0.0	0.0	0.0	0.0	2.9	21	79.6	10	226	
DEBRECEN	WIZZ AIR	S	58	0	0	5.2	27.6	46.6	13.8	5.2	1.7	0.0	0.0	0.0	0.0	0.0	10	78.6	12	56	
TOTAL DEBRECEN			58	0	0	5.2	27.6	46.6	13.8	5.2	1.7	0.0	0.0	0.0	0.0	0.0	10	78.6	12	56	
TOTAL HUNGARY			258	0	6	1.5	22.0	36.4	16.7	14.0	7.2	0.0	0.0	0.0	0.0	2.3	19	79.4	10	282	
ICELAND																					
KEFLAVIK	EASYJET UK LTD	S	102	0	9	5.4	29.7	31.5	6.3	7.2	6.3	3.6	1.8	0.0	0.0	8.1	25	87.5	9	112	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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
KEFLAVIK	WIZZ AIR UK LTD	S	33	0	1	11.8	35.3	20.6	5.9	5.9	8.8	2.9	5.9	0.0	0.0	2.9	30	37.5	33	32
<b>TOTAL KEFLAVIK</b>			<b>135</b>	<b>0</b>	<b>10</b>	<b>6.9</b>	<b>31.0</b>	<b>29.0</b>	<b>6.2</b>	<b>6.9</b>	<b>6.9</b>	<b>3.4</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>	<b>26</b>	<b>76.4</b>	<b>14</b>	<b>144</b>
<b>TOTAL ICELAND</b>			<b>135</b>	<b>0</b>	<b>10</b>	<b>6.9</b>	<b>31.0</b>	<b>29.0</b>	<b>6.2</b>	<b>6.9</b>	<b>6.9</b>	<b>3.4</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>	<b>26</b>	<b>76.4</b>	<b>14</b>	<b>144</b>
<b>IRISH REPUBLIC</b>																				
CORK	RYANAIR	S	40	0	0	30.0	50.0	7.5	2.5	7.5	2.5	0.0	0.0	0.0	0.0	0.0	6	90.0	5	40
<b>TOTAL CORK</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>50.0</b>	<b>7.5</b>	<b>2.5</b>	<b>7.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>90.0</b>	<b>5</b>	<b>40</b>
DUBLIN	RYANAIR	S	163	0	1	9.1	45.7	28.0	7.9	4.3	2.4	0.0	1.2	0.6	0.0	0.6	13	91.9	6	160
<b>TOTAL DUBLIN</b>			<b>163</b>	<b>0</b>	<b>1</b>	<b>9.1</b>	<b>45.7</b>	<b>28.0</b>	<b>7.9</b>	<b>4.3</b>	<b>2.4</b>	<b>0.0</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>13</b>	<b>91.9</b>	<b>6</b>	<b>160</b>
IRELAND WEST(KNOCK)	RYANAIR	S	50	0	0	10.0	24.0	42.0	4.0	10.0	6.0	0.0	0.0	4.0	0.0	0.0	35	72.9	18	48
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>24.0</b>	<b>42.0</b>	<b>4.0</b>	<b>10.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>72.9</b>	<b>18</b>	<b>48</b>
KERRY COUNTY	RYANAIR	S	48	0	2	6.0	50.0	28.0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	4.0	5	91.7	6	48
<b>TOTAL KERRY COUNTY</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>6.0</b>	<b>50.0</b>	<b>28.0</b>	<b>10.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>5</b>	<b>91.7</b>	<b>6</b>	<b>48</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>301</b>	<b>0</b>	<b>3</b>	<b>11.5</b>	<b>43.4</b>	<b>27.6</b>	<b>6.9</b>	<b>5.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.7</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>14</b>	<b>88.5</b>	<b>8</b>	<b>296</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	81.3	9	16
<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>81.3</b>	<b>9</b>	<b>16</b>
TEL AVIV	EASYJET UK LTD	S	107	0	3	2.7	9.1	40.9	14.5	20.0	9.1	0.9	0.0	0.0	0.0	2.7	24	72.1	12	104
TEL AVIV	EL AL	S	26	0	0	7.7	26.9	38.5	15.4	7.7	3.8	0.0	0.0	0.0	0.0	0.0	11	79.2	9	24
TEL AVIV	WIZZ AIR UK LTD	S	48	0	1	12.2	26.5	38.8	6.1	14.3	0.0	0.0	0.0	0.0	0.0	2.0	10	75.9	11	54
<b>TOTAL TEL AVIV</b>			<b>181</b>	<b>0</b>	<b>4</b>	<b>5.9</b>	<b>16.2</b>	<b>40.0</b>	<b>12.4</b>	<b>16.8</b>	<b>5.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>18</b>	<b>74.2</b>	<b>12</b>	<b>182</b>
<b>TOTAL ISRAEL</b>			<b>181</b>	<b>0</b>	<b>4</b>	<b>5.9</b>	<b>16.2</b>	<b>40.0</b>	<b>12.4</b>	<b>16.8</b>	<b>5.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>18</b>	<b>74.7</b>	<b>11</b>	<b>198</b>
<b>ITALY</b>																				
ALGHERO (FERTILIA)	EASYJET UK LTD	S	16	0	2	0.0	16.7	38.9	22.2	11.1	0.0	0.0	0.0	0.0	0.0	11.1	12	68.8	15	16
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>16.7</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>11.1</b>	<b>12</b>	<b>68.8</b>	<b>15</b>	<b>16</b>
BARI (PALESE)	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	4	16
<b>TOTAL BARI (PALESE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>93.8</b>	<b>4</b>	<b>16</b>
BOLOGNA	RYANAIR	S	56	0	2	1.7	25.9	48.3	6.9	10.3	3.4	0.0	0.0	0.0	0.0	3.4	12	76.8	14	56
<b>TOTAL BOLOGNA</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>25.9</b>	<b>48.3</b>	<b>6.9</b>	<b>10.3</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>12</b>	<b>76.8</b>	<b>14</b>	<b>56</b>
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	32	0	1	3.0	18.2	45.5	21.2	0.0	0.0	6.1	3.0	0.0	0.0	3.0	22	87.5	6	16
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>32</b>	<b>0</b>	<b>1</b>	<b>3.0</b>	<b>18.2</b>	<b>45.5</b>	<b>21.2</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>22</b>	<b>87.5</b>	<b>6</b>	<b>16</b>
FLORENCE	VUELING AIRLINES	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	4	0.0	0	0
<b>TOTAL FLORENCE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>43.8</b>	<b>37.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MILAN (MALPENSA)	EASYJET UK LTD	S	66	0	9	2.7	24.0	32.0	14.7	9.3	5.3	0.0	0.0	0.0	0.0	12.0	15	76.4	16	72
MILAN (MALPENSA)	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	50.0	21	2

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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>66</b>	<b>0</b>	<b>9</b>	<b>2.7</b>	<b>24.0</b>	<b>32.0</b>	<b>14.7</b>	<b>9.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.0</b>	<b>15</b>	<b>75.7</b>	<b>16</b>	<b>74</b>	
NAPLES	EASYJET UK LTD	S	50	0	0	0.0	28.0	40.0	20.0	10.0	0.0	0.0	2.0	0.0	0.0	0.0	18	82.0	15	50	
<b>TOTAL NAPLES</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.0</b>	<b>40.0</b>	<b>20.0</b>	<b>10.0</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>18</b>	<b>82.0</b>	<b>15</b>	<b>50</b>	
PISA	EASYJET UK LTD	S	14	0	0	0.0	7.1	64.3	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	14	87.0	20	23	
<b>TOTAL PISA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>64.3</b>	<b>14.3</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>87.0</b>	<b>20</b>	<b>23</b>	
ROME (FIUMICINO)	EASYJET UK LTD	S	46	0	2	6.3	16.7	50.0	12.5	2.1	6.3	2.1	0.0	0.0	0.0	4.2	15	84.9	11	53	
<b>TOTAL ROME (FIUMICINO)</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>16.7</b>	<b>50.0</b>	<b>12.5</b>	<b>2.1</b>	<b>6.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>15</b>	<b>84.9</b>	<b>11</b>	<b>53</b>	
TURIN	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	6	22	
TURIN	EASYJET UK LTD	S	10	0	0	0.0	40.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	12	
<b>TOTAL TURIN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>30.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>88.2</b>	<b>4</b>	<b>34</b>	
VENICE	EASYJET UK LTD	S	54	0	2	7.1	37.5	25.0	8.9	7.1	7.1	0.0	3.6	0.0	0.0	3.6	25	75.0	13	52	
<b>TOTAL VENICE</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>37.5</b>	<b>25.0</b>	<b>8.9</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>25</b>	<b>75.0</b>	<b>13</b>	<b>52</b>	
VERONA VILLAFRANCA	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	35	2	
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	75.0	11	20	
<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>68.2</b>	<b>13</b>	<b>22</b>	
<b>TOTAL ITALY</b>			<b>360</b>	<b>0</b>	<b>18</b>	<b>3.4</b>	<b>25.7</b>	<b>39.7</b>	<b>14.0</b>	<b>6.9</b>	<b>3.7</b>	<b>0.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>16</b>	<b>79.9</b>	<b>13</b>	<b>412</b>	
<b>KOSOVO</b>																					
PRISTINA	WIZZ AIR UK LTD	S	24	0	0	8.3	37.5	41.7	8.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	7	86.7	11	30	
<b>TOTAL PRISTINA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>37.5</b>	<b>41.7</b>	<b>8.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>86.7</b>	<b>11</b>	<b>30</b>	
<b>TOTAL KOSOVO</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>37.5</b>	<b>41.7</b>	<b>8.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>86.7</b>	<b>11</b>	<b>30</b>	
<b>LATVIA</b>																					
RIGA	WIZZ AIR	S	56	0	2	3.4	25.9	44.8	15.5	5.2	1.7	0.0	0.0	0.0	0.0	3.4	10	80.0	18	80	
<b>TOTAL RIGA</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>3.4</b>	<b>25.9</b>	<b>44.8</b>	<b>15.5</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>3.4</b>	<b>10</b>	<b>80.0</b>	<b>18</b>	<b>80</b>	
<b>TOTAL LATVIA</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>3.4</b>	<b>25.9</b>	<b>44.8</b>	<b>15.5</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>3.4</b>	<b>10</b>	<b>80.0</b>	<b>18</b>	<b>80</b>	
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	56	0	2	5.2	43.1	37.9	5.2	5.2	0.0	0.0	0.0	0.0	3.4	5	98.2	2	56		
KAUNAS	WIZZ AIR UK LTD	S	42	0	1	2.3	32.6	51.2	9.3	0.0	2.3	0.0	0.0	0.0	2.3	7	88.9	7	54		
<b>TOTAL KAUNAS</b>			<b>98</b>	<b>0</b>	<b>3</b>	<b>4.0</b>	<b>38.6</b>	<b>43.6</b>	<b>6.9</b>	<b>3.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>6</b>	<b>93.6</b>	<b>5</b>	<b>110</b>		
PALANGA	WIZZ AIR UK LTD	S	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	6	83.3	26	24	
<b>TOTAL PALANGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>33.3</b>	<b>5.6</b>	<b>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>6</b>	<b>83.3</b>	<b>26</b>	<b>24</b>	
VILNIUS	RYANAIR	S	50	0	0	4.0	50.0	24.0	6.0	12.0	2.0	0.0	0.0	2.0	0.0	0.0	16	70.8	10	48	
VILNIUS	WIZZ AIR	S	40	0	0	5.0	60.0	30.0	2.5	0.0	2.5	0.0	0.0	0.0	0.0	0.0	5	82.5	15	80	
<b>TOTAL VILNIUS</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>54.4</b>	<b>26.7</b>	<b>4.4</b>	<b>6.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.1</b>	<b>13</b>	<b>128</b>	
<b>TOTAL LITHUANIA</b>			<b>206</b>	<b>0</b>	<b>3</b>	<b>3.8</b>	<b>46.9</b>	<b>35.4</b>	<b>5.7</b>	<b>4.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>1.4</b>	<b>8</b>	<b>85.1</b>	<b>11</b>	<b>262</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	LUXAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	14	2	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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 than	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
						15 m early	to 15 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late								
<b>TOTAL 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>50.0</b>	<b>14</b>	<b>2</b>
<b>TOTAL LUXEMBOURG MACEDONIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>14</b>	<b>2</b>
<b>OHRID</b>	WIZZ AIR UK LTD	S	16	0	0	0.0	31.3	43.8	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	32	0.0	0	0
<b>TOTAL OHRID</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>43.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SKOPJE</b>	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	11	24
<b>SKOPJE</b>	WIZZ AIR UK LTD	S	18	0	0	5.6	11.1	33.3	27.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	8	2
<b>TOTAL SKOPJE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>33.3</b>	<b>27.8</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>88.5</b>	<b>11</b>	<b>26</b>
<b>TOTAL MACEDONIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>20.6</b>	<b>38.2</b>	<b>20.6</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>88.5</b>	<b>11</b>	<b>26</b>
<b>MALTA</b>																				
<b>MALTA</b>	RYANAIR	S	32	0	0	3.1	28.1	43.8	12.5	6.3	3.1	0.0	0.0	3.1	0.0	0.0	23	75.0	14	32
<b>TOTAL MALTA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>28.1</b>	<b>43.8</b>	<b>12.5</b>	<b>6.3</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>75.0</b>	<b>14</b>	<b>32</b>
<b>TOTAL MALTA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>28.1</b>	<b>43.8</b>	<b>12.5</b>	<b>6.3</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>75.0</b>	<b>14</b>	<b>32</b>
<b>MOROCCO</b>																				
<b>MARRAKESH</b>	RYANAIR	S	16	0	0	0.0	25.0	37.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	20	56.3	20	16
<b>TOTAL MARRAKESH</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>25.0</b>	<b>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>20</b>	<b>56.3</b>	<b>20</b>	<b>16</b>
<b>TOTAL MOROCCO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>25.0</b>	<b>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>20</b>	<b>56.3</b>	<b>20</b>	<b>16</b>
<b>NETHERLANDS</b>																				
<b>AMSTERDAM</b>	AIR NIGERIA	S	108	0	2	3.6	27.3	35.5	14.5	10.9	3.6	2.7	0.0	0.0	0.0	1.8	18	0.0	0	0
<b>AMSTERDAM</b>	EASYJET EUROPE	S	45	0	4	2.0	49.0	30.6	6.1	2.0	2.0	0.0	0.0	0.0	0.0	8.2	6	0.0	0	0
<b>AMSTERDAM</b>	EASYJET UK LTD	S	275	0	30	4.9	36.4	27.2	8.5	5.6	6.6	0.7	0.3	0.0	0.0	9.8	15	82.6	9	344
<b>AMSTERDAM</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	77.3	17	110
<b>TOTAL AMSTERDAM</b>			<b>428</b>	<b>0</b>	<b>36</b>	<b>4.3</b>	<b>35.6</b>	<b>29.5</b>	<b>9.7</b>	<b>6.5</b>	<b>5.4</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>7.8</b>	<b>15</b>	<b>81.3</b>	<b>11</b>	<b>454</b>
<b>TOTAL NETHERLANDS</b>			<b>428</b>	<b>0</b>	<b>36</b>	<b>4.3</b>	<b>35.6</b>	<b>29.5</b>	<b>9.7</b>	<b>6.5</b>	<b>5.4</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>7.8</b>	<b>15</b>	<b>81.3</b>	<b>11</b>	<b>454</b>
<b>NORWAY</b>																				
<b>BERGEN</b>	WIZZ AIR UK LTD	S	24	0	0	0.0	29.2	29.2	16.7	8.3	8.3	8.3	0.0	0.0	0.0	0.0	30	0.0	0	0
<b>TOTAL BERGEN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.2</b>	<b>29.2</b>	<b>16.7</b>	<b>8.3</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>OSLO (GARDERMOEN)</b>	WIZZ AIR UK LTD	S	42	0	0	2.4	38.1	33.3	11.9	2.4	7.1	2.4	2.4	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>38.1</b>	<b>33.3</b>	<b>11.9</b>	<b>2.4</b>	<b>7.1</b>	<b>2.4</b>	<b>2.4</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>STAVANGER</b>	WIZZ AIR UK LTD	S	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	0.0	0	0
<b>TOTAL STAVANGER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>33.3</b>	<b>5.6</b>	<b>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>
<b>TROMSOE</b>	WIZZ AIR UK LTD	S	16	0	0	6.3	50.0	37.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	43.8	57	16
<b>TOTAL TROMSOE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>50.0</b>	<b>37.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>43.8</b>	<b>57</b>	<b>16</b>
<b>TOTAL NORWAY</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>41.0</b>	<b>33.0</b>	<b>11.0</b>	<b>3.0</b>	<b>6.0</b>	<b>3.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>43.8</b>	<b>57</b>	<b>16</b>
<b>POLAND</b>																				
<b>BYDGOSZCZ</b>	RYANAIR	S	22	0	2	0.0	45.8	29.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	8.3	6	65.4	23	25
<b>TOTAL BYDGOSZCZ</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>45.8</b>	<b>29.2</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>8.3</b>	<b>6</b>	<b>65.4</b>	<b>23</b>	<b>25</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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	
GDANSK	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	694	1	
GDANSK	WIZZ AIR	S	84	0	0	3.6	28.6	42.9	10.7	8.3	3.6	0.0	2.4	0.0	0.0	0.0	17	90.8	5	120	
<b>TOTAL GDANSK</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>28.6</b>	<b>42.9</b>	<b>10.7</b>	<b>8.3</b>	<b>3.6</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>90.1</b>	<b>10</b>	<b>121</b>	
KATOWICE	WIZZ AIR	S	96	0	8	1.9	24.0	35.6	19.2	4.8	4.8	1.9	0.0	0.0	0.0	7.7	18	89.0	6	136	
<b>TOTAL KATOWICE</b>			<b>96</b>	<b>0</b>	<b>8</b>	<b>1.9</b>	<b>24.0</b>	<b>35.6</b>	<b>19.2</b>	<b>4.8</b>	<b>4.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>18</b>	<b>89.0</b>	<b>6</b>	<b>136</b>	
KRAKOW	EASYJET UK LTD	S	48	0	0	2.1	45.8	41.7	2.1	4.2	4.2	0.0	0.0	0.0	0.0	0.0	7	78.8	14	32	
KRAKOW	RYANAIR	S	30	0	2	3.1	43.8	25.0	12.5	3.1	0.0	0.0	6.3	0.0	0.0	6.3	19	0.0	0	0	
KRAKOW	WIZZ AIR	S	82	0	0	6.1	35.4	37.8	14.6	4.9	1.2	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL KRAKOW</b>			<b>160</b>	<b>0</b>	<b>2</b>	<b>4.3</b>	<b>40.1</b>	<b>36.4</b>	<b>10.5</b>	<b>4.3</b>	<b>1.9</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>10</b>	<b>78.8</b>	<b>14</b>	<b>32</b>	
LUBLIN (PORT LOTNICZY)	WIZZ AIR UK LTD	S	41	0	0	17.1	53.7	17.1	0.0	9.8	2.4	0.0	0.0	0.0	0.0	0.0	7	85.4	12	48	
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>17.1</b>	<b>53.7</b>	<b>17.1</b>	<b>0.0</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>7</b>	<b>85.4</b>	<b>12</b>	<b>48</b>	
POZNAN	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.1	6	72	
POZNAN	WIZZ AIR UK LTD	S	49	0	1	12.0	58.0	24.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2	0.0	0	0	
<b>TOTAL POZNAN</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>12.0</b>	<b>58.0</b>	<b>24.0</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>2.0</b>	<b>2</b>	<b>86.1</b>	<b>6</b>	<b>72</b>	
RZESZOW	RYANAIR	S	24	0	1	4.0	20.0	32.0	24.0	8.0	0.0	4.0	4.0	0.0	0.0	4.0	27	79.2	9	24	
<b>TOTAL RZESZOW</b>			<b>24</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>20.0</b>	<b>32.0</b>	<b>24.0</b>	<b>8.0</b>	<b>0.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>27</b>	<b>79.2</b>	<b>9</b>	<b>24</b>	
SZYMANY (MAZURY)	WIZZ AIR UK LTD	S	16	0	0	0.0	56.3	43.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	8	20	
<b>TOTAL SZYMANY (MAZURY)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>56.3</b>	<b>43.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>90.0</b>	<b>8</b>	<b>20</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	176	0	4	5.0	35.6	28.9	16.7	8.9	1.7	0.0	1.1	0.0	0.0	2.2	13	77.8	14	176	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>176</b>	<b>0</b>	<b>4</b>	<b>5.0</b>	<b>35.6</b>	<b>28.9</b>	<b>16.7</b>	<b>8.9</b>	<b>1.7</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>13</b>	<b>77.8</b>	<b>14</b>	<b>176</b>	
WROCLAW	WIZZ AIR	S	58	0	0	3.4	27.6	48.3	6.9	10.3	1.7	0.0	1.7	0.0	0.0	0.0	15	84.3	9	70	
<b>TOTAL WROCLAW</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>27.6</b>	<b>48.3</b>	<b>6.9</b>	<b>10.3</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>84.3</b>	<b>9</b>	<b>70</b>	
<b>TOTAL POLAND</b>			<b>726</b>	<b>0</b>	<b>18</b>	<b>5.0</b>	<b>36.3</b>	<b>34.0</b>	<b>12.4</b>	<b>6.3</b>	<b>2.2</b>	<b>0.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>13</b>	<b>83.9</b>	<b>11</b>	<b>724</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	EASYJET UK LTD	S	62	0	3	7.7	33.8	24.6	7.7	10.8	9.2	1.5	0.0	0.0	0.0	4.6	19	96.4	3	56	
<b>TOTAL FARO</b>			<b>62</b>	<b>0</b>	<b>3</b>	<b>7.7</b>	<b>33.8</b>	<b>24.6</b>	<b>7.7</b>	<b>10.8</b>	<b>9.2</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>19</b>	<b>96.4</b>	<b>3</b>	<b>56</b>	
LISBON	EASYJET UK LTD	S	92	0	3	2.1	21.1	37.9	15.8	9.5	9.5	0.0	1.1	0.0	0.0	3.2	23	81.9	9	104	
LISBON	WIZZ AIR UK LTD	S	40	0	0	2.5	37.5	25.0	17.5	10.0	2.5	2.5	2.5	0.0	0.0	0.0	22	78.6	13	56	
<b>TOTAL LISBON</b>			<b>132</b>	<b>0</b>	<b>3</b>	<b>2.2</b>	<b>25.9</b>	<b>34.1</b>	<b>16.3</b>	<b>9.6</b>	<b>7.4</b>	<b>0.7</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>22</b>	<b>80.7</b>	<b>10</b>	<b>160</b>	
OPORTO (PORTUGAL)	EASYJET UK LTD	S	22	0	0	13.6	22.7	36.4	0.0	9.1	13.6	0.0	4.5	0.0	0.0	0.0	35	85.7	7	21	
OPORTO (PORTUGAL)	WIZZ AIR UK LTD	S	18	0	0	0.0	44.4	27.8	0.0	5.6	22.2	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>32.5</b>	<b>32.5</b>	<b>0.0</b>	<b>7.5</b>	<b>17.5</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>85.7</b>	<b>7</b>	<b>21</b>	
<b>TOTAL PORTUGAL</b>			<b>234</b>	<b>0</b>	<b>6</b>	<b>4.6</b>	<b>29.2</b>	<b>31.3</b>	<b>11.3</b>	<b>9.6</b>	<b>9.6</b>	<b>0.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>23</b>	<b>84.9</b>	<b>8</b>	<b>237</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	68.8	27	64	
CHISINAU (KISHINEV)	WIZZ AIR UK LTD	S	59	0	0	13.6	33.9	32.2	11.9	8.5	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: LUTON (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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 CHISINAU (KISHINEV)</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>33.9</b>	<b>32.2</b>	<b>11.9</b>	<b>8.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>68.8</b>	<b>27</b>	<b>64</b>
<b>TOTAL REPUBLIC OF REPUBLIC OF SERBIA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>33.9</b>	<b>32.2</b>	<b>11.9</b>	<b>8.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>68.8</b>	<b>27</b>	<b>64</b>
<b>BELGRADE</b>	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	24
<b>BELGRADE</b>	WIZZ AIR UK LTD	S	24	0	0	0.0	25.0	66.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL BELGRADE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>66.7</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>5</b>	<b>100.0</b>	<b>1</b>	<b>24</b>
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>66.7</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>5</b>	<b>100.0</b>	<b>1</b>	<b>24</b>
<b>BACAU</b>	BLUE AIR TRANSPORT AERIAN	S	42	0	0	2.4	7.1	47.6	38.1	4.8	0.0	0.0	0.0	0.0	0.0	0.0	14	74.4	29	39
<b>TOTAL BACAU</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>7.1</b>	<b>47.6</b>	<b>38.1</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>74.4</b>	<b>29</b>	<b>39</b>
<b>BUCHAREST (OTOPENI)</b>	BLUE AIR TRANSPORT AERIAN	S	58	0	0	0.0	13.8	46.6	17.2	15.5	0.0	3.4	3.4	0.0	0.0	0.0	28	69.2	15	65
<b>BUCHAREST (OTOPENI)</b>	WIZZ AIR	S	160	0	6	4.8	19.9	35.5	24.1	10.8	0.6	0.6	0.0	0.0	0.0	3.6	14	81.3	10	176
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>218</b>	<b>0</b>	<b>6</b>	<b>3.6</b>	<b>18.3</b>	<b>38.4</b>	<b>22.3</b>	<b>12.1</b>	<b>0.4</b>	<b>1.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>18</b>	<b>78.0</b>	<b>12</b>	<b>241</b>
<b>CLUJ NAPOCA</b>	WIZZ AIR	S	88	0	2	4.4	28.9	40.0	15.6	4.4	3.3	0.0	1.1	0.0	0.0	2.2	14	86.7	7	128
<b>TOTAL CLUJ NAPOCA</b>			<b>88</b>	<b>0</b>	<b>2</b>	<b>4.4</b>	<b>28.9</b>	<b>40.0</b>	<b>15.6</b>	<b>4.4</b>	<b>3.3</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>14</b>	<b>86.7</b>	<b>7</b>	<b>128</b>
<b>CONSTANTA</b>	WIZZ AIR UK LTD	S	18	0	0	0.0	22.2	38.9	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	78.3	13	23
<b>TOTAL CONSTANTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>38.9</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>78.3</b>	<b>13</b>	<b>23</b>
<b>CRAIOVA</b>	WIZZ AIR	S	58	0	0	5.2	20.7	41.4	13.8	13.8	5.2	0.0	0.0	0.0	0.0	0.0	17	77.1	13	48
<b>TOTAL CRAIOVA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>20.7</b>	<b>41.4</b>	<b>13.8</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>17</b>	<b>77.1</b>	<b>13</b>	<b>48</b>
<b>IASI</b>	BLUE AIR TRANSPORT AERIAN	S	22	0	2	0.0	20.8	54.2	0.0	16.7	0.0	0.0	0.0	0.0	0.0	8.3	11	61.5	38	26
<b>IASI</b>	TAROM	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	4
<b>IASI</b>	WIZZ AIR	S	58	0	0	6.9	31.0	34.5	15.5	6.9	1.7	0.0	3.4	0.0	0.0	0.0	16	76.8	13	56
<b>TOTAL IASI</b>			<b>80</b>	<b>0</b>	<b>2</b>	<b>4.9</b>	<b>28.0</b>	<b>40.2</b>	<b>11.0</b>	<b>9.8</b>	<b>1.2</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>15</b>	<b>68.6</b>	<b>21</b>	<b>86</b>
<b>SATU MARE</b>	WIZZ AIR UK LTD	S	16	0	0	0.0	37.5	43.8	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	16
<b>TOTAL SATU MARE</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>100.0</b>	<b>2</b>	<b>16</b>
<b>SIBIU</b>	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.0	5	46
<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>87.0</b>	<b>5</b>	<b>46</b>
<b>SUCEAVA</b>	WIZZ AIR UK LTD	S	58	0	0	8.6	50.0	19.0	12.1	6.9	3.4	0.0	0.0	0.0	0.0	0.0	9	79.2	13	48
<b>TOTAL SUCEAVA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>50.0</b>	<b>19.0</b>	<b>12.1</b>	<b>6.9</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.2</b>	<b>13</b>	<b>48</b>
<b>TIMISOARA</b>	WIZZ AIR	S	50	0	0	2.0	28.0	24.0	30.0	12.0	2.0	2.0	0.0	0.0	0.0	0.0	17	78.6	22	56
<b>TOTAL TIMISOARA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>28.0</b>	<b>24.0</b>	<b>30.0</b>	<b>12.0</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>17</b>	<b>78.6</b>	<b>22</b>	<b>56</b>
<b>TIRGU MURES</b>	WIZZ AIR UK LTD	S	26	0	0	7.7	46.2	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	12	32
<b>TOTAL TIRGU MURES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>46.2</b>	<b>46.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>12</b>	<b>32</b>
<b>TOTAL ROMANIA</b>			<b>654</b>	<b>0</b>	<b>10</b>	<b>4.2</b>	<b>25.6</b>	<b>37.3</b>	<b>19.0</b>	<b>9.3</b>	<b>1.7</b>	<b>0.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>15</b>	<b>79.7</b>	<b>13</b>	<b>763</b>
<b>RUSSIA</b>																				
<b>MOSCOW (VNUKOVO)</b>	WIZZ AIR UK LTD	S	58	0	0	3.4	46.6	37.9	5.2	1.7	5.2	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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 MOSCOW (VNUKOVO)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>46.6</b>	<b>37.9</b>	<b>5.2</b>	<b>1.7</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ST PETERSBURG	WIZZ AIR UK LTD	S	57	0	1	0.0	43.1	31.0	12.1	6.9	5.2	0.0	0.0	0.0	0.0	1.7	13	0.0	0	0	
<b>TOTAL ST PETERSBURG</b>			<b>57</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>43.1</b>	<b>31.0</b>	<b>12.1</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>1.7</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL RUSSIA</b>			<b>115</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>44.8</b>	<b>34.5</b>	<b>8.6</b>	<b>4.3</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	WIZZ AIR UK LTD	S	33	0	1	5.9	52.9	29.4	0.0	0.0	5.9	0.0	0.0	2.9	0.0	2.9	17	67.6	30	34	
<b>TOTAL BRATISLAVA</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>52.9</b>	<b>29.4</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>17</b>	<b>67.6</b>	<b>30</b>	<b>34</b>	
KOSICE	WIZZ AIR UK LTD	S	42	0	0	4.8	35.7	35.7	7.1	2.4	9.5	0.0	4.8	0.0	0.0	0.0	25	91.1	7	56	
<b>TOTAL KOSICE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>35.7</b>	<b>35.7</b>	<b>7.1</b>	<b>2.4</b>	<b>9.5</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>91.1</b>	<b>7</b>	<b>56</b>	
TATRY-POPRAD	WIZZ AIR UK LTD	S	16	0	0	0.0	31.3	50.0	6.3	6.3	0.0	0.0	0.0	6.3	0.0	0.0	33	87.5	8	24	
<b>TOTAL TATRY-POPRAD</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</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>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>87.5</b>	<b>8</b>	<b>24</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>91</b>	<b>0</b>	<b>1</b>	<b>4.3</b>	<b>41.3</b>	<b>35.9</b>	<b>4.3</b>	<b>2.2</b>	<b>6.5</b>	<b>0.0</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>1.1</b>	<b>23</b>	<b>83.3</b>	<b>14</b>	<b>114</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	100.0	0	32	
<b>TOTAL LJUBLJANA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>32</b>	
<b>TOTAL SLOVENIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>32</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET UK LTD	S	78	0	7	7.1	28.2	30.6	10.6	9.4	3.5	2.4	0.0	0.0	0.0	8.2	16	77.9	10	77	
ALICANTE	RYANAIR	S	26	0	0	0.0	34.6	42.3	15.4	3.8	3.8	0.0	0.0	0.0	0.0	0.0	10	100.0	1	24	
<b>TOTAL ALICANTE</b>			<b>104</b>	<b>0</b>	<b>7</b>	<b>5.4</b>	<b>29.7</b>	<b>33.3</b>	<b>11.7</b>	<b>8.1</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>14</b>	<b>83.2</b>	<b>8</b>	<b>101</b>	
BARCELONA	EASYJET EUROPE	S	18	0	2	0.0	25.0	50.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	10	0.0	0	0	
BARCELONA	EASYJET UK LTD	S	155	0	9	7.9	44.5	25.6	7.9	5.5	3.0	0.0	0.0	0.0	0.0	5.5	8	89.4	5	180	
BARCELONA	RYANAIR	S	58	0	0	1.7	51.7	29.3	8.6	3.4	3.4	0.0	1.7	0.0	0.0	0.0	13	94.6	4	56	
BARCELONA	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	2	
<b>TOTAL BARCELONA</b>			<b>231</b>	<b>0</b>	<b>11</b>	<b>5.8</b>	<b>44.6</b>	<b>28.5</b>	<b>7.9</b>	<b>5.4</b>	<b>2.9</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>10</b>	<b>90.3</b>	<b>5</b>	<b>238</b>	
CASTELLON COSTA AZAHAR	WIZZ AIR UK LTD	S	16	0	0	12.5	43.8	25.0	0.0	6.3	12.5	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL CASTELLON COSTA AZAHAR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>43.8</b>	<b>25.0</b>	<b>0.0</b>	<b>6.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MADRID	EASYJET UK LTD	S	52	0	2	5.6	20.4	40.7	16.7	11.1	0.0	1.9	0.0	0.0	0.0	3.7	13	75.9	11	54	
<b>TOTAL MADRID</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>20.4</b>	<b>40.7</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>13</b>	<b>75.9</b>	<b>11</b>	<b>54</b>	
MALAGA	EASYJET UK LTD	S	72	0	4	3.9	27.6	35.5	5.3	13.2	3.9	5.3	0.0	0.0	0.0	5.3	21	88.7	6	62	
MALAGA	RYANAIR	S	48	0	2	8.0	32.0	36.0	8.0	4.0	6.0	2.0	0.0	0.0	0.0	4.0	13	89.8	4	49	
<b>TOTAL MALAGA</b>			<b>120</b>	<b>0</b>	<b>6</b>	<b>5.6</b>	<b>29.4</b>	<b>35.7</b>	<b>6.3</b>	<b>9.5</b>	<b>4.8</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>18</b>	<b>89.2</b>	<b>5</b>	<b>111</b>	
MURCIA 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	75.0	8	24	
<b>TOTAL MURCIA 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>75.0</b>	<b>8</b>	<b>24</b>	
PALMA DE MALLORCA	EASYJET UK LTD	S	22	0	2	12.5	25.0	41.7	4.2	8.3	0.0	0.0	0.0	0.0	0.0	8.3	5	81.8	6	22	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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>22</b>	<b>0</b>	<b>2</b>	<b>12.5</b>	<b>25.0</b>	<b>41.7</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>8.3</b>	<b>5</b>	<b>81.8</b>	<b>6</b>	<b>22</b>	
SEVILLE	EASYJET UK LTD	S	32	0	1	6.1	45.5	30.3	3.0	6.1	3.0	0.0	3.0	0.0	0.0	3.0	14	86.4	10	22	
SEVILLE	RYANAIR	S	18	0	0	0.0	27.8	44.4	16.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>50</b>	<b>0</b>	<b>1</b>	<b>3.9</b>	<b>39.2</b>	<b>35.3</b>	<b>7.8</b>	<b>3.9</b>	<b>5.9</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>15</b>	<b>86.4</b>	<b>10</b>	<b>22</b>	
VALENCIA	EASYJET UK LTD	S	18	0	2	10.0	35.0	15.0	5.0	5.0	15.0	5.0	0.0	0.0	0.0	10.0	27	85.7	7	21	
<b>TOTAL VALENCIA</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>10.0</b>	<b>35.0</b>	<b>15.0</b>	<b>5.0</b>	<b>5.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>27</b>	<b>85.7</b>	<b>7</b>	<b>21</b>	
<b>TOTAL SPAIN</b>			<b>613</b>	<b>0</b>	<b>31</b>	<b>6.1</b>	<b>35.6</b>	<b>32.3</b>	<b>8.5</b>	<b>7.1</b>	<b>3.9</b>	<b>1.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>13</b>	<b>86.3</b>	<b>7</b>	<b>593</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	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	44	0.0	0	0	
ARRECIFE	EASYJET UK LTD	S	23	0	3	7.7	23.1	15.4	15.4	11.5	7.7	7.7	0.0	0.0	0.0	11.5	29	75.0	7	24	
ARRECIFE	RYANAIR	S	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	75.0	9	16	
ARRECIFE	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	31	75.0	9	8	
<b>TOTAL ARRECIFE</b>			<b>37</b>	<b>0</b>	<b>3</b>	<b>5.0</b>	<b>22.5</b>	<b>25.0</b>	<b>15.0</b>	<b>12.5</b>	<b>7.5</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>25</b>	<b>75.0</b>	<b>8</b>	<b>48</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	93.8	5	16	
<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>93.8</b>	<b>5</b>	<b>16</b>	
LAS PALMAS	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	7	5	
<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>80.0</b>	<b>7</b>	<b>5</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	24	0	2	0.0	19.2	38.5	11.5	15.4	7.7	0.0	0.0	0.0	0.0	7.7	21	91.7	4	24	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	16	0	0	0.0	37.5	50.0	0.0	6.3	0.0	0.0	6.3	0.0	0.0	0.0	25	87.5	7	16	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	62.5	18	16	
TENERIFE (SURREINA SOFIA)	WIZZ AIR UK LTD	S	24	0	1	16.0	28.0	32.0	0.0	12.0	4.0	0.0	0.0	4.0	0.0	4.0	51	0.0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>72</b>	<b>0</b>	<b>3</b>	<b>5.3</b>	<b>24.0</b>	<b>41.3</b>	<b>5.3</b>	<b>13.3</b>	<b>4.0</b>	<b>0.0</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>4.0</b>	<b>32</b>	<b>82.1</b>	<b>9</b>	<b>56</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>109</b>	<b>0</b>	<b>6</b>	<b>5.2</b>	<b>23.5</b>	<b>35.7</b>	<b>8.7</b>	<b>13.0</b>	<b>5.2</b>	<b>1.7</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>5.2</b>	<b>29</b>	<b>80.8</b>	<b>8</b>	<b>125</b>	
MALMO	BRAATHENS REGIONAL AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	27	2	
<b>TOTAL MALMO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>27</b>	<b>2</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	50.0	25	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>50.0</b>	<b>25</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>50.0</b>	<b>25</b>	<b>18</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET UK LTD	S	34	0	8	0.0	33.3	23.8	9.5	9.5	4.8	0.0	0.0	0.0	0.0	19.0	14	82.6	10	46	
<b>TOTAL BALE MULHOUSE</b>			<b>34</b>	<b>0</b>	<b>8</b>	<b>0.0</b>	<b>33.3</b>	<b>23.8</b>	<b>9.5</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>19.0</b>	<b>14</b>	<b>82.6</b>	<b>10</b>	<b>46</b>	
GENEVA	EASYJET SWITZERLAND	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	2	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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	
GENEVA	EASYJET UK LTD	S	325	0	31	1.1	30.9	29.5	14.0	9.3	4.5	2.0	0.0	0.0	0.0	8.7	17	75.2	15	330	
<b>TOTAL GENEVA</b>			<b>325</b>	<b>0</b>	<b>31</b>	<b>1.1</b>	<b>30.9</b>	<b>29.5</b>	<b>14.0</b>	<b>9.3</b>	<b>4.5</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>	<b>17</b>	<b>75.0</b>	<b>15</b>	<b>332</b>	
ZURICH	EASYJET UK LTD	S	76	0	8	1.2	17.9	38.1	15.5	11.9	6.0	0.0	0.0	0.0	0.0	9.5	19	78.9	10	76	
<b>TOTAL ZURICH</b>			<b>76</b>	<b>0</b>	<b>8</b>	<b>1.2</b>	<b>17.9</b>	<b>38.1</b>	<b>15.5</b>	<b>11.9</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.5</b>	<b>19</b>	<b>78.9</b>	<b>10</b>	<b>76</b>	
<b>TOTAL SWITZERLAND</b>			<b>435</b>	<b>0</b>	<b>47</b>	<b>1.0</b>	<b>28.8</b>	<b>30.5</b>	<b>13.9</b>	<b>9.8</b>	<b>4.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.8</b>	<b>17</b>	<b>76.4</b>	<b>13</b>	<b>454</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	0.0	0	33.3	32	6	
<b>TOTAL KHARKOV OSNOVA INTL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>32</b>	<b>6</b>	
KIEV (ZHULYANY)	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	2	22	
KIEV (ZHULYANY)	WIZZ AIR UK LTD	S	24	0	0	0.0	54.2	41.7	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL KIEV (ZHULYANY)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>54.2</b>	<b>41.7</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.5</b>	<b>2</b>	<b>22</b>	
LVOV	WIZZ AIR UK LTD	S	18	0	0	5.6	44.4	22.2	0.0	5.6	22.2	0.0	0.0	0.0	0.0	0.0	24	90.9	7	22	
<b>TOTAL LVOV</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>22.2</b>	<b>0.0</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>24</b>	<b>90.9</b>	<b>7</b>	<b>22</b>	
<b>TOTAL UKRAINE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>50.0</b>	<b>33.3</b>	<b>2.4</b>	<b>2.4</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>12</b>	<b>82.7</b>	<b>8</b>	<b>50</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASYJET UK LTD	S	42	0	2	2.3	29.5	50.0	4.5	6.8	2.3	0.0	0.0	0.0	0.0	4.5	10	85.7	9	42	
<b>TOTAL ABERDEEN</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>2.3</b>	<b>29.5</b>	<b>50.0</b>	<b>4.5</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>10</b>	<b>85.7</b>	<b>9</b>	<b>42</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	185	0	13	8.1	30.3	30.3	7.1	9.6	7.1	1.0	0.0	0.0	0.0	6.6	16	82.7	8	196	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>185</b>	<b>0</b>	<b>13</b>	<b>8.1</b>	<b>30.3</b>	<b>30.3</b>	<b>7.1</b>	<b>9.6</b>	<b>7.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.6</b>	<b>16</b>	<b>82.7</b>	<b>8</b>	<b>196</b>	
BIRMINGHAM	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	56	1	
<b>TOTAL BIRMINGHAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>56</b>	<b>1</b>	
BRISTOL	EASYJET UK LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL BRISTOL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
DONCASTER SHEFFIELD	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	120	0.0	0	0	
DONCASTER SHEFFIELD	WIZZ AIR UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL DONCASTER SHEFFIELD</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>66</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EAST MIDLANDS INTERNATIONAL	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	29	2	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>29</b>	<b>2</b>	
EDINBURGH	EASYJET UK LTD	S	163	0	8	8.8	29.2	22.8	11.7	12.9	8.2	0.6	1.2	0.0	0.0	4.7	21	76.7	16	172	
<b>TOTAL EDINBURGH</b>			<b>163</b>	<b>0</b>	<b>8</b>	<b>8.8</b>	<b>29.2</b>	<b>22.8</b>	<b>11.7</b>	<b>12.9</b>	<b>8.2</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>21</b>	<b>76.7</b>	<b>16</b>	<b>172</b>	
EXETER	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	50	0.0	0	0	
<b>TOTAL EXETER</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GATWICK	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2	

## Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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 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>4</b>	<b>2</b>
GLASGOW	EASYJET UK LTD	S	125	0	6	8.4	42.0	21.4	6.9	9.2	5.3	0.8	0.8	0.8	0.0	4.6	20	86.9	9	130
<b>TOTAL GLASGOW</b>			<b>125</b>	<b>0</b>	<b>6</b>	<b>8.4</b>	<b>42.0</b>	<b>21.4</b>	<b>6.9</b>	<b>9.2</b>	<b>5.3</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>4.6</b>	<b>20</b>	<b>86.9</b>	<b>9</b>	<b>130</b>
INVERNESS	EASYJET UK LTD	S	57	0	5	0.0	30.6	22.6	19.4	14.5	4.8	0.0	0.0	0.0	0.0	8.1	18	53.6	21	56
<b>TOTAL INVERNESS</b>			<b>57</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>30.6</b>	<b>22.6</b>	<b>19.4</b>	<b>14.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.1</b>	<b>18</b>	<b>53.6</b>	<b>21</b>	<b>56</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	100.0	15	1
LIVERPOOL (JOHN LENNON)	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
LIVERPOOL (JOHN LENNON)	WIZZ AIR UK LTD	S	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>100.0</b>	<b>15</b>	<b>1</b>
MANCHESTER	EASYJET UK LTD	S	3	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	57	0.0	98	3
MANCHESTER	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	57	2
MANCHESTER	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>0.0</b>	<b>82</b>	<b>5</b>
NEWCASTLE	WIZZ AIR UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	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>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>
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	0	1
<b>TOTAL SOUTHEND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
STANSTED	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
STANSTED	RYANAIR	S	4	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0
STANSTED	WIZZ AIR UK LTD	S	6	0	0	16.7	0.0	0.0	16.7	16.7	0.0	16.7	16.7	16.7	0.0	0.0	147	50.0	8	2
<b>TOTAL STANSTED</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>9.1</b>	<b>9.1</b>	<b>27.3</b>	<b>9.1</b>	<b>9.1</b>	<b>9.1</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>91</b>	<b>50.0</b>	<b>8</b>	<b>2</b>
<b>TOTAL UNITED KINGDOM</b>			<b>596</b>	<b>0</b>	<b>34</b>	<b>7.1</b>	<b>31.4</b>	<b>26.8</b>	<b>9.7</b>	<b>11.0</b>	<b>6.8</b>	<b>0.8</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>5.4</b>	<b>19</b>	<b>78.5</b>	<b>13</b>	<b>610</b>
<b>TOTAL LUTON</b>			<b>7034</b>	<b>0</b>	<b>297</b>	<b>4.7</b>	<b>32.0</b>	<b>33.4</b>	<b>11.6</b>	<b>8.4</b>	<b>4.4</b>	<b>0.8</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>4.1</b>	<b>16</b>	<b>80.5</b>	<b>11</b>	<b>7366</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												FEB 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	100.0	2	4	
<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>100.0</b>	<b>2</b>	<b>4</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>100.0</b>	<b>2</b>	<b>4</b>	
<b>AUSTRIA</b>																					
INNSBRUCK	AUSTRIAN AIRLINES	C	12	0	0	0.0	25.0	58.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	90.0	5	10	
INNSBRUCK	EASYJET UK LTD	S	14	0	0	0.0	64.3	14.3	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	11	50.0	19	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	87.5	4	8		
INNSBRUCK	JET2.COM LTD	S	10	0	0	10.0	50.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	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	93.8	3	16		
INNSBRUCK	TUI AIRWAYS LTD	C	30	0	0	0.0	10.0	33.3	20.0	16.7	13.3	6.7	0.0	0.0	0.0	0.0	34	68.8	14	16	
<b>TOTAL INNSBRUCK</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>30.3</b>	<b>34.8</b>	<b>12.1</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>20</b>	<b>79.3</b>	<b>9</b>	<b>58</b>	
SALZBURG	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	27	0.0	0	0	
SALZBURG	BRITISH AIRWAYS PLC	S	10	0	0	0.0	40.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	22	8	
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	100.0	3	4		
SALZBURG	JET2.COM LTD	S	24	0	0	0.0	25.0	50.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	6	16	
SALZBURG	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	5	0.0	0	0	
SALZBURG	TUI AIRWAYS LTD	C	16	0	0	0.0	12.5	37.5	31.3	0.0	12.5	6.3	0.0	0.0	0.0	0.0	34	75.0	10	16	
<b>TOTAL SALZBURG</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.6</b>	<b>43.4</b>	<b>20.8</b>	<b>7.5</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>81.8</b>	<b>10</b>	<b>44</b>	
VIENNA	AUSTRIAN AIRLINES	S	40	0	0	2.5	30.0	40.0	15.0	7.5	0.0	5.0	0.0	0.0	0.0	0.0	17	86.8	6	38	
VIENNA	EASYJET UK LTD	S	16	0	0	0.0	37.5	37.5	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	86.4	5	22	
<b>TOTAL VIENNA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>32.1</b>	<b>39.3</b>	<b>16.1</b>	<b>7.1</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>86.7</b>	<b>5</b>	<b>60</b>	
<b>TOTAL AUSTRIA</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>28.6</b>	<b>38.9</b>	<b>16.0</b>	<b>8.6</b>	<b>4.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>82.7</b>	<b>8</b>	<b>162</b>	
<b>BANGLADESH</b>																					
DHAKHA	BIMAN BANGLADESH AIRLINES	S	24	0	2	0.0	7.7	26.9	30.8	11.5	7.7	3.8	3.8	0.0	0.0	7.7	39	0.0	0	0	
<b>TOTAL DHAKHA</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>7.7</b>	<b>26.9</b>	<b>30.8</b>	<b>11.5</b>	<b>7.7</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>39</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BANGLADESH</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>7.7</b>	<b>26.9</b>	<b>30.8</b>	<b>11.5</b>	<b>7.7</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>39</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	54.5	25	11		
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	66.7	14	12		
BRIDGETOWN	TUI AIRWAYS LTD	C	36	0	0	16.7	2.8	38.9	16.7	19.4	0.0	0.0	2.8	2.8	0.0	0.0	34	69.7	25	33	
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	25	0	1	23.1	42.3	26.9	0.0	3.8	0.0	0.0	0.0	0.0	3.8	4	87.5	6	16		
<b>TOTAL BRIDGETOWN</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>18.8</b>	<b>20.3</b>	<b>34.4</b>	<b>9.4</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>21</b>	<b>70.8</b>	<b>19</b>	<b>72</b>	
<b>TOTAL BARBADOS</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>18.8</b>	<b>20.3</b>	<b>34.4</b>	<b>9.4</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>21</b>	<b>70.8</b>	<b>19</b>	<b>72</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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	BRUSSELS AIRLINES	S	151	0	2	1.3	39.9	36.6	15.0	3.9	1.3	0.7	0.0	0.0	0.0	1.3	9	83.6	9	146	
<b>TOTAL BRUSSELS</b>			<b>151</b>	<b>0</b>	<b>2</b>	<b>1.3</b>	<b>39.9</b>	<b>36.6</b>	<b>15.0</b>	<b>3.9</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>9</b>	<b>83.6</b>	<b>9</b>	<b>146</b>	
CHARLEROI	RYANAIR	S	73	0	1	0.0	47.3	36.5	4.1	8.1	1.4	0.0	1.4	0.0	0.0	1.4	12	84.7	14	70	
<b>TOTAL CHARLEROI</b>			<b>73</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>47.3</b>	<b>36.5</b>	<b>4.1</b>	<b>8.1</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>12</b>	<b>84.7</b>	<b>14</b>	<b>70</b>	
OSTEND	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
OSTEND	BRUSSELS AIRLINES	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
OSTEND	GREAT DANE AIRLINES	C	2	0	0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
OSTEND	JETAIRFLY	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL OSTEND</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</b>			<b>232</b>	<b>0</b>	<b>3</b>	<b>1.3</b>	<b>41.3</b>	<b>36.2</b>	<b>11.5</b>	<b>6.4</b>	<b>1.3</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>10</b>	<b>83.9</b>	<b>11</b>	<b>216</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	1135	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>1135</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>1135</b>	<b>1</b>	
<b>BULGARIA</b>																					
SOFIA	EASYJET UK LTD	S	48	0	0	2.1	33.3	41.7	16.7	4.2	2.1	0.0	0.0	0.0	0.0	0.0	9	97.5	2	40	
SOFIA	JET2.COM LTD	C	10	0	0	10.0	40.0	30.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	12	87.5	4	8	
SOFIA	TUI AIRWAYS LTD	C	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	18	8	
<b>TOTAL SOFIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>33.9</b>	<b>40.3</b>	<b>14.5</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>89.3</b>	<b>5</b>	<b>56</b>	
<b>TOTAL BULGARIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>33.9</b>	<b>40.3</b>	<b>14.5</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>89.3</b>	<b>5</b>	<b>56</b>	
<b>CANADA</b>																					
TORONTO	AIR TRANSAT	S	16	0	0	37.5	25.0	18.8	6.3	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	25.0	65	16	
<b>TOTAL TORONTO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>25.0</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>25.0</b>	<b>65</b>	<b>16</b>	
<b>TOTAL CANADA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>25.0</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>25.0</b>	<b>65</b>	<b>16</b>	
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	16	0	0	0.0	0.0	56.3	25.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	19	79.2	19	23	
<b>TOTAL BOA VISTA (RABIL)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>56.3</b>	<b>25.0</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>79.2</b>	<b>19</b>	<b>23</b>	
ILHA DO SAL C.VERDE	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	8	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	16	0	3	5.3	15.8	21.1	15.8	10.5	15.8	0.0	0.0	0.0	0.0	15.8	32	79.2	12	24	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>16</b>	<b>0</b>	<b>3</b>	<b>5.3</b>	<b>15.8</b>	<b>21.1</b>	<b>15.8</b>	<b>10.5</b>	<b>15.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.8</b>	<b>32</b>	<b>81.3</b>	<b>11</b>	<b>32</b>	
<b>TOTAL CAPE VERDE</b>			<b>32</b>	<b>0</b>	<b>3</b>	<b>2.9</b>	<b>8.6</b>	<b>37.1</b>	<b>20.0</b>	<b>14.3</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.6</b>	<b>25</b>	<b>80.4</b>	<b>14</b>	<b>55</b>	
<b>CHINA</b>																					
BEIJING	HAINAN AIRLINES	S	4	0	2	0.0	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	1	68.0	15	24	
<b>TOTAL BEIJING</b>			<b>4</b>	<b>0</b>	<b>2</b>	<b>0.0</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>33.3</b>	<b>1</b>	<b>68.0</b>	<b>15</b>	<b>24</b>	

**CAA AIRLINE/AIRPORT REPORTING SYSTEM**

**ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020**

**Reporting Airport: MANCHESTER (Full Analysis)**

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 2019			
			MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More than	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
						15 m early	to 15 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late							
<b>TOTAL CHINA</b>			<b>4</b>	<b>0</b>	<b>2</b>	<b>0.0</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>33.3</b>	<b>1</b>	<b>68.0</b>	<b>15</b>	<b>24</b>
<b>CROATIA</b>																				
DUBROVNIK	FREEBIRD AIRLINES EUROPE LIMITED	C	6	0	0	0.0	16.7	16.7	33.3	0.0	16.7	16.7	0.0	0.0	0.0	0.0	44	0.0	0	0
<b>TOTAL DUBROVNIK</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>33.3</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>44</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>33.3</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>44</b>	<b>0.0</b>	<b>0</b>	<b>0</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	75.0	11	8
<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>75.0</b>	<b>11</b>	<b>8</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	33.3	38	8
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>38</b>	<b>8</b>
VARADERO	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	8
<b>TOTAL VARADERO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>16</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>51.9</b>	<b>22</b>	<b>24</b>
<b>CYPRUS</b>																				
PAPHOS	EASYJET UK LTD	S	44	0	0	15.9	15.9	40.9	9.1	6.8	11.4	0.0	0.0	0.0	0.0	0.0	17	83.7	10	49
PAPHOS	JET2.COM LTD	S	22	0	0	4.5	13.6	54.5	13.6	13.6	0.0	0.0	0.0	0.0	0.0	0.0	11	80.0	8	10
PAPHOS	TUI AIRWAYS LTD	C	23	0	0	4.3	13.0	39.1	17.4	8.7	17.4	0.0	0.0	0.0	0.0	0.0	28	100.0	0	21
<b>TOTAL PAPHOS</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>14.6</b>	<b>43.8</b>	<b>12.4</b>	<b>9.0</b>	<b>10.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>87.5</b>	<b>7</b>	<b>80</b>
<b>TOTAL CYPRUS</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>14.6</b>	<b>43.8</b>	<b>12.4</b>	<b>9.0</b>	<b>10.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>87.5</b>	<b>7</b>	<b>80</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	EASYJET UK LTD	S	70	0	0	2.9	44.3	31.4	11.4	2.9	7.1	0.0	0.0	0.0	0.0	0.0	11	70.8	14	70
PRAGUE	JET2.COM LTD	S	32	0	0	6.3	46.9	21.9	12.5	0.0	6.3	6.3	0.0	0.0	0.0	0.0	17	96.9	8	32
PRAGUE	RYANAIR	S	74	0	0	14.9	52.7	21.6	4.1	4.1	2.7	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL PRAGUE</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>48.3</b>	<b>25.6</b>	<b>8.5</b>	<b>2.8</b>	<b>5.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>78.8</b>	<b>12</b>	<b>102</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>48.3</b>	<b>25.6</b>	<b>8.5</b>	<b>2.8</b>	<b>5.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>78.8</b>	<b>12</b>	<b>102</b>
<b>DENMARK</b>																				
BILLUND	BRITISH AIRWAYS PLC	S	82	0	6	4.5	48.9	34.1	3.4	2.3	0.0	0.0	0.0	0.0	0.0	6.8	4	94.2	4	86
BILLUND	RYANAIR	S	16	0	0	12.5	25.0	56.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL BILLUND</b>			<b>98</b>	<b>0</b>	<b>6</b>	<b>5.8</b>	<b>45.2</b>	<b>37.5</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.8</b>	<b>4</b>	<b>94.2</b>	<b>4</b>	<b>86</b>
COPENHAGEN	EASYJET UK LTD	S	90	0	0	7.8	42.2	31.1	7.8	3.3	5.6	0.0	2.2	0.0	0.0	0.0	16	80.5	7	82
COPENHAGEN	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
COPENHAGEN	SAS	S	102	0	2	0.0	32.7	39.4	12.5	10.6	1.9	1.0	0.0	0.0	0.0	1.9	13	97.0	3	100
<b>TOTAL COPENHAGEN</b>			<b>193</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>36.9</b>	<b>35.9</b>	<b>10.3</b>	<b>7.2</b>	<b>3.6</b>	<b>0.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>14</b>	<b>89.6</b>	<b>5</b>	<b>182</b>
<b>TOTAL DENMARK</b>			<b>291</b>	<b>0</b>	<b>8</b>	<b>4.3</b>	<b>39.8</b>	<b>36.5</b>	<b>8.0</b>	<b>5.4</b>	<b>2.3</b>	<b>0.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>11</b>	<b>91.0</b>	<b>4</b>	<b>268</b>
<b>DOMINICAN REPUBLIC</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE													FEB 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
LA ROMANA	VIRGIN ATLANTIC AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL LA ROMANA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PUNTA CANA	CONDOR	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
PUNTA CANA	TUI AIRWAYS LTD	C	16	0	0	6.3	6.3	37.5	31.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	26	43.8	23	16
<b>TOTAL PUNTA CANA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>5.9</b>	<b>35.3</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>27</b>	<b>41.2</b>	<b>23</b>	<b>16</b>
<b>TOTAL DOMINICAN EGYPT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>5.6</b>	<b>38.9</b>	<b>27.8</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>41.2</b>	<b>23</b>	<b>16</b>
HURGHADA	EASYJET UK LTD	S	17	0	0	0.0	5.9	58.8	23.5	5.9	5.9	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
HURGHADA	ENTER AIR	S	8	0	0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	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	100.0	12	2
HURGHADA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.8	9	53
HURGHADA	TUI AIRWAYS LTD	S	24	0	0	0.0	20.8	50.0	20.8	8.3	0.0	0.0	0.0	0.0	0.0	0.0	10	91.7	5	24
<b>TOTAL HURGHADA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>53.1</b>	<b>24.5</b>	<b>6.1</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.6</b>	<b>8</b>	<b>79</b>
MARSA ALAM	TUI AIRWAYS LTD	S	8	0	0	0.0	0.0	50.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL MARSA ALAM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>12.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SHARM EL SHEIKH (OPHIRA)	TUI AIRWAYS 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	10	0.0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</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>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>52.4</b>	<b>22.2</b>	<b>9.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>88.6</b>	<b>8</b>	<b>79</b>
<b>ETHIOPIA</b>																				
ADDIS ABABA	ETHIOPIAN AIRLINES	S	32	0	0	3.1	21.9	31.3	25.0	9.4	6.3	3.1	0.0	0.0	0.0	0.0	22	87.5	7	32
<b>TOTAL ADDIS ABABA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>21.9</b>	<b>31.3</b>	<b>25.0</b>	<b>9.4</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>22</b>	<b>87.5</b>	<b>7</b>	<b>32</b>
<b>TOTAL ETHIOPIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>21.9</b>	<b>31.3</b>	<b>25.0</b>	<b>9.4</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>22</b>	<b>87.5</b>	<b>7</b>	<b>32</b>
<b>FINLAND</b>																				
HELSINKI	FINNAIR	S	116	0	0	0.9	23.3	46.6	20.7	3.4	2.6	0.0	2.6	0.0	0.0	0.0	16	80.4	11	112
<b>TOTAL HELSINKI</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>23.3</b>	<b>46.6</b>	<b>20.7</b>	<b>3.4</b>	<b>2.6</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>80.4</b>	<b>11</b>	<b>112</b>
KITTILA	JET2.COM LTD	C	8	0	0	0.0	12.5	37.5	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	29	87.5	12	8
<b>TOTAL KITTILA</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>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>29</b>	<b>87.5</b>	<b>12</b>	<b>8</b>
KUUSAMO	TUI AIRWAYS LTD	C	7	0	0	0.0	28.6	28.6	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	24	57.1	16	7
<b>TOTAL KUUSAMO</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>28.6</b>	<b>0.0</b>	<b>42.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>57.1</b>	<b>16</b>	<b>7</b>
<b>TOTAL FINLAND</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>22.9</b>	<b>45.0</b>	<b>19.1</b>	<b>6.1</b>	<b>3.8</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>79.5</b>	<b>11</b>	<b>127</b>
<b>FRANCE</b>																				
BORDEAUX	EASYJET UK LTD	S	16	0	0	25.0	37.5	25.0	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	7	100.0	1	16
BORDEAUX	RYANAIR	S	17	0	1	0.0	16.7	16.7	11.1	38.9	11.1	0.0	0.0	0.0	0.0	5.6	30	0.0	0	0
<b>TOTAL BORDEAUX</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>11.8</b>	<b>26.5</b>	<b>20.6</b>	<b>8.8</b>	<b>20.6</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>19</b>	<b>100.0</b>	<b>1</b>	<b>16</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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
CARCASSONNE	RYANAIR	S	16	0	0	0.0	31.3	43.8	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	7	16
<b>TOTAL CARCASSONNE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>43.8</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>75.0</b>	<b>7</b>	<b>16</b>
CHAMBERY	BRITISH AIRWAYS PLC	C	10	0	0	0.0	0.0	60.0	10.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	25	0.0	76	2
CHAMBERY	BRITISH AIRWAYS PLC	S	10	0	0	0.0	10.0	20.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	17	58.3	21	12
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	100.0	5	2
CHAMBERY	FLYBE LTD	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	62.5	16	8
CHAMBERY	TITAN AIRWAYS LTD	C	7	0	0	0.0	28.6	28.6	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	18	87.5	9	8
CHAMBERY	TUI AIRWAYS LTD	C	30	0	0	0.0	3.3	40.0	26.7	13.3	6.7	3.3	0.0	6.7	0.0	0.0	53	70.8	12	24
<b>TOTAL CHAMBERY</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>6.6</b>	<b>37.7</b>	<b>27.9</b>	<b>14.8</b>	<b>6.6</b>	<b>1.6</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>67.9</b>	<b>16</b>	<b>56</b>
GRENOBLE	JET2.COM LTD	S	40	0	0	0.0	25.0	42.5	15.0	17.5	0.0	0.0	0.0	0.0	0.0	0.0	13	78.6	15	28
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	100.0	6	8
<b>TOTAL GRENOBLE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>42.5</b>	<b>15.0</b>	<b>17.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>83.3</b>	<b>13</b>	<b>36</b>
LIMOGES	RYANAIR	S	16	0	0	0.0	6.3	37.5	0.0	37.5	18.8	0.0	0.0	0.0	0.0	0.0	31	75.0	12	16
<b>TOTAL LIMOGES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>37.5</b>	<b>0.0</b>	<b>37.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>75.0</b>	<b>12</b>	<b>16</b>
LORIENT	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 LORIENT</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>
LYON	EASYJET UK LTD	S	10	0	0	20.0	30.0	20.0	0.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	18	100.0	1	8
LYON	FLYBE LTD	S	24	0	0	4.2	41.7	33.3	8.3	4.2	8.3	0.0	0.0	0.0	0.0	0.0	14	78.6	17	28
LYON	JET2.COM LTD	S	10	0	0	0.0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	3	8
LYON	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	30	3
<b>TOTAL LYON</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>31.1</b>	<b>35.6</b>	<b>8.9</b>	<b>11.1</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>80.9</b>	<b>13</b>	<b>47</b>
MARSEILLE	RYANAIR	S	18	0	0	0.0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
<b>TOTAL MARSEILLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>22.2</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NANTES	RYANAIR	S	16	0	0	0.0	31.3	25.0	6.3	12.5	25.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0
<b>TOTAL NANTES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>25.0</b>	<b>6.3</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>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NICE	EASYJET UK LTD	S	16	0	0	0.0	43.8	18.8	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	9	1
<b>TOTAL NICE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>18.8</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>9</b>	<b>1</b>
PARIS (CHARLES DE GAULLE)	AER LINGUS	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	174	0	0	2.9	52.9	28.2	6.3	5.7	4.0	0.0	0.0	0.0	0.0	0.0	8	89.3	6	169
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	106	0	0	8.5	33.0	34.0	7.5	6.6	10.4	0.0	0.0	0.0	0.0	0.0	14	80.4	13	92
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	209	0	5	7.5	39.3	44.9	3.7	1.9	0.0	0.0	0.5	0.0	0.0	2.3	5	78.0	11	212
PARIS (CHARLES DE GAULLE)	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	2

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	47	4
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>490</b>	<b>0</b>	<b>5</b>	<b>6.1</b>	<b>42.8</b>	<b>36.6</b>	<b>5.5</b>	<b>4.2</b>	<b>3.6</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>8</b>	<b>81.9</b>	<b>10</b>	<b>479</b>
TOULOUSE (BLAGNAC)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	22
TOULOUSE (BLAGNAC)	JET2.COM LTD	C	8	0	0	12.5	62.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
TOULOUSE (BLAGNAC)	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	37.5	41	8
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>25.0</b>	<b>6.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.3</b>	<b>13</b>	<b>30</b>
<b>TOTAL FRANCE</b>			<b>767</b>	<b>0</b>	<b>7</b>	<b>5.0</b>	<b>35.9</b>	<b>35.4</b>	<b>9.0</b>	<b>8.4</b>	<b>4.8</b>	<b>0.1</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.9</b>	<b>13</b>	<b>80.7</b>	<b>11</b>	<b>697</b>
<b>GAMBIA</b>																				
BANJUL	ENTER AIR	S	8	0	0	0.0	12.5	12.5	37.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	46	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	84.4	10	31
<b>TOTAL BANJUL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>84.4</b>	<b>10</b>	<b>31</b>
<b>TOTAL GAMBIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>84.4</b>	<b>10</b>	<b>31</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	89.1	8	101
BERLIN (SCHONEFELD)	RYANAIR	S	74	0	0	5.4	32.4	31.1	17.6	13.5	0.0	0.0	0.0	0.0	0.0	0.0	12	78.6	12	56
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>32.4</b>	<b>31.1</b>	<b>17.6</b>	<b>13.5</b>	<b>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>85.4</b>	<b>10</b>	<b>157</b>
BERLIN (TEGEL)	EASYJET UK LTD	S	102	0	0	4.9	46.1	29.4	4.9	12.7	2.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>46.1</b>	<b>29.4</b>	<b>4.9</b>	<b>12.7</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
COLOGNE BONN	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	30	2
COLOGNE BONN	RYANAIR	S	50	0	0	4.0	38.0	50.0	4.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	9	89.6	9	48
COLOGNE BONN	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 COLOGNE BONN</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>38.0</b>	<b>50.0</b>	<b>4.0</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>0.0</b>	<b>9</b>	<b>88.5</b>	<b>9</b>	<b>52</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	180	0	8	3.2	44.1	33.0	9.0	2.7	3.7	0.0	0.0	0.0	0.0	4.3	8	92.2	4	188
DUSSELDORF	FLYBE LTD	S	162	0	2	4.9	42.7	40.9	4.3	4.3	1.8	0.0	0.0	0.0	0.0	1.2	6	81.5	13	118
DUSSELDORF	GAINJET AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	25	2
DUSSELDORF	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
<b>TOTAL DUSSELDORF</b>			<b>342</b>	<b>0</b>	<b>10</b>	<b>4.0</b>	<b>43.5</b>	<b>36.6</b>	<b>6.8</b>	<b>3.4</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>7</b>	<b>87.8</b>	<b>8</b>	<b>309</b>
FRANKFURT MAIN	AIRTANKER SERVICES LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
FRANKFURT MAIN	CONDOR	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
FRANKFURT MAIN	EMIRATES	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	245	0.0	0	0	
FRANKFURT MAIN	LUFTHANSA	S	272	0	8	0.7	31.8	36.8	18.2	7.9	1.8	0.0	0.0	0.0	0.0	2.9	11	88.2	5	272
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	93.8	5	48
<b>TOTAL FRANKFURT MAIN</b>			<b>274</b>	<b>0</b>	<b>9</b>	<b>1.1</b>	<b>31.4</b>	<b>36.4</b>	<b>18.0</b>	<b>7.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>12</b>	<b>89.1</b>	<b>5</b>	<b>320</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
HAMBURG	EASYJET UK LTD	S	44	0	0	0.0	47.7	34.1	9.1	4.5	4.5	0.0	0.0	0.0	0.0	0.0	10	76.9	12	76
HAMBURG	RYANAIR	S	34	0	0	0.0	38.2	32.4	11.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	11	95.0	3	40
<b>TOTAL HAMBURG</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.6</b>	<b>33.3</b>	<b>10.3</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>11</b>	<b>83.1</b>	<b>9</b>	<b>116</b>
HANOVER	FLYBE LTD	S	40	0	1	2.4	36.6	39.0	9.8	7.3	2.4	0.0	0.0	0.0	0.0	2.4	8	64.5	27	31
HANOVER	JET2.COM LTD	C	10	0	0	0.0	10.0	60.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL HANOVER</b>			<b>50</b>	<b>0</b>	<b>1</b>	<b>2.0</b>	<b>31.4</b>	<b>43.1</b>	<b>13.7</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>2.0</b>	<b>9</b>	<b>64.5</b>	<b>27</b>	<b>31</b>
MUNICH	CONDOR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	2
MUNICH	EASYJET UK LTD	S	38	0	2	2.5	32.5	35.0	7.5	15.0	2.5	0.0	0.0	0.0	0.0	5.0	13	81.6	10	38
MUNICH	EUROPE AIRPOST	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
MUNICH	LUFTHANSA	S	197	0	12	1.4	32.1	42.1	11.0	5.7	1.9	0.0	0.0	0.0	0.0	5.7	8	81.1	9	159
<b>TOTAL MUNICH</b>			<b>237</b>	<b>0</b>	<b>14</b>	<b>1.6</b>	<b>32.3</b>	<b>40.6</b>	<b>10.8</b>	<b>7.2</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>9</b>	<b>81.4</b>	<b>9</b>	<b>199</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	75.0	13	40
<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>75.0</b>	<b>13</b>	<b>40</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	93.8	5	32
<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>93.8</b>	<b>5</b>	<b>32</b>
<b>TOTAL GERMANY</b>			<b>1208</b>	<b>0</b>	<b>34</b>	<b>2.7</b>	<b>37.3</b>	<b>37.1</b>	<b>11.0</b>	<b>6.9</b>	<b>2.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>10</b>	<b>85.5</b>	<b>8</b>	<b>1256</b>
<b>GIBRALTAR</b>																				
GIBRALTAR	EASYJET UK LTD	S	22	0	0	4.5	40.9	22.7	9.1	9.1	4.5	0.0	9.1	0.0	0.0	0.0	30	81.3	13	16
<b>TOTAL GIBRALTAR</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>40.9</b>	<b>22.7</b>	<b>9.1</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>81.3</b>	<b>13</b>	<b>16</b>
<b>TOTAL GIBRALTAR</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>40.9</b>	<b>22.7</b>	<b>9.1</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>81.3</b>	<b>13</b>	<b>16</b>
<b>GREECE</b>																				
ATHENS	EASYJET UK LTD	S	28	0	0	0.0	25.0	57.1	14.3	0.0	3.6	0.0	0.0	0.0	0.0	0.0	8	91.7	7	24
<b>TOTAL ATHENS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>57.1</b>	<b>14.3</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>91.7</b>	<b>7</b>	<b>24</b>
HERAKLION	AEGEAN AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	64	8
<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>0.0</b>	<b>64</b>	<b>8</b>
SALONIKA	EASYJET UK LTD	S	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	5	87.5	8	16
SALONIKA	RYANAIR	S	16	0	0	0.0	31.3	37.5	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL SALONIKA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>50.0</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>87.5</b>	<b>8</b>	<b>16</b>
<b>TOTAL GREECE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.3</b>	<b>53.3</b>	<b>13.3</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>8</b>	<b>75.0</b>	<b>17</b>	<b>48</b>
<b>HONG KONG</b>																				
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	48	0	2	14.0	48.0	22.0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	4.0	4	75.0	11	52
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>14.0</b>	<b>48.0</b>	<b>22.0</b>	<b>10.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>4</b>	<b>75.0</b>	<b>11</b>	<b>52</b>
<b>TOTAL HONG KONG</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>14.0</b>	<b>48.0</b>	<b>22.0</b>	<b>10.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>4</b>	<b>75.0</b>	<b>11</b>	<b>52</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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>HUNGARY</b>																					
BUDAPEST	EASYJET UK LTD	S	24	0	1	4.0	32.0	28.0	8.0	16.0	0.0	4.0	4.0	0.0	0.0	4.0	27	81.3	7	16	
BUDAPEST	JET2.COM LTD	S	32	0	0	6.3	21.9	59.4	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	10	96.2	3	26	
BUDAPEST	LOT-POLISH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
BUDAPEST	RYANAIR	S	42	0	0	4.8	9.5	47.6	21.4	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	11	40	
<b>TOTAL BUDAPEST</b>			<b>98</b>	<b>0</b>	<b>1</b>	<b>5.1</b>	<b>19.2</b>	<b>46.5</b>	<b>13.1</b>	<b>11.1</b>	<b>2.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>17</b>	<b>83.1</b>	<b>7</b>	<b>83</b>	
<b>TOTAL HUNGARY</b>			<b>98</b>	<b>0</b>	<b>1</b>	<b>5.1</b>	<b>19.2</b>	<b>46.5</b>	<b>13.1</b>	<b>11.1</b>	<b>2.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>17</b>	<b>83.1</b>	<b>7</b>	<b>83</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET UK LTD	S	72	0	2	9.5	43.2	31.1	8.1	5.4	0.0	0.0	0.0	0.0	0.0	2.7	6	93.1	3	72	
KEFLAVIK	ICELANDAIR	S	56	0	2	17.2	34.5	20.7	5.2	5.2	6.9	3.4	0.0	3.4	0.0	3.4	33	94.4	3	54	
KEFLAVIK	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	3	100.0	0	1	
KEFLAVIK	TUI AIRWAYS LTD	C	16	0	0	12.5	18.8	56.3	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	81.3	21	16	
<b>TOTAL KEFLAVIK</b>			<b>145</b>	<b>0</b>	<b>4</b>	<b>12.8</b>	<b>36.9</b>	<b>30.2</b>	<b>6.0</b>	<b>6.0</b>	<b>2.7</b>	<b>1.3</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>2.7</b>	<b>17</b>	<b>92.3</b>	<b>5</b>	<b>143</b>	
<b>TOTAL ICELAND</b>			<b>145</b>	<b>0</b>	<b>4</b>	<b>12.8</b>	<b>36.9</b>	<b>30.2</b>	<b>6.0</b>	<b>6.0</b>	<b>2.7</b>	<b>1.3</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>2.7</b>	<b>17</b>	<b>92.3</b>	<b>5</b>	<b>143</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	51.4	31	32	
GOA	TUI AIRWAYS LTD	C	17	0	0	0.0	0.0	17.6	29.4	41.2	0.0	0.0	11.8	0.0	0.0	0.0	58	25.0	40	8	
<b>TOTAL GOA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>17.6</b>	<b>29.4</b>	<b>41.2</b>	<b>0.0</b>	<b>0.0</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>46.5</b>	<b>33</b>	<b>40</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	80.0	9	40	
<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>80.0</b>	<b>9</b>	<b>40</b>	
<b>TOTAL INDIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>17.6</b>	<b>29.4</b>	<b>41.2</b>	<b>0.0</b>	<b>0.0</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>62.7</b>	<b>21</b>	<b>80</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	100.0	1	8	
<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>100.0</b>	<b>1</b>	<b>8</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>100.0</b>	<b>1</b>	<b>8</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	147	0	0	18.4	38.1	27.9	12.2	3.4	0.0	0.0	0.0	0.0	0.0	0.0	5	91.4	6	140	
<b>TOTAL CORK</b>			<b>147</b>	<b>0</b>	<b>0</b>	<b>18.4</b>	<b>38.1</b>	<b>27.9</b>	<b>12.2</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>91.4</b>	<b>6</b>	<b>140</b>	
DUBLIN	AER LINGUS	S	293	0	2	8.5	45.1	31.2	7.8	3.7	1.0	1.0	1.0	0.0	0.0	0.7	10	83.1	7	295	
DUBLIN	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	0.0	17	1	
DUBLIN	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	100.0	0	1	
DUBLIN	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	
DUBLIN	RYANAIR	S	331	0	1	13.6	48.5	15.7	8.7	6.9	3.3	1.8	1.2	0.0	0.0	0.3	14	87.7	7	317	
DUBLIN	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	56	0.0	0	0	
<b>TOTAL DUBLIN</b>			<b>626</b>	<b>0</b>	<b>3</b>	<b>11.1</b>	<b>46.7</b>	<b>23.1</b>	<b>8.3</b>	<b>5.6</b>	<b>2.2</b>	<b>1.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>12</b>	<b>85.4</b>	<b>7</b>	<b>614</b>	
IRELAND WEST(KNOCK)	FLYBE LTD	S	34	0	2	8.3	27.8	36.1	5.6	8.3	8.3	0.0	0.0	0.0	0.0	5.6	16	76.3	18	38	
IRELAND WEST(KNOCK)	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	

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Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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 IRELAND WEST (KNOCK)</b>			<b>35</b>	<b>0</b>	<b>2</b>	<b>8.1</b>	<b>29.7</b>	<b>35.1</b>	<b>5.4</b>	<b>8.1</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>15</b>	<b>76.3</b>	<b>18</b>	<b>38</b>	
SHANNON	RYANAIR	S	42	0	0	7.1	52.4	19.0	9.5	2.4	4.8	0.0	4.8	0.0	0.0	0.0	19	95.0	5	40	
SHANNON	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	112	1	
<b>TOTAL SHANNON</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>52.4</b>	<b>19.0</b>	<b>9.5</b>	<b>2.4</b>	<b>4.8</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>92.7</b>	<b>8</b>	<b>41</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>850</b>	<b>0</b>	<b>5</b>	<b>12.0</b>	<b>44.8</b>	<b>24.2</b>	<b>8.9</b>	<b>5.1</b>	<b>2.2</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>11</b>	<b>86.3</b>	<b>7</b>	<b>833</b>	
<b>ISRAEL</b>																					
TEL AVIV	EASYJET UK LTD	S	24	0	0	0.0	4.2	41.7	29.2	20.8	4.2	0.0	0.0	0.0	0.0	0.0	22	62.5	14	16	
TEL AVIV	EL AL	S	10	0	0	10.0	20.0	20.0	10.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
<b>TOTAL TEL AVIV</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>8.8</b>	<b>35.3</b>	<b>23.5</b>	<b>20.6</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>62.5</b>	<b>14</b>	<b>16</b>	
<b>TOTAL ISRAEL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>8.8</b>	<b>35.3</b>	<b>23.5</b>	<b>20.6</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>62.5</b>	<b>14</b>	<b>16</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	84	0	0	0.0	21.4	35.7	14.3	19.0	7.1	2.4	0.0	0.0	0.0	0.0	24	78.6	10	56	
<b>TOTAL BERGAMO</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>35.7</b>	<b>14.3</b>	<b>19.0</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>24</b>	<b>78.6</b>	<b>10</b>	<b>56</b>	
BOLOGNA	RYANAIR	S	16	0	0	0.0	25.0	43.8	25.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	14	81.3	10	16	
<b>TOTAL BOLOGNA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>43.8</b>	<b>25.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>81.3</b>	<b>10</b>	<b>16</b>	
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	10	0	0	0.0	20.0	10.0	10.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	42	75.0	20	16	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>10.0</b>	<b>10.0</b>	<b>30.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>75.0</b>	<b>20</b>	<b>16</b>	
MILAN (MALPENSA)	EASYJET EUROPE	S	54	0	0	3.7	22.2	50.0	18.5	1.9	3.7	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	64.8	15	54	
MILAN (MALPENSA)	FLYBE 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	9	72.7	12	44	
MILAN (MALPENSA)	RYANAIR	S	42	0	0	0.0	31.0	38.1	7.1	19.0	4.8	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL MILAN (MALPENSA)</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>25.0</b>	<b>47.0</b>	<b>13.0</b>	<b>9.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>68.4</b>	<b>14</b>	<b>98</b>	
NAPLES	RYANAIR	S	18	0	0	0.0	5.6	44.4	27.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	20	56.3	15	16	
<b>TOTAL NAPLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>44.4</b>	<b>27.8</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>56.3</b>	<b>15</b>	<b>16</b>	
PISA	EASYJET UK LTD	S	12	0	0	0.0	25.0	33.3	16.7	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	62.5	18	16	
<b>TOTAL PISA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>33.3</b>	<b>16.7</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>62.5</b>	<b>18</b>	<b>16</b>	
ROME (CIAMPINO)	RYANAIR	S	58	0	0	0.0	41.4	41.4	8.6	5.2	0.0	1.7	1.7	0.0	0.0	0.0	12	87.5	13	56	
<b>TOTAL ROME (CIAMPINO)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.4</b>	<b>41.4</b>	<b>8.6</b>	<b>5.2</b>	<b>0.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>87.5</b>	<b>13</b>	<b>56</b>	
ROME (FIUMICINO)	EASYJET UK LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
ROME (FIUMICINO)	JET2.COM LTD	S	37	0	0	8.1	40.5	43.2	2.7	5.4	0.0	0.0	0.0	0.0	0.0	0.0	4	97.2	2	36	
<b>TOTAL ROME (FIUMICINO)</b>			<b>37</b>	<b>0</b>	<b>1</b>	<b>7.9</b>	<b>39.5</b>	<b>42.1</b>	<b>2.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>4</b>	<b>97.2</b>	<b>2</b>	<b>36</b>	
TREVISO	RYANAIR	S	26	0	0	3.8	15.4	61.5	11.5	3.8	3.8	0.0	0.0	0.0	0.0	0.0	12	87.5	21	24	
<b>TOTAL TREVISO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>15.4</b>	<b>61.5</b>	<b>11.5</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>87.5</b>	<b>21</b>	<b>24</b>	
TURIN	EASYJET UK LTD	S	8	0	0	0.0	0.0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	62.5	16	8	
TURIN	JET2.COM LTD	S	22	0	0	0.0	27.3	36.4	18.2	9.1	9.1	0.0	0.0	0.0	0.0	0.0	17	87.5	6	24	
TURIN	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	12.5	12.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	33	87.5	5	16	

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 2019			
			MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
						15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late							
<b>TOTAL TURIN</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.7</b>	<b>36.8</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>0.0</b>	<b>20</b>	<b>83.3</b>	<b>7</b>	<b>48</b>
VENICE	EASYJET UK LTD	S	48	0	0	6.3	47.9	31.3	10.4	4.2	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	14	36
VENICE	JET2.COM LTD	S	10	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	7	8
<b>TOTAL VENICE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>43.1</b>	<b>39.7</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>0.0</b>	<b>5</b>	<b>75.0</b>	<b>13</b>	<b>44</b>
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	2
VERONA VILLAFRANCA	EASYJET UK LTD	S	16	0	0	0.0	56.3	12.5	18.8	6.3	0.0	0.0	6.3	0.0	0.0	0.0	25	0.0	0	0
VERONA VILLAFRANCA	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
VERONA VILLAFRANCA	JET2.COM 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	12	0.0	0	0
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	20.0	20.0	30.0	10.0	0.0	20.0	0.0	0.0	0.0	86	62.5	16	8
<b>TOTAL VERONA VILLAFRANCA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>21.9</b>	<b>21.9</b>	<b>12.5</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>42</b>	<b>63.6</b>	<b>16</b>	<b>11</b>
<b>TOTAL ITALY</b>			<b>489</b>	<b>0</b>	<b>1</b>	<b>1.8</b>	<b>28.6</b>	<b>40.2</b>	<b>13.1</b>	<b>10.8</b>	<b>3.7</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>16</b>	<b>77.8</b>	<b>12</b>	<b>437</b>
<b>JAMAICA</b>																				
MONTEGO BAY	TUI AIRWAYS LTD	C	25	0	0	0.0	28.0	20.0	28.0	16.0	8.0	0.0	0.0	0.0	0.0	0.0	19	69.2	16	26
<b>TOTAL MONTEGO BAY</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.0</b>	<b>20.0</b>	<b>28.0</b>	<b>16.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>69.2</b>	<b>16</b>	<b>26</b>
<b>TOTAL JAMAICA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.0</b>	<b>20.0</b>	<b>28.0</b>	<b>16.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>69.2</b>	<b>16</b>	<b>26</b>
<b>LATVIA</b>																				
RIGA	RYANAIR	S	16	0	0	0.0	31.3	18.8	18.8	18.8	12.5	0.0	0.0	0.0	0.0	0.0	23	100.0	1	16
<b>TOTAL RIGA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>18.8</b>	<b>18.8</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>100.0</b>	<b>1</b>	<b>16</b>
<b>TOTAL LATVIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>18.8</b>	<b>18.8</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>100.0</b>	<b>1</b>	<b>16</b>
<b>LUXEMBOURG</b>																				
LUXEMBOURG	FLYBE LTD	S	28	0	2	3.3	33.3	40.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	6.7	18	81.3	14	32
<b>TOTAL LUXEMBOURG</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>33.3</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>18</b>	<b>81.3</b>	<b>14</b>	<b>32</b>
<b>TOTAL LUXEMBOURG</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>33.3</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>18</b>	<b>81.3</b>	<b>14</b>	<b>32</b>
<b>MALAYSIA</b>																				
LANGKAWI	TUI AIRWAYS LTD	C	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	25.0	78	4
<b>TOTAL LANGKAWI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>25.0</b>	<b>78</b>	<b>4</b>
<b>TOTAL MALAYSIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>25.0</b>	<b>78</b>	<b>4</b>
<b>MALTA</b>																				
MALTA	EASYJET UK LTD	S	34	0	0	2.9	41.2	41.2	2.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	11	71.9	12	32
MALTA	JET2.COM LTD	S	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	4
MALTA	RYANAIR	S	32	0	0	0.0	25.0	40.6	21.9	9.4	3.1	0.0	0.0	0.0	0.0	0.0	13	91.7	4	24
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	2	8
<b>TOTAL MALTA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>34.3</b>	<b>40.0</b>	<b>12.9</b>	<b>7.1</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>12</b>	<b>83.8</b>	<b>7</b>	<b>68</b>
<b>TOTAL MALTA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>34.3</b>	<b>40.0</b>	<b>12.9</b>	<b>7.1</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>12</b>	<b>83.8</b>	<b>7</b>	<b>68</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	18.2	52	9
CANCUN	TUI AIRWAYS LTD	S	25	0	2	3.7	14.8	22.2	14.8	7.4	22.2	3.7	3.7	0.0	0.0	7.4	47	62.5	12	32

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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 CANCUN</b>			<b>25</b>	<b>0</b>	<b>2</b>	<b>3.7</b>	<b>14.8</b>	<b>22.2</b>	<b>14.8</b>	<b>7.4</b>	<b>22.2</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>47</b>	<b>51.2</b>	<b>21</b>	<b>41</b>
PUERTO VALLARTA	TUI AIRWAYS LTD	C	17	0	0	29.4	5.9	52.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	62.5	13	8
<b>TOTAL PUERTO VALLARTA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>29.4</b>	<b>5.9</b>	<b>52.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>62.5</b>	<b>13</b>	<b>8</b>
<b>TOTAL MEXICO</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>13.6</b>	<b>11.4</b>	<b>34.1</b>	<b>13.6</b>	<b>4.5</b>	<b>13.6</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>30</b>	<b>52.9</b>	<b>20</b>	<b>49</b>
<b>MOROCCO</b>																				
AGADIR (AL MASSIRA)	AIR ARABIA MAROC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	14
AGADIR (AL MASSIRA)	EASYJET UK LTD	S	16	0	0	18.8	25.0	18.8	18.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	6	16
AGADIR (AL MASSIRA)	RYANAIR	S	18	0	0	0.0	22.2	38.9	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	19	87.5	7	16
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	16	0	0	6.3	25.0	25.0	12.5	25.0	6.3	0.0	0.0	0.0	0.0	0.0	23	100.0	3	16
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>24.0</b>	<b>28.0</b>	<b>20.0</b>	<b>16.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>93.5</b>	<b>4</b>	<b>62</b>
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	16	0	0	12.5	43.8	18.8	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	100.0	1	8
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>43.8</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>1</b>	<b>8</b>
MARRAKESH	CORENDON AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	4
MARRAKESH	CORENDON AIRLINES EUROPE	C	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
MARRAKESH	EASYJET UK LTD	S	34	0	0	11.8	20.6	35.3	14.7	14.7	0.0	2.9	0.0	0.0	0.0	0.0	16	95.5	3	22
MARRAKESH	RYANAIR	S	16	0	0	0.0	12.5	31.3	18.8	12.5	18.8	0.0	6.3	0.0	0.0	0.0	46	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	93.8	3	16	
MARRAKESH	TUI AIRWAYS LTD	S	13	0	0	0.0	0.0	76.9	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	7	16
<b>TOTAL MARRAKESH</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>16.7</b>	<b>40.9</b>	<b>16.7</b>	<b>12.1</b>	<b>4.5</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>86.2</b>	<b>5</b>	<b>58</b>
<b>TOTAL MOROCCO</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>22.7</b>	<b>33.3</b>	<b>17.4</b>	<b>12.1</b>	<b>5.3</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>90.6</b>	<b>4</b>	<b>128</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET UK LTD	S	162	0	8	0.0	36.5	28.8	10.6	8.8	5.9	2.4	2.4	0.0	0.0	4.7	23	82.1	10	168
AMSTERDAM	FLYBE LTD	S	218	0	10	3.5	31.6	39.0	5.3	9.2	3.5	3.5	0.0	0.0	0.0	4.4	15	79.1	12	220
AMSTERDAM	KLM	S	290	0	2	4.5	42.1	34.2	6.8	6.2	4.1	1.4	0.0	0.0	0.0	0.7	12	86.8	7	272
AMSTERDAM	UNITED AIRLINES	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL AMSTERDAM</b>			<b>671</b>	<b>0</b>	<b>20</b>	<b>3.0</b>	<b>37.3</b>	<b>34.4</b>	<b>7.2</b>	<b>7.8</b>	<b>4.3</b>	<b>2.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>16</b>	<b>82.3</b>	<b>9</b>	<b>660</b>
EINDHOVEN	RYANAIR	S	32	0	0	0.0	31.3	56.3	3.1	6.3	3.1	0.0	0.0	0.0	0.0	0.0	10	78.1	8	32
<b>TOTAL EINDHOVEN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>56.3</b>	<b>3.1</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>10</b>	<b>78.1</b>	<b>8</b>	<b>32</b>
ROTTERDAM	TRANSAVIA	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL ROTTERDAM</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>705</b>	<b>0</b>	<b>20</b>	<b>2.9</b>	<b>37.0</b>	<b>35.4</b>	<b>7.2</b>	<b>7.7</b>	<b>4.3</b>	<b>2.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>15</b>	<b>82.1</b>	<b>9</b>	<b>692</b>
<b>NORWAY</b>																				
BERGEN	NORWEGIAN AIR SHUTTLE	S	16	0	0	6.3	37.5	25.0	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
BERGEN	SAS	S	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	9	100.0	3	4
BERGEN	TITAN AIRWAYS LTD	C	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	5
<b>TOTAL BERGEN</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>35.5</b>	<b>35.5</b>	<b>12.9</b>	<b>9.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>3</b>	<b>9</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	24	0	0	4.2	29.2	41.7	20.8	4.2	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	25	24
OSLO (GARDERMOEN)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	88	1
OSLO (GARDERMOEN)	SAS	S	58	0	4	0.0	30.6	35.5	21.0	3.2	3.2	0.0	0.0	0.0	0.0	6.5	11	68.8	15	48
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>82</b>	<b>0</b>	<b>4</b>	<b>1.2</b>	<b>30.2</b>	<b>37.2</b>	<b>20.9</b>	<b>3.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>11</b>	<b>61.6</b>	<b>19</b>	<b>73</b>
SANDEFJORD(TORP)	RYANAIR	S	32	0	0	18.8	40.6	31.3	3.1	0.0	6.3	0.0	0.0	0.0	0.0	0.0	8	78.8	12	32
<b>TOTAL SANDEFJORD(TORP)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>40.6</b>	<b>31.3</b>	<b>3.1</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>78.8</b>	<b>12</b>	<b>32</b>
STAVANGER	NORWEGIAN AIR SHUTTLE	S	16	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	95.8	3	24
STAVANGER	SAS	S	2	0	2	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	4	0.0	0	0
<b>TOTAL STAVANGER</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>65.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>2</b>	<b>95.8</b>	<b>3</b>	<b>24</b>
<b>TOTAL NORWAY</b>			<b>163</b>	<b>0</b>	<b>6</b>	<b>5.3</b>	<b>37.3</b>	<b>34.3</b>	<b>13.6</b>	<b>3.6</b>	<b>2.4</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>74.1</b>	<b>14</b>	<b>138</b>
<b>OMAN</b>																				
MUSCAT	OMAN AIR	S	50	0	0	6.0	28.0	20.0	26.0	16.0	0.0	0.0	4.0	0.0	0.0	0.0	27	69.6	22	56
<b>TOTAL MUSCAT</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>28.0</b>	<b>20.0</b>	<b>26.0</b>	<b>16.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>69.6</b>	<b>22</b>	<b>56</b>
<b>TOTAL OMAN</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>28.0</b>	<b>20.0</b>	<b>26.0</b>	<b>16.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>69.6</b>	<b>22</b>	<b>56</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	100.0	0	1
<b>TOTAL BENAZIR BHUTTO INTERNATIONAL AIRPORT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
ISLAMABAD INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	58	0	0	6.9	24.1	41.4	19.0	8.6	0.0	0.0	0.0	0.0	0.0	0.0	10	76.4	11	51
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>24.1</b>	<b>41.4</b>	<b>19.0</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.4</b>	<b>11</b>	<b>51</b>
LAHORE	PAKISTAN INTL AIRLINES	S	16	0	0	0.0	6.3	50.0	31.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	18.8	31	14
<b>TOTAL LAHORE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>50.0</b>	<b>31.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>18.8</b>	<b>31</b>	<b>14</b>
<b>TOTAL PAKISTAN</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>20.3</b>	<b>43.2</b>	<b>21.6</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>63.9</b>	<b>15</b>	<b>66</b>
<b>POLAND</b>																				
GDANSK	RYANAIR	S	18	0	0	5.6	27.8	44.4	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	81.3	8	16
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>44.4</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.3</b>	<b>8</b>	<b>16</b>
KATOWICE	RYANAIR	S	26	0	0	7.7	61.5	19.2	3.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL KATOWICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>61.5</b>	<b>19.2</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KRAKOW	EASYJET UK LTD	S	34	0	0	14.7	35.3	29.4	8.8	8.8	2.9	0.0	0.0	0.0	0.0	0.0	10	89.3	6	28
KRAKOW	JET2.COM LTD	S	33	0	0	0.0	21.2	60.6	15.2	3.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.5	4	26
KRAKOW	RYANAIR	S	43	0	0	0.0	11.6	30.2	20.9	27.9	9.3	0.0	0.0	0.0	0.0	0.0	27	70.0	37	40
<b>TOTAL KRAKOW</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>21.8</b>	<b>39.1</b>	<b>15.5</b>	<b>14.5</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>16</b>	<b>80.9</b>	<b>19</b>	<b>94</b>
RZESZOW	RYANAIR	S	16	0	0	6.3	31.3	31.3	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	6	16
<b>TOTAL RZESZOW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>31.3</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>87.5</b>	<b>6</b>	<b>16</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	18	0	0	5.6	33.3	55.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	24



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## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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 WARSAW (MODLIN MASOVIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>55.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>2</b>	<b>24</b>	
WROCLAW	RYANAIR	S	18	0	0	11.1	27.8	33.3	5.6	11.1	5.6	5.6	0.0	0.0	0.0	0.0	20	87.5	6	16	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>33.3</b>	<b>5.6</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>20</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
<b>TOTAL POLAND</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>29.6</b>	<b>37.4</b>	<b>13.1</b>	<b>10.2</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>13</b>	<b>84.9</b>	<b>13</b>	<b>166</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	AIR PORTUGAL	S	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
FARO	EASYJET UK LTD	S	24	0	0	12.5	25.0	41.7	12.5	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	11	32	
FARO	JET2.COM LTD	S	36	0	1	8.1	29.7	37.8	8.1	5.4	8.1	0.0	0.0	0.0	0.0	2.7	12	97.5	2	40	
FARO	RYANAIR	S	11	0	0	0.0	18.2	54.5	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	89.3	9	56	
FARO	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	28	0.0	0	0	
<b>TOTAL FARO</b>			<b>72</b>	<b>0</b>	<b>4</b>	<b>7.9</b>	<b>25.0</b>	<b>39.5</b>	<b>13.2</b>	<b>5.3</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>11</b>	<b>91.4</b>	<b>7</b>	<b>128</b>	
LISBON	AIR PORTUGAL	S	58	0	1	5.1	16.9	44.1	13.6	13.6	1.7	3.4	0.0	0.0	0.0	1.7	19	77.4	9	84	
LISBON	EASYJET UK LTD	S	18	0	0	11.1	16.7	33.3	5.6	22.2	5.6	5.6	0.0	0.0	0.0	0.0	22	79.2	19	24	
LISBON	RYANAIR	S	58	0	1	10.2	27.1	32.2	5.1	11.9	10.2	1.7	0.0	0.0	0.0	1.7	20	82.1	8	56	
<b>TOTAL LISBON</b>			<b>134</b>	<b>0</b>	<b>2</b>	<b>8.1</b>	<b>21.3</b>	<b>37.5</b>	<b>8.8</b>	<b>14.0</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>20</b>	<b>79.3</b>	<b>10</b>	<b>164</b>	
OPORTO (PORTUGAL)	EASYJET UK LTD	S	20	0	0	5.0	45.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	22	
OPORTO (PORTUGAL)	RYANAIR	S	26	0	0	3.8	42.3	34.6	7.7	7.7	3.8	0.0	0.0	0.0	0.0	0.0	9	95.8	4	24	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>43.5</b>	<b>37.0</b>	<b>4.3</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>7</b>	<b>97.8</b>	<b>2</b>	<b>46</b>	
<b>TOTAL PORTUGAL</b>			<b>252</b>	<b>0</b>	<b>6</b>	<b>7.4</b>	<b>26.4</b>	<b>38.0</b>	<b>9.3</b>	<b>10.5</b>	<b>4.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>15</b>	<b>86.4</b>	<b>8</b>	<b>338</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	EASYJET UK LTD	S	16	0	0	12.5	12.5	56.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	4	16	
FUNCHAL	JET2.COM LTD	S	16	0	0	25.0	31.3	37.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	9	16	
FUNCHAL	TUI AIRWAYS LTD	C	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	62.5	15	8	
<b>TOTAL FUNCHAL</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>17.5</b>	<b>25.0</b>	<b>45.0</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>0.0</b>	<b>6</b>	<b>77.5</b>	<b>8</b>	<b>40</b>	
<b>TOTAL PORTUGAL</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>17.5</b>	<b>25.0</b>	<b>45.0</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>0.0</b>	<b>6</b>	<b>77.5</b>	<b>8</b>	<b>40</b>	
<b>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	174	0	0	3.4	28.2	39.7	17.8	7.5	1.7	0.0	1.7	0.0	0.0	0.0	15	91.7	4	144	
<b>TOTAL DOHA HAMAD</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>28.2</b>	<b>39.7</b>	<b>17.8</b>	<b>7.5</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>91.7</b>	<b>4</b>	<b>144</b>	
<b>TOTAL QATAR</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>28.2</b>	<b>39.7</b>	<b>17.8</b>	<b>7.5</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>91.7</b>	<b>4</b>	<b>144</b>	
<b>SAUDI ARABIA</b>																					
JEDDAH	SAUDI ARABIAN AIRLINES	S	42	0	0	0.0	7.1	21.4	23.8	42.9	4.8	0.0	0.0	0.0	0.0	0.0	30	85.4	8	48	
<b>TOTAL JEDDAH</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>21.4</b>	<b>23.8</b>	<b>42.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>85.4</b>	<b>8</b>	<b>48</b>	
<b>TOTAL SAUDI ARABIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>21.4</b>	<b>23.8</b>	<b>42.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>85.4</b>	<b>8</b>	<b>48</b>	
<b>SINGAPORE</b>																					
SINGAPORE	SINGAPORE AIRLINES	S	42	0	0	14.3	54.8	26.2	2.4	0.0	2.4	0.0	0.0	0.0	0.0	0.0	3	97.5	4	40	
<b>TOTAL SINGAPORE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>54.8</b>	<b>26.2</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>97.5</b>	<b>4</b>	<b>40</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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 SINGAPORE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>54.8</b>	<b>26.2</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>97.5</b>	<b>4</b>	<b>40</b>	
<b>SLOVAK REPUBLIC</b>																					
<b>BRATISLAVA</b>	RYANAIR	S	24	0	0	4.2	29.2	45.8	0.0	12.5	8.3	0.0	0.0	0.0	0.0	0.0	14	58.3	16	24	
<b>TOTAL BRATISLAVA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>29.2</b>	<b>45.8</b>	<b>0.0</b>	<b>12.5</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>58.3</b>	<b>16</b>	<b>24</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>29.2</b>	<b>45.8</b>	<b>0.0</b>	<b>12.5</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>58.3</b>	<b>16</b>	<b>24</b>	
<b>SPAIN</b>																					
<b>ALICANTE</b>	EASYJET UK LTD	S	62	0	0	4.8	37.1	35.5	4.8	8.1	4.8	0.0	4.8	0.0	0.0	0.0	24	98.1	2	52	
<b>ALICANTE</b>	JET2.COM LTD	S	57	0	0	1.8	17.5	63.2	12.3	3.5	1.8	0.0	0.0	0.0	0.0	0.0	9	89.7	8	58	
<b>ALICANTE</b>	RYANAIR	S	109	0	1	5.5	45.5	32.7	4.5	3.6	4.5	2.7	0.0	0.0	0.0	0.9	12	86.3	11	80	
<b>ALICANTE</b>	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	4	14	
<b>ALICANTE</b>	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	38.9	22.2	11.1	11.1	0.0	11.1	0.0	0.0	0.0	56	87.5	8	16	
<b>TOTAL ALICANTE</b>			<b>246</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>34.0</b>	<b>40.9</b>	<b>7.7</b>	<b>5.3</b>	<b>4.5</b>	<b>1.2</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>17</b>	<b>90.5</b>	<b>7</b>	<b>220</b>	
<b>BARCELONA</b>	EASYJET UK LTD	S	40	0	0	5.0	35.0	32.5	15.0	7.5	0.0	5.0	0.0	0.0	0.0	0.0	15	93.8	4	16	
<b>BARCELONA</b>	JET2.COM LTD	S	26	0	0	7.7	38.5	42.3	0.0	3.8	7.7	0.0	0.0	0.0	0.0	0.0	11	79.2	17	24	
<b>BARCELONA</b>	RYANAIR	S	74	0	0	0.0	32.4	47.3	6.8	6.8	5.4	0.0	0.0	1.4	0.0	0.0	17	87.5	7	56	
<b>BARCELONA</b>	VUELING AIRLINES	S	59	0	0	6.8	33.9	28.8	13.6	8.5	8.5	0.0	0.0	0.0	0.0	0.0	16	62.5	24	48	
<b>TOTAL BARCELONA</b>			<b>199</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>34.2</b>	<b>38.2</b>	<b>9.5</b>	<b>7.0</b>	<b>5.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>78.5</b>	<b>14</b>	<b>144</b>	
<b>BILBAO</b>	EASYJET UK LTD	S	20	0	2	13.6	31.8	0.0	0.0	18.2	18.2	9.1	0.0	0.0	0.0	9.1	41	81.8	9	22	
<b>TOTAL BILBAO</b>			<b>20</b>	<b>0</b>	<b>2</b>	<b>13.6</b>	<b>31.8</b>	<b>0.0</b>	<b>0.0</b>	<b>18.2</b>	<b>18.2</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>41</b>	<b>81.8</b>	<b>9</b>	<b>22</b>	
<b>GRANADA</b>	EASYJET UK LTD	S	12	0	0	25.0	33.3	8.3	0.0	8.3	25.0	0.0	0.0	0.0	0.0	0.0	25	93.8	4	16	
<b>TOTAL GRANADA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>33.3</b>	<b>8.3</b>	<b>0.0</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>25</b>	<b>93.8</b>	<b>4</b>	<b>16</b>	
<b>LIEIDA</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	75.0	6	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>75.0</b>	<b>6</b>	<b>8</b>	
<b>MADRID</b>	EASYJET UK LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>MADRID</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	19	0.0	0	0	
<b>MADRID</b>	GAINJET AVIATION	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>MADRID</b>	IBERIA EXPRESS	S	24	0	0	8.3	29.2	54.2	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	11	16	
<b>MADRID</b>	JET2.COM 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	1	0.0	0	0	
<b>MADRID</b>	JOTA AVIATION LTD	C	2	0	0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>MADRID</b>	RYANAIR	S	64	0	1	3.1	29.2	36.9	6.2	7.7	7.7	4.6	3.1	0.0	0.0	1.5	26	78.6	9	56	
<b>MADRID</b>	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	0.0	3	0.0	0	0	
<b>TOTAL MADRID</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>26.0</b>	<b>44.2</b>	<b>5.8</b>	<b>7.7</b>	<b>4.8</b>	<b>2.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>19</b>	<b>80.6</b>	<b>9</b>	<b>72</b>	
<b>MALAGA</b>	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>MALAGA</b>	EASYJET UK LTD	S	47	0	0	12.8	46.8	17.0	10.6	2.1	8.5	2.1	0.0	0.0	0.0	0.0	15	87.8	5	49	
<b>MALAGA</b>	JET2.COM LTD	S	48	0	0	2.1	29.2	47.9	2.1	12.5	4.2	2.1	0.0	0.0	0.0	0.0	14	89.5	4	38	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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	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	
MALAGA	RYANAIR	S	60	0	0	0.0	20.0	51.7	15.0	5.0	3.3	3.3	1.7	0.0	0.0	0.0	20	88.9	6	72	
MALAGA	TUI AIRWAYS LTD	C	16	0	0	0.0	0.0	43.8	25.0	18.8	6.3	6.3	0.0	0.0	0.0	0.0	30	93.8	3	16	
<b>TOTAL MALAGA</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>27.6</b>	<b>40.8</b>	<b>11.5</b>	<b>7.5</b>	<b>5.2</b>	<b>2.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>89.1</b>	<b>5</b>	<b>175</b>	
MURCIA INTERNATIONAL	RYANAIR	S	26	0	0	7.7	50.0	23.1	7.7	0.0	11.5	0.0	0.0	0.0	0.0	0.0	11	87.5	4	24	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>50.0</b>	<b>23.1</b>	<b>7.7</b>	<b>0.0</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>87.5</b>	<b>4</b>	<b>24</b>	
PALMA DE MALLORCA	EASYJET UK LTD	S	26	0	0	0.0	19.2	61.5	3.8	0.0	7.7	7.7	0.0	0.0	0.0	0.0	20	91.7	6	24	
PALMA DE MALLORCA	JET2.COM LTD	S	10	0	0	0.0	20.0	40.0	10.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	42	80.0	5	10	
PALMA DE MALLORCA	RYANAIR	S	26	0	0	0.0	26.9	34.6	15.4	19.2	3.8	0.0	0.0	0.0	0.0	0.0	16	96.9	2	32	
<b>TOTAL PALMA DE MALLORCA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.6</b>	<b>46.8</b>	<b>9.7</b>	<b>9.7</b>	<b>6.5</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>92.4</b>	<b>4</b>	<b>66</b>	
SEVILLE	RYANAIR	S	32	0	0	6.3	21.9	37.5	15.6	6.3	9.4	3.1	0.0	0.0	0.0	0.0	23	81.3	7	16	
<b>TOTAL SEVILLE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>21.9</b>	<b>37.5</b>	<b>15.6</b>	<b>6.3</b>	<b>9.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>81.3</b>	<b>7</b>	<b>16</b>	
VALENCIA	RYANAIR	S	16	0	0	6.3	31.3	31.3	12.5	6.3	0.0	0.0	12.5	0.0	0.0	0.0	37	62.5	14	16	
<b>TOTAL VALENCIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>31.3</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>62.5</b>	<b>14</b>	<b>16</b>	
<b>TOTAL SPAIN</b>			<b>889</b>	<b>0</b>	<b>5</b>	<b>4.6</b>	<b>31.0</b>	<b>38.8</b>	<b>8.8</b>	<b>6.9</b>	<b>5.9</b>	<b>2.0</b>	<b>1.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>19</b>	<b>86.0</b>	<b>8</b>	<b>779</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	26	0	0	7.7	30.8	42.3	7.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	13	16	
ARRECIFE	JET2.COM LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
ARRECIFE	JET2.COM LTD	S	74	0	5	19.0	20.3	35.4	6.3	7.6	5.1	0.0	0.0	0.0	0.0	6.3	11	76.8	18	56	
ARRECIFE	RYANAIR	S	51	0	1	9.6	26.9	38.5	11.5	5.8	3.8	1.9	0.0	0.0	0.0	1.9	12	93.8	4	48	
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	81.7	10	60	
ARRECIFE	TUI AIRWAYS LTD	C	29	0	0	3.4	24.1	34.5	17.2	13.8	6.9	0.0	0.0	0.0	0.0	0.0	18	90.6	10	32	
<b>TOTAL ARRECIFE</b>			<b>181</b>	<b>0</b>	<b>6</b>	<b>12.3</b>	<b>24.1</b>	<b>36.9</b>	<b>10.2</b>	<b>8.6</b>	<b>4.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>13</b>	<b>84.0</b>	<b>11</b>	<b>212</b>	
FUERTEVENTURA	JET2.COM LTD	S	38	0	2	22.5	25.0	35.0	5.0	0.0	2.5	5.0	0.0	0.0	0.0	5.0	12	96.4	3	28	
FUERTEVENTURA	RYANAIR	S	26	0	0	3.8	34.6	42.3	7.7	7.7	3.8	0.0	0.0	0.0	0.0	0.0	9	95.8	4	24	
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	80.6	7	36	
FUERTEVENTURA	TUI AIRWAYS LTD	C	25	0	0	4.0	8.0	36.0	12.0	12.0	24.0	4.0	0.0	0.0	0.0	0.0	39	81.3	9	16	
<b>TOTAL FUERTEVENTURA</b>			<b>89</b>	<b>0</b>	<b>2</b>	<b>12.1</b>	<b>23.1</b>	<b>37.4</b>	<b>7.7</b>	<b>5.5</b>	<b>8.8</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>19</b>	<b>88.5</b>	<b>5</b>	<b>104</b>	
LAS PALMAS	EASYJET UK LTD	S	15	0	2	11.8	17.6	58.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.8	3	87.5	8	16	
LAS PALMAS	JET2.COM LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0	
LAS PALMAS	JET2.COM LTD	S	41	0	3	11.4	34.1	31.8	6.8	2.3	4.5	0.0	2.3	0.0	0.0	6.8	13	78.1	6	32	
LAS PALMAS	RYANAIR	S	18	0	0	0.0	11.1	27.8	22.2	16.7	0.0	11.1	0.0	11.1	0.0	0.0	74	75.0	7	24	
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	80.0	9	20	
LAS PALMAS	TUI AIRWAYS LTD	C	26	0	0	3.8	7.7	23.1	15.4	23.1	11.5	7.7	3.8	3.8	0.0	0.0	94	68.8	12	32	
LAS PALMAS	TUI AIRWAYS LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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 LAS PALMAS</b>			<b>101</b>	<b>0</b>	<b>6</b>	<b>7.5</b>	<b>20.6</b>	<b>32.7</b>	<b>10.3</b>	<b>10.3</b>	<b>4.7</b>	<b>3.7</b>	<b>1.9</b>	<b>2.8</b>	<b>0.0</b>	<b>5.6</b>	<b>43</b>	<b>76.0</b>	<b>8</b>	<b>124</b>
SANTA CRUZ DE LA PALMA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	11
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>0</b>	<b>11</b>
TENERIFE (SURREINA SOFIA)	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
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	74	0	0	24.3	21.6	37.8	4.1	6.8	4.1	0.0	1.4	0.0	0.0	0.0	13	96.9	3	64
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	C	2	0	0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	108	0.0	0	0
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	108	0	5	21.2	14.2	41.6	9.7	6.2	1.8	0.0	0.9	0.0	0.0	4.4	11	75.0	13	81
TENERIFE (SURREINA SOFIA)	RYANAIR	S	75	0	2	9.1	27.3	36.4	9.1	3.9	6.5	1.3	3.9	0.0	0.0	2.6	23	81.9	14	72
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	77.0	10	74
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	48	0	0	6.3	10.4	39.6	25.0	4.2	8.3	2.1	0.0	4.2	0.0	0.0	54	87.5	9	56
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>308</b>	<b>0</b>	<b>7</b>	<b>16.5</b>	<b>18.4</b>	<b>39.0</b>	<b>10.5</b>	<b>5.7</b>	<b>4.4</b>	<b>1.0</b>	<b>1.6</b>	<b>0.6</b>	<b>0.0</b>	<b>2.2</b>	<b>22</b>	<b>82.9</b>	<b>10</b>	<b>347</b>
<b>TOTAL SPAIN(CANARY ST LUCIA)</b>			<b>687</b>	<b>0</b>	<b>21</b>	<b>13.3</b>	<b>20.8</b>	<b>37.4</b>	<b>10.0</b>	<b>7.3</b>	<b>4.9</b>	<b>1.6</b>	<b>1.0</b>	<b>0.7</b>	<b>0.0</b>	<b>3.0</b>	<b>22</b>	<b>83.0</b>	<b>9</b>	<b>798</b>
ST LUCIA (HEWANORRA)	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	4
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>16</b>	<b>4</b>
<b>TOTAL ST LUCIA 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>75.0</b>	<b>16</b>	<b>4</b>
GOTEBORG (LANDVETTER)	BRITISH AIRWAYS PLC	S	12	0	0	0.0	33.3	41.7	8.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	25	93.8	7	16
GOTEBORG (LANDVETTER)	RYANAIR	S	16	0	0	6.3	18.8	43.8	6.3	0.0	25.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>25.0</b>	<b>42.9</b>	<b>7.1</b>	<b>0.0</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>93.8</b>	<b>7</b>	<b>16</b>
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	16	0	0	0.0	18.8	31.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	43.8	29	16
STOCKHOLM (ARLANDA)	SAS	S	92	0	2	0.0	27.7	39.4	17.0	10.6	3.2	0.0	0.0	0.0	0.0	2.1	13	74.0	11	92
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>108</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>26.4</b>	<b>38.2</b>	<b>21.8</b>	<b>9.1</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>13</b>	<b>69.6</b>	<b>13</b>	<b>108</b>
<b>TOTAL SWEDEN</b>			<b>136</b>	<b>0</b>	<b>2</b>	<b>0.7</b>	<b>26.1</b>	<b>39.1</b>	<b>18.8</b>	<b>7.2</b>	<b>5.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>16</b>	<b>72.7</b>	<b>12</b>	<b>124</b>
<b>SWITZERLAND</b>																				
BALE MULHOUSE	EASYJET UK LTD	S	46	0	1	0.0	38.3	14.9	17.0	23.4	4.3	0.0	0.0	0.0	0.0	2.1	19	70.4	16	54
<b>TOTAL BALE MULHOUSE</b>			<b>46</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>38.3</b>	<b>14.9</b>	<b>17.0</b>	<b>23.4</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>19</b>	<b>70.4</b>	<b>16</b>	<b>54</b>
GENEVA	EASYJET SWITZERLAND	S	10	0	0	0.0	30.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	26	8
GENEVA	EASYJET UK LTD	S	134	0	0	0.7	28.4	39.6	13.4	9.7	5.2	1.5	1.5	0.0	0.0	0.0	18	76.6	28	128
GENEVA	JET2.COM LTD	S	55	0	0	0.0	34.5	45.5	9.1	5.5	5.5	0.0	0.0	0.0	0.0	0.0	12	78.3	13	60
GENEVA	TUI AIRWAYS LTD	C	6	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	25	75.0	12	8

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												FEB 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 GENEVA</b>			<b>205</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>29.3</b>	<b>42.0</b>	<b>12.7</b>	<b>8.8</b>	<b>4.9</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>77.0</b>	<b>23</b>	<b>204</b>
ZURICH	SWISS AIRLINES	S	126	0	2	1.6	22.7	43.8	18.8	8.6	2.3	0.8	0.0	0.0	1.6	13	70.8	16	119	
<b>TOTAL ZURICH</b>			<b>126</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>22.7</b>	<b>43.8</b>	<b>18.8</b>	<b>8.6</b>	<b>2.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>13</b>	<b>70.8</b>	<b>16</b>	<b>119</b>	
<b>TOTAL SWITZERLAND</b>			<b>377</b>	<b>0</b>	<b>3</b>	<b>0.8</b>	<b>28.2</b>	<b>39.2</b>	<b>15.3</b>	<b>10.5</b>	<b>3.9</b>	<b>0.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>15</b>	<b>74.1</b>	<b>20</b>	<b>377</b>
<b>THAILAND</b>																				
PHUKET	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	29	37.5	60	8	
<b>TOTAL PHUKET</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>37.5</b>	<b>60</b>	<b>8</b>	
U-TAPAO	TUI AIRWAYS LTD	C	4	0	0	0.0	25.0	25.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	83	0.0	95	4	
<b>TOTAL U-TAPAO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>83</b>	<b>0.0</b>	<b>95</b>	<b>4</b>	
<b>TOTAL THAILAND</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>41.7</b>	<b>16.7</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>25.0</b>	<b>72</b>	<b>12</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	100.0	0	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</b>	<b>100.0</b>	<b>0</b>	<b>4</b>	
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>4</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	87.5	8	16	
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	34	50.0	24	8	
<b>TOTAL ENFIDHA - HAMMAMET INTL</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>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>75.0</b>	<b>13</b>	<b>24</b>	
<b>TOTAL TUNISIA</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>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>75.0</b>	<b>13</b>	<b>24</b>	
<b>TURKEY</b>																				
ANTALYA	EASYJET UK LTD	S	8	0	0	12.5	25.0	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
ANTALYA	FREEBIRD AIRLINES	C	7	0	0	0.0	14.3	28.6	28.6	28.6	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
ANTALYA	JET2.COM LTD	S	32	0	0	0.0	6.3	56.3	25.0	12.5	0.0	0.0	0.0	0.0	0.0	14	50.0	15	8	
ANTALYA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.1	11	32	
<b>TOTAL ANTALYA</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>10.6</b>	<b>48.9</b>	<b>21.3</b>	<b>17.0</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>72.5</b>	<b>12</b>	<b>40</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	100.0	4	4	
<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</b>	<b>100.0</b>	<b>4</b>	<b>4</b>	
ISTANBUL	THY TURKISH AIRLINES	S	114	0	2	1.7	11.2	30.2	33.6	19.8	1.7	0.0	0.0	0.0	1.7	19	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>11.2</b>	<b>30.2</b>	<b>33.6</b>	<b>19.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	58	0	0	0.0	5.2	13.8	25.9	32.8	22.4	0.0	0.0	0.0	0.0	41	0.0	0	0	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.2</b>	<b>13.8</b>	<b>25.9</b>	<b>32.8</b>	<b>22.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
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	61.6	18	112		
<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</b>	<b>61.6</b>	<b>18</b>	<b>112</b>		
<b>TOTAL TURKEY</b>			<b>219</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>9.5</b>	<b>29.9</b>	<b>29.0</b>	<b>22.6</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>24</b>	<b>65.4</b>	<b>16</b>	<b>156</b>	
<b>UKRAINE</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
KIEV (BORISPOL)	RYANAIR	S	16	0	0	0.0	6.3	43.8	18.8	18.8	12.5	0.0	0.0	0.0	0.0	25	0.0	0	0		
<b>TOTAL KIEV (BORISPOL)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>43.8</b>	<b>18.8</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL UKRAINE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>43.8</b>	<b>18.8</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>UNITED ARAB EMIRATES</b>																					
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	116	0	0	10.3	40.5	26.7	13.8	6.9	0.0	0.9	0.9	0.0	0.0	10	77.7	10	112		
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>40.5</b>	<b>26.7</b>	<b>13.8</b>	<b>6.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.7</b>	<b>10</b>	<b>112</b>		
DUBAI	EMIRATES	S	173	0	2	1.7	24.6	39.4	19.4	10.9	1.1	1.1	0.6	0.0	0.0	15	60.4	16	169		
DUBAI	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	80.0	5	5		
<b>TOTAL DUBAI</b>			<b>173</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>24.6</b>	<b>39.4</b>	<b>19.4</b>	<b>10.9</b>	<b>1.1</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>60.9</b>	<b>16</b>	<b>174</b>		
<b>TOTAL UNITED ARAB</b>			<b>289</b>	<b>0</b>	<b>2</b>	<b>5.2</b>	<b>30.9</b>	<b>34.4</b>	<b>17.2</b>	<b>9.3</b>	<b>0.7</b>	<b>1.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>67.5</b>	<b>14</b>	<b>286</b>		
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	244	0	2	14.6	48.4	28.9	4.1	2.4	0.8	0.0	0.0	0.0	0.0	4	88.1	9	241		
<b>TOTAL ABERDEEN</b>			<b>244</b>	<b>0</b>	<b>2</b>	<b>14.6</b>	<b>48.4</b>	<b>28.9</b>	<b>4.1</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>4</b>	<b>88.1</b>	<b>9</b>	<b>241</b>		
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	358	0	6	4.1	52.7	32.1	5.5	3.3	0.5	0.0	0.0	0.0	0.0	4	82.3	11	322		
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>358</b>	<b>0</b>	<b>6</b>	<b>4.1</b>	<b>52.7</b>	<b>32.1</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>4</b>	<b>82.3</b>	<b>11</b>	<b>322</b>		
BELFAST INTERNATIONAL	EASYJET UK LTD	S	219	0	2	6.8	47.1	19.9	9.5	11.3	3.6	0.9	0.0	0.0	0.0	13	81.0	8	200		
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	95.5	2	112		
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>219</b>	<b>0</b>	<b>2</b>	<b>6.8</b>	<b>47.1</b>	<b>19.9</b>	<b>9.5</b>	<b>11.3</b>	<b>3.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>86.2</b>	<b>5</b>	<b>312</b>		
BIRMINGHAM	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1		
BIRMINGHAM	JET2.COM LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
BIRMINGHAM	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	5	0.0	0	0		
<b>TOTAL BIRMINGHAM</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>50.0</b>	<b>5</b>	<b>0.0</b>	<b>28</b>	<b>1</b>		
CAMBRIDGE	BRITISH AIRWAYS PLC	S	12	0	0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	16		
<b>TOTAL CAMBRIDGE</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>16</b>		
CARDIFF WALES	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1		
CARDIFF WALES	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	100.0	3	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</b>	<b>50.0</b>	<b>19</b>	<b>2</b>		
CITY OF DERRY (EGLINTON)	LOGANAIR 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	6	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>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<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>		
EDINBURGH	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1		
EDINBURGH	FLYBE LTD	S	142	0	0	8.5	52.8	30.3	4.2	2.1	1.4	0.7	0.0	0.0	0.0	6	88.2	6	152		
<b>TOTAL EDINBURGH</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>52.8</b>	<b>30.3</b>	<b>4.2</b>	<b>2.1</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.2</b>	<b>6</b>	<b>153</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE										FEB 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	
EXETER	FLYBE LTD	S	142	0	4	0.7	58.9	30.8	2.7	1.4	2.1	0.0	0.7	0.0	0.0	2.7	6	86.4	11	162	
<b>TOTAL EXETER</b>			<b>142</b>	<b>0</b>	<b>4</b>	<b>0.7</b>	<b>58.9</b>	<b>30.8</b>	<b>2.7</b>	<b>1.4</b>	<b>2.1</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>6</b>	<b>86.4</b>	<b>11</b>	<b>162</b>	
GATWICK	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	100.0	0	1	
GATWICK	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	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</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	77.0	10	94		
GLASGOW	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	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</b>	<b>77.2</b>	<b>10</b>	<b>95</b>		
GUERNSEY	AURIGNY AIR SERVICES	S	106	0	6	4.5	45.5	33.0	6.3	2.7	2.7	0.0	0.0	0.0	0.0	5.4	7	82.1	10	110	
<b>TOTAL GUERNSEY</b>			<b>106</b>	<b>0</b>	<b>6</b>	<b>4.5</b>	<b>45.5</b>	<b>33.0</b>	<b>6.3</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>5.4</b>	<b>7</b>	<b>82.1</b>	<b>10</b>	<b>110</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	352	0	23	2.1	34.1	26.4	14.4	12.0	4.0	0.8	0.0	0.0	0.0	6.1	15	78.6	9	368	
<b>TOTAL HEATHROW</b>			<b>352</b>	<b>0</b>	<b>23</b>	<b>2.1</b>	<b>34.1</b>	<b>26.4</b>	<b>14.4</b>	<b>12.0</b>	<b>4.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>15</b>	<b>78.6</b>	<b>9</b>	<b>368</b>	
INVERNESS	LOGANAIR LTD	S	114	0	0	18.4	51.8	22.8	3.5	2.6	0.9	0.0	0.0	0.0	0.0	3	86.8	5	144		
<b>TOTAL INVERNESS</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>18.4</b>	<b>51.8</b>	<b>22.8</b>	<b>3.5</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>86.8</b>	<b>5</b>	<b>144</b>		
ISLE OF MAN	FLYBE LTD	S	214	0	8	2.3	37.4	38.7	9.9	6.8	1.4	0.0	0.0	0.0	0.0	3.6	8	80.0	10	247	
<b>TOTAL ISLE OF MAN</b>			<b>214</b>	<b>0</b>	<b>8</b>	<b>2.3</b>	<b>37.4</b>	<b>38.7</b>	<b>9.9</b>	<b>6.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>8</b>	<b>80.0</b>	<b>10</b>	<b>247</b>	
JERSEY	EASYJET UK LTD	S	24	0	2	26.9	46.2	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	1	0.0	0	0	
JERSEY	FLYBE LTD	S	55	0	3	0.0	36.2	50.0	0.0	1.7	6.9	0.0	0.0	0.0	0.0	5.2	9	69.6	19	54	
<b>TOTAL JERSEY</b>			<b>79</b>	<b>0</b>	<b>5</b>	<b>8.3</b>	<b>39.3</b>	<b>40.5</b>	<b>0.0</b>	<b>1.2</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>7</b>	<b>69.6</b>	<b>19</b>	<b>54</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	33	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</b>	<b>0.0</b>	<b>33</b>	<b>1</b>		
LONDON CITY	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	100.0	15	1		
LONDON CITY	BRITISH AIRWAYS PLC	S	7	0	1	0.0	25.0	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	12.5	16	62.5	12	7	
<b>TOTAL LONDON CITY</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>16</b>	<b>66.7</b>	<b>12</b>	<b>8</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	37	1		
LUTON	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	85	1		
LUTON	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	98	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</b>	<b>0.0</b>	<b>73</b>	<b>3</b>		
NEWQUAY	FLYBE LTD	S	52	0	3	1.8	45.5	36.4	1.8	7.3	0.0	1.8	0.0	0.0	0.0	5.5	9	75.0	18	54	
<b>TOTAL NEWQUAY</b>			<b>52</b>	<b>0</b>	<b>3</b>	<b>1.8</b>	<b>45.5</b>	<b>36.4</b>	<b>1.8</b>	<b>7.3</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.5</b>	<b>9</b>	<b>75.0</b>	<b>18</b>	<b>54</b>	
NORWICH	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	97.5	1	80		
<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</b>	<b>97.5</b>	<b>1</b>	<b>80</b>		
SOUTHAMPTON	FLYBE LTD	S	278	0	4	5.0	56.4	31.2	3.2	1.1	1.1	0.7	0.0	0.0	0.0	1.4	4	71.5	10	211	
<b>TOTAL SOUTHAMPTON</b>			<b>278</b>	<b>0</b>	<b>4</b>	<b>5.0</b>	<b>56.4</b>	<b>31.2</b>	<b>3.2</b>	<b>1.1</b>	<b>1.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>4</b>	<b>71.5</b>	<b>10</b>	<b>211</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
STANSTED	RYANAIR	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL STANSTED</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM USA</b>			<b>2328</b>	<b>0</b>	<b>65</b>	<b>6.0</b>	<b>46.9</b>	<b>30.2</b>	<b>6.7</b>	<b>5.1</b>	<b>2.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>7</b>	<b>82.2</b>	<b>9</b>	<b>2585</b>
ATLANTA	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	34.6	42.3	11.5	0.0	3.8	3.8	0.0	3.8	0.0	0.0	0.0	14	87.5	6	24
<b>TOTAL ATLANTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>34.6</b>	<b>42.3</b>	<b>11.5</b>	<b>0.0</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>87.5</b>	<b>6</b>	<b>24</b>
HOUSTON	SINGAPORE AIRLINES	S	42	0	0	47.6	33.3	16.7	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	4	92.5	4	40
<b>TOTAL HOUSTON</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>47.6</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>92.5</b>	<b>4</b>	<b>40</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	62.5	15	24
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	55.2	36.2	6.9	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	70.8	20	24
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>55.2</b>	<b>36.2</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>0.0</b>	<b>1</b>	<b>66.7</b>	<b>17</b>	<b>48</b>
NEW YORK (NEWARK)	UNITED AIRLINES	S	57	0	2	28.8	42.4	15.3	3.4	3.4	0.0	0.0	3.4	0.0	0.0	3.4	12	83.9	14	56
<b>TOTAL NEW YORK (NEWARK)</b>			<b>57</b>	<b>0</b>	<b>2</b>	<b>28.8</b>	<b>42.4</b>	<b>15.3</b>	<b>3.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>12</b>	<b>83.9</b>	<b>14</b>	<b>56</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	21.4	28.6	26.8	1.8	8.9	7.1	1.8	3.6	0.0	0.0	0.0	23	82.0	14	50
<b>TOTAL ORLANDO</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>28.6</b>	<b>26.8</b>	<b>1.8</b>	<b>8.9</b>	<b>7.1</b>	<b>1.8</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>82.0</b>	<b>14</b>	<b>50</b>
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	50	0	2	42.3	36.5	7.7	0.0	3.8	3.8	1.9	0.0	0.0	0.0	3.8	9	89.6	5	46
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>42.3</b>	<b>36.5</b>	<b>7.7</b>	<b>0.0</b>	<b>3.8</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>9</b>	<b>89.6</b>	<b>5</b>	<b>46</b>
<b>TOTAL USA</b>			<b>289</b>	<b>0</b>	<b>4</b>	<b>38.2</b>	<b>36.2</b>	<b>14.3</b>	<b>1.4</b>	<b>3.4</b>	<b>2.4</b>	<b>1.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>10</b>	<b>83.1</b>	<b>11</b>	<b>264</b>
<b>TOTAL MANCHESTER</b>			<b>12499</b>	<b>0</b>	<b>213</b>	<b>6.3</b>	<b>34.8</b>	<b>34.1</b>	<b>10.7</b>	<b>7.5</b>	<b>3.4</b>	<b>0.8</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>1.7</b>	<b>14</b>	<b>81.8</b>	<b>10</b>	<b>12522</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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	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	75.0	5	8
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>40.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>75.0</b>	<b>5</b>	<b>8</b>
SALZBURG	TUI AIRWAYS LTD	S	10	0	0	0.0	10.0	10.0	70.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	22	75.0	16	8
<b>TOTAL SALZBURG</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>70.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>75.0</b>	<b>16</b>	<b>8</b>
<b>TOTAL AUSTRIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>25.0</b>	<b>45.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.0</b>	<b>10</b>	<b>16</b>
<b>BARBADOS</b>																				
BRIDGETOWN	TUI AIRWAYS LTD	S	3	0	0	0.0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	83	75.0	10	4
<b>TOTAL BRIDGETOWN</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>83</b>	<b>75.0</b>	<b>10</b>	<b>4</b>
<b>TOTAL BARBADOS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>83</b>	<b>75.0</b>	<b>10</b>	<b>4</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	67.3	12	43
BRUSSELS	LOGANAIR LTD	S	76	0	4	2.5	28.8	47.5	6.3	3.8	3.8	0.0	2.5	0.0	0.0	5.0	15	0.0	0	0
<b>TOTAL BRUSSELS</b>			<b>76</b>	<b>0</b>	<b>4</b>	<b>2.5</b>	<b>28.8</b>	<b>47.5</b>	<b>6.3</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>15</b>	<b>67.3</b>	<b>12</b>	<b>43</b>
<b>TOTAL BELGIUM</b>			<b>76</b>	<b>0</b>	<b>4</b>	<b>2.5</b>	<b>28.8</b>	<b>47.5</b>	<b>6.3</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>15</b>	<b>67.3</b>	<b>12</b>	<b>43</b>
<b>BULGARIA</b>																				
SOFIA	JET2.COM LTD	S	10	0	0	10.0	40.0	20.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	18	87.5	5	8
<b>TOTAL SOFIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>40.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>87.5</b>	<b>5</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>40.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>87.5</b>	<b>5</b>	<b>8</b>
<b>CYPRUS</b>																				
PAPHOS	JET2.COM 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	100.0	2	4
PAPHOS	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	8	75.0	166	8
<b>TOTAL PAPHOS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>16.7</b>	<b>50.0</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>111</b>	<b>12</b>
<b>TOTAL CYPRUS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>16.7</b>	<b>50.0</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>111</b>	<b>12</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	JET2.COM LTD	S	16	0	0	0.0	43.8	31.3	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	23	100.0	1	8
<b>TOTAL PRAGUE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>31.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>100.0</b>	<b>1</b>	<b>8</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>31.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>100.0</b>	<b>1</b>	<b>8</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	35	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>35</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>35</b>	<b>8</b>
<b>FINLAND</b>																				
ENONTEKIO	ENTER AIR	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	37	1
<b>TOTAL ENONTEKIO</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>37</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>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>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>37</b>	<b>1</b>
<b>FRANCE</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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	
CHAMBERY	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL CHAMBERY</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>	
GRENOBLE	JET2.COM LTD	S	10	0	0	10.0	20.0	40.0	0.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	21	75.0	9	8	
<b>TOTAL GRENOBLE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>75.0</b>	<b>9</b>	<b>8</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	162	0	2	8.5	39.0	39.6	7.3	3.0	1.2	0.0	0.0	0.0	0.0	1.2	6	90.1	4	162	
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	9	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>163</b>	<b>0</b>	<b>2</b>	<b>8.5</b>	<b>38.8</b>	<b>40.0</b>	<b>7.3</b>	<b>3.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>6</b>	<b>90.1</b>	<b>4</b>	<b>162</b>	
<b>TOTAL FRANCE</b>			<b>174</b>	<b>0</b>	<b>2</b>	<b>8.5</b>	<b>37.5</b>	<b>40.3</b>	<b>6.8</b>	<b>4.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>7</b>	<b>89.4</b>	<b>4</b>	<b>170</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	11	16	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>11</b>	<b>16</b>	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	44	0	4	4.2	37.5	27.1	10.4	4.2	6.3	2.1	0.0	0.0	0.0	8.3	16	95.8	2	48	
<b>TOTAL DUSSELDORF</b>			<b>44</b>	<b>0</b>	<b>4</b>	<b>4.2</b>	<b>37.5</b>	<b>27.1</b>	<b>10.4</b>	<b>4.2</b>	<b>6.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>16</b>	<b>95.8</b>	<b>2</b>	<b>48</b>	
MUNICH	LUFTHANSA	S	42	0	4	0.0	6.5	50.0	21.7	6.5	6.5	0.0	0.0	0.0	0.0	8.7	19	0.0	0	0	
<b>TOTAL MUNICH</b>			<b>42</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>6.5</b>	<b>50.0</b>	<b>21.7</b>	<b>6.5</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>86</b>	<b>0</b>	<b>8</b>	<b>2.1</b>	<b>22.3</b>	<b>38.3</b>	<b>16.0</b>	<b>5.3</b>	<b>6.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.5</b>	<b>17</b>	<b>93.8</b>	<b>4</b>	<b>64</b>	
<b>ICELAND</b>																					
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	0.0	17	1	
<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>0.0</b>	<b>17</b>	<b>1</b>	
KEFLAVIK	JET2.COM LTD	S	4	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	4	
<b>TOTAL KEFLAVIK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>1</b>	<b>4</b>	
<b>TOTAL ICELAND</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>80.0</b>	<b>4</b>	<b>5</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	54	0	0	7.4	57.4	24.1	0.0	7.4	3.7	0.0	0.0	0.0	0.0	0.0	6	91.1	4	56	
DUBLIN	RYANAIR	S	82	0	0	9.8	46.3	29.3	6.1	3.7	2.4	2.4	0.0	0.0	0.0	0.0	10	83.8	11	80	
<b>TOTAL DUBLIN</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>50.7</b>	<b>27.2</b>	<b>3.7</b>	<b>5.1</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</b>	<b>86.8</b>	<b>8</b>	<b>136</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>50.7</b>	<b>27.2</b>	<b>3.7</b>	<b>5.1</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</b>	<b>86.8</b>	<b>8</b>	<b>136</b>	
<b>ITALY</b>																					
MILAN (MALPENSA)	EASYJET UK LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL MILAN (MALPENSA)</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>	
ROME (FIUMICINO)	JET2.COM LTD	S	10	0	0	20.0	20.0	30.0	10.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	43	100.0	1	8	
<b>TOTAL ROME (FIUMICINO)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>20.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
TURIN	TUI AIRWAYS 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	7	100.0	1	8	
<b>TOTAL TURIN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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 ITALY</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>10.5</b>	<b>26.3</b>	<b>36.8</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>27</b>	<b>100.0</b>	<b>1</b>	<b>16</b>
<b>JAMAICA</b>																				
MONTEGO BAY	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	85	50.0	15	2
<b>TOTAL MONTEGO BAY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>85</b>	<b>50.0</b>	<b>15</b>	<b>2</b>
<b>TOTAL JAMAICA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>85</b>	<b>50.0</b>	<b>15</b>	<b>2</b>
<b>MALTA</b>																				
MALTA	EASYJET UK LTD	S	10	0	0	10.0	40.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	3	16
<b>TOTAL MALTA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>40.0</b>	<b>20.0</b>	<b>20.0</b>	<b>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>100.0</b>	<b>3</b>	<b>16</b>
<b>TOTAL MALTA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>40.0</b>	<b>20.0</b>	<b>20.0</b>	<b>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>100.0</b>	<b>3</b>	<b>16</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	KLM	S	226	0	2	0.4	50.0	31.1	6.6	4.4	4.4	0.9	0.9	0.4	0.0	0.9	15	87.8	7	221
<b>TOTAL AMSTERDAM</b>			<b>226</b>	<b>0</b>	<b>2</b>	<b>0.4</b>	<b>50.0</b>	<b>31.1</b>	<b>6.6</b>	<b>4.4</b>	<b>4.4</b>	<b>0.9</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.9</b>	<b>15</b>	<b>87.8</b>	<b>7</b>	<b>221</b>
<b>TOTAL NETHERLANDS</b>			<b>226</b>	<b>0</b>	<b>2</b>	<b>0.4</b>	<b>50.0</b>	<b>31.1</b>	<b>6.6</b>	<b>4.4</b>	<b>4.4</b>	<b>0.9</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.9</b>	<b>15</b>	<b>87.8</b>	<b>7</b>	<b>221</b>
<b>NORWAY</b>																				
BERGEN	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	3	2
BERGEN	WIDEROE FLYVESELSKAP A/S	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL BERGEN</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>20</b>	<b>100.0</b>	<b>3</b>	<b>2</b>
STAVANGER	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	14	22
STAVANGER	LOGANAIR LTD	S	46	0	0	2.2	58.7	30.4	0.0	4.3	4.3	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL STAVANGER</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>58.7</b>	<b>30.4</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>0.0</b>	<b>6</b>	<b>71.4</b>	<b>14</b>	<b>22</b>
<b>TOTAL NORWAY</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>56.3</b>	<b>31.3</b>	<b>2.1</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>73.3</b>	<b>13</b>	<b>24</b>
<b>POLAND</b>																				
KRAKOW	JET2.COM LTD	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	8	75.0	9	16
<b>TOTAL KRAKOW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>62.5</b>	<b>6.3</b>	<b>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>75.0</b>	<b>9</b>	<b>16</b>
POZNAN	WIZZ AIR UK LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL POZNAN</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>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	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>100.0</b>	<b>2</b>	<b>16</b>
WROCLAW	RYANAIR	S	16	0	0	6.3	18.8	68.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	93.8	3	16
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>68.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>93.8</b>	<b>3</b>	<b>16</b>
<b>TOTAL POLAND</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>18.2</b>	<b>66.7</b>	<b>6.1</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>89.6</b>	<b>5</b>	<b>48</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	EASYJET UK LTD	S	19	0	0	0.0	26.3	31.6	0.0	31.6	10.5	0.0	0.0	0.0	0.0	0.0	23	68.8	18	16
FARO	JET2.COM LTD	S	10	0	0	10.0	20.0	30.0	0.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	38	100.0	1	10
<b>TOTAL FARO</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>24.1</b>	<b>31.0</b>	<b>0.0</b>	<b>24.1</b>	<b>13.8</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>80.8</b>	<b>11</b>	<b>26</b>
<b>TOTAL PORTUGAL</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>24.1</b>	<b>31.0</b>	<b>0.0</b>	<b>24.1</b>	<b>13.8</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>80.8</b>	<b>11</b>	<b>26</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	10	0	0	10.0	50.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	8
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>50.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>2</b>	<b>8</b>
<b>TOTAL PORTUGAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>50.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>2</b>	<b>8</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET UK LTD	S	52	0	0	9.6	32.7	34.6	7.7	5.8	3.8	5.8	0.0	0.0	0.0	0.0	18	86.0	7	50
ALICANTE	JET2.COM LTD	S	30	0	0	6.7	13.3	56.7	3.3	10.0	6.7	3.3	0.0	0.0	0.0	0.0	18	88.2	4	34
ALICANTE	RYANAIR	S	34	0	0	20.6	38.2	17.6	8.8	14.7	0.0	0.0	0.0	0.0	0.0	0.0	8	93.8	3	32
ALICANTE	TUI AIRWAYS LTD	S	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	8
<b>TOTAL ALICANTE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>29.0</b>	<b>36.3</b>	<b>8.1</b>	<b>8.9</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>15</b>	<b>89.5</b>	<b>5</b>	<b>124</b>
BARCELONA	EASYJET UK LTD	S	32	0	0	3.1	31.3	56.3	3.1	3.1	3.1	0.0	0.0	0.0	0.0	0.0	7	93.8	4	32
<b>TOTAL BARCELONA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>31.3</b>	<b>56.3</b>	<b>3.1</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>93.8</b>	<b>4</b>	<b>32</b>
MALAGA	EASYJET UK LTD	S	32	0	0	6.3	34.4	28.1	6.3	15.6	9.4	0.0	0.0	0.0	0.0	0.0	18	92.1	3	38
MALAGA	JET2.COM LTD	S	10	0	0	20.0	20.0	30.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	16	100.0	0	12
MALAGA	RYANAIR	S	32	0	0	12.5	21.9	31.3	3.1	9.4	15.6	6.3	0.0	0.0	0.0	0.0	29	81.3	11	32
<b>TOTAL MALAGA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>27.0</b>	<b>29.7</b>	<b>5.4</b>	<b>12.2</b>	<b>12.2</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>89.0</b>	<b>6</b>	<b>82</b>
<b>TOTAL SPAIN</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>28.7</b>	<b>37.0</b>	<b>6.5</b>	<b>9.1</b>	<b>6.1</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>89.9</b>	<b>5</b>	<b>238</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	44	0	1	20.0	35.6	31.1	6.7	2.2	2.2	0.0	0.0	0.0	0.0	2.2	6	95.8	2	24
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	81.3	7	16
ARRECIFE	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	12
ARRECIFE	TUI AIRWAYS LTD	S	8	0	0	12.5	12.5	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	8
<b>TOTAL ARRECIFE</b>			<b>52</b>	<b>0</b>	<b>1</b>	<b>18.9</b>	<b>32.1</b>	<b>34.0</b>	<b>7.5</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>6</b>	<b>93.3</b>	<b>4</b>	<b>60</b>
FUERTEVENTURA	JET2.COM LTD	S	24	0	0	12.5	33.3	41.7	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	91.7	3	12
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8
<b>TOTAL FUERTEVENTURA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>33.3</b>	<b>41.7</b>	<b>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>95.0</b>	<b>2</b>	<b>20</b>
LAS PALMAS	JET2.COM LTD	S	16	0	1	0.0	29.4	29.4	17.6	11.8	5.9	0.0	0.0	0.0	0.0	5.9	15	100.0	2	16
LAS PALMAS	TUI AIRWAYS LTD	S	8	0	0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	79	87.5	11	8
<b>TOTAL LAS PALMAS</b>			<b>24</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>20.0</b>	<b>36.0</b>	<b>20.0</b>	<b>8.0</b>	<b>4.0</b>	<b>0.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>37</b>	<b>95.8</b>	<b>5</b>	<b>24</b>
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	16	0	1	17.6	17.6	41.2	17.6	0.0	0.0	0.0	0.0	0.0	0.0	5.9	7	81.3	5	16
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	54	0	0	20.4	18.5	50.0	1.9	3.7	3.7	0.0	1.9	0.0	0.0	0.0	12	84.4	10	32
TENERIFE (SURREINA SOFIA)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.2	6	24
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	10	20

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

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			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	S	24	0	0	4.2	37.5	33.3	12.5	8.3	0.0	0.0	0.0	4.2	0.0	0.0	76	75.0	13	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>95</b>	<b>0</b>	<b>1</b>	<b>15.6</b>	<b>22.9</b>	<b>44.8</b>	<b>7.3</b>	<b>4.2</b>	<b>2.1</b>	<b>0.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>27</b>	<b>79.6</b>	<b>9</b>	<b>108</b>
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>195</b>	<b>0</b>	<b>3</b>	<b>14.1</b>	<b>26.3</b>	<b>40.4</b>	<b>9.6</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>1.5</b>	<b>20</b>	<b>86.8</b>	<b>6</b>	<b>212</b>
GENEVA	EASYJET UK LTD	S	50	0	2	1.9	21.2	40.4	9.6	17.3	1.9	0.0	1.9	1.9	0.0	3.8	29	66.7	19	48
GENEVA	TUI AIRWAYS LTD	S	10	0	0	0.0	30.0	60.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	62.5	17	8
<b>TOTAL GENEVA</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>22.6</b>	<b>43.5</b>	<b>8.1</b>	<b>16.1</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>26</b>	<b>66.1</b>	<b>19</b>	<b>56</b>
<b>TOTAL SWITZERLAND</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>22.6</b>	<b>43.5</b>	<b>8.1</b>	<b>16.1</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>26</b>	<b>66.1</b>	<b>19</b>	<b>56</b>
<b>TURKEY</b>																				
ANTALYA	JET2.COM LTD	S	6	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	1	4
<b>TOTAL ANTALYA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>1</b>	<b>4</b>
<b>TOTAL TURKEY</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>1</b>	<b>4</b>
<b>UNITED ARAB EMIRATES</b>																				
DUBAI	EMIRATES	S	58	0	0	0.0	12.1	39.7	25.9	15.5	6.9	0.0	0.0	0.0	0.0	0.0	21	75.4	14	56
<b>TOTAL DUBAI</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.1</b>	<b>39.7</b>	<b>25.9</b>	<b>15.5</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>21</b>	<b>75.4</b>	<b>14</b>	<b>56</b>
<b>TOTAL UNITED ARAB</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.1</b>	<b>39.7</b>	<b>25.9</b>	<b>15.5</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>21</b>	<b>75.4</b>	<b>14</b>	<b>56</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1
ABERDEEN	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	25	2
ABERDEEN	FLYBE LTD	S	63	0	14	5.2	39.0	22.1	3.9	2.6	5.2	2.6	1.3	0.0	0.0	18.2	17	57.6	25	143
ABERDEEN	LOGANAIR LTD	S	116	0	0	2.6	58.6	28.4	3.4	0.9	1.7	0.9	3.4	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL ABERDEEN</b>			<b>179</b>	<b>0</b>	<b>14</b>	<b>3.6</b>	<b>50.8</b>	<b>25.9</b>	<b>3.6</b>	<b>1.6</b>	<b>3.1</b>	<b>1.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>7.3</b>	<b>14</b>	<b>57.8</b>	<b>24</b>	<b>146</b>
BELFAST INTERNATIONAL	EASYJET UK LTD	S	140	0	2	2.8	45.8	30.3	6.3	4.9	4.2	2.8	0.7	0.7	0.0	1.4	20	91.4	4	140
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>140</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>45.8</b>	<b>30.3</b>	<b>6.3</b>	<b>4.9</b>	<b>4.2</b>	<b>2.8</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>1.4</b>	<b>20</b>	<b>91.4</b>	<b>4</b>	<b>140</b>
BIRMINGHAM	EASTERN AIRWAYS	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	100.0	0	1
<b>TOTAL BIRMINGHAM</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
BRISTOL	EASYJET UK LTD	S	98	0	6	7.7	42.3	26.9	3.8	7.7	3.8	1.9	0.0	0.0	0.0	5.8	13	85.6	3	98
<b>TOTAL BRISTOL</b>			<b>98</b>	<b>0</b>	<b>6</b>	<b>7.7</b>	<b>42.3</b>	<b>26.9</b>	<b>3.8</b>	<b>7.7</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.8</b>	<b>13</b>	<b>85.6</b>	<b>3</b>	<b>98</b>
CARDIFF WALES	FLYBE LTD	S	12	0	6	16.7	16.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	33.3	5	52.9	15	47
<b>TOTAL CARDIFF WALES</b>			<b>12</b>	<b>0</b>	<b>6</b>	<b>16.7</b>	<b>16.7</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>5</b>	<b>52.9</b>	<b>15</b>	<b>47</b>
EXETER	FLYBE LTD	S	42	0	2	4.5	72.7	13.6	0.0	0.0	4.5	0.0	0.0	0.0	0.0	4.5	5	84.1	10	44
<b>TOTAL EXETER</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>4.5</b>	<b>72.7</b>	<b>13.6</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>4.5</b>	<b>5</b>	<b>84.1</b>	<b>10</b>	<b>44</b>
GATWICK	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	43	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>0.0</b>	<b>43</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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
GLASGOW	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	20	0.0	0	0
<b>TOTAL GLASGOW</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>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>
HEATHROW	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	75	0.0	0	0
HEATHROW	BRITISH AIRWAYS PLC	S	236	0	10	1.2	27.6	29.7	16.7	12.2	6.1	1.6	0.8	0.0	0.0	4.1	21	77.8	10	230
<b>TOTAL HEATHROW</b>			<b>237</b>	<b>0</b>	<b>10</b>	<b>1.2</b>	<b>27.5</b>	<b>29.6</b>	<b>16.6</b>	<b>12.1</b>	<b>6.5</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>21</b>	<b>77.8</b>	<b>10</b>	<b>230</b>
HUMBERSIDE	EASTERN AIRWAYS	S	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	66.7	17	3
HUMBERSIDE	FLYBE LTD	S	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL HUMBERSIDE</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.1</b>	<b>28.6</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.7</b>	<b>17</b>	<b>3</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	52.3	31	85
<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>52.3</b>	<b>31</b>	<b>85</b>
LUTON	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	18	100.0	5	2
<b>TOTAL LUTON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>5</b>	<b>2</b>
NORWICH	LOGANAIR LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL NORWICH</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>
OXFORD (KIDLINGTON)	EASTERN AIRWAYS	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL OXFORD (KIDLINGTON)</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>
SOUTHAMPTON	FLYBE LTD	S	126	0	1	2.4	63.0	22.0	6.3	2.4	3.1	0.0	0.0	0.0	0.0	0.8	7	74.6	13	136
<b>TOTAL SOUTHAMPTON</b>			<b>126</b>	<b>0</b>	<b>1</b>	<b>2.4</b>	<b>63.0</b>	<b>22.0</b>	<b>6.3</b>	<b>2.4</b>	<b>3.1</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>74.6</b>	<b>13</b>	<b>136</b>
<b>TOTAL UNITED KINGDOM</b>			<b>848</b>	<b>0</b>	<b>41</b>	<b>3.5</b>	<b>44.5</b>	<b>26.3</b>	<b>8.1</b>	<b>6.2</b>	<b>4.3</b>	<b>1.5</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>4.6</b>	<b>15</b>	<b>73.2</b>	<b>13</b>	<b>932</b>
<b>TOTAL NEWCASTLE</b>			<b>2310</b>	<b>0</b>	<b>63</b>	<b>5.3</b>	<b>37.9</b>	<b>33.1</b>	<b>8.5</b>	<b>6.4</b>	<b>4.2</b>	<b>1.2</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>2.7</b>	<b>15</b>	<b>80.6</b>	<b>10</b>	<b>2334</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: SOUTHAMPTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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	12	0	0	0.0	41.7	41.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	7	76.9	22	26	
<b>TOTAL BERGERAC</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>41.7</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>7</b>	<b>76.9</b>	<b>22</b>	<b>26</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	40.0	39	10	
CHAMBERY	FLYBE LTD	S	20	0	0	5.0	30.0	35.0	10.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	17	56.3	16	16	
<b>TOTAL CHAMBERY</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>30.0</b>	<b>35.0</b>	<b>10.0</b>	<b>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>50.0</b>	<b>25</b>	<b>26</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	31.3	28	16	
<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>31.3</b>	<b>28</b>	<b>16</b>	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	118	0	0	5.1	44.1	38.1	5.9	4.2	1.7	0.0	0.8	0.0	0.0	0.0	7	79.6	10	94	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>44.1</b>	<b>38.1</b>	<b>5.9</b>	<b>4.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>79.6</b>	<b>10</b>	<b>94</b>	
<b>TOTAL FRANCE</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>42.0</b>	<b>38.0</b>	<b>6.0</b>	<b>6.7</b>	<b>2.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>69.9</b>	<b>16</b>	<b>162</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	87.2	5	47	
<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>87.2</b>	<b>5</b>	<b>47</b>	
MOENCHENGLADBACH	BLUE ISLANDS LIMITED	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 MOENCHENGLADBACH</b>			<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</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>87.2</b>	<b>5</b>	<b>47</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	77.3	8	22	
<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>77.3</b>	<b>8</b>	<b>22</b>	
DUBLIN	FLYBE LTD	S	188	0	0	17.0	36.2	36.7	7.4	0.5	1.6	0.0	0.5	0.0	0.0	0.0	6	68.5	16	178	
<b>TOTAL DUBLIN</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>17.0</b>	<b>36.2</b>	<b>36.7</b>	<b>7.4</b>	<b>0.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>68.5</b>	<b>16</b>	<b>178</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>17.0</b>	<b>36.2</b>	<b>36.7</b>	<b>7.4</b>	<b>0.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>69.4</b>	<b>15</b>	<b>200</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	261	0	8	6.3	45.4	29.4	5.2	3.7	4.8	2.2	0.0	0.0	0.0	3.0	12	76.2	18	190	
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	84.8	6	66	
<b>TOTAL AMSTERDAM</b>			<b>261</b>	<b>0</b>	<b>8</b>	<b>6.3</b>	<b>45.4</b>	<b>29.4</b>	<b>5.2</b>	<b>3.7</b>	<b>4.8</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>12</b>	<b>77.8</b>	<b>15</b>	<b>256</b>	
<b>TOTAL NETHERLANDS</b>			<b>261</b>	<b>0</b>	<b>8</b>	<b>6.3</b>	<b>45.4</b>	<b>29.4</b>	<b>5.2</b>	<b>3.7</b>	<b>4.8</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>12</b>	<b>77.8</b>	<b>15</b>	<b>256</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	93.8	7	16	
<b>TOTAL ALICANTE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>93.8</b>	<b>7</b>	<b>16</b>	
<b>TOTAL SPAIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>93.8</b>	<b>7</b>	<b>16</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
TENERIFE (SURREINA SOFIA)	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	S	0	0	0	0.0	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	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: SOUTHAMPTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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 TENERIFE (SURREINA SOFIA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>33</b>	<b>1</b>
<b>TOTAL SPAIN(CANARY SWITZERLAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>33</b>	<b>1</b>
<b>GENEVA</b>	EASYJET SWITZERLAND	S	20	0	0	0.0	20.0	45.0	20.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	16	87.0	13	23
<b>GENEVA</b>	FLYBE LTD	S	29	0	0	3.4	27.6	48.3	10.3	6.9	3.4	0.0	0.0	0.0	0.0	0.0	12	66.7	39	24
<b>TOTAL GENEVA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>24.5</b>	<b>46.9</b>	<b>14.3</b>	<b>8.2</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>76.6</b>	<b>26</b>	<b>47</b>
<b>TOTAL SWITZERLAND</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>24.5</b>	<b>46.9</b>	<b>14.3</b>	<b>8.2</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>76.6</b>	<b>26</b>	<b>47</b>
<b>UNITED KINGDOM</b>																				
<b>ABERDEEN</b>	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	28.6	54	7
<b>TOTAL ABERDEEN</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>28.6</b>	<b>54</b>	<b>7</b>
<b>ALDERNEY</b>	AURIGNY AIR SERVICES	S	89	0	18	4.7	33.6	18.7	9.3	4.7	5.6	0.9	5.6	0.0	0.0	16.8	33	70.8	34	104
<b>TOTAL ALDERNEY</b>			<b>89</b>	<b>0</b>	<b>18</b>	<b>4.7</b>	<b>33.6</b>	<b>18.7</b>	<b>9.3</b>	<b>4.7</b>	<b>5.6</b>	<b>0.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>16.8</b>	<b>33</b>	<b>70.8</b>	<b>34</b>	<b>104</b>
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	122	0	2	9.7	39.5	39.5	5.6	2.4	1.6	0.0	0.0	0.0	0.0	1.6	6	86.3	11	138
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>9.7</b>	<b>39.5</b>	<b>39.5</b>	<b>5.6</b>	<b>2.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>6</b>	<b>86.3</b>	<b>11</b>	<b>138</b>
<b>BIRMINGHAM</b>	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>BRISTOL</b>	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	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>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<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	27	1
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>27</b>	<b>1</b>
<b>EDINBURGH</b>	FLYBE LTD	S	206	0	0	9.7	54.4	25.2	4.4	3.9	2.4	0.0	0.0	0.0	0.0	0.0	6	74.5	14	238
<b>TOTAL EDINBURGH</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>54.4</b>	<b>25.2</b>	<b>4.4</b>	<b>3.9</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>6</b>	<b>74.5</b>	<b>14</b>	<b>238</b>
<b>EXETER</b>	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL EXETER</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>GLASGOW</b>	FLYBE LTD	S	198	0	2	9.5	65.5	17.0	4.0	0.5	2.5	0.0	0.0	0.0	0.0	1.0	3	81.1	11	218
<b>TOTAL GLASGOW</b>			<b>198</b>	<b>0</b>	<b>2</b>	<b>9.5</b>	<b>65.5</b>	<b>17.0</b>	<b>4.0</b>	<b>0.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>3</b>	<b>81.1</b>	<b>11</b>	<b>218</b>
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	103	0	4	4.7	33.6	35.5	6.5	4.7	6.5	4.7	0.0	0.0	0.0	3.7	20	0.0	0	0
<b>GUERNSEY</b>	FLYBE LTD	S	168	0	17	0.5	35.7	33.5	4.3	9.2	2.7	1.1	3.8	0.0	0.0	9.2	20	76.3	19	148
<b>TOTAL GUERNSEY</b>			<b>271</b>	<b>0</b>	<b>21</b>	<b>2.1</b>	<b>34.9</b>	<b>34.2</b>	<b>5.1</b>	<b>7.5</b>	<b>4.1</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>7.2</b>	<b>20</b>	<b>76.3</b>	<b>19</b>	<b>148</b>
<b>JERSEY</b>	BLUE ISLANDS LIMITED	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>JERSEY</b>	FLYBE LTD	S	219	0	12	2.6	49.4	26.8	3.5	7.4	2.6	1.7	0.9	0.0	0.0	5.2	12	53.5	38	216
<b>TOTAL JERSEY</b>			<b>219</b>	<b>0</b>	<b>14</b>	<b>2.6</b>	<b>48.9</b>	<b>26.6</b>	<b>3.4</b>	<b>7.3</b>	<b>2.6</b>	<b>1.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>12</b>	<b>53.5</b>	<b>38</b>	<b>216</b>
<b>LEEDS BRADFORD</b>	FLYBE LTD	S	105	0	13	5.1	38.1	25.4	6.8	4.2	5.9	0.0	3.4	0.0	0.0	11.0	21	63.5	27	78



Reporting Airport: SOUTHAMPTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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 LEEDS BRADFORD</b>			<b>105</b>	<b>0</b>	<b>13</b>	<b>5.1</b>	<b>38.1</b>	<b>25.4</b>	<b>6.8</b>	<b>4.2</b>	<b>5.9</b>	<b>0.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>11.0</b>	<b>21</b>	<b>31.4</b>	<b>27</b>	<b>78</b>
LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL 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>
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	20	0.0	0	0
MANCHESTER	FLYBE LTD	S	279	0	4	9.5	54.4	27.9	3.5	0.7	1.8	0.4	0.4	0.0	0.0	1.4	5	73.5	10	209
MANCHESTER	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
MANCHESTER	LOGANAIR LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>282</b>	<b>0</b>	<b>4</b>	<b>9.4</b>	<b>53.8</b>	<b>28.3</b>	<b>3.8</b>	<b>0.7</b>	<b>1.7</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>5</b>	<b>73.6</b>	<b>10</b>	<b>210</b>
NEWCASTLE	FLYBE LTD	S	126	0	1	3.1	57.5	29.1	4.7	1.6	2.4	0.8	0.0	0.0	0.0	0.8	6	75.7	11	134
<b>TOTAL NEWCASTLE</b>			<b>126</b>	<b>0</b>	<b>1</b>	<b>3.1</b>	<b>57.5</b>	<b>29.1</b>	<b>4.7</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>0.8</b>	<b>6</b>	<b>75.7</b>	<b>11</b>	<b>134</b>
PRESTWICK	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	117	1
<b>TOTAL PRESTWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>117</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1624</b>	<b>0</b>	<b>75</b>	<b>6.2</b>	<b>48.1</b>	<b>27.6</b>	<b>4.8</b>	<b>3.8</b>	<b>3.0</b>	<b>0.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>11</b>	<b>68.7</b>	<b>19</b>	<b>1493</b>
<b>TOTAL SOUTHAMPTON</b>			<b>2272</b>	<b>0</b>	<b>85</b>	<b>6.9</b>	<b>45.9</b>	<b>29.6</b>	<b>5.3</b>	<b>3.8</b>	<b>3.1</b>	<b>0.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>11</b>	<b>70.5</b>	<b>18</b>	<b>2222</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: SOUTHEND (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												FEB 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>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	15	28	
<b>TOTAL ANTWERP</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>15</b>	<b>28</b>	
<b>TOTAL BELGIUM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>15</b>	<b>28</b>	
<b>BULGARIA</b>																					
SOFIA	EASYJET UK LTD	S	12	0	4	6.3	43.8	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	25.0	3	93.8	6	16	
<b>TOTAL SOFIA</b>			<b>12</b>	<b>0</b>	<b>4</b>	<b>6.3</b>	<b>43.8</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>3</b>	<b>93.8</b>	<b>6</b>	<b>16</b>	
<b>TOTAL BULGARIA</b>			<b>12</b>	<b>0</b>	<b>4</b>	<b>6.3</b>	<b>43.8</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>3</b>	<b>93.8</b>	<b>6</b>	<b>16</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	76	0.0	32	1	
PRAGUE	EASYJET UK LTD	S	16	0	0	0.0	50.0	31.3	6.3	0.0	0.0	6.3	0.0	6.3	0.0	0.0	44	81.3	3	28	
<b>TOTAL PRAGUE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.1</b>	<b>29.4</b>	<b>5.9</b>	<b>0.0</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>78.8</b>	<b>4</b>	<b>29</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.1</b>	<b>29.4</b>	<b>5.9</b>	<b>0.0</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>78.8</b>	<b>4</b>	<b>29</b>	
<b>FRANCE</b>																					
BREST	RYANAIR	S	16	0	0	0.0	37.5	37.5	12.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL BREST</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>12.5</b>	<b>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>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CAEN	STOBART AIR	S	22	0	1	4.3	17.4	43.5	13.0	8.7	4.3	4.3	0.0	0.0	0.0	4.3	20	75.0	19	12	
<b>TOTAL CAEN</b>			<b>22</b>	<b>0</b>	<b>1</b>	<b>4.3</b>	<b>17.4</b>	<b>43.5</b>	<b>13.0</b>	<b>8.7</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>20</b>	<b>75.0</b>	<b>19</b>	<b>12</b>	
LYON	STOBART AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.7	20	42	
<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>72.7</b>	<b>20</b>	<b>42</b>	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	26	0	4	3.3	36.7	26.7	6.7	10.0	3.3	0.0	0.0	0.0	0.0	13.3	11	83.3	3	28	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>26</b>	<b>0</b>	<b>4</b>	<b>3.3</b>	<b>36.7</b>	<b>26.7</b>	<b>6.7</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.3</b>	<b>11</b>	<b>83.3</b>	<b>3</b>	<b>28</b>	
PARIS (ORLY)	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	28	3	
<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>33.3</b>	<b>28</b>	<b>3</b>	
RENNES	STOBART AIR	S	72	1	1	1.4	37.8	24.3	13.5	10.8	4.1	4.1	1.4	0.0	1.4	1.4	22	76.8	24	54	
<b>TOTAL RENNES</b>			<b>72</b>	<b>1</b>	<b>1</b>	<b>1.4</b>	<b>37.8</b>	<b>24.3</b>	<b>13.5</b>	<b>10.8</b>	<b>4.1</b>	<b>4.1</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>1.4</b>	<b>22</b>	<b>76.8</b>	<b>24</b>	<b>54</b>	
<b>TOTAL FRANCE</b>			<b>136</b>	<b>1</b>	<b>6</b>	<b>2.1</b>	<b>34.3</b>	<b>29.4</b>	<b>11.9</b>	<b>9.8</b>	<b>4.2</b>	<b>2.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>4.2</b>	<b>19</b>	<b>75.9</b>	<b>18</b>	<b>139</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	57.5	21	39	
<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>57.5</b>	<b>21</b>	<b>39</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	100.0	4	1	
<b>TOTAL DUSSELDORF</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</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>58.5</b>	<b>20</b>	<b>40</b>	
<b>HUNGARY</b>																					
BUDAPEST	EASYJET UK LTD	S	18	0	0	5.6	55.6	27.8	5.6	0.0	0.0	0.0	5.6	0.0	0.0	0.0	16	75.0	20	16	
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.0</b>	<b>20</b>	<b>16</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												FEB 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 HUNGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.0</b>	<b>20</b>	<b>16</b>
<b>ICELAND</b>																				
<b>AKUREYRI</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	0	1
<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</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>IRISH REPUBLIC</b>																				
<b>DUBLIN</b>	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1
<b>DUBLIN</b>	CITY JET	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>DUBLIN</b>	RYANAIR	S	57	1	0	5.2	17.2	36.2	19.0	13.8	3.4	1.7	1.7	0.0	1.7	0.0	22	0.0	0	0
<b>DUBLIN</b>	STOBART AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.7	12	116
<b>TOTAL DUBLIN</b>			<b>57</b>	<b>1</b>	<b>0</b>	<b>5.2</b>	<b>17.2</b>	<b>36.2</b>	<b>19.0</b>	<b>13.8</b>	<b>3.4</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>22</b>	<b>81.0</b>	<b>12</b>	<b>118</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>57</b>	<b>1</b>	<b>0</b>	<b>5.2</b>	<b>17.2</b>	<b>36.2</b>	<b>19.0</b>	<b>13.8</b>	<b>3.4</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>22</b>	<b>81.0</b>	<b>12</b>	<b>118</b>
<b>ITALY</b>																				
<b>BERGAMO</b>	RYANAIR	S	23	0	1	0.0	41.7	45.8	0.0	4.2	0.0	0.0	4.2	0.0	0.0	4.2	15	0.0	0	0
<b>TOTAL BERGAMO</b>			<b>23</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>41.7</b>	<b>45.8</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>4.2</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>MILAN (LINATE)</b>	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1
<b>TOTAL MILAN (LINATE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>18</b>	<b>1</b>
<b>TREVISIO</b>	RYANAIR	S	26	0	0	15.4	42.3	15.4	3.8	11.5	7.7	0.0	3.8	0.0	0.0	0.0	21	0.0	0	0
<b>TOTAL TREVISIO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>42.3</b>	<b>15.4</b>	<b>3.8</b>	<b>11.5</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>0.0</b>	<b>0</b>	<b>0</b>
<b>TURIN</b>	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	114	0.0	0	0
<b>TURIN</b>	VOLOTEA	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 TURIN</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>61</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>VERONA VILLAFRANCA</b>	VOLOTEA	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
<b>TOTAL VERONA VILLAFRANCA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>7.4</b>	<b>38.9</b>	<b>31.5</b>	<b>3.7</b>	<b>7.4</b>	<b>5.6</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>20</b>	<b>0.0</b>	<b>18</b>	<b>1</b>
<b>LITHUANIA</b>																				
<b>VILNIUS</b>	RYANAIR	S	26	0	0	0.0	46.2	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>VILNIUS</b>	WIZZ AIR	S	25	0	1	11.5	30.8	30.8	15.4	3.8	0.0	0.0	3.8	0.0	0.0	3.8	18	0.0	0	0
<b>TOTAL VILNIUS</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>5.8</b>	<b>38.5</b>	<b>34.6</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>1.9</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LITHUANIA</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>5.8</b>	<b>38.5</b>	<b>34.6</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>1.9</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>LUXEMBOURG</b>																				
<b>LUXEMBOURG</b>	LUXAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	49	5
<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>60.0</b>	<b>49</b>	<b>5</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>60.0</b>	<b>49</b>	<b>5</b>
<b>MALTA</b>																				
<b>MALTA</b>	AIR MALTA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	12.5	61	6
<b>MALTA</b>	EASYJET UK LTD	S	14	0	2	0.0	12.5	37.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	12.5	21	87.5	7	16

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: SOUTHEND (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												FEB 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>14</b>	<b>0</b>	<b>2</b>	<b>0.0</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>12.5</b>	<b>21</b>	<b>62.5</b>	<b>21</b>	<b>22</b>	
<b>TOTAL MALTA NETHERLANDS</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>0.0</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>12.5</b>	<b>21</b>	<b>62.5</b>	<b>21</b>	<b>22</b>	
<b>AMSTERDAM</b>	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	46	1	
<b>AMSTERDAM</b>	EASYJET UK LTD	S	102	0	12	1.8	44.7	28.9	4.4	3.5	2.6	0.0	3.5	0.0	0.0	10.5	18	81.7	12	116	
<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	50.0	17	2	
<b>AMSTERDAM</b>	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	100.0	3	1	
<b>TOTAL AMSTERDAM</b>			<b>102</b>	<b>0</b>	<b>12</b>	<b>1.8</b>	<b>44.7</b>	<b>28.9</b>	<b>4.4</b>	<b>3.5</b>	<b>2.6</b>	<b>0.0</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>18</b>	<b>80.6</b>	<b>12</b>	<b>120</b>	
<b>GRONINGEN</b>	STOBART AIR	S	46	0	4	2.0	44.0	28.0	6.0	6.0	2.0	4.0	0.0	0.0	0.0	8.0	13	73.9	18	107	
<b>TOTAL GRONINGEN</b>			<b>46</b>	<b>0</b>	<b>4</b>	<b>2.0</b>	<b>44.0</b>	<b>28.0</b>	<b>6.0</b>	<b>6.0</b>	<b>2.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>13</b>	<b>73.9</b>	<b>18</b>	<b>107</b>	
<b>TOTAL NETHERLANDS</b>			<b>148</b>	<b>0</b>	<b>16</b>	<b>1.8</b>	<b>44.5</b>	<b>28.7</b>	<b>4.9</b>	<b>4.3</b>	<b>2.4</b>	<b>1.2</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>9.8</b>	<b>16</b>	<b>77.4</b>	<b>15</b>	<b>227</b>	
<b>POLAND</b>																					
<b>WARSAW (CHOPIN)</b>	LOT-POLISH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<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>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL POLAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
<b>FARO</b>	EASYJET UK LTD	S	24	0	0	4.2	54.2	16.7	8.3	8.3	0.0	0.0	8.3	0.0	0.0	0.0	28	90.9	14	22	
<b>TOTAL FARO</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>54.2</b>	<b>16.7</b>	<b>8.3</b>	<b>8.3</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>28</b>	<b>90.9</b>	<b>14</b>	<b>22</b>	
<b>TOTAL PORTUGAL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>54.2</b>	<b>16.7</b>	<b>8.3</b>	<b>8.3</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>28</b>	<b>90.9</b>	<b>14</b>	<b>22</b>	
<b>ROMANIA</b>																					
<b>BUCHAREST (OTOPENI)</b>	RYANAIR	S	40	0	0	2.5	30.0	30.0	20.0	15.0	0.0	0.0	2.5	0.0	0.0	0.0	18	0.0	0	0	
<b>BUCHAREST (OTOPENI)</b>	WIZZ AIR	S	40	0	0	2.5	25.0	37.5	12.5	17.5	2.5	2.5	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>27.5</b>	<b>33.8</b>	<b>16.3</b>	<b>16.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</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>SIBIU</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>SIBIU</b>	WIZZ AIR	S	43	0	0	14.0	41.9	23.3	11.6	2.3	4.7	0.0	2.3	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL SIBIU</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>43.2</b>	<b>22.7</b>	<b>11.4</b>	<b>2.3</b>	<b>4.5</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ROMANIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>33.1</b>	<b>29.8</b>	<b>14.5</b>	<b>11.3</b>	<b>2.4</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SPAIN</b>																					
<b>ALICANTE</b>	EASYJET UK LTD	S	37	1	4	14.3	40.5	31.0	0.0	0.0	2.4	0.0	0.0	0.0	2.4	9.5	4	86.8	14	38	
<b>ALICANTE</b>	RYANAIR	S	41	1	0	2.4	42.9	45.2	2.4	0.0	2.4	2.4	0.0	0.0	2.4	0.0	7	0.0	0	0	
<b>TOTAL ALICANTE</b>			<b>78</b>	<b>2</b>	<b>4</b>	<b>8.3</b>	<b>41.7</b>	<b>38.1</b>	<b>1.2</b>	<b>0.0</b>	<b>2.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>4.8</b>	<b>6</b>	<b>86.8</b>	<b>14</b>	<b>38</b>	
<b>BARCELONA</b>	EASYJET UK LTD	S	19	1	0	0.0	55.0	25.0	0.0	15.0	0.0	0.0	0.0	0.0	5.0	0.0	8	85.0	3	18	
<b>BARCELONA</b>	JOTA AVIATION 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 BARCELONA</b>			<b>20</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>57.1</b>	<b>23.8</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>8</b>	<b>85.0</b>	<b>3</b>	<b>18</b>	
<b>BILBAO</b>	RYANAIR	S	23	0	1	0.0	33.3	37.5	8.3	8.3	4.2	0.0	0.0	4.2	0.0	4.2	30	0.0	0	0	
<b>TOTAL BILBAO</b>			<b>23</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>33.3</b>	<b>37.5</b>	<b>8.3</b>	<b>8.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>4.2</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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>MALAGA</b>	EASYJET UK LTD	S	42	0	4	13.0	50.0	17.4	2.2	6.5	2.2	0.0	0.0	0.0	0.0	8.7	6	83.3	14	42	
<b>MALAGA</b>	RYANAIR	S	33	0	1	0.0	32.4	44.1	5.9	5.9	0.0	2.9	5.9	0.0	0.0	2.9	22	0.0	0	0	
<b>TOTAL MALAGA</b>			<b>75</b>	<b>0</b>	<b>5</b>	<b>7.5</b>	<b>42.5</b>	<b>28.8</b>	<b>3.8</b>	<b>6.3</b>	<b>1.3</b>	<b>1.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>13</b>	<b>83.3</b>	<b>14</b>	<b>42</b>	
<b>MURCIA INTERNATIONAL</b>	EASYJET UK LTD	S	20	0	0	20.0	50.0	20.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	18	16	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>50.0</b>	<b>20.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>87.5</b>	<b>18</b>	<b>16</b>	
<b>TOTAL SPAIN</b>			<b>216</b>	<b>3</b>	<b>10</b>	<b>7.4</b>	<b>43.2</b>	<b>31.9</b>	<b>3.1</b>	<b>4.8</b>	<b>1.7</b>	<b>0.9</b>	<b>0.9</b>	<b>0.4</b>	<b>1.3</b>	<b>4.4</b>	<b>11</b>	<b>85.3</b>	<b>13</b>	<b>114</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
<b>ARRECIFE</b>	EASYJET UK LTD	S	16	0	0	12.5	50.0	25.0	0.0	6.3	0.0	6.3	0.0	0.0	0.0	0.0	17	81.3	9	15	
<b>TOTAL ARRECIFE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>81.3</b>	<b>9</b>	<b>15</b>	
<b>TENERIFE (SURREINA SOFIA)</b>	EASYJET UK LTD	S	18	0	1	15.8	47.4	21.1	10.5	0.0	0.0	0.0	0.0	0.0	0.0	5.3	3	81.3	8	16	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>15.8</b>	<b>47.4</b>	<b>21.1</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>3</b>	<b>81.3</b>	<b>8</b>	<b>16</b>	
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>14.3</b>	<b>48.6</b>	<b>22.9</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>9</b>	<b>81.3</b>	<b>9</b>	<b>31</b>	
<b>GENEVA</b>	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>GENEVA</b>	EASYJET UK LTD	S	55	0	7	1.6	40.3	33.9	1.6	0.0	3.2	3.2	3.2	1.6	0.0	11.3	26	71.2	30	51	
<b>TOTAL GENEVA</b>			<b>55</b>	<b>0</b>	<b>7</b>	<b>1.6</b>	<b>40.3</b>	<b>33.9</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>3.2</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>11.3</b>	<b>26</b>	<b>72.2</b>	<b>29</b>	<b>53</b>	
<b>ZURICH</b>	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL ZURICH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWITZERLAND</b>			<b>56</b>	<b>0</b>	<b>7</b>	<b>1.6</b>	<b>39.7</b>	<b>34.9</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>3.2</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>11.1</b>	<b>26</b>	<b>72.2</b>	<b>29</b>	<b>53</b>	
<b>UNITED KINGDOM</b>																					
<b>ABERDEEN</b>	LOGANAIR LTD	S	90	0	4	13.8	47.9	21.3	5.3	3.2	2.1	2.1	0.0	0.0	0.0	4.3	9	0.0	0	0	
<b>TOTAL ABERDEEN</b>			<b>90</b>	<b>0</b>	<b>4</b>	<b>13.8</b>	<b>47.9</b>	<b>21.3</b>	<b>5.3</b>	<b>3.2</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	57	3	
<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>0.0</b>	<b>57</b>	<b>3</b>	
<b>CARLISLE</b>	LOGANAIR LTD	S	29	0	3	3.1	50.0	28.1	6.3	0.0	3.1	0.0	0.0	0.0	0.0	9.4	6	0.0	0	0	
<b>TOTAL CARLISLE</b>			<b>29</b>	<b>0</b>	<b>3</b>	<b>3.1</b>	<b>50.0</b>	<b>28.1</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>9.4</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CITY OF DERRY (EGLINTON)</b>	LOGANAIR LTD	S	104	0	2	11.3	65.1	15.1	1.9	2.8	0.9	0.9	0.0	0.0	0.0	1.9	5	0.0	0	0	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>104</b>	<b>0</b>	<b>2</b>	<b>11.3</b>	<b>65.1</b>	<b>15.1</b>	<b>1.9</b>	<b>2.8</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>DUNDEE</b>	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL DUNDEE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>EDINBURGH</b>	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	92	1	
<b>EDINBURGH</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	15	1	
<b>EDINBURGH</b>	JOTA AVIATION 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	

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												FEB 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
EDINBURGH	STOBART AIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL EDINBURGH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>50.0</b>	<b>54</b>	<b>2</b>
GLASGOW	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL GLASGOW</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</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	7	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>7</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>226</b>	<b>0</b>	<b>9</b>	<b>11.1</b>	<b>55.3</b>	<b>20.4</b>	<b>3.8</b>	<b>2.6</b>	<b>1.7</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>7</b>	<b>42.9</b>	<b>41</b>	<b>7</b>
<b>TOTAL SOUTHEND</b>			<b>1186</b>	<b>5</b>	<b>57</b>	<b>6.1</b>	<b>42.1</b>	<b>28.5</b>	<b>7.4</b>	<b>5.4</b>	<b>2.5</b>	<b>1.3</b>	<b>1.5</b>	<b>0.2</b>	<b>0.4</b>	<b>4.6</b>	<b>15</b>	<b>77.1</b>	<b>16</b>	<b>870</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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>AUSTRIA</b>																					
<b>INNSBRUCK</b>	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	42.9	31	7	
<b>INNSBRUCK</b>	JET2.COM LTD	S	6	0	0	0.0	66.7	16.7	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	48	0.0	0	0	
<b>INNSBRUCK</b>	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	100.0	3	8	
<b>INNSBRUCK</b>	TUI AIRWAYS LTD	C	10	0	0	10.0	30.0	40.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	50	87.5	8	8	
<b>TOTAL INNSBRUCK</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>45.8</b>	<b>29.2</b>	<b>4.2</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>78.3</b>	<b>13</b>	<b>23</b>	
<b>KLAGENFURT</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	10	0.0	0	0	
<b>TOTAL KLAGENFURT</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SALZBURG</b>	BA CITYFLYER LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	66	4	
<b>SALZBURG</b>	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	33	1	
<b>SALZBURG</b>	EUROWINGS LUFTVERKEHRS	S	8	0	0	0.0	50.0	12.5	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	23	87.5	6	16	
<b>SALZBURG</b>	JET2.COM LTD	S	18	0	0	5.6	55.6	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	5	20	
<b>SALZBURG</b>	RYANAIR	S	52	0	0	3.8	42.3	36.5	11.5	0.0	3.8	0.0	1.9	0.0	0.0	0.0	12	87.5	7	48	
<b>SALZBURG</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	10	2	
<b>SALZBURG</b>	TUI AIRWAYS LTD	C	10	0	0	10.0	20.0	40.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	26	100.0	3	8	
<b>TOTAL SALZBURG</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>43.2</b>	<b>34.1</b>	<b>9.1</b>	<b>2.3</b>	<b>5.7</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>86.9</b>	<b>9</b>	<b>99</b>	
<b>VIENNA</b>	AUSTRIAN AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1	
<b>VIENNA</b>	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	74	1	
<b>VIENNA</b>	LAUDA MOTION GMBH	S	115	0	1	0.0	14.7	37.9	21.6	12.9	10.3	0.0	1.7	0.0	0.0	0.9	25	62.5	19	120	
<b>TOTAL VIENNA</b>			<b>115</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>14.7</b>	<b>37.9</b>	<b>21.6</b>	<b>12.9</b>	<b>10.3</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>25</b>	<b>61.5</b>	<b>20</b>	<b>122</b>	
<b>TOTAL AUSTRIA</b>			<b>228</b>	<b>0</b>	<b>1</b>	<b>2.6</b>	<b>28.8</b>	<b>35.8</b>	<b>14.8</b>	<b>7.4</b>	<b>7.4</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>21</b>	<b>73.4</b>	<b>15</b>	<b>244</b>	
<b>BARBADOS</b>																					
<b>BRIDGETOWN</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	20	1	
<b>TOTAL BRIDGETOWN</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>20</b>	<b>1</b>	
<b>TOTAL BARBADOS</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>20</b>	<b>1</b>	
<b>BELGIUM</b>																					
<b>BRUSSELS</b>	AUSTRIAN AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL BRUSSELS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>CHARLEROI</b>	RYANAIR	S	1	0	1	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	65	0.0	0	0	
<b>TOTAL CHARLEROI</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>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>65</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</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>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>65</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>BULGARIA</b>																					
<b>PLOVDIV</b>	RYANAIR	S	34	0	0	2.9	29.4	29.4	17.6	11.8	8.8	0.0	0.0	0.0	0.0	0.0	19	75.0	22	24	
<b>TOTAL PLOVDIV</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>29.4</b>	<b>29.4</b>	<b>17.6</b>	<b>11.8</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>75.0</b>	<b>22</b>	<b>24</b>	
<b>SOFIA</b>	RYANAIR	S	160	0	3	0.6	30.1	38.0	16.0	8.0	4.3	1.2	0.0	0.0	0.0	1.8	15	85.0	7	120	
<b>SOFIA</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	4	0.0	0	0	
<b>TOTAL SOFIA</b>			<b>161</b>	<b>0</b>	<b>3</b>	<b>0.6</b>	<b>29.9</b>	<b>38.4</b>	<b>15.9</b>	<b>7.9</b>	<b>4.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>15</b>	<b>85.0</b>	<b>7</b>	<b>120</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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>195</b>	<b>0</b>	<b>3</b>	<b>1.0</b>	<b>29.8</b>	<b>36.9</b>	<b>16.2</b>	<b>8.6</b>	<b>5.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>15</b>	<b>83.3</b>	<b>10</b>	<b>144</b>
<b>CYPRUS</b>																				
<b>LARNACA</b>	JET2.COM 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	11	0.0	0	0
<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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>PAPHOS</b>	JET2.COM LTD	S	27	0	0	11.1	44.4	37.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	12	12
<b>PAPHOS</b>	RYANAIR	S	58	0	0	6.9	15.5	41.4	19.0	15.5	1.7	0.0	0.0	0.0	0.0	0.0	15	83.9	7	56
<b>PAPHOS</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	5
<b>TOTAL PAPHOS</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>24.7</b>	<b>40.0</b>	<b>15.3</b>	<b>10.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>84.9</b>	<b>8</b>	<b>73</b>
<b>TOTAL CYPRUS</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>24.2</b>	<b>40.7</b>	<b>16.5</b>	<b>9.9</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>84.9</b>	<b>8</b>	<b>73</b>
<b>CZECH REPUBLIC</b>																				
<b>BRNO (TURANY)</b>	RYANAIR	S	42	0	0	9.5	28.6	42.9	7.1	4.8	2.4	4.8	0.0	0.0	0.0	0.0	14	82.5	9	40
<b>TOTAL BRNO (TURANY)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>28.6</b>	<b>42.9</b>	<b>7.1</b>	<b>4.8</b>	<b>2.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>82.5</b>	<b>9</b>	<b>40</b>
<b>OSTRAVA</b>	RYANAIR	S	24	0	0	0.0	50.0	33.3	4.2	8.3	0.0	4.2	0.0	0.0	0.0	0.0	11	96.9	2	32
<b>TOTAL OSTRAVA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>33.3</b>	<b>4.2</b>	<b>8.3</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>11</b>	<b>96.9</b>	<b>2</b>	<b>32</b>
<b>PARDUBICE</b>	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	10	24
<b>TOTAL PARDUBICE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>10</b>	<b>24</b>
<b>PRAGUE</b>	EASYJET UK LTD	S	38	0	2	0.0	27.5	27.5	10.0	10.0	15.0	5.0	0.0	0.0	5.0	28	76.8	15	54	
<b>PRAGUE</b>	RYANAIR	S	158	0	0	3.8	31.6	34.2	12.7	11.4	3.8	1.3	0.0	1.3	0.0	0.0	20	76.5	16	136
<b>TOTAL PRAGUE</b>			<b>196</b>	<b>0</b>	<b>2</b>	<b>3.0</b>	<b>30.8</b>	<b>32.8</b>	<b>12.1</b>	<b>11.1</b>	<b>6.1</b>	<b>2.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>21</b>	<b>76.6</b>	<b>16</b>	<b>190</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>262</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>32.2</b>	<b>34.5</b>	<b>10.6</b>	<b>9.8</b>	<b>4.9</b>	<b>2.7</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>19</b>	<b>80.2</b>	<b>13</b>	<b>286</b>
<b>DENMARK</b>																				
<b>AALBORG</b>	RYANAIR	S	22	0	2	0.0	37.5	16.7	8.3	20.8	8.3	0.0	0.0	0.0	0.0	8.3	23	93.8	4	32
<b>TOTAL AALBORG</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>37.5</b>	<b>16.7</b>	<b>8.3</b>	<b>20.8</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>23</b>	<b>93.8</b>	<b>4</b>	<b>32</b>
<b>AARHUS (TIRSTRUP)</b>	RYANAIR	S	40	0	0	10.0	37.5	20.0	12.5	7.5	7.5	2.5	2.5	0.0	0.0	0.0	21	90.0	5	40
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>37.5</b>	<b>20.0</b>	<b>12.5</b>	<b>7.5</b>	<b>7.5</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>90.0</b>	<b>5</b>	<b>40</b>
<b>BILLUND</b>	RYANAIR	S	100	0	0	4.0	56.0	28.0	5.0	2.0	4.0	0.0	0.0	1.0	0.0	0.0	11	81.4	8	113
<b>BILLUND</b>	SUN AIR OF SCANDINAVIA	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	42	0.0	0	0
<b>TOTAL BILLUND</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>55.9</b>	<b>27.5</b>	<b>4.9</b>	<b>2.0</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>81.4</b>	<b>8</b>	<b>113</b>
<b>COPENHAGEN</b>	RYANAIR	S	154	0	4	1.9	31.0	43.7	14.6	5.7	0.6	0.0	0.0	0.0	0.0	2.5	8	79.3	9	145
<b>COPENHAGEN</b>	SAS	S	54	0	4	5.2	41.4	34.5	12.1	0.0	0.0	0.0	0.0	0.0	0.0	6.9	5	0.0	0	0
<b>TOTAL COPENHAGEN</b>			<b>208</b>	<b>0</b>	<b>8</b>	<b>2.8</b>	<b>33.8</b>	<b>41.2</b>	<b>13.9</b>	<b>4.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>7</b>	<b>79.3</b>	<b>9</b>	<b>145</b>
<b>TOTAL DENMARK</b>			<b>372</b>	<b>0</b>	<b>10</b>	<b>3.7</b>	<b>40.3</b>	<b>33.8</b>	<b>11.0</b>	<b>5.0</b>	<b>2.9</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>2.6</b>	<b>11</b>	<b>82.7</b>	<b>8</b>	<b>330</b>
<b>EGYPT</b>																				
<b>HURGHADA</b>	EASYJET UK LTD	S	16	0	0	6.3	25.0	25.0	18.8	12.5	6.3	0.0	6.3	0.0	0.0	0.0	29	81.3	16	16
<b>TOTAL HURGHADA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>25.0</b>	<b>18.8</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>81.3</b>	<b>16</b>	<b>16</b>
<b>TOTAL EGYPT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>25.0</b>	<b>18.8</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>81.3</b>	<b>16</b>	<b>16</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: STANSTED (Full Analysis)

			NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											FEB 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														
<b>ESTONIA</b>																					
TALLIN	RYANAIR	S	32	0	0	0.0	56.3	31.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	8	32	
<b>TOTAL TALLIN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>56.3</b>	<b>31.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>8</b>	<b>32</b>	
<b>TOTAL ESTONIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>56.3</b>	<b>31.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>8</b>	<b>32</b>	
<b>FINLAND</b>																					
KITTILA	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL KITTILA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL FINLAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>FRANCE</b>																					
BERGERAC	RYANAIR	S	26	0	0	0.0	34.6	57.7	3.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	6	87.5	5	24	
<b>TOTAL BERGERAC</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>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>5</b>	<b>24</b>	
BIARRITZ	RYANAIR	S	24	0	0	4.2	45.8	16.7	12.5	8.3	4.2	0.0	8.3	0.0	0.0	0.0	30	50.0	34	4	
<b>TOTAL BIARRITZ</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>45.8</b>	<b>16.7</b>	<b>12.5</b>	<b>8.3</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>30</b>	<b>50.0</b>	<b>34</b>	<b>4</b>	
BORDEAUX	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	
BORDEAUX	RYANAIR	S	51	0	1	9.6	44.2	19.2	3.8	11.5	9.6	0.0	0.0	0.0	0.0	1.9	14	89.7	3	39	
<b>TOTAL BORDEAUX</b>			<b>52</b>	<b>0</b>	<b>1</b>	<b>9.4</b>	<b>43.4</b>	<b>20.8</b>	<b>3.8</b>	<b>11.3</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>14</b>	<b>89.7</b>	<b>3</b>	<b>39</b>	
BREST	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	77	1	
<b>TOTAL BREST</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>77</b>	<b>1</b>	
CARCASSONNE	RYANAIR	S	24	0	0	4.2	54.2	25.0	4.2	4.2	8.3	0.0	0.0	0.0	0.0	0.0	10	91.7	9	24	
<b>TOTAL CARCASSONNE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>54.2</b>	<b>25.0</b>	<b>4.2</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>10</b>	<b>91.7</b>	<b>9</b>	<b>24</b>	
CHAMBERY	BA CITYFLYER LTD	C	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	32	50.0	24	10	
CHAMBERY	BA CITYFLYER LTD	S	25	0	0	0.0	20.0	32.0	12.0	24.0	12.0	0.0	0.0	0.0	0.0	0.0	24	52.4	20	21	
CHAMBERY	ENTER AIR	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
CHAMBERY	TITAN AIRWAYS LTD	C	12	0	1	0.0	15.4	23.1	7.7	38.5	0.0	7.7	0.0	0.0	0.0	7.7	35	64.3	28	14	
CHAMBERY	TUI AIRWAYS LTD	C	10	0	0	10.0	40.0	20.0	10.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	38	0.0	0	0	
<b>TOTAL CHAMBERY</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>1.9</b>	<b>21.2</b>	<b>25.0</b>	<b>11.5</b>	<b>28.8</b>	<b>5.8</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>30</b>	<b>55.6</b>	<b>23</b>	<b>45</b>	
DINARD	RYANAIR	S	24	0	0	4.2	54.2	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.3	5	23	
<b>TOTAL DINARD</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>54.2</b>	<b>41.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>91.3</b>	<b>5</b>	<b>23</b>	
DOLE	RYANAIR	S	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	18	8	
<b>TOTAL DOLE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>55.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>50.0</b>	<b>18</b>	<b>8</b>	
GRENOBLE	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	39	0.0	0	0	
GRENOBLE	EASYJET UK LTD	S	16	0	2	0.0	38.9	27.8	16.7	0.0	0.0	0.0	5.6	0.0	0.0	11.1	21	87.5	6	16	
GRENOBLE	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	5	
GRENOBLE	JET2.COM LTD	S	35	0	0	2.9	40.0	34.3	14.3	8.6	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	10	8	
GRENOBLE	RYANAIR	S	28	0	0	7.1	32.1	50.0	0.0	10.7	0.0	0.0	0.0	0.0	0.0	0.0	7	57.1	15	28	
GRENOBLE	TITAN AIRWAYS LTD	C	2	0	2	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	10	50.0	52	2	
<b>TOTAL GRENOBLE</b>			<b>82</b>	<b>0</b>	<b>4</b>	<b>3.5</b>	<b>34.9</b>	<b>38.4</b>	<b>9.3</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>11</b>	<b>71.2</b>	<b>12</b>	<b>59</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 2019			
			MAT	UNMAT	CAN	More than 15 m early	15 m	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
							to 1 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	than 360 m late							
LA ROCHELLE	RYANAIR	S	16	0	0	6.3	43.8	31.3	6.3	6.3	0.0	0.0	6.3	0.0	0.0	0.0	25	87.5	24	16
<b>TOTAL LA ROCHELLE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>31.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>87.5</b>	<b>24</b>	<b>16</b>
LIMOGES	RYANAIR	S	30	0	3	9.1	48.5	18.2	9.1	6.1	0.0	0.0	0.0	0.0	0.0	9.1	6	96.9	3	32
<b>TOTAL LIMOGES</b>			<b>30</b>	<b>0</b>	<b>3</b>	<b>9.1</b>	<b>48.5</b>	<b>18.2</b>	<b>9.1</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>6</b>	<b>96.9</b>	<b>3</b>	<b>32</b>
LYON	EASYJET UK LTD	S	16	0	0	0.0	18.8	56.3	6.3	12.5	0.0	6.3	0.0	0.0	0.0	0.0	18	100.0	1	14
LYON	JET2.COM LTD	S	10	0	0	10.0	40.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	5	8
LYON	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	159	0.0	0	0
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	100.0	2	1
LYON	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2
<b>TOTAL LYON</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>25.9</b>	<b>48.1</b>	<b>7.4</b>	<b>7.4</b>	<b>0.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>96.0</b>	<b>2</b>	<b>25</b>
MARSEILLE	RYANAIR	S	58	0	0	1.7	39.7	34.5	8.6	5.2	8.6	0.0	1.7	0.0	0.0	0.0	17	78.6	13	56
<b>TOTAL MARSEILLE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>39.7</b>	<b>34.5</b>	<b>8.6</b>	<b>5.2</b>	<b>8.6</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>78.6</b>	<b>13</b>	<b>56</b>
NANTES	RYANAIR	S	58	0	0	0.0	31.0	41.4	12.1	12.1	0.0	1.7	0.0	1.7	0.0	0.0	19	75.0	10	32
<b>TOTAL NANTES</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.0</b>	<b>41.4</b>	<b>12.1</b>	<b>12.1</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>75.0</b>	<b>10</b>	<b>32</b>
NICE	EASYJET UK LTD	S	45	0	5	0.0	42.0	28.0	12.0	2.0	4.0	2.0	0.0	0.0	0.0	10.0	13	73.7	16	38
NICE	RYANAIR	S	33	0	1	0.0	29.4	32.4	17.6	14.7	2.9	0.0	0.0	0.0	0.0	2.9	16	87.5	6	56
<b>TOTAL NICE</b>			<b>78</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>36.9</b>	<b>29.8</b>	<b>14.3</b>	<b>7.1</b>	<b>3.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>14</b>	<b>81.9</b>	<b>10</b>	<b>94</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	81.3	13	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>81.3</b>	<b>13</b>	<b>16</b>
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	36	0	0	5.6	50.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
POITIERS	RYANAIR	S	16	0	0	0.0	18.8	43.8	6.3	12.5	12.5	6.3	0.0	0.0	0.0	0.0	27	100.0	1	16
<b>TOTAL POITIERS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>43.8</b>	<b>6.3</b>	<b>12.5</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>100.0</b>	<b>1</b>	<b>16</b>
TARBES-LOURDES INTERNATIONAL	RYANAIR	S	18	0	0	5.6	44.4	33.3	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	93.8	3	16
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>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>
TOULOUSE (BLAGNAC)	RYANAIR	S	116	0	0	4.3	50.9	26.7	8.6	6.0	1.7	1.7	0.0	0.0	0.0	0.0	9	88.4	8	112
TOULOUSE (BLAGNAC)	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	5	2
TOULOUSE (BLAGNAC)	TITAN AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>50.4</b>	<b>26.5</b>	<b>9.4</b>	<b>6.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>88.6</b>	<b>8</b>	<b>114</b>
TOURS	RYANAIR	S	15	0	1	6.3	43.8	31.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	6.3	7	93.8	17	16
<b>TOTAL TOURS</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>6.3</b>	<b>43.8</b>	<b>31.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>7</b>	<b>93.8</b>	<b>17</b>	<b>16</b>
<b>TOTAL FRANCE</b>			<b>761</b>	<b>0</b>	<b>16</b>	<b>3.5</b>	<b>39.9</b>	<b>32.8</b>	<b>8.6</b>	<b>8.1</b>	<b>3.1</b>	<b>1.0</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>2.1</b>	<b>14</b>	<b>82.7</b>	<b>10</b>	<b>660</b>
GERMANY																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: STANSTED (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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
BERLIN (SCHONEFELD)	RYANAIR	S	198	0	0	6.1	38.9	30.3	12.1	8.1	1.0	2.5	1.0	0.0	0.0	0.0	14	70.4	14	216
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>198</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>38.9</b>	<b>30.3</b>	<b>12.1</b>	<b>8.1</b>	<b>1.0</b>	<b>2.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>70.4</b>	<b>14</b>	<b>216</b>
BERLIN (TEGEL)	BA CITYFLYER LTD	S	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	25	8
<b>TOTAL BERLIN (TEGEL)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>50.0</b>	<b>25</b>	<b>8</b>
BREMEN	RYANAIR	S	81	0	1	8.5	57.3	19.5	3.7	8.5	1.2	0.0	0.0	0.0	0.0	1.2	6	73.8	13	80
<b>TOTAL BREMEN</b>			<b>81</b>	<b>0</b>	<b>1</b>	<b>8.5</b>	<b>57.3</b>	<b>19.5</b>	<b>3.7</b>	<b>8.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>6</b>	<b>73.8</b>	<b>13</b>	<b>80</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	87.5	6	118
COLOGNE BONN	RYANAIR	S	130	0	0	5.4	35.4	33.1	8.5	9.2	6.2	1.5	0.8	0.0	0.0	0.0	17	85.0	9	120
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	100.0	3	1
<b>TOTAL COLOGNE BONN</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>35.4</b>	<b>33.1</b>	<b>8.5</b>	<b>9.2</b>	<b>6.2</b>	<b>1.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>86.3</b>	<b>8</b>	<b>239</b>
DORTMUND	EUROWINGS LUFTVERKEHRS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
DORTMUND	RYANAIR	S	57	0	1	5.2	53.4	29.3	1.7	6.9	0.0	0.0	1.7	0.0	0.0	1.7	10	83.9	8	56
DORTMUND	TUIFLY (GERMANY)	C	0	0	0	0.0	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 DORTMUND</b>			<b>57</b>	<b>0</b>	<b>1</b>	<b>5.2</b>	<b>53.4</b>	<b>29.3</b>	<b>1.7</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>10</b>	<b>84.7</b>	<b>8</b>	<b>59</b>
DRESDEN	RYANAIR	S	26	0	0	3.8	57.7	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL DRESDEN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>57.7</b>	<b>38.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
FRANKFURT MAIN	RYANAIR	S	138	0	2	0.7	22.1	45.7	13.6	10.0	6.4	0.0	0.0	0.0	0.0	1.4	16	71.9	12	96
<b>TOTAL FRANKFURT MAIN</b>			<b>138</b>	<b>0</b>	<b>2</b>	<b>0.7</b>	<b>22.1</b>	<b>45.7</b>	<b>13.6</b>	<b>10.0</b>	<b>6.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>16</b>	<b>71.9</b>	<b>12</b>	<b>96</b>
FRIEDRICHSHAFEN	JET2.COM LTD	S	10	0	0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>60.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</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	57.5	15	40
<b>TOTAL HAHN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>57.5</b>	<b>15</b>	<b>40</b>
HAMBURG	RYANAIR	S	40	0	2	0.0	38.1	40.5	4.8	9.5	2.4	0.0	0.0	0.0	0.0	4.8	10	71.6	13	72
<b>TOTAL HAMBURG</b>			<b>40</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>38.1</b>	<b>40.5</b>	<b>4.8</b>	<b>9.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>10</b>	<b>71.6</b>	<b>13</b>	<b>72</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	83.3	11	48
HANOVER	JET2.COM LTD	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
HANOVER	TITAN AIRWAYS LTD	C	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	18	0.0	0	0
<b>TOTAL HANOVER</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.3</b>	<b>11</b>	<b>48</b>
KARLSRUHE/BADEN BADEN	RYANAIR	S	56	0	3	1.7	28.8	49.2	11.9	1.7	0.0	0.0	1.7	0.0	0.0	5.1	11	91.1	4	56
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>56</b>	<b>0</b>	<b>3</b>	<b>1.7</b>	<b>28.8</b>	<b>49.2</b>	<b>11.9</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>11</b>	<b>91.1</b>	<b>4</b>	<b>56</b>
LEIPZIG	ENTER AIR	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
LEIPZIG	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	6	24
LEIPZIG	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	97	0.0	0	0
<b>TOTAL LEIPZIG</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>91.7</b>	<b>6</b>	<b>24</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than	15 m	15 m	16 m	31 m	61 m	121 m	181 m	More than	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 15 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
MEMMINGEN ALLGAU	RYANAIR	S	46	0	1	2.1	51.1	36.2	6.4	2.1	0.0	0.0	0.0	0.0	0.0	2.1	4	80.0	14	40	
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>46</b>	<b>0</b>	<b>1</b>	<b>2.1</b>	<b>51.1</b>	<b>36.2</b>	<b>6.4</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>4</b>	<b>80.0</b>	<b>14</b>	<b>40</b>	
MUNICH	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	32	0.0	0	0	
MUNICH	EASYJET UK LTD	S	38	0	2	0.0	32.5	47.5	10.0	2.5	2.5	0.0	0.0	0.0	0.0	5.0	7	91.3	9	46	
MUNICH	EUROWINGS LUFTVERKEHRS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.6	16	56	
MUNICH	LUFTHANSA	S	6	0	0	0.0	0.0	83.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	2	6	
<b>TOTAL MUNICH</b>			<b>45</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>27.7</b>	<b>51.1</b>	<b>8.5</b>	<b>6.4</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>8</b>	<b>80.6</b>	<b>12</b>	<b>108</b>	
NUREMBERG	RYANAIR	S	88	0	2	7.8	41.1	30.0	10.0	6.7	1.1	1.1	0.0	0.0	0.0	2.2	10	83.1	8	89	
<b>TOTAL NUREMBERG</b>			<b>88</b>	<b>0</b>	<b>2</b>	<b>7.8</b>	<b>41.1</b>	<b>30.0</b>	<b>10.0</b>	<b>6.7</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>10</b>	<b>83.1</b>	<b>8</b>	<b>89</b>	
<b>TOTAL GERMANY</b>			<b>932</b>	<b>0</b>	<b>14</b>	<b>4.5</b>	<b>38.7</b>	<b>35.1</b>	<b>8.8</b>	<b>7.5</b>	<b>2.5</b>	<b>0.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>12</b>	<b>78.4</b>	<b>11</b>	<b>1175</b>	
<b>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	C	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
ATHENS	AERONEXUS	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
ATHENS	RYANAIR	S	58	0	0	3.4	17.2	27.6	32.8	17.2	0.0	0.0	0.0	1.7	0.0	0.0	22	87.5	6	88	
<b>TOTAL ATHENS</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>18.0</b>	<b>26.2</b>	<b>32.8</b>	<b>16.4</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>22</b>	<b>87.5</b>	<b>6</b>	<b>88</b>	
SALONIKA	RYANAIR	S	50	0	0	0.0	12.0	46.0	24.0	12.0	0.0	0.0	4.0	2.0	0.0	0.0	34	79.2	8	48	
<b>TOTAL SALONIKA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.0</b>	<b>46.0</b>	<b>24.0</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>79.2</b>	<b>8</b>	<b>48</b>	
<b>TOTAL GREECE</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>15.3</b>	<b>35.1</b>	<b>28.8</b>	<b>14.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>84.6</b>	<b>7</b>	<b>136</b>	
<b>HUNGARY</b>																					
BUDAPEST	RYANAIR	S	206	0	0	2.4	35.0	38.3	15.5	6.8	0.5	1.5	0.0	0.0	0.0	0.0	11	83.9	8	192	
BUDAPEST	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	17	0.0	0	0	
<b>TOTAL BUDAPEST</b>			<b>207</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>34.8</b>	<b>38.2</b>	<b>15.9</b>	<b>6.8</b>	<b>0.5</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>83.9</b>	<b>8</b>	<b>192</b>	
<b>TOTAL HUNGARY</b>			<b>207</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>34.8</b>	<b>38.2</b>	<b>15.9</b>	<b>6.8</b>	<b>0.5</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>83.9</b>	<b>8</b>	<b>192</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	79.2	13	24	
KEFLAVIK	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 KEFLAVIK</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>79.2</b>	<b>13</b>	<b>24</b>	
<b>TOTAL ICELAND</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>79.2</b>	<b>13</b>	<b>24</b>	
<b>INDIA</b>																					
AMRITSAR	AIR INDIA	S	25	0	2	7.4	44.4	25.9	3.7	7.4	3.7	0.0	0.0	0.0	0.0	7.4	10	0.0	0	0	
<b>TOTAL AMRITSAR</b>			<b>25</b>	<b>0</b>	<b>2</b>	<b>7.4</b>	<b>44.4</b>	<b>25.9</b>	<b>3.7</b>	<b>7.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MUMBAI	AIR INDIA	S	10	0	0	0.0	0.0	0.0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	123	0.0	0	0	
<b>TOTAL MUMBAI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>123</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL INDIA</b>			<b>35</b>	<b>0</b>	<b>2</b>	<b>5.4</b>	<b>32.4</b>	<b>18.9</b>	<b>2.7</b>	<b>5.4</b>	<b>18.9</b>	<b>10.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>43</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>IRISH REPUBLIC</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												FEB 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	RYANAIR	S	162	0	2	14.6	41.5	24.4	3.7	10.4	3.0	0.0	1.2	0.0	0.0	1.2	13	80.6	11	160
<b>TOTAL CORK</b>			<b>162</b>	<b>0</b>	<b>2</b>	<b>14.6</b>	<b>41.5</b>	<b>24.4</b>	<b>3.7</b>	<b>10.4</b>	<b>3.0</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>13</b>	<b>80.6</b>	<b>11</b>	<b>160</b>
DUBLIN	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1
DUBLIN	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
DUBLIN	RYANAIR	S	414	0	0	8.0	46.6	28.3	5.1	7.0	3.9	0.5	0.2	0.5	0.0	0.0	12	78.0	10	422
<b>TOTAL DUBLIN</b>			<b>414</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>46.6</b>	<b>28.3</b>	<b>5.1</b>	<b>7.0</b>	<b>3.9</b>	<b>0.5</b>	<b>0.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>78.1</b>	<b>10</b>	<b>425</b>
IRELAND WEST(KNOCK)	RYANAIR	S	81	0	0	3.7	53.1	34.6	1.2	2.5	1.2	0.0	3.7	0.0	0.0	0.0	14	83.5	12	79
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>53.1</b>	<b>34.6</b>	<b>1.2</b>	<b>2.5</b>	<b>1.2</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>83.5</b>	<b>12</b>	<b>79</b>
KERRY COUNTY	RYANAIR	S	40	0	2	2.4	59.5	16.7	2.4	7.1	7.1	0.0	0.0	0.0	0.0	4.8	12	92.5	4	40
<b>TOTAL KERRY COUNTY</b>			<b>40</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>59.5</b>	<b>16.7</b>	<b>2.4</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>12</b>	<b>92.5</b>	<b>4</b>	<b>40</b>
SHANNON	RYANAIR	S	101	0	1	15.7	36.3	31.4	7.8	4.9	0.0	2.0	0.0	1.0	0.0	1.0	13	77.6	12	98
<b>TOTAL SHANNON</b>			<b>101</b>	<b>0</b>	<b>1</b>	<b>15.7</b>	<b>36.3</b>	<b>31.4</b>	<b>7.8</b>	<b>4.9</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>13</b>	<b>77.6</b>	<b>12</b>	<b>98</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>798</b>	<b>0</b>	<b>5</b>	<b>9.6</b>	<b>45.6</b>	<b>27.9</b>	<b>4.6</b>	<b>7.0</b>	<b>3.1</b>	<b>0.5</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>79.8</b>	<b>10</b>	<b>802</b>
<b>ISRAEL</b>																				
TEL AVIV	ARKIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	25	6
TEL AVIV	EASYJET UK LTD	S	17	0	1	0.0	11.1	61.1	11.1	5.6	5.6	0.0	0.0	0.0	0.0	5.6	14	62.5	13	16
TEL AVIV	WIZZ AIR UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL TEL AVIV</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>10.5</b>	<b>63.2</b>	<b>10.5</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>13</b>	<b>63.6</b>	<b>16</b>	<b>22</b>
<b>TOTAL ISRAEL</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>10.5</b>	<b>63.2</b>	<b>10.5</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>13</b>	<b>63.6</b>	<b>16</b>	<b>22</b>
<b>ITALY</b>																				
ANCONA	RYANAIR	S	34	0	0	8.8	47.1	32.4	5.9	0.0	2.9	2.9	0.0	0.0	0.0	0.0	10	84.4	5	32
<b>TOTAL ANCONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>47.1</b>	<b>32.4</b>	<b>5.9</b>	<b>0.0</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.4</b>	<b>5</b>	<b>32</b>
BARI (PALESE)	RYANAIR	S	58	0	0	1.7	32.8	34.5	13.8	6.9	5.2	1.7	3.4	0.0	0.0	0.0	23	85.7	6	56
<b>TOTAL BARI (PALESE)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>32.8</b>	<b>34.5</b>	<b>13.8</b>	<b>6.9</b>	<b>5.2</b>	<b>1.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>85.7</b>	<b>6</b>	<b>56</b>
BERGAMO	RYANAIR	S	267	0	0	6.0	36.7	30.7	13.1	10.1	1.1	1.1	1.1	0.0	0.0	0.0	14	80.9	13	225
<b>TOTAL BERGAMO</b>			<b>267</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>36.7</b>	<b>30.7</b>	<b>13.1</b>	<b>10.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.9</b>	<b>13</b>	<b>225</b>
BOLOGNA	RYANAIR	S	112	0	0	3.6	51.8	26.8	8.0	3.6	3.6	0.0	2.7	0.0	0.0	0.0	15	76.9	13	104
<b>TOTAL BOLOGNA</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>51.8</b>	<b>26.8</b>	<b>8.0</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>76.9</b>	<b>13</b>	<b>104</b>
BRINDISI	RYANAIR	S	26	0	0	0.0	46.2	50.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	95.8	3	24
<b>TOTAL BRINDISI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.2</b>	<b>50.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>95.8</b>	<b>3</b>	<b>24</b>
CAGLIARI (ELMAS)	EASYJET UK LTD	S	18	0	0	0.0	38.9	38.9	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	10	83.3	11	24
CAGLIARI (ELMAS)	RYANAIR	S	42	0	0	0.0	40.5	40.5	9.5	2.4	2.4	0.0	4.8	0.0	0.0	0.0	19	92.0	5	25
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>11.7</b>	<b>1.7</b>	<b>3.3</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.8</b>	<b>8</b>	<b>49</b>
GENOA	RYANAIR	S	26	0	0	7.7	50.0	26.9	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	79.2	21	24
<b>TOTAL GENOA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>50.0</b>	<b>26.9</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>79.2</b>	<b>21</b>	<b>24</b>

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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	
ORIGIN/DESTINATION	AIRLINE																				
LAMETIA-TERME	RYANAIR	S	16	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	81.3	6	16	
<b>TOTAL LAMETIA-TERME</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>62.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.3</b>	<b>6</b>	<b>16</b>	
MILAN (MALPENSA)	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	41	0.0	0	0	
MILAN (MALPENSA)	RYANAIR	S	156	0	2	2.5	35.4	36.1	16.5	7.0	0.0	0.0	1.3	0.0	0.0	1.3	12	59.8	19	112	
<b>TOTAL MILAN (MALPENSA)</b>			<b>157</b>	<b>0</b>	<b>2</b>	<b>2.5</b>	<b>35.2</b>	<b>35.8</b>	<b>16.4</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>12</b>	<b>59.8</b>	<b>19</b>	<b>112</b>	
NAPLES	EASYJET UK LTD	S	44	0	0	2.3	50.0	38.6	6.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	5	90.4	5	52	
NAPLES	RYANAIR	S	84	0	0	1.2	40.5	39.3	11.9	4.8	1.2	1.2	0.0	0.0	0.0	0.0	9	76.8	12	56	
<b>TOTAL NAPLES</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>43.8</b>	<b>39.1</b>	<b>10.2</b>	<b>3.9</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>7</b>	<b>83.3</b>	<b>9</b>	<b>108</b>	
PALERMO	RYANAIR	S	50	0	0	2.0	46.0	38.0	10.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	7	71.9	12	32	
<b>TOTAL PALERMO</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>46.0</b>	<b>38.0</b>	<b>10.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>71.9</b>	<b>12</b>	<b>32</b>	
PERUGIA	RYANAIR	S	32	0	0	3.1	46.9	31.3	6.3	6.3	3.1	3.1	0.0	0.0	0.0	0.0	13	81.3	7	32	
<b>TOTAL PERUGIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>46.9</b>	<b>31.3</b>	<b>6.3</b>	<b>6.3</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>13</b>	<b>81.3</b>	<b>7</b>	<b>32</b>	
PESCARA	RYANAIR	S	42	0	0	9.5	38.1	38.1	4.8	4.8	0.0	0.0	4.8	0.0	0.0	0.0	18	100.0	2	40	
<b>TOTAL PESCARA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>38.1</b>	<b>38.1</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>2</b>	<b>40</b>	
PISA	RYANAIR	S	116	0	0	7.8	37.9	32.8	8.6	8.6	2.6	1.7	0.0	0.0	0.0	0.0	11	81.3	12	112	
<b>TOTAL PISA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>37.9</b>	<b>32.8</b>	<b>8.6</b>	<b>8.6</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>11</b>	<b>81.3</b>	<b>12</b>	<b>112</b>	
ROME (CIAMPINO)	RYANAIR	S	286	0	4	4.5	43.1	32.8	11.0	4.8	1.4	0.0	1.0	0.0	0.0	1.4	10	79.1	22	263	
<b>TOTAL ROME (CIAMPINO)</b>			<b>286</b>	<b>0</b>	<b>4</b>	<b>4.5</b>	<b>43.1</b>	<b>32.8</b>	<b>11.0</b>	<b>4.8</b>	<b>1.4</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>10</b>	<b>79.1</b>	<b>22</b>	<b>263</b>	
ROME (FIUMICINO)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	104	9	
<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>44.4</b>	<b>104</b>	<b>9</b>	
TREVISO	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	86.1	11	151	
<b>TOTAL TREVISO</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>86.1</b>	<b>11</b>	<b>151</b>	
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	23	0	1	0.0	25.0	33.3	20.8	8.3	8.3	0.0	0.0	0.0	0.0	4.2	19	79.2	12	24	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>23</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.0</b>	<b>33.3</b>	<b>20.8</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>19</b>	<b>79.2</b>	<b>12</b>	<b>24</b>	
TURIN	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	2	
TURIN	JET2.COM LTD	S	10	0	0	0.0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	3	8	
TURIN	RYANAIR	S	68	0	0	0.0	32.4	35.3	16.2	5.9	8.8	0.0	1.5	0.0	0.0	0.0	18	81.3	12	64	
TURIN	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2	
TURIN	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	12.5	0.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	47	87.5	7	8	
<b>TOTAL TURIN</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.7</b>	<b>33.7</b>	<b>14.0</b>	<b>7.0</b>	<b>9.3</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>82.1</b>	<b>11</b>	<b>84</b>	
VENICE	RYANAIR	S	154	0	4	0.0	27.8	40.5	11.4	12.0	3.2	2.5	0.0	0.0	0.0	2.5	17	0.0	0	0	
<b>TOTAL VENICE</b>			<b>154</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>27.8</b>	<b>40.5</b>	<b>11.4</b>	<b>12.0</b>	<b>3.2</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VERONA VILLAFRANCA	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
VERONA VILLAFRANCA	RYANAIR	S	26	0	0	0.0	53.8	23.1	11.5	3.8	7.7	0.0	0.0	0.0	0.0	0.0	13	83.3	7	24	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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	
VERONA VILLAFRANCA	TITAN AIRWAYS LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	4	2	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>14.3</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.2</b>	<b>6</b>	<b>27</b>	
<b>TOTAL ITALY</b>			<b>1703</b>	<b>0</b>	<b>11</b>	<b>3.5</b>	<b>39.3</b>	<b>34.5</b>	<b>11.4</b>	<b>6.5</b>	<b>2.3</b>	<b>0.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>13</b>	<b>80.4</b>	<b>14</b>	<b>1524</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	134	0	0	8.2	42.5	29.1	7.5	7.5	3.0	0.0	1.5	0.7	0.0	0.0	16	79.5	9	112	
<b>TOTAL RIGA</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>42.5</b>	<b>29.1</b>	<b>7.5</b>	<b>7.5</b>	<b>3.0</b>	<b>0.0</b>	<b>1.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>79.5</b>	<b>9</b>	<b>112</b>	
<b>TOTAL LATVIA</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>42.5</b>	<b>29.1</b>	<b>7.5</b>	<b>7.5</b>	<b>3.0</b>	<b>0.0</b>	<b>1.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>79.5</b>	<b>9</b>	<b>112</b>	
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	42	0	0	0.0	16.7	52.4	23.8	4.8	2.4	0.0	0.0	0.0	0.0	0.0	13	82.5	12	40	
<b>TOTAL KAUNAS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>52.4</b>	<b>23.8</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>82.5</b>	<b>12</b>	<b>40</b>	
PALANGA	RYANAIR	S	18	0	0	0.0	72.2	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	93.8	3	16	
<b>TOTAL PALANGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>72.2</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>93.8</b>	<b>3</b>	<b>16</b>	
VILNIUS	RYANAIR	S	58	0	0	1.7	39.7	29.3	17.2	6.9	1.7	3.4	0.0	0.0	0.0	0.0	14	78.6	8	56	
<b>TOTAL VILNIUS</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>39.7</b>	<b>29.3</b>	<b>17.2</b>	<b>6.9</b>	<b>1.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>78.6</b>	<b>8</b>	<b>56</b>	
<b>TOTAL LITHUANIA</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>36.4</b>	<b>35.6</b>	<b>17.8</b>	<b>5.9</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>82.1</b>	<b>9</b>	<b>112</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	LUXAIR	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	
LUXEMBOURG	RYANAIR	S	58	0	0	15.5	39.7	20.7	8.6	12.1	3.4	0.0	0.0	0.0	0.0	0.0	12	83.9	7	56	
<b>TOTAL LUXEMBOURG</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>15.3</b>	<b>39.0</b>	<b>22.0</b>	<b>8.5</b>	<b>11.9</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.9</b>	<b>7</b>	<b>56</b>	
<b>TOTAL LUXEMBOURG</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>15.3</b>	<b>39.0</b>	<b>22.0</b>	<b>8.5</b>	<b>11.9</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.9</b>	<b>7</b>	<b>56</b>	
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	6	0	0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
MALTA	RYANAIR	S	34	0	0	0.0	23.5	44.1	20.6	8.8	0.0	2.9	0.0	0.0	0.0	0.0	15	43.8	22	32	
<b>TOTAL MALTA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>27.5</b>	<b>42.5</b>	<b>17.5</b>	<b>7.5</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>43.8</b>	<b>22</b>	<b>32</b>	
<b>TOTAL MALTA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>27.5</b>	<b>42.5</b>	<b>17.5</b>	<b>7.5</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>43.8</b>	<b>22</b>	<b>32</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	RYANAIR	S	18	0	0	0.0	22.2	50.0	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	16	62.5	21	16	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>50.0</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>62.5</b>	<b>21</b>	<b>16</b>	
ESSAOUIRA	RYANAIR	S	18	0	0	5.6	16.7	50.0	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL ESSAOUIRA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>50.0</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
FEZ	RYANAIR	S	18	0	0	11.1	27.8	27.8	5.6	11.1	16.7	0.0	0.0	0.0	0.0	0.0	23	68.8	22	16	
<b>TOTAL FEZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>27.8</b>	<b>5.6</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>68.8</b>	<b>22</b>	<b>16</b>	
MARRAKESH	CORENDON 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	66.7	10	3	
MARRAKESH	CORENDON AIRLINES EUROPE	C	3	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 2019			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	15 m early														
MARRAKESH	RYANAIR	S	68	0	0	4.4	29.4	44.1	8.8	7.4	4.4	0.0	1.5	0.0	0.0	0.0	15	83.9	9	56	
<b>TOTAL MARRAKESH</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>28.2</b>	<b>43.7</b>	<b>8.5</b>	<b>8.5</b>	<b>5.6</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.1</b>	<b>9</b>	<b>59</b>	
RABAT	RYANAIR	S	26	0	1	0.0	18.5	48.1	25.9	0.0	3.7	0.0	0.0	0.0	0.0	3.7	14	75.0	12	24	
<b>TOTAL RABAT</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>18.5</b>	<b>48.1</b>	<b>25.9</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>14</b>	<b>75.0</b>	<b>12</b>	<b>24</b>	
<b>TOTAL MOROCCO</b>			<b>151</b>	<b>0</b>	<b>1</b>	<b>3.9</b>	<b>24.3</b>	<b>44.1</b>	<b>12.5</b>	<b>7.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>16</b>	<b>76.5</b>	<b>13</b>	<b>115</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET UK LTD	S	201	0	12	4.2	41.3	26.8	6.6	9.4	4.2	0.9	0.9	0.0	0.0	5.6	15	88.0	6	208	
<b>TOTAL AMSTERDAM</b>			<b>201</b>	<b>0</b>	<b>12</b>	<b>4.2</b>	<b>41.3</b>	<b>26.8</b>	<b>6.6</b>	<b>9.4</b>	<b>4.2</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>15</b>	<b>88.0</b>	<b>6</b>	<b>208</b>	
EINDHOVEN	RYANAIR	S	130	0	2	14.4	41.7	19.7	11.4	6.8	3.0	0.8	0.8	0.0	0.0	1.5	12	82.6	6	136	
<b>TOTAL EINDHOVEN</b>			<b>130</b>	<b>0</b>	<b>2</b>	<b>14.4</b>	<b>41.7</b>	<b>19.7</b>	<b>11.4</b>	<b>6.8</b>	<b>3.0</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>12</b>	<b>82.6</b>	<b>6</b>	<b>136</b>	
GRONINGEN	STOBART AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	47	1	
<b>TOTAL GRONINGEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>47</b>	<b>1</b>	
ROTTERDAM	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	1	
<b>TOTAL ROTTERDAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>41</b>	<b>1</b>	
<b>TOTAL NETHERLANDS</b>			<b>331</b>	<b>0</b>	<b>14</b>	<b>8.1</b>	<b>41.4</b>	<b>24.1</b>	<b>8.4</b>	<b>8.4</b>	<b>3.8</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>14</b>	<b>85.3</b>	<b>6</b>	<b>346</b>	
<b>NORWAY</b>																					
KRISTIANSAND (KJEVIK)	WIDEROE FLYVESELSKAP A/S	S	30	0	4	0.0	47.1	26.5	5.9	8.8	0.0	0.0	0.0	0.0	0.0	11.8	6	87.5	4	30	
<b>TOTAL KRISTIANSAND (KJEVIK)</b>			<b>30</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>47.1</b>	<b>26.5</b>	<b>5.9</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.8</b>	<b>6</b>	<b>87.5</b>	<b>4</b>	<b>30</b>	
OSLO (GARDERMOEN)	RYANAIR	S	158	0	0	3.8	40.5	34.2	10.1	8.2	2.5	0.6	0.0	0.0	0.0	0.0	11	76.9	12	160	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>40.5</b>	<b>34.2</b>	<b>10.1</b>	<b>8.2</b>	<b>2.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.9</b>	<b>12</b>	<b>160</b>	
SANDEFJORD(TORP)	RYANAIR	S	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	8	95.8	3	24	
<b>TOTAL SANDEFJORD(TORP)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>37.5</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>95.8</b>	<b>3</b>	<b>24</b>	
<b>TOTAL NORWAY</b>			<b>204</b>	<b>0</b>	<b>4</b>	<b>2.9</b>	<b>41.8</b>	<b>33.2</b>	<b>9.6</b>	<b>8.2</b>	<b>1.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>10</b>	<b>80.6</b>	<b>10</b>	<b>214</b>	
<b>POLAND</b>																					
BYDGOSZCZ	RYANAIR	S	50	0	0	4.0	52.0	32.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	13	48	
<b>TOTAL BYDGOSZCZ</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>52.0</b>	<b>32.0</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>87.5</b>	<b>13</b>	<b>48</b>	
GDANSK	RYANAIR	S	94	0	4	3.1	42.9	33.7	11.2	4.1	0.0	0.0	0.0	1.0	0.0	4.1	15	78.4	12	97	
<b>TOTAL GDANSK</b>			<b>94</b>	<b>0</b>	<b>4</b>	<b>3.1</b>	<b>42.9</b>	<b>33.7</b>	<b>11.2</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>4.1</b>	<b>15</b>	<b>78.4</b>	<b>12</b>	<b>97</b>	
KATOWICE	RYANAIR	S	74	0	0	2.7	48.6	35.1	5.4	4.1	2.7	0.0	1.4	0.0	0.0	0.0	11	91.1	7	56	
KATOWICE	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 KATOWICE</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>48.0</b>	<b>34.7</b>	<b>6.7</b>	<b>4.0</b>	<b>2.7</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>91.1</b>	<b>7</b>	<b>56</b>	
KRAKOW	RYANAIR	S	157	0	0	1.9	29.9	37.6	10.8	12.7	3.8	0.6	0.0	2.5	0.0	0.0	51	77.1	14	153	
<b>TOTAL KRAKOW</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>29.9</b>	<b>37.6</b>	<b>10.8</b>	<b>12.7</b>	<b>3.8</b>	<b>0.6</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>77.1</b>	<b>14</b>	<b>153</b>	
LODZ LUBLINEK	RYANAIR	S	50	0	0	12.0	48.0	38.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.6	13	48	
<b>TOTAL LODZ LUBLINEK</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>48.0</b>	<b>38.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>77.6</b>	<b>13</b>	<b>48</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											FEB 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														
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	84.4	18	32		
<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</b>	<b>84.4</b>	<b>18</b>	<b>32</b>		
POZNAN	RYANAIR	S	74	0	0	6.8	43.2	27.0	5.4	5.4	5.4	4.1	1.4	1.4	0.0	0.0	25	86.3	6	72	
<b>TOTAL POZNAN</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>43.2</b>	<b>27.0</b>	<b>5.4</b>	<b>5.4</b>	<b>5.4</b>	<b>4.1</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>86.3</b>	<b>6</b>	<b>72</b>	
RZESZOW	RYANAIR	S	43	0	0	4.7	32.6	25.6	11.6	7.0	2.3	4.7	0.0	11.6	0.0	0.0	182	92.5	4	40	
<b>TOTAL RZESZOW</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>32.6</b>	<b>25.6</b>	<b>11.6</b>	<b>7.0</b>	<b>2.3</b>	<b>4.7</b>	<b>0.0</b>	<b>11.6</b>	<b>0.0</b>	<b>0.0</b>	<b>182</b>	<b>92.5</b>	<b>4</b>	<b>40</b>	
SZCZECIN (GOLENOW)	RYANAIR	S	40	0	0	5.0	60.0	22.5	7.5	0.0	5.0	0.0	0.0	0.0	0.0	0.0	7	92.5	4	40	
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>60.0</b>	<b>22.5</b>	<b>7.5</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>7</b>	<b>92.5</b>	<b>4</b>	<b>40</b>	
SZYMANY (MAZURY)	RYANAIR	S	17	0	0	0.0	29.4	35.3	11.8	17.6	5.9	0.0	0.0	0.0	0.0	0.0	19	91.7	7	24	
<b>TOTAL SZYMANY (MAZURY)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.4</b>	<b>35.3</b>	<b>11.8</b>	<b>17.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>91.7</b>	<b>7</b>	<b>24</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	174	0	0	7.5	37.9	32.2	11.5	7.5	1.1	0.0	1.1	1.1	0.0	0.0	17	83.2	7	185	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>37.9</b>	<b>32.2</b>	<b>11.5</b>	<b>7.5</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>17</b>	<b>83.2</b>	<b>7</b>	<b>185</b>	
WROCLAW	RYANAIR	S	100	0	0	1.0	40.0	39.0	7.0	8.0	4.0	1.0	0.0	0.0	0.0	0.0	11	81.8	9	88	
<b>TOTAL WROCLAW</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>40.0</b>	<b>39.0</b>	<b>7.0</b>	<b>8.0</b>	<b>4.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.8</b>	<b>9</b>	<b>88</b>	
<b>TOTAL POLAND</b>			<b>874</b>	<b>0</b>	<b>4</b>	<b>4.4</b>	<b>40.5</b>	<b>33.5</b>	<b>9.2</b>	<b>6.6</b>	<b>2.5</b>	<b>0.8</b>	<b>0.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.5</b>	<b>29</b>	<b>83.3</b>	<b>10</b>	<b>883</b>	
PORTUGAL(EXCLUDING AZORES PONTA DELGADA)																					
AZORES PONTA DELGADA	RYANAIR	S	10	0	0	30.0	20.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	37.5	34	8	
<b>TOTAL AZORES PONTA DELGADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>20.0</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>37.5</b>	<b>34</b>	<b>8</b>	
FARO	JET2.COM LTD	S	32	0	0	6.3	31.3	40.6	3.1	9.4	9.4	0.0	0.0	0.0	0.0	0.0	13	100.0	1	24	
FARO	RYANAIR	S	59	0	1	6.7	36.7	33.3	10.0	3.3	5.0	0.0	3.3	0.0	0.0	1.7	20	89.3	6	56	
<b>TOTAL FARO</b>			<b>91</b>	<b>0</b>	<b>1</b>	<b>6.5</b>	<b>34.8</b>	<b>35.9</b>	<b>7.6</b>	<b>5.4</b>	<b>6.5</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>18</b>	<b>92.5</b>	<b>4</b>	<b>80</b>	
LISBON	JET2.COM LTD	C	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	13	2	
LISBON	RYANAIR	S	224	0	0	4.0	29.9	38.8	12.5	5.4	5.8	2.7	0.9	0.0	0.0	0.0	19	77.2	11	167	
LISBON	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2	
<b>TOTAL LISBON</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>29.8</b>	<b>39.0</b>	<b>12.7</b>	<b>5.3</b>	<b>5.7</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>77.2</b>	<b>11</b>	<b>171</b>	
OPORTO (PORTUGAL)	RYANAIR	S	166	0	0	9.6	34.3	31.3	7.8	10.8	3.6	1.8	0.6	0.0	0.0	0.0	15	74.3	13	144	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>34.3</b>	<b>31.3</b>	<b>7.8</b>	<b>10.8</b>	<b>3.6</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>74.3</b>	<b>13</b>	<b>144</b>	
<b>TOTAL PORTUGAL</b>			<b>495</b>	<b>0</b>	<b>1</b>	<b>6.9</b>	<b>32.1</b>	<b>35.9</b>	<b>10.1</b>	<b>7.1</b>	<b>5.0</b>	<b>1.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>17</b>	<b>78.4</b>	<b>11</b>	<b>403</b>	
PORTUGAL(MADEIRA)																					
FUNCHAL	JET2.COM LTD	S	16	0	0	25.0	18.8	50.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	8	24	
<b>TOTAL FUNCHAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>18.8</b>	<b>50.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>87.5</b>	<b>8</b>	<b>24</b>	
<b>TOTAL PORTUGAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>18.8</b>	<b>50.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>87.5</b>	<b>8</b>	<b>24</b>	

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												FEB 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>REPUBLIC OF MOLDOVA</b>																					
CHISINAU (KISHINEV)	AIR MOLDOVA INTERNATIONAL	S	40	0	2	2.4	19.0	50.0	9.5	14.3	0.0	0.0	0.0	0.0	0.0	4.8	13	72.5	14	40	
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>40</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>19.0</b>	<b>50.0</b>	<b>9.5</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>4.8</b>	<b>13</b>	<b>72.5</b>	<b>14</b>	<b>40</b>	
<b>TOTAL REPUBLIC OF REPUBLIC OF</b>			<b>40</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>19.0</b>	<b>50.0</b>	<b>9.5</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>4.8</b>	<b>13</b>	<b>72.5</b>	<b>14</b>	<b>40</b>	
<b>ROUMANIA</b>																					
PODGORICA	RYANAIR	S	18	0	0	0.0	11.1	50.0	16.7	11.1	0.0	0.0	11.1	0.0	0.0	0.0	41	75.0	8	16	
<b>TOTAL PODGORICA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>50.0</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>75.0</b>	<b>8</b>	<b>16</b>	
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>50.0</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>75.0</b>	<b>8</b>	<b>16</b>	
BUCHAREST (OTOPENI)	RYANAIR	S	140	0	0	1.4	20.0	35.7	20.7	15.0	5.0	0.7	1.4	0.0	0.0	0.0	22	79.5	9	112	
BUCHAREST (OTOPENI)	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	2	0.0	0	0	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>141</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>19.9</b>	<b>36.2</b>	<b>20.6</b>	<b>14.9</b>	<b>5.0</b>	<b>0.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>79.5</b>	<b>9</b>	<b>112</b>	
IASI	BLUE AIR TRANSPORT AERIAN	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL IASI</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>	
<b>TOTAL ROMANIA</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>19.7</b>	<b>36.6</b>	<b>20.4</b>	<b>14.8</b>	<b>4.9</b>	<b>0.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>79.5</b>	<b>9</b>	<b>112</b>	
<b>RUSSIA</b>																					
MOSCOW (DOMODEDOVO)	URAL AIRLINES	S	28	0	0	0.0	17.9	39.3	21.4	17.9	3.6	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.9</b>	<b>39.3</b>	<b>21.4</b>	<b>17.9</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ST PETERSBURG	POBEDA AIRLINES LLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.1	9	32	
ST PETERSBURG	WIZZ AIR UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL ST PETERSBURG</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>78.1</b>	<b>9</b>	<b>32</b>	
<b>TOTAL RUSSIA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.2</b>	<b>41.4</b>	<b>20.7</b>	<b>17.2</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>78.1</b>	<b>9</b>	<b>32</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	RYANAIR	S	100	0	0	5.0	49.0	30.0	10.0	3.0	1.0	2.0	0.0	0.0	0.0	0.0	8	83.3	8	96	
<b>TOTAL BRATISLAVA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>49.0</b>	<b>30.0</b>	<b>10.0</b>	<b>3.0</b>	<b>1.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.3</b>	<b>8</b>	<b>96</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>49.0</b>	<b>30.0</b>	<b>10.0</b>	<b>3.0</b>	<b>1.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.3</b>	<b>8</b>	<b>96</b>	
<b>SLOVENIA</b>																					
LJUBLJANA	EASYJET UK LTD	S	52	0	4	7.1	51.8	19.6	8.9	5.4	0.0	0.0	0.0	0.0	0.0	7.1	6	96.2	3	52	
<b>TOTAL LJUBLJANA</b>			<b>52</b>	<b>0</b>	<b>4</b>	<b>7.1</b>	<b>51.8</b>	<b>19.6</b>	<b>8.9</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>6</b>	<b>96.2</b>	<b>3</b>	<b>52</b>	
<b>TOTAL SLOVENIA</b>			<b>52</b>	<b>0</b>	<b>4</b>	<b>7.1</b>	<b>51.8</b>	<b>19.6</b>	<b>8.9</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>6</b>	<b>96.2</b>	<b>3</b>	<b>52</b>	
<b>SPAIN</b>																					
ALICANTE	JET2.COM LTD	S	40	0	0	12.5	35.0	35.0	7.5	2.5	0.0	7.5	0.0	0.0	0.0	0.0	15	100.0	3	32	
ALICANTE	RYANAIR	S	82	0	0	8.5	43.9	31.7	7.3	4.9	2.4	1.2	0.0	0.0	0.0	0.0	9	86.3	7	80	
<b>TOTAL ALICANTE</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>41.0</b>	<b>32.8</b>	<b>7.4</b>	<b>4.1</b>	<b>1.6</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>90.2</b>	<b>6</b>	<b>112</b>	
BARCELONA	CARPATAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	2	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE													FEB 2019					
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN											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	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late									
BARCELONA	RYANAIR	S	264	0	2	8.3	35.7	32.7	7.1	8.6	4.5	0.8	0.8	0.8	0.0	0.8	17	77.8	10	248		
<b>TOTAL BARCELONA</b>			<b>264</b>	<b>0</b>	<b>2</b>	<b>8.3</b>	<b>35.7</b>	<b>32.7</b>	<b>7.1</b>	<b>8.6</b>	<b>4.5</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>17</b>	<b>77.6</b>	<b>10</b>	<b>250</b>		
BILBAO	EASYJET UK LTD	S	16	0	0	6.3	18.8	50.0	6.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	20	45.8	26	24		
BILBAO	JET2.COM LTD	C	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
BILBAO	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	254	0.0	0	0		
<b>TOTAL BILBAO</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>15.8</b>	<b>47.4</b>	<b>5.3</b>	<b>5.3</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>30</b>	<b>45.8</b>	<b>26</b>	<b>24</b>		
CASTELLON COSTA AZAHAR	RYANAIR	S	18	0	0	11.1	50.0	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	9	16		
<b>TOTAL CASTELLON COSTA AZAHAR</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>0.0</b>	<b>3</b>	<b>87.5</b>	<b>9</b>	<b>16</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	3	8		
<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>3</b>	<b>8</b>		
JEREZ	RYANAIR	S	16	0	0	0.0	37.5	43.8	0.0	0.0	12.5	0.0	6.3	0.0	0.0	0.0	29	100.0	4	16		
<b>TOTAL JEREZ</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>43.8</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>100.0</b>	<b>4</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	87.5	3	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>87.5</b>	<b>3</b>	<b>8</b>		
MADRID	RYANAIR	S	232	0	0	15.5	39.7	23.7	5.2	5.6	8.2	0.9	0.9	0.4	0.0	0.0	18	83.5	8	224		
<b>TOTAL MADRID</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>15.5</b>	<b>39.7</b>	<b>23.7</b>	<b>5.2</b>	<b>5.6</b>	<b>8.2</b>	<b>0.9</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>83.5</b>	<b>8</b>	<b>224</b>		
MALAGA	EASYJET UK LTD	S	23	0	3	11.5	30.8	38.5	3.8	3.8	0.0	0.0	0.0	0.0	0.0	11.5	4	86.7	12	30		
MALAGA	JET2.COM LTD	S	26	0	0	15.4	30.8	30.8	11.5	3.8	7.7	0.0	0.0	0.0	0.0	0.0	12	96.2	2	26		
MALAGA	RYANAIR	S	115	0	1	8.6	31.9	31.9	5.2	12.9	2.6	2.6	3.4	0.0	0.0	0.9	22	75.0	9	112		
<b>TOTAL MALAGA</b>			<b>164</b>	<b>0</b>	<b>4</b>	<b>10.1</b>	<b>31.5</b>	<b>32.7</b>	<b>6.0</b>	<b>10.1</b>	<b>3.0</b>	<b>1.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>18</b>	<b>80.4</b>	<b>9</b>	<b>168</b>		
MURCIA INTERNATIONAL	RYANAIR	S	32	0	2	23.5	41.2	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5.9	3	90.0	5	40		
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>23.5</b>	<b>41.2</b>	<b>23.5</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>3</b>	<b>90.0</b>	<b>5</b>	<b>40</b>		
PALMA DE MALLORCA	EASYJET UK LTD	S	26	0	0	15.4	34.6	30.8	0.0	19.2	0.0	0.0	0.0	0.0	0.0	0.0	9	82.1	7	28		
PALMA DE MALLORCA	RYANAIR	S	42	0	0	4.8	54.8	19.0	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	11	87.5	5	40		
<b>TOTAL PALMA DE MALLORCA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>47.1</b>	<b>23.5</b>	<b>4.4</b>	<b>11.8</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>85.3</b>	<b>6</b>	<b>68</b>		
REUS	RYANAIR	S	18	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	81.3	7	16		
<b>TOTAL REUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>81.3</b>	<b>7</b>	<b>16</b>		
SANTANDER	RYANAIR	S	38	0	2	0.0	45.0	22.5	7.5	10.0	7.5	0.0	2.5	0.0	0.0	5.0	22	95.0	3	40		
<b>TOTAL SANTANDER</b>			<b>38</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>45.0</b>	<b>22.5</b>	<b>7.5</b>	<b>10.0</b>	<b>7.5</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>22</b>	<b>95.0</b>	<b>3</b>	<b>40</b>		
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	26	0	0	0.0	23.1	42.3	11.5	11.5	3.8	0.0	7.7	0.0	0.0	0.0	30	91.7	4	24		
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>42.3</b>	<b>11.5</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>30</b>	<b>91.7</b>	<b>4</b>	<b>24</b>		
SEVILLE	RYANAIR	S	66	0	0	0.0	39.4	33.3	6.1	10.6	9.1	1.5	0.0	0.0	0.0	0.0	19	68.1	12	72		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE						FEB 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 SEVILLE</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.4</b>	<b>33.3</b>	<b>6.1</b>	<b>10.6</b>	<b>9.1</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>68.1</b>	<b>12</b>	<b>72</b>			
VALENCIA	RYANAIR	S	74	0	0	5.4	47.3	31.1	6.8	2.7	4.1	2.7	0.0	0.0	0.0	0.0	12	98.6	3	73			
<b>TOTAL VALENCIA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>47.3</b>	<b>31.1</b>	<b>6.8</b>	<b>2.7</b>	<b>4.1</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>98.6</b>	<b>3</b>	<b>73</b>			
ZARAGOZA	RYANAIR	S	42	0	0	4.8	47.6	35.7	4.8	2.4	0.0	4.8	0.0	0.0	0.0	0.0	10	82.5	8	40			
<b>TOTAL ZARAGOZA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>47.6</b>	<b>35.7</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>82.5</b>	<b>8</b>	<b>40</b>			
<b>TOTAL SPAIN</b>			<b>1199</b>	<b>0</b>	<b>10</b>	<b>9.3</b>	<b>38.8</b>	<b>30.5</b>	<b>6.1</b>	<b>6.9</b>	<b>4.8</b>	<b>1.3</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.8</b>	<b>16</b>	<b>82.9</b>	<b>8</b>	<b>1199</b>			
<b>SPAIN(CANARY ISLANDS)</b>																							
ARRECIFE	JET2.COM LTD	S	56	0	4	11.7	23.3	45.0	3.3	0.0	8.3	0.0	0.0	1.7	0.0	6.7	36	85.7	6	56			
ARRECIFE	RYANAIR	S	42	0	0	2.4	16.7	47.6	19.0	4.8	7.1	2.4	0.0	0.0	0.0	0.0	18	87.5	7	40			
ARRECIFE	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	25	100.0	4	8			
<b>TOTAL ARRECIFE</b>			<b>101</b>	<b>0</b>	<b>4</b>	<b>7.6</b>	<b>20.0</b>	<b>45.7</b>	<b>10.5</b>	<b>2.9</b>	<b>7.6</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>3.8</b>	<b>28</b>	<b>87.5</b>	<b>6</b>	<b>104</b>			
FUERTEVENTURA	JET2.COM LTD	S	38	0	2	12.5	35.0	30.0	10.0	2.5	5.0	0.0	0.0	0.0	0.0	5.0	10	95.8	2	24			
FUERTEVENTURA	RYANAIR	S	42	0	0	2.4	21.4	50.0	11.9	9.5	2.4	2.4	0.0	0.0	0.0	0.0	14	87.5	6	32			
FUERTEVENTURA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	8			
<b>TOTAL FUERTEVENTURA</b>			<b>80</b>	<b>0</b>	<b>2</b>	<b>7.3</b>	<b>28.0</b>	<b>40.2</b>	<b>11.0</b>	<b>6.1</b>	<b>3.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>12</b>	<b>92.2</b>	<b>4</b>	<b>64</b>			
LAS PALMAS	JET2.COM LTD	S	34	0	4	0.0	36.8	28.9	7.9	5.3	7.9	0.0	2.6	0.0	0.0	10.5	19	73.3	9	30			
LAS PALMAS	RYANAIR	S	43	0	0	4.7	32.6	37.2	14.0	4.7	4.7	2.3	0.0	0.0	0.0	0.0	14	83.3	8	48			
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	2	10.0	10.0	50.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	20.0	15	100.0	3	8			
<b>TOTAL LAS PALMAS</b>			<b>85</b>	<b>0</b>	<b>6</b>	<b>3.3</b>	<b>31.9</b>	<b>35.2</b>	<b>9.9</b>	<b>4.4</b>	<b>6.6</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>6.6</b>	<b>16</b>	<b>81.4</b>	<b>8</b>	<b>86</b>			
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	83	0	5	22.7	20.5	33.0	8.0	2.3	3.4	2.3	1.1	1.1	0.0	5.7	28	82.8	7	64			
TENERIFE (SURREINA SOFIA)	RYANAIR	S	73	0	2	5.3	38.7	30.7	9.3	8.0	4.0	1.3	0.0	0.0	0.0	2.7	11	85.0	7	80			
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	12	0	0	0.0	25.0	25.0	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	81.3	8	16			
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>168</b>	<b>0</b>	<b>7</b>	<b>13.7</b>	<b>28.6</b>	<b>31.4</b>	<b>9.1</b>	<b>6.9</b>	<b>3.4</b>	<b>1.7</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>4.0</b>	<b>20</b>	<b>83.8</b>	<b>7</b>	<b>160</b>			
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>434</b>	<b>0</b>	<b>19</b>	<b>9.1</b>	<b>27.2</b>	<b>37.1</b>	<b>9.9</b>	<b>5.3</b>	<b>5.1</b>	<b>1.3</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>4.2</b>	<b>20</b>	<b>85.5</b>	<b>7</b>	<b>414</b>			
GOTEBORG (LANDVETTER)	RYANAIR	S	80	0	2	7.3	28.0	34.1	11.0	13.4	2.4	0.0	1.2	0.0	0.0	2.4	17	64.4	22	73			
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>80</b>	<b>0</b>	<b>2</b>	<b>7.3</b>	<b>28.0</b>	<b>34.1</b>	<b>11.0</b>	<b>13.4</b>	<b>2.4</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>17</b>	<b>64.4</b>	<b>22</b>	<b>73</b>			
HALMSTAD	JET2.COM LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0			
<b>TOTAL HALMSTAD</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>			
STOCKHOLM (SKAVSTA)	RYANAIR	S	100	0	1	5.9	40.6	32.7	7.9	6.9	3.0	0.0	1.0	1.0	0.0	1.0	17	84.2	10	120			
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>100</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>40.6</b>	<b>32.7</b>	<b>7.9</b>	<b>6.9</b>	<b>3.0</b>	<b>0.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>17</b>	<b>84.2</b>	<b>10</b>	<b>120</b>			
VASTERAS	RYANAIR	S	31	0	1	0.0	15.6	62.5	3.1	15.6	0.0	0.0	0.0	0.0	0.0	3.1	13	68.8	11	32			
<b>TOTAL VASTERAS</b>			<b>31</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>15.6</b>	<b>62.5</b>	<b>3.1</b>	<b>15.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>13</b>	<b>68.8</b>	<b>11</b>	<b>32</b>			
<b>TOTAL SWEDEN</b>			<b>213</b>	<b>0</b>	<b>4</b>	<b>5.5</b>	<b>32.3</b>	<b>37.8</b>	<b>8.3</b>	<b>10.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>1.8</b>	<b>16</b>	<b>75.6</b>	<b>14</b>	<b>225</b>			

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

## Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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>SWITZERLAND</b>																					
BALE MULHOUSE	ENTER AIR	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL BALE MULHOUSE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GENEVA	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	
GENEVA	EASYJET UK LTD	S	122	0	8	2.3	37.7	27.7	10.0	8.5	6.9	0.0	0.8	0.0	0.0	6.2	17	81.8	12	121	
GENEVA	JET2.COM LTD	S	59	0	0	0.0	40.7	45.8	6.8	1.7	3.4	0.0	1.7	0.0	0.0	0.0	10	93.2	5	44	
GENEVA	SWISS AIRLINES	S	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
GENEVA	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2	
<b>TOTAL GENEVA</b>			<b>184</b>	<b>0</b>	<b>8</b>	<b>1.6</b>	<b>38.0</b>	<b>33.9</b>	<b>9.4</b>	<b>6.3</b>	<b>5.7</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>14</b>	<b>85.1</b>	<b>10</b>	<b>168</b>	
ZURICH	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	37	2	
ZURICH	EUROPE AIRPOST	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0	
ZURICH	HELVETIC AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	2	
ZURICH	SWISS AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	9	1	
<b>TOTAL ZURICH</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>60.0</b>	<b>24</b>	<b>5</b>	
<b>TOTAL SWITZERLAND</b>			<b>187</b>	<b>0</b>	<b>8</b>	<b>1.5</b>	<b>37.4</b>	<b>33.8</b>	<b>9.7</b>	<b>6.7</b>	<b>5.6</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>15</b>	<b>84.4</b>	<b>11</b>	<b>173</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	27	0	0	0.0	3.7	74.1	14.8	3.7	3.7	0.0	0.0	0.0	0.0	0.0	14	70.0	14	10	
<b>TOTAL ANTALYA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.7</b>	<b>74.1</b>	<b>14.8</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>14</b>	<b>70.0</b>	<b>14</b>	<b>10</b>	
ISTANBUL	ATLASJET INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	11	56	
<b>TOTAL ISTANBUL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>11</b>	<b>56</b>	
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	223	0	2	0.4	10.7	26.2	23.6	29.3	6.7	1.3	0.9	0.0	0.0	0.9	30	67.4	18	193	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>223</b>	<b>0</b>	<b>2</b>	<b>0.4</b>	<b>10.7</b>	<b>26.2</b>	<b>23.6</b>	<b>29.3</b>	<b>6.7</b>	<b>1.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>30</b>	<b>67.4</b>	<b>18</b>	<b>193</b>	
IZMIR (ADNAN MENDERES)	PEGASUS AIRLINES	S	26	0	0	0.0	7.7	34.6	38.5	3.8	15.4	0.0	0.0	0.0	0.0	0.0	27	71.4	8	28	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>34.6</b>	<b>38.5</b>	<b>3.8</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>71.4</b>	<b>8</b>	<b>28</b>	
<b>TOTAL TURKEY</b>			<b>276</b>	<b>0</b>	<b>2</b>	<b>0.4</b>	<b>9.7</b>	<b>31.7</b>	<b>24.1</b>	<b>24.5</b>	<b>7.2</b>	<b>1.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>28</b>	<b>71.4</b>	<b>16</b>	<b>287</b>	
<b>UKRAINE</b>																					
KIEV (BORISPOL)	RYANAIR	S	42	0	0	2.4	28.6	28.6	16.7	16.7	2.4	0.0	4.8	0.0	0.0	0.0	23	92.5	4	40	
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL KIEV (BORISPOL)</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>27.9</b>	<b>30.2</b>	<b>16.3</b>	<b>16.3</b>	<b>2.3</b>	<b>0.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>92.5</b>	<b>4</b>	<b>40</b>	
LVOV	RYANAIR	S	24	0	1	0.0	20.0	32.0	24.0	20.0	0.0	0.0	0.0	0.0	0.0	4.0	16	87.5	5	24	
<b>TOTAL LVOV</b>			<b>24</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>20.0</b>	<b>32.0</b>	<b>24.0</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>4.0</b>	<b>16</b>	<b>87.5</b>	<b>5</b>	<b>24</b>	
<b>TOTAL UKRAINE</b>			<b>67</b>	<b>0</b>	<b>1</b>	<b>1.5</b>	<b>25.0</b>	<b>30.9</b>	<b>19.1</b>	<b>17.6</b>	<b>1.5</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>21</b>	<b>90.6</b>	<b>5</b>	<b>64</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	116	0	0	1.7	31.9	33.6	15.5	15.5	1.7	0.0	0.0	0.0	0.0	0.0	13	85.7	6	56	
<b>TOTAL DUBAI</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>31.9</b>	<b>33.6</b>	<b>15.5</b>	<b>15.5</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.7</b>	<b>6</b>	<b>56</b>	

## Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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 UNITED ARAB</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>31.9</b>	<b>33.6</b>	<b>15.5</b>	<b>15.5</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.7</b>	<b>6</b>	<b>56</b>
<b>UNITED KINGDOM</b>																				
<b>BELFAST INTERNATIONAL</b>																				
BELFAST INTERNATIONAL	EASYJET UK LTD	S	245	0	6	9.6	39.8	20.7	9.2	9.6	5.6	1.6	1.6	0.0	0.0	2.4	18	80.1	13	246
BELFAST INTERNATIONAL	RYANAIR	S	16	0	0	0.0	18.8	31.3	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	23	93.5	5	168
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>261</b>	<b>0</b>	<b>6</b>	<b>9.0</b>	<b>38.6</b>	<b>21.3</b>	<b>9.4</b>	<b>11.2</b>	<b>5.2</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>19</b>	<b>85.5</b>	<b>10</b>	<b>414</b>
<b>CITY OF DERRY (EGLINTON)</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	82.3	7	58
CITY OF DERRY (EGLINTON)	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	87.5	4	8
<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>82.9</b>	<b>7</b>	<b>66</b>
<b>DUNDEE</b>																				
DUNDEE	LOGANAIR LTD	S	87	0	0	13.8	62.1	16.1	2.3	0.0	1.1	4.6	0.0	0.0	0.0	0.0	9	82.8	19	86
<b>TOTAL DUNDEE</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>62.1</b>	<b>16.1</b>	<b>2.3</b>	<b>0.0</b>	<b>1.1</b>	<b>4.6</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>19</b>	<b>86</b>
<b>EDINBURGH</b>																				
EDINBURGH	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
EDINBURGH	EASYJET UK LTD	S	196	0	10	4.4	43.7	24.3	8.3	5.8	5.8	1.9	1.0	0.0	0.0	4.9	16	79.5	14	220
EDINBURGH	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	5	0.0	0	0
EDINBURGH	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.3	7	264
<b>TOTAL EDINBURGH</b>			<b>199</b>	<b>0</b>	<b>10</b>	<b>4.3</b>	<b>43.5</b>	<b>24.4</b>	<b>8.6</b>	<b>5.7</b>	<b>5.7</b>	<b>1.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>16</b>	<b>84.3</b>	<b>10</b>	<b>484</b>
<b>GLASGOW</b>																				
GLASGOW	AUSTRIAN AIRLINES	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
GLASGOW	EASYJET UK LTD	S	146	0	4	5.3	44.0	26.7	8.7	7.3	2.7	0.7	2.0	0.0	0.0	2.7	15	81.6	15	152
<b>TOTAL GLASGOW</b>			<b>147</b>	<b>0</b>	<b>4</b>	<b>5.3</b>	<b>43.7</b>	<b>27.2</b>	<b>8.6</b>	<b>7.3</b>	<b>2.6</b>	<b>0.7</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>15</b>	<b>81.6</b>	<b>15</b>	<b>152</b>
<b>GUERNSEY</b>																				
GUERNSEY	AURIGNY AIR SERVICES	S	30	0	2	3.1	50.0	28.1	3.1	9.4	0.0	0.0	0.0	0.0	0.0	6.3	8	75.0	9	32
<b>TOTAL GUERNSEY</b>			<b>30</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>50.0</b>	<b>28.1</b>	<b>3.1</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>6.3</b>	<b>8</b>	<b>75.0</b>	<b>9</b>	<b>32</b>
<b>LUTON</b>																				
LUTON	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL LUTON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SOUTHEND</b>																				
SOUTHEND	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	1
<b>TOTAL SOUTHEND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>725</b>	<b>0</b>	<b>22</b>	<b>7.2</b>	<b>44.2</b>	<b>23.2</b>	<b>7.9</b>	<b>7.5</b>	<b>4.1</b>	<b>1.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>16</b>	<b>83.9</b>	<b>11</b>	<b>1235</b>
<b>USA</b>																				
COLUMBUS	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
<b>TOTAL COLUMBUS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>1</b>
COLUMBUS RICKENBACKER AFB	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	19	1
<b>TOTAL COLUMBUS RICKENBACKER AFB</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>19</b>	<b>1</b>
<b>TOTAL USA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>12</b>	<b>2</b>
<b>TOTAL STANSTED</b>			<b>11784</b>	<b>0</b>	<b>162</b>	<b>5.3</b>	<b>36.9</b>	<b>32.8</b>	<b>10.2</b>	<b>7.9</b>	<b>3.5</b>	<b>1.0</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>1.4</b>	<b>16</b>	<b>81.2</b>	<b>10</b>	<b>11964</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR FEBRUARY 2020

Reporting Airport: TEESSIDE INTERNATIONAL AIRPORT (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													FEB 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>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	50.0	10	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>50.0</b>	<b>10</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>50.0</b>	<b>10</b>	<b>2</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	141	0	6	0.7	36.1	40.8	10.2	4.8	3.4	0.0	0.0	0.0	0.0	4.1	10	89.0	8	143	
<b>TOTAL AMSTERDAM</b>			<b>141</b>	<b>0</b>	<b>6</b>	<b>0.7</b>	<b>36.1</b>	<b>40.8</b>	<b>10.2</b>	<b>4.8</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>10</b>	<b>89.0</b>	<b>8</b>	<b>143</b>	
<b>TOTAL NETHERLANDS</b>			<b>141</b>	<b>0</b>	<b>6</b>	<b>0.7</b>	<b>36.1</b>	<b>40.8</b>	<b>10.2</b>	<b>4.8</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>10</b>	<b>89.0</b>	<b>8</b>	<b>143</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASTERN 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	0.0	0	0	
ABERDEEN	FLYBE LTD	S	114	0	2	12.1	48.3	25.9	5.2	3.4	3.4	0.0	0.0	0.0	0.0	1.7	6	78.4	8	105	
<b>TOTAL ABERDEEN</b>			<b>114</b>	<b>0</b>	<b>4</b>	<b>11.9</b>	<b>47.5</b>	<b>25.4</b>	<b>5.1</b>	<b>3.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>6</b>	<b>78.4</b>	<b>8</b>	<b>105</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	0.0	60	1	
CARDIFF WALES	FLYBE LTD	S	30	0	0	26.7	30.0	40.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL CARDIFF WALES</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>26.7</b>	<b>30.0</b>	<b>40.0</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>60</b>	<b>1</b>	
HUMBERSIDE	EASTERN AIRWAYS	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	51	100.0	0	1	
HUMBERSIDE	FLYBE 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	72.2	8	31	
<b>TOTAL HUMBERSIDE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>73.0</b>	<b>8</b>	<b>32</b>	
SOUTHAMPTON	EASTERN AIRWAYS	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
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	8	0.0	0	0	
<b>TOTAL SOUTHAMPTON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>150</b>	<b>0</b>	<b>4</b>	<b>14.3</b>	<b>43.5</b>	<b>28.6</b>	<b>3.9</b>	<b>4.5</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>6</b>	<b>76.6</b>	<b>9</b>	<b>138</b>	
<b>TOTAL TEESSIDE</b>			<b>291</b>	<b>0</b>	<b>10</b>	<b>7.6</b>	<b>39.9</b>	<b>34.6</b>	<b>7.0</b>	<b>4.7</b>	<b>3.0</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>82.4</b>	<b>8</b>	<b>283</b>	

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

		Origin/Destinations: A																	FEB 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	
A CORUNA		HEATHROW	VUELING AIRLINES	S	A	29	0	0	17.2	31.0	24.1	17.2	3.4	6.9	0.0	0.0	0.0	0.0	0.0	12	85.7	7	28
		HEATHROW	VUELING AIRLINES	S	D	29	0	0	0.0	31.0	48.3	3.4	10.3	6.9	0.0	0.0	0.0	0.0	0.0	13	85.7	9	28
<b>TOTAL A CORUNA</b>						<b>58</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>31.0</b>	<b>36.2</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>12</b>	<b>85.7</b>	<b>8</b>	<b>56</b>	
AALBORG		STANSTED	RYANAIR	S	A	11	0	1	0.0	25.0	16.7	8.3	25.0	16.7	0.0	0.0	0.0	0.0	8.3	34	87.5	5	16
		STANSTED	RYANAIR	S	D	11	0	1	0.0	50.0	16.7	8.3	16.7	0.0	0.0	0.0	0.0	8.3	11	100.0	2	16	
<b>TOTAL AALBORG</b>						<b>22</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>37.5</b>	<b>16.7</b>	<b>8.3</b>	<b>20.8</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>23</b>	<b>93.8</b>	<b>4</b>	<b>32</b>	
AARHUS (TIRSTRUP)		GATWICK	EASYJET UK LTD	S	A	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	15	8	
		GATWICK	EASYJET UK LTD	S	D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	11	8	
		STANSTED	RYANAIR	S	A	20	0	0	20.0	30.0	20.0	10.0	5.0	5.0	5.0	5.0	0.0	0.0	24	90.0	4	20	
		STANSTED	RYANAIR	S	D	20	0	0	0.0	45.0	20.0	15.0	10.0	10.0	0.0	0.0	0.0	0.0	19	90.0	6	20	
<b>TOTAL AARHUS (TIRSTRUP)</b>						<b>56</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>35.7</b>	<b>30.4</b>	<b>10.7</b>	<b>5.4</b>	<b>5.4</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>85.7</b>	<b>7</b>	<b>56</b>	
ABERDEEN		BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	20	0	0	5.0	50.0	35.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	6	92.0	6	25	
		BELFAST CITY (GEORGE BEST)	FLYBE LTD	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	5	87.5	10	24	
		BIRMINGHAM	FLYBE LTD	S	A	68	0	2	47.1	45.7	4.3	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0	84.7	6	71	
		BIRMINGHAM	FLYBE LTD	S	D	68	0	2	0.0	58.6	34.3	1.4	1.4	1.4	0.0	0.0	0.0	2.9	3	67.6	16	70	
		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	36.4	23	10	
		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	1	11	
		BRISTOL	LOGANAIR LTD	S	A	23	0	1	12.5	54.2	16.7	0.0	4.2	8.3	0.0	0.0	0.0	4.2	10	0.0	0	0	
		BRISTOL	LOGANAIR LTD	S	D	23	0	1	4.2	66.7	12.5	0.0	4.2	8.3	0.0	0.0	0.0	4.2	9	0.0	0	0	
		CARDIFF WALES	EASTERN AIRWAYS	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
		CARDIFF WALES	EASTERN AIRWAYS	S	D	14	1	1	6.3	25.0	50.0	6.3	0.0	0.0	0.0	0.0	0.0	6.3	6.3	2	0.0	0	0
		DONCASTER SHEFFIELD	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	
		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	100.0	5	1	
		GLASGOW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	3	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	75.0	8	8	
		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	87.5	4	8	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	179	0	11	10.0	36.8	18.4	11.6	8.9	6.3	2.1	0.0	0.0	5.8	16	83.6	14	144	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	180	0	11	0.0	36.6	36.6	7.9	7.3	4.7	1.0	0.0	0.0	5.8	13	84.2	7	144	



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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	FLYBE LTD	S	A	75	0	2	23.4	23.4	22.1	10.4	13.0	2.6	2.6	0.0	0.0	0.0	2.6	17	75.0	17	76	
	HEATHROW	FLYBE LTD	S	D	74	0	3	0.0	35.1	35.1	6.5	9.1	7.8	2.6	0.0	0.0	0.0	3.9	18	81.6	15	76	
	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	50.0	34	43		
	LUTON	EASYJET UK LTD	S	A	21	0	1	4.5	22.7	54.5	4.5	4.5	4.5	0.0	0.0	0.0	0.0	4.5	12	85.7	10	21	
	LUTON	EASYJET UK LTD	S	D	21	0	1	0.0	36.4	45.5	4.5	9.1	0.0	0.0	0.0	0.0	0.0	4.5	8	85.7	8	21	
	MANCHESTER	FLYBE LTD	S	A	122	0	1	29.3	52.0	11.4	4.1	1.6	0.8	0.0	0.0	0.0	0.0	0.8	3	88.5	8	120	
	MANCHESTER	FLYBE LTD	S	D	122	0	1	0.0	44.7	46.3	4.1	3.3	0.8	0.0	0.0	0.0	0.0	0.8	4	87.7	11	121	
	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	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	0.0	0.0	0	100.0	7	1		
	NEWCASTLE	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	43	1		
	NEWCASTLE	FLYBE LTD	S	A	32	0	7	10.3	35.9	17.9	7.7	2.6	2.6	2.6	2.6	0.0	0.0	17.9	18	70.7	19	69	
	NEWCASTLE	FLYBE LTD	S	D	31	0	7	0.0	42.1	26.3	0.0	2.6	7.9	2.6	0.0	0.0	0.0	18.4	16	45.8	30	74	
	NEWCASTLE	LOGANAIR LTD	S	A	58	0	0	5.2	65.5	22.4	1.7	1.7	0.0	0.0	3.4	0.0	0.0	0.0	9	0.0	0	0	
	NEWCASTLE	LOGANAIR LTD	S	D	58	0	0	0.0	51.7	34.5	5.2	0.0	3.4	1.7	3.4	0.0	0.0	0.0	15	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	54	3		
	SOUTHAMPTON	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	50.0	54	4		
	SOUTHEND	LOGANAIR LTD	S	A	45	0	2	27.7	38.3	17.0	6.4	2.1	2.1	2.1	0.0	0.0	0.0	4.3	9	0.0	0	0	
	SOUTHEND	LOGANAIR LTD	S	D	45	0	2	0.0	57.4	25.5	4.3	4.3	2.1	2.1	0.0	0.0	0.0	4.3	9	0.0	0	0	
	TEESSIDE INTERNATIONAL AIRPORT	EASTERN 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	0.0	0	0	
	TEESSIDE INTERNATIONAL AIRPORT	EASTERN 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	0.0	0	0	
	TEESSIDE INTERNATIONAL AIRPORT	FLYBE LTD	S	A	57	0	1	19.0	56.9	12.1	1.7	5.2	3.4	0.0	0.0	0.0	0.0	1.7	7	80.0	10	55	
	TEESSIDE INTERNATIONAL AIRPORT	FLYBE LTD	S	D	57	0	1	5.2	39.7	39.7	8.6	1.7	3.4	0.0	0.0	0.0	0.0	1.7	6	76.8	7	50	
<b>TOTAL ABERDEEN</b>					<b>1414</b>	<b>1</b>	<b>60</b>	<b>10.0</b>	<b>43.5</b>	<b>27.1</b>	<b>5.6</b>	<b>4.9</b>	<b>3.3</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.1</b>	<b>4.1</b>	<b>10</b>	<b>77.9</b>	<b>13</b>	<b>1254</b>	
ABU DHABI INTERNATIONAL																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	0.0	0.0	0.0	4.2	50.0	33.3	0.0	8.3	4.2	0.0	0.0	91	100.0	0	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	0.0	24.0	48.0	16.0	0.0	0.0	8.0	0.0	4.0	0.0	0.0	40	85.7	6	28	
	HEATHROW	ETIHAD AIRWAYS	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	ETIHAD AIRWAYS	S	A	116	0	0	12.9	28.4	35.3	13.8	6.0	2.6	0.9	0.0	0.0	0.0	0.0	12	89.3	5	84	
	HEATHROW	ETIHAD AIRWAYS	S	D	115	0	0	3.5	37.4	44.3	4.3	8.7	1.7	0.0	0.0	0.0	0.0	0.0	8	84.5	23	84	
	MANCHESTER	ETIHAD AIRWAYS	S	A	58	0	0	20.7	41.4	19.0	13.8	3.4	0.0	0.0	1.7	0.0	0.0	0.0	9	98.2	2	56	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: A		PERCENTAGE OF FLIGHTS LATE										FEB 2019		
										NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE										FEB 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		
		MANCHESTER	ETIHAD AIRWAYS	S	D	58	0	0	0.0	39.7	34.5	13.8	10.3	0.0	1.7	0.0	0.0	0.0	0.0	12	57.1	19	56	
<b>TOTAL ABU DHABI INTERNATIONAL</b>						<b>396</b>	<b>0</b>	<b>1</b>	<b>7.8</b>	<b>32.5</b>	<b>34.0</b>	<b>10.6</b>	<b>9.3</b>	<b>3.3</b>	<b>1.0</b>	<b>0.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.3</b>	<b>17</b>	<b>84.8</b>	<b>11</b>	<b>336</b>	
ABUJA																								
		HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	10.3	41.4	24.1	17.2	3.4	3.4	0.0	0.0	0.0	0.0	0.0	10	85.7	5	28	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	31.0	51.7	6.9	6.9	3.4	0.0	0.0	0.0	0.0	0.0	10	92.9	5	28	
<b>TOTAL ABUJA</b>						<b>58</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>36.2</b>	<b>37.9</b>	<b>12.1</b>	<b>5.2</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>89.3</b>	<b>5</b>	<b>56</b>		
ACCRA																								
		HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	2	6.7	33.3	23.3	3.3	10.0	13.3	0.0	3.3	0.0	0.0	6.7	25	89.3	6	28	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	1	0.0	6.9	31.0	24.1	17.2	13.8	3.4	0.0	0.0	0.0	3.4	31	46.4	21	28	
<b>TOTAL ACCRA</b>						<b>56</b>	<b>0</b>	<b>3</b>	<b>3.4</b>	<b>20.3</b>	<b>27.1</b>	<b>13.6</b>	<b>13.6</b>	<b>13.6</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>28</b>	<b>67.9</b>	<b>13</b>	<b>56</b>	
ADDIS ABABA																								
		HEATHROW	ETHIOPIAN AIRLINES	S	A	31	0	0	6.5	38.7	22.6	16.1	9.7	6.5	0.0	0.0	0.0	0.0	0.0	15	88.9	5	36	
		HEATHROW	ETHIOPIAN AIRLINES	S	D	31	0	0	0.0	9.7	74.2	9.7	3.2	3.2	0.0	0.0	0.0	0.0	0.0	10	80.6	8	36	
		MANCHESTER	ETHIOPIAN AIRLINES	S	A	16	0	0	6.3	6.3	25.0	31.3	18.8	6.3	6.3	0.0	0.0	0.0	0.0	31	81.3	10	16	
		MANCHESTER	ETHIOPIAN AIRLINES	S	D	16	0	0	0.0	37.5	37.5	18.8	0.0	6.3	0.0	0.0	0.0	0.0	0.0	13	93.8	5	16	
<b>TOTAL ADDIS ABABA</b>						<b>94</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>23.4</b>	<b>42.6</b>	<b>17.0</b>	<b>7.4</b>	<b>5.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>85.6</b>	<b>7</b>	<b>104</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	87.5	16	8		
		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	87.5	16	8		
		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		
		BIRMINGHAM	TUI AIRWAYS LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	45	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	126	0.0	0	0	
		GATWICK	EASYJET UK LTD	S	A	17	0	1	16.7	27.8	22.2	5.6	22.2	0.0	0.0	0.0	0.0	0.0	5.6	14	58.3	12	12	
		GATWICK	EASYJET UK LTD	S	D	17	0	1	0.0	5.6	61.1	5.6	5.6	16.7	0.0	0.0	0.0	0.0	5.6	22	58.3	22	12	
		GATWICK	TUI AIRWAYS LTD	S	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	20	50.0	54	8	
		GATWICK	TUI AIRWAYS LTD	S	D	8	0	0	0.0	0.0	75.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	19	62.5	51	8	
		STANSTED	RYANAIR	S	A	9	0	0	0.0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	28	37.5	28	8	
		STANSTED	RYANAIR	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	14	8	
		MANCHESTER	AIR ARABIA MAROC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	7		
		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	100.0	0	7		

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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 UK LTD	S	A	8	0	0	37.5	25.0	0.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	3	8
	MANCHESTER	EASYJET UK LTD	S	D	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	87.5	8	8
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	11.1	22.2	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	30	75.0	7	8
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	8	8
	MANCHESTER	TUI AIRWAYS LTD	S	A	8	0	0	12.5	37.5	0.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	25	100.0	1	8
	MANCHESTER	TUI AIRWAYS LTD	S	D	8	0	0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	5	8
<b>TOTAL AGADIR (AL MASSIRA)</b>					<b>122</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>20.2</b>	<b>37.1</b>	<b>15.3</b>	<b>12.1</b>	<b>7.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>78.4</b>	<b>16</b>	<b>134</b>
AHMEDABAD																						
	HEATHROW	AIR INDIA	S	A	16	0	0	0.0	0.0	12.5	12.5	50.0	12.5	0.0	0.0	12.5	0.0	0.0	96	75.0	10	16
	HEATHROW	AIR INDIA	S	D	17	0	0	0.0	0.0	5.9	11.8	17.6	35.3	11.8	11.8	5.9	0.0	0.0	117	50.0	34	16
<b>TOTAL AHMEDABAD</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>12.1</b>	<b>33.3</b>	<b>24.2</b>	<b>6.1</b>	<b>6.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>107</b>	<b>62.5</b>	<b>22</b>	<b>32</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
	EAST MIDLANDS INTERNATIONAL	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	EAST MIDLANDS INTERNATIONAL	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
	EXETER	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
	EXETER	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	50	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	1	1
	LEEDS BRADFORD	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
	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	0.0	17	1
	SOUTHEND	TITAN AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	TEESSIDE INTERNATIONAL AIRPORT	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
	TEESSIDE INTERNATIONAL AIRPORT	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	20	1
<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>75.0</b>	<b>8</b>	<b>12</b>
ALDERNEY																						
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	A	44	0	9	3.8	32.1	24.5	7.5	3.8	3.8	1.9	5.7	0.0	0.0	17.0	32	71.4	31	52
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	D	45	0	9	5.6	35.2	13.0	11.1	5.6	7.4	0.0	5.6	0.0	0.0	16.7	34	70.2	37	52
<b>TOTAL ALDERNEY</b>					<b>89</b>	<b>0</b>	<b>18</b>	<b>4.7</b>	<b>33.6</b>	<b>18.7</b>	<b>9.3</b>	<b>4.7</b>	<b>5.6</b>	<b>0.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>16.8</b>	<b>33</b>	<b>70.8</b>	<b>34</b>	<b>104</b>

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

		Origin/Destinations: A																	FEB 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	
ALGHERO (FERTILIA)		LUTON	EASYJET UK LTD	S	A	8	0	1	0.0	11.1	22.2	33.3	22.2	0.0	0.0	0.0	0.0	11.1	17	75.0	12	8	
		LUTON	EASYJET UK LTD	S	D	8	0	1	0.0	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	11.1	7	62.5	17	8	
<b>TOTAL ALGHERO (FERTILIA)</b>						<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>16.7</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>11.1</b>	<b>12</b>	<b>68.8</b>	<b>15</b>	<b>16</b>	
ALGIERS		GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	14.3	14.3	38.1	14.3	9.5	4.8	0.0	0.0	4.8	0.0	0.0	67	77.8	8	18
		GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	9.5	57.1	19.0	9.5	4.8	0.0	0.0	0.0	0.0	15	61.1	10	18	
		HEATHROW	AIR ALGERIE	S	A	21	0	0	19.0	9.5	14.3	19.0	28.6	0.0	4.8	4.8	0.0	0.0	0.0	36	75.0	14	20
		HEATHROW	AIR ALGERIE	S	D	21	0	0	4.8	23.8	33.3	19.0	4.8	4.8	4.8	0.0	0.0	0.0	28	80.0	12	20	
<b>TOTAL ALGIERS</b>						<b>84</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>14.3</b>	<b>35.7</b>	<b>17.9</b>	<b>13.1</b>	<b>3.6</b>	<b>2.4</b>	<b>2.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>73.7</b>	<b>11</b>	<b>76</b>
ALICANTE		ABERDEEN	RYANAIR	S	A	8	0	0	50.0	0.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	7	100.0	2	8	
		ABERDEEN	RYANAIR	S	D	8	0	0	0.0	50.0	25.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	21	87.5	7	8	
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	14	0	0	14.3	14.3	14.3	21.4	7.1	14.3	0.0	14.3	0.0	0.0	52	93.3	3	15	
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	14	0	0	0.0	42.9	14.3	7.1	14.3	14.3	0.0	7.1	0.0	0.0	38	93.3	3	15	
		BELFAST INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
		BELFAST INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	4	
		BELFAST INTERNATIONAL	RYANAIR	S	A	4	0	0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	90.9	3	11	
		BELFAST INTERNATIONAL	RYANAIR	S	D	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	21	91.7	12	12	
		BIRMINGHAM	JET2.COM LTD	S	A	25	0	0	12.0	44.0	16.0	12.0	8.0	4.0	0.0	4.0	0.0	0.0	18	100.0	1	23	
		BIRMINGHAM	JET2.COM LTD	S	D	25	0	0	0.0	20.0	52.0	20.0	8.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	23	
		BIRMINGHAM	RYANAIR	S	A	29	0	0	27.6	41.4	17.2	0.0	3.4	10.3	0.0	0.0	0.0	0.0	11	100.0	1	28	
		BIRMINGHAM	RYANAIR	S	D	29	0	0	0.0	27.6	48.3	10.3	10.3	3.4	0.0	0.0	0.0	0.0	11	82.1	9	28	
		BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	210	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	4	100.0	4	4	
		BOURNEMOUTH	RYANAIR	S	A	13	0	0	7.7	69.2	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	12	
		BOURNEMOUTH	RYANAIR	S	D	13	0	0	0.0	69.2	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	7	100.0	0	12	
		BRISTOL	EASYJET UK LTD	S	A	36	0	0	11.1	27.8	19.4	11.1	8.3	19.4	0.0	2.8	0.0	0.0	30	77.8	13	27	
		BRISTOL	EASYJET UK LTD	S	D	36	0	0	0.0	27.8	36.1	8.3	8.3	13.9	2.8	2.8	0.0	0.0	29	82.8	9	29	
		BRISTOL	RYANAIR	S	A	25	0	0	24.0	40.0	16.0	8.0	12.0	0.0	0.0	0.0	0.0	0.0	8	83.3	7	24	
		BRISTOL	RYANAIR	S	D	25	0	0	0.0	40.0	40.0	8.0	8.0	4.0	0.0	0.0	0.0	0.0	9	79.2	7	24	
		CARDIFF WALES	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	44.4	11.1	44.4	0.0	0.0	0.0	0.0	0.0	25	100.0	1	8	
		CARDIFF WALES	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	6	100.0	0	8	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	VUELING AIRLINES	S A	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	0.0	14	90.0	9	10		
CARDIFF WALES	VUELING AIRLINES	S D	13	0	0	0.0	0.0	53.8	38.5	0.0	0.0	7.7	0.0	0.0	0.0	0.0	25	50.0	18	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	2	6			
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	5	6			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	8			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	7	8			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	22	0	0	31.8	36.4	9.1	0.0	13.6	9.1	0.0	0.0	0.0	0.0	0.0	16	100.0	0	19			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	22	0	0	0.0	27.3	54.5	9.1	4.5	0.0	4.5	0.0	0.0	0.0	0.0	10	100.0	1	19			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	29	0	1	3.3	43.3	33.3	0.0	10.0	6.7	0.0	0.0	0.0	0.0	3.3	13	92.9	3	28			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	29	0	1	0.0	26.7	46.7	10.0	6.7	6.7	0.0	0.0	0.0	0.0	3.3	16	89.3	5	28			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	100.0	2	4			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	4			
EAST MIDLANDS INTERNATIONAL	TYROL AIR AMBULANCE	S A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
EDINBURGH	EASYJET UK LTD	S A	9	0	0	11.1	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	8			
EDINBURGH	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	7	100.0	3	8			
EDINBURGH	JET2.COM LTD	S A	9	0	0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	8			
EDINBURGH	JET2.COM LTD	S D	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	8			
EDINBURGH	RYANAIR	S A	21	0	0	14.3	28.6	19.0	9.5	14.3	4.8	4.8	4.8	0.0	0.0	0.0	33	90.0	3	20			
EDINBURGH	RYANAIR	S D	21	0	0	0.0	47.6	33.3	9.5	4.8	4.8	0.0	0.0	0.0	0.0	0.0	9	100.0	1	20			
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	63.6	14	11			
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	75.0	57	12			
EXETER	RYANAIR	S A	9	1	0	0.0	20.0	40.0	20.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	23	0.0	0	0			
EXETER	RYANAIR	S D	9	0	0	0.0	0.0	55.6	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	32	0.0	0	0			
GLASGOW	EASYJET UK LTD	S A	23	0	0	13.0	34.8	26.1	0.0	13.0	0.0	4.3	4.3	4.3	0.0	0.0	48	83.3	7	24			
GLASGOW	EASYJET UK LTD	S D	23	0	0	0.0	21.7	52.2	13.0	4.3	0.0	4.3	0.0	4.3	0.0	0.0	31	75.0	14	24			
GLASGOW	JET2.COM LTD	S A	17	0	0	17.6	41.2	23.5	0.0	0.0	11.8	5.9	0.0	0.0	0.0	0.0	20	94.7	2	19			
GLASGOW	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	3	94.7	2	19			
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	13	75.0	12	4			
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	4			
LEEDS BRADFORD	JET2.COM LTD	S A	26	0	0	7.7	53.8	15.4	7.7	7.7	3.8	3.8	0.0	0.0	0.0	0.0	16	96.0	3	25			

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	JET2.COM LTD	S D	26	0	0	0.0	26.9	46.2	15.4	7.7	0.0	0.0	3.8	0.0	0.0	0.0	16	92.0	5	25			
LEEDS BRADFORD	RYANAIR	S A	23	0	2	12.0	16.0	32.0	12.0	8.0	8.0	0.0	4.0	0.0	0.0	8.0	27	85.0	16	20			
LEEDS BRADFORD	RYANAIR	S D	24	0	1	0.0	28.0	32.0	12.0	8.0	8.0	4.0	4.0	0.0	0.0	4.0	33	85.0	17	20			
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	84.6	7	13			
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	84.6	4	13			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	29	0	1	13.3	36.7	26.7	10.0	3.3	3.3	0.0	3.3	0.0	0.0	3.3	14	100.0	1	24			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	29	0	1	0.0	53.3	30.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	3.3	5	91.7	3	24			
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	26	0	0	11.5	42.3	23.1	7.7	3.8	11.5	0.0	0.0	0.0	0.0	0.0	15	95.0	3	20			
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	25	0	0	0.0	36.0	56.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	3	95.0	1	20			
GATWICK	BRITISH AIRWAYS PLC	S A	26	0	1	7.4	29.6	18.5	14.8	14.8	3.7	7.4	0.0	0.0	0.0	3.7	25	51.6	21	31			
GATWICK	BRITISH AIRWAYS PLC	S D	26	0	1	0.0	18.5	55.6	14.8	3.7	0.0	3.7	0.0	0.0	0.0	3.7	13	67.7	15	31			
GATWICK	EASYJET UK LTD	S A	61	0	6	9.0	32.8	13.4	10.4	14.9	4.5	3.0	3.0	0.0	0.0	9.0	28	78.1	11	64			
GATWICK	EASYJET UK LTD	S D	60	0	4	0.0	12.5	53.1	12.5	7.8	4.7	0.0	3.1	0.0	0.0	6.3	19	75.0	13	64			
GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	17	0	0	17.6	35.3	29.4	5.9	5.9	0.0	0.0	0.0	5.9	0.0	0.0	28	80.0	7	20			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	17	0	0	0.0	35.3	35.3	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	9	20			
GATWICK	RYANAIR	S A	25	0	0	12.0	52.0	20.0	4.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	10	91.7	6	24			
GATWICK	RYANAIR	S D	25	0	0	0.0	28.0	52.0	4.0	4.0	8.0	4.0	0.0	0.0	0.0	0.0	18	70.8	12	24			
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	25	4			
GATWICK	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	29	4			
GATWICK	VUELING AIRLINES	S A	14	0	1	26.7	40.0	13.3	0.0	0.0	13.3	0.0	0.0	0.0	0.0	6.7	13	0.0	0	0			
GATWICK	VUELING AIRLINES	S D	13	0	1	0.0	28.6	50.0	7.1	0.0	7.1	0.0	0.0	0.0	0.0	7.1	14	0.0	0	0			
LUTON	EASYJET UK LTD	S A	39	0	4	14.0	32.6	18.6	7.0	9.3	7.0	2.3	0.0	0.0	0.0	9.3	18	73.7	13	38			
LUTON	EASYJET UK LTD	S D	39	0	3	0.0	23.8	42.9	14.3	9.5	0.0	2.4	0.0	0.0	0.0	7.1	14	82.1	8	39			
LUTON	RYANAIR	S A	13	0	0	0.0	30.8	46.2	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	12	100.0	1	12			
LUTON	RYANAIR	S D	13	0	0	0.0	38.5	38.5	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	12			
STANSTED	JET2.COM LTD	S A	20	0	0	25.0	35.0	15.0	10.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	17	100.0	3	16			
STANSTED	JET2.COM LTD	S D	20	0	0	0.0	35.0	55.0	5.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	12	100.0	3	16			

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

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FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										FEB 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)
STANSTED	RYANAIR	S A	41	0	0	0	17.1	36.6	26.8	9.8	4.9	4.9	0.0	0.0	0.0	0.0	0.0	11	82.5	8	40
STANSTED	RYANAIR	S D	41	0	0	0	0.0	51.2	36.6	4.9	4.9	0.0	2.4	0.0	0.0	0.0	0.0	7	90.0	6	40
MANCHESTER	EASYJET UK LTD	S A	31	0	0	0	9.7	38.7	25.8	6.5	6.5	6.5	0.0	6.5	0.0	0.0	0.0	30	96.2	2	26
MANCHESTER	EASYJET UK LTD	S D	31	0	0	0	0.0	35.5	45.2	3.2	9.7	3.2	0.0	3.2	0.0	0.0	0.0	18	100.0	2	26
MANCHESTER	JET2.COM LTD	S A	29	0	0	0	3.4	20.7	58.6	10.3	3.4	3.4	0.0	0.0	0.0	0.0	0.0	10	93.1	6	29
MANCHESTER	JET2.COM LTD	S D	28	0	0	0	0.0	14.3	67.9	14.3	3.6	0.0	0.0	0.0	0.0	0.0	0.0	7	86.2	9	29
MANCHESTER	RYANAIR	S A	55	0	1	10.7	46.4	19.6	7.1	5.4	5.4	3.6	0.0	0.0	0.0	1.8	15	87.5	11	40	
MANCHESTER	RYANAIR	S D	54	0	0	0	0.0	44.4	46.3	1.9	1.9	3.7	1.9	0.0	0.0	0.0	0.0	9	85.0	10	40
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	85.7	4	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	0	100.0	4	7
MANCHESTER	TUI AIRWAYS LTD	C A	9	0	0	0	0.0	11.1	33.3	22.2	11.1	11.1	0.0	11.1	0.0	0.0	0.0	57	87.5	6	8
MANCHESTER	TUI AIRWAYS LTD	C D	9	0	0	0	0.0	0.0	44.4	22.2	11.1	11.1	0.0	11.1	0.0	0.0	0.0	56	87.5	10	8
NEWCASTLE	EASYJET UK LTD	S A	26	0	0	0	19.2	30.8	23.1	7.7	0.0	7.7	11.5	0.0	0.0	0.0	0.0	26	88.0	5	25
NEWCASTLE	EASYJET UK LTD	S D	26	0	0	0	0.0	34.6	46.2	7.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	10	84.0	8	25
NEWCASTLE	JET2.COM LTD	S A	15	0	0	0	13.3	13.3	46.7	0.0	13.3	6.7	6.7	0.0	0.0	0.0	0.0	24	88.2	3	17
NEWCASTLE	JET2.COM LTD	S D	15	0	0	0	0.0	13.3	66.7	6.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	13	88.2	6	17
NEWCASTLE	RYANAIR	S A	17	0	0	0	41.2	29.4	17.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	16
NEWCASTLE	RYANAIR	S D	17	0	0	0	0.0	47.1	17.6	11.8	23.5	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	6	16
NEWCASTLE	TUI AIRWAYS LTD	S A	4	0	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	0	4
NEWCASTLE	TUI AIRWAYS 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	8	100.0	1	4
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	100.0	1	8
SOUTHAMPTON	FLYBE LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	12	8
SOUTHEND	EASYJET UK LTD	S A	18	1	2	28.6	28.6	23.8	0.0	0.0	4.8	0.0	0.0	0.0	4.8	9.5	8	84.2	14	19	
SOUTHEND	EASYJET UK LTD	S D	19	0	2	0.0	52.4	38.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.5	0	89.5	15	19	
SOUTHEND	RYANAIR	S A	20	1	0	4.8	9.5	66.7	4.8	0.0	4.8	4.8	0.0	0.0	4.8	0.0	15	0.0	0	0	
SOUTHEND	RYANAIR	S D	21	0	0	0.0	76.2	23.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL ALICANTE</b>			<b>1848</b>	<b>3</b>	<b>34</b>	<b>7.1</b>	<b>33.1</b>	<b>35.0</b>	<b>8.9</b>	<b>6.7</b>	<b>4.2</b>	<b>1.6</b>	<b>1.1</b>	<b>0.2</b>	<b>0.2</b>	<b>1.8</b>	<b>16</b>	<b>87.2</b>	<b>8</b>	<b>1771</b>	
ALMERIA																					
GATWICK	EASYJET UK LTD	S A	17	0	0	11.8	41.2	29.4	5.9	0.0	5.9	0.0	0.0	5.9	0.0	0.0	33	72.2	34	18	
GATWICK	EASYJET UK LTD	S D	17	0	0	0.0	11.8	82.4	0.0	0.0	0.0	0.0	5.9	0.0	0.0	0.0	19	72.2	12	18	
<b>TOTAL ALMERIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>26.5</b>	<b>55.9</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>72.2</b>	<b>23</b>	<b>36</b>	
AMMAN																					
HEATHROW	BRITISH AIRWAYS PLC	S A	23	0	1	16.7	33.3	25.0	8.3	12.5	0.0	0.0	0.0	0.0	0.0	4.2	8	90.9	3	22	
HEATHROW	BRITISH AIRWAYS PLC	S D	25	0	0	0.0	20.0	68.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	8	77.3	11	22	
HEATHROW	ROYAL JORDANIAN	S A	29	0	0	6.9	13.8	44.8	20.7	13.8	0.0	0.0	0.0	0.0	0.0	0.0	14	96.4	3	28	

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	HEATHROW	ROYAL JORDANIAN	S	D	29	0	0	0.0	13.8	51.7	20.7	13.8	0.0	0.0	0.0	0.0	0.0	0.0	12	71.4	13	28
<b>TOTAL AMMAN</b>					<b>106</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>19.6</b>	<b>47.7</b>	<b>15.0</b>	<b>11.2</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>11</b>	<b>84.0</b>	<b>8</b>	<b>100</b>
AMRITSAR																						
	BIRMINGHAM	AIR INDIA	S	A	14	0	0	0.0	14.3	50.0	14.3	21.4	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	42	12
	BIRMINGHAM	AIR INDIA	S	D	12	0	0	0.0	41.7	50.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	9	83.3	33	12
	STANSTED	AIR INDIA	S	A	12	0	1	15.4	53.8	7.7	0.0	7.7	7.7	0.0	0.0	0.0	0.0	7.7	10	0.0	0	0
	STANSTED	AIR INDIA	S	D	13	0	1	0.0	35.7	42.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	7.1	10	0.0	0	0
<b>TOTAL AMRITSAR</b>					<b>51</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>35.8</b>	<b>37.7</b>	<b>5.7</b>	<b>9.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>12</b>	<b>66.7</b>	<b>38</b>	<b>24</b>
AMSTERDAM																						
	ABERDEEN	KLM	S	A	60	0	0	8.3	46.7	33.3	8.3	1.7	1.7	0.0	0.0	0.0	0.0	0.0	5	95.2	3	62
	ABERDEEN	KLM	S	D	60	0	0	1.7	43.3	33.3	8.3	5.0	5.0	3.3	0.0	0.0	0.0	0.0	14	90.6	7	62
	ABERDEEN	KLM CITYHOPPER	S	A	53	0	4	5.3	49.1	29.8	3.5	3.5	1.8	0.0	0.0	0.0	0.0	7.0	6	92.5	3	40
	ABERDEEN	KLM CITYHOPPER	S	D	53	0	4	3.5	38.6	31.6	14.0	1.8	3.5	0.0	0.0	0.0	0.0	7.0	9	90.0	5	40
	BELFAST CITY (GEORGE BEST)	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	0.0	79	0.0	0	0
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	28	0	1	0.0	62.1	31.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	3.4	1	0.0	0	0
	BELFAST CITY (GEORGE BEST)	KLM	S	A	22	0	0	9.1	40.9	45.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	95.2	4	21
	BELFAST CITY (GEORGE BEST)	KLM	S	D	22	0	0	0.0	40.9	45.5	4.5	4.5	0.0	0.0	4.5	0.0	0.0	0.0	16	81.0	9	21
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	28	0	0	3.6	17.9	42.9	10.7	3.6	17.9	3.6	0.0	0.0	0.0	0.0	26	71.4	14	28
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	28	0	0	0.0	32.1	39.3	7.1	7.1	14.3	0.0	0.0	0.0	0.0	0.0	20	85.7	11	28
	BELFAST INTERNATIONAL	RYANAIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	164	0	8	20.3	40.7	20.9	3.5	2.9	2.9	3.5	0.6	0.0	0.0	4.7	14	66.9	19	178
	BIRMINGHAM	FLYBE LTD	S	D	164	0	7	0.0	27.5	47.4	9.9	4.1	2.9	3.5	0.6	0.0	0.0	4.1	16	53.4	25	176
	BIRMINGHAM	KLM	S	A	117	0	5	2.5	42.6	33.6	8.2	4.1	3.3	0.8	0.8	0.0	0.0	4.1	12	83.9	7	112
	BIRMINGHAM	KLM	S	D	117	0	5	0.0	29.5	41.8	9.8	6.6	5.7	1.6	0.8	0.0	0.0	4.1	17	72.3	12	112
	BOURNEMOUTH	KLM	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
	BOURNEMOUTH	KLM	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BRISTOL	EASYJET EUROPE	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	0.0	20	0.0	0	0
	BRISTOL	EASYJET EUROPE	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	22	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	A	47	0	3	0.0	16.0	34.0	18.0	12.0	6.0	8.0	0.0	0.0	0.0	6.0	31	54.5	19	44
	BRISTOL	EASYJET UK LTD	S	D	47	0	2	0.0	30.6	30.6	10.2	10.2	10.2	4.1	0.0	0.0	0.0	4.1	24	84.8	9	46
	BRISTOL	KLM	S	A	107	0	3	2.7	48.2	27.3	10.9	4.5	1.8	1.8	0.0	0.0	0.0	2.7	9	84.6	7	104
	BRISTOL	KLM	S	D	107	0	4	1.8	35.1	36.0	9.0	7.2	4.5	1.8	0.0	0.9	0.0	3.6	18	82.5	12	103
	CARDIFF WALES	KLM	S	A	78	0	0	2.6	35.9	35.9	10.3	9.0	5.1	0.0	1.3	0.0	0.0	0.0	16	90.4	6	80



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FEB 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	KLM	S	D	79	0	0	0.0	30.4	34.2	12.7	8.9	8.9	3.8	1.3	0.0	0.0	0.0	24	84.5	10	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	89.3	6	28		
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	85.7	6	28		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	26	0	1	11.1	44.4	29.6	7.4	0.0	0.0	3.7	0.0	0.0	0.0	3.7	8	75.0	19	27		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	27	0	0	0.0	44.4	37.0	11.1	0.0	0.0	7.4	0.0	0.0	0.0	0.0	15	71.4	22	28		
EAST MIDLANDS INTERNATIONAL	KLM	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	KLM	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	164	0.0	0	0		
EDINBURGH	EASYJET EUROPE	S	A	19	0	1	10.0	60.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	3	0.0	0	0		
EDINBURGH	EASYJET EUROPE	S	D	19	0	1	5.0	15.0	55.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	5.0	13	0.0	0	0		
EDINBURGH	EASYJET UK LTD	S	A	35	0	3	7.9	13.2	36.8	15.8	10.5	5.3	2.6	0.0	0.0	0.0	7.9	21	82.1	13	56		
EDINBURGH	EASYJET UK LTD	S	D	35	0	2	0.0	24.3	37.8	13.5	16.2	2.7	0.0	0.0	0.0	0.0	5.4	16	75.0	15	56		
EDINBURGH	KLM	S	A	99	0	3	4.9	40.2	33.3	8.8	5.9	1.0	2.0	1.0	0.0	0.0	2.9	13	87.6	4	97		
EDINBURGH	KLM	S	D	99	0	3	0.0	42.2	36.3	4.9	7.8	1.0	2.9	2.0	0.0	0.0	2.9	15	89.7	5	97		
EXETER	FLYBE LTD	S	A	44	0	0	11.4	36.4	22.7	6.8	11.4	6.8	2.3	0.0	2.3	0.0	0.0	29	72.3	15	46		
EXETER	FLYBE LTD	S	D	63	0	0	0.0	34.9	41.3	4.8	7.9	7.9	3.2	0.0	0.0	0.0	0.0	18	74.5	12	46		
GLASGOW	EASYJET UK LTD	S	A	14	0	2	6.3	0.0	37.5	18.8	12.5	12.5	0.0	0.0	0.0	0.0	12.5	26	43.8	38	16		
GLASGOW	EASYJET UK LTD	S	D	15	0	1	0.0	12.5	25.0	37.5	6.3	12.5	0.0	0.0	0.0	0.0	6.3	26	56.3	40	16		
GLASGOW	KLM	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1		
GLASGOW	KLM	S	A	63	0	2	9.2	33.8	33.8	10.8	6.2	1.5	0.0	1.5	0.0	0.0	3.1	13	94.6	4	56		
GLASGOW	KLM	S	D	63	0	2	0.0	41.5	32.3	7.7	6.2	3.1	3.1	3.1	0.0	0.0	3.1	22	91.1	16	56		
GLASGOW	KLM CITYHOPPER	S	A	34	0	0	0.0	35.3	55.9	2.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	7	86.1	6	36		
GLASGOW	KLM CITYHOPPER	S	D	34	0	0	2.9	55.9	29.4	2.9	2.9	2.9	2.9	0.0	0.0	0.0	0.0	11	86.1	7	36		
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	23	1		
LEEDS BRADFORD	JET2.COM LTD	S	A	30	0	0	0.0	40.0	33.3	10.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	21	89.3	4	28		
LEEDS BRADFORD	JET2.COM LTD	S	D	30	0	0	0.0	46.7	40.0	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	14	96.4	1	28		
LEEDS BRADFORD	KLM	S	A	69	0	13	1.2	45.1	26.8	7.3	2.4	0.0	0.0	1.2	0.0	0.0	15.9	8	87.7	4	80		
LEEDS BRADFORD	KLM	S	D	69	0	13	0.0	23.2	40.2	3.7	7.3	2.4	1.2	4.9	1.2	0.0	15.9	32	81.5	13	80		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	67	0	3	1.4	30.0	32.9	10.0	10.0	8.6	2.9	0.0	0.0	0.0	4.3	20	80.0	9	70		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	67	0	3	0.0	65.7	15.7	7.1	2.9	4.3	0.0	0.0	0.0	0.0	4.3	7	90.0	5	70		
GATWICK	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	58	1		

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GATWICK	BRITISH AIRWAYS PLC	S	A	91	0	4	7.4	33.7	25.3	10.5	7.4	9.5	0.0	1.1	1.1	0.0	4.2	32	64.1	19	92		
GATWICK	BRITISH AIRWAYS PLC	S	D	91	0	3	0.0	31.9	43.6	8.5	9.6	2.1	1.1	0.0	0.0	0.0	3.2	12	83.7	7	92		
GATWICK	EASYJET UK LTD	S	A	190	0	7	11.2	29.4	24.9	10.7	7.6	8.1	2.0	1.5	1.0	0.0	3.6	25	67.7	19	201		
GATWICK	EASYJET UK LTD	S	D	190	0	7	0.0	31.0	44.2	14.2	4.1	2.0	0.5	0.5	0.0	0.0	3.6	12	74.8	14	201		
HEATHROW	BRITISH AIRWAYS PLC	S	A	230	0	21	10.4	31.1	20.3	6.4	10.0	10.0	2.0	0.8	0.8	0.0	8.4	32	83.6	9	241		
HEATHROW	BRITISH AIRWAYS PLC	S	D	230	0	21	0.0	27.1	36.3	10.4	12.0	4.8	0.4	0.8	0.0	0.0	8.4	18	84.8	7	242		
HEATHROW	KLM	S	A	270	0	14	14.8	32.7	19.7	11.6	8.8	6.3	0.4	0.7	0.0	0.0	4.9	16	83.2	8	271		
HEATHROW	KLM	S	D	270	0	14	0.7	45.1	26.4	8.5	5.3	7.4	1.4	0.4	0.0	0.0	4.9	15	88.0	6	271		
LONDON CITY	BA CITYFLYER LTD	S	A	145	0	5	10.7	37.3	22.0	7.3	8.7	9.3	1.3	0.0	0.0	0.0	3.3	17	69.2	17	141		
LONDON CITY	BA CITYFLYER LTD	S	D	145	0	6	0.0	25.2	39.7	8.6	11.3	9.9	1.3	0.0	0.0	0.0	4.0	21	70.3	17	144		
LONDON CITY	FLYBE LTD	S	A	34	0	2	19.4	38.9	19.4	0.0	8.3	0.0	8.3	0.0	0.0	0.0	5.6	17	61.8	12	32		
LONDON CITY	FLYBE LTD	S	D	34	0	2	0.0	5.6	27.8	25.0	19.4	11.1	5.6	0.0	0.0	0.0	5.6	38	30.6	29	33		
LONDON CITY	KLM	S	A	189	0	17	7.3	41.7	25.2	9.2	6.8	1.5	0.0	0.0	0.0	0.0	8.3	8	82.5	7	185		
LONDON CITY	KLM	S	D	189	0	17	0.0	17.0	43.2	13.6	8.3	8.7	0.5	0.5	0.0	0.0	8.3	20	69.3	14	184		
LUTON	AIR NIGERIA	S	A	54	0	1	7.3	30.9	32.7	20.0	5.5	0.0	1.8	0.0	0.0	0.0	1.8	13	0.0	0	0		
LUTON	AIR NIGERIA	S	D	54	0	1	0.0	23.6	38.2	9.1	16.4	7.3	3.6	0.0	0.0	0.0	1.8	24	0.0	0	0		
LUTON	EASYJET EUROPE	S	A	22	0	2	4.2	58.3	25.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	8.3	4	0.0	0	0		
LUTON	EASYJET EUROPE	S	D	23	0	2	0.0	40.0	36.0	12.0	0.0	4.0	0.0	0.0	0.0	0.0	8.0	8	0.0	0	0		
LUTON	EASYJET UK LTD	S	A	137	0	16	9.8	32.7	20.9	9.8	6.5	8.5	0.7	0.7	0.0	0.0	10.5	19	82.0	10	172		
LUTON	EASYJET UK LTD	S	D	138	0	14	0.0	40.1	33.6	7.2	4.6	4.6	0.7	0.0	0.0	0.0	9.2	11	83.1	8	172		
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	83.6	12	55		
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	70.9	22	55		
STANSTED	EASYJET UK LTD	S	A	101	0	6	8.4	30.8	29.0	5.6	10.3	7.5	1.9	0.9	0.0	0.0	5.6	20	82.7	9	104		
STANSTED	EASYJET UK LTD	S	D	100	0	6	0.0	51.9	24.5	7.5	8.5	0.9	0.0	0.9	0.0	0.0	5.7	10	93.3	4	104		
MANCHESTER	EASYJET UK LTD	S	A	81	0	4	0.0	32.9	27.1	9.4	10.6	8.2	4.7	2.4	0.0	0.0	4.7	29	78.6	12	84		
MANCHESTER	EASYJET UK LTD	S	D	81	0	4	0.0	40.0	30.6	11.8	7.1	3.5	0.0	2.4	0.0	0.0	4.7	17	85.7	7	84		
MANCHESTER	FLYBE LTD	S	A	109	0	5	7.0	37.7	29.8	4.4	9.6	2.6	4.4	0.0	0.0	0.0	4.4	16	80.0	12	110		
MANCHESTER	FLYBE LTD	S	D	109	0	5	0.0	25.4	48.2	6.1	8.8	4.4	2.6	0.0	0.0	0.0	4.4	15	78.2	13	110		
MANCHESTER	KLM	S	A	145	0	1	8.9	50.7	26.0	5.5	4.8	3.4	0.0	0.0	0.0	0.0	0.7	8	88.2	6	136		
MANCHESTER	KLM	S	D	145	0	1	0.0	33.6	42.5	8.2	7.5	4.8	2.7	0.0	0.0	0.0	0.7	15	85.3	8	136		
MANCHESTER	UNITED AIRLINES	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
NEWCASTLE	KLM	S	A	113	0	1	0.9	49.1	32.5	7.9	5.3	3.5	0.0	0.0	0.0	0.0	0.9	8	86.4	7	110		
NEWCASTLE	KLM	S	D	113	0	1	0.0	50.9	29.8	5.3	3.5	5.3	1.8	1.8	0.9	0.0	0.9	23	89.2	7	111		

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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							
	SOUTHAMPTON	FLYBE LTD	S	A	130	0	4	11.9	45.5	23.1	6.7	3.7	4.5	1.5	0.0	0.0	0.0	3.0	11	72.9	20	94	
	SOUTHAMPTON	FLYBE LTD	S	D	131	0	4	0.7	45.2	35.6	3.7	3.7	5.2	3.0	0.0	0.0	0.0	3.0	13	79.4	16	96	
	SOUTHAMPTON	KLM CITYHOPPER	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.9	4	33	
	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	81.8	8	33	
	SOUTHEND	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	46	1	
	SOUTHEND	EASYJET UK LTD	S	A	51	0	6	3.5	29.8	36.8	5.3	5.3	5.3	0.0	3.5	0.0	0.0	10.5	23	76.7	14	58	
	SOUTHEND	EASYJET UK LTD	S	D	51	0	6	0.0	59.6	21.1	3.5	1.8	0.0	0.0	3.5	0.0	0.0	10.5	12	86.7	10	58	
	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	17	2	
	SOUTHEND	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	100.0	3	1	
	TEESSIDE INTERNATIONAL AIRPORT	KLM	S	A	70	0	3	1.4	31.5	49.3	8.2	2.7	2.7	0.0	0.0	0.0	0.0	4.1	8	93.2	5	73	
	TEESSIDE INTERNATIONAL AIRPORT	KLM	S	D	71	0	3	0.0	40.5	32.4	12.2	6.8	4.1	0.0	0.0	0.0	0.0	4.1	11	84.7	10	70	
<b>TOTAL AMSTERDAM</b>					<b>6742</b>	<b>0</b>	<b>335</b>	<b>4.2</b>	<b>36.3</b>	<b>31.9</b>	<b>8.7</b>	<b>6.8</b>	<b>5.2</b>	<b>1.5</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>4.7</b>	<b>16</b>	<b>80.0</b>	<b>11</b>	<b>6816</b>	
ANCONA																							
	GATWICK	EASYJET UK LTD	S	A	8	0	1	0.0	55.6	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	11.1	10	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	8	0	1	0.0	11.1	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	11.1	19	0.0	0	0	
	STANSTED	RYANAIR	S	A	17	0	0	17.6	41.2	29.4	5.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0	12	81.3	6	16	
	STANSTED	RYANAIR	S	D	17	0	0	0.0	52.9	35.3	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	7	87.5	5	16	
<b>TOTAL ANCONA</b>					<b>50</b>	<b>0</b>	<b>2</b>	<b>5.8</b>	<b>42.3</b>	<b>28.8</b>	<b>9.6</b>	<b>5.8</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>11</b>	<b>84.4</b>	<b>5</b>	<b>32</b>	
ANGLESEY (VALLEY)																							
	CARDIFF WALES	EASTERN AIRWAYS	S	A	39	0	0	7.7	46.2	33.3	10.3	2.6	0.0	0.0	0.0	0.0	0.0	0.0	5	60.5	19	32	
	CARDIFF WALES	EASTERN AIRWAYS	S	D	39	0	0	20.5	46.2	25.6	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.7	13	35	
<b>TOTAL ANGLESEY (VALLEY)</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>46.2</b>	<b>29.5</b>	<b>9.0</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>68.0</b>	<b>16</b>	<b>67</b>	
ANKARA (ESENBOGA)																							
	GATWICK	THY TURKISH AIRLINES	S	A	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	62.5	9	8	
	GATWICK	THY TURKISH AIRLINES	S	D	5	0	1	0.0	16.7	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16.7	7	75.0	8	8	
<b>TOTAL ANKARA (ESENBOGA)</b>					<b>10</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>18.2</b>	<b>54.5</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>7</b>	<b>68.8</b>	<b>9</b>	<b>16</b>	
ANTALYA																							
	BIRMINGHAM	JET2.COM LTD	S	A	12	0	0	0.0	8.3	16.7	41.7	25.0	8.3	0.0	0.0	0.0	0.0	0.0	27	75.0	20	4	
	BIRMINGHAM	JET2.COM LTD	S	D	12	0	0	0.0	8.3	50.0	25.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	23	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	25	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	2	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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							
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	3	0	1	0.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	21	100.0	3	3	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	10	3	
	EDINBURGH	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	
	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	9	0.0	0	0	
	GLASGOW	JET2.COM LTD	S	A	8	0	0	0.0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	25	100.0	7	3	
	GLASGOW	JET2.COM LTD	S	D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	3	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	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	8	4	
	LEEDS BRADFORD	JET2.COM LTD	S	A	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	24	100.0	5	2	
	LEEDS BRADFORD	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	7	2	
	GATWICK	EASYJET UK LTD	S	A	5	0	0	0.0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	5	0	0	0.0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
	GATWICK	FREEBIRD AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	4	
	GATWICK	FREEBIRD AIRLINES	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	31	4	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	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	80.0	8	10	
	STANSTED	JET2.COM LTD	S	A	13	0	0	0.0	7.7	53.8	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	21	60.0	13	5	
	STANSTED	JET2.COM LTD	S	D	14	0	0	0.0	0.0	92.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	14	5	
	MANCHESTER	EASYJET UK LTD	S	A	4	0	0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	MANCHESTER	FREEBIRD AIRLINES	C	A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
	MANCHESTER	FREEBIRD AIRLINES	C	D	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	16	0	0	0.0	6.3	37.5	37.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	20	50.0	15	4	
	MANCHESTER	JET2.COM LTD	S	D	16	0	0	0.0	6.3	75.0	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	14	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	16	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	9	16	
	NEWCASTLE	JET2.COM LTD	S	A	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	0	2	
	NEWCASTLE	JET2.COM LTD	S	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	2	
<b>TOTAL ANTALYA</b>					<b>149</b>	<b>0</b>	<b>1</b>	<b>0.7</b>	<b>7.3</b>	<b>50.0</b>	<b>25.3</b>	<b>14.7</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>17</b>	<b>81.5</b>	<b>11</b>	<b>119</b>	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										FEB 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
ANTIGUA		GATWICK		BRITISH AIRWAYS PLC		S A		4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	47	4				
		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	2	75.0	54	4					
		GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S A		17	0	0	52.9	29.4	11.8	0.0	0.0	0.0	5.9	0.0	0.0	16	81.3	17	16					
		GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S D		17	0	0	0.0	52.9	29.4	11.8	0.0	5.9	0.0	0.0	0.0	10	56.3	36	16					
		MANCHESTER		THOMAS COOK AIRLINES LTD		S A		0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4						
<b>TOTAL ANTIGUA</b>								<b>42</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>42.9</b>	<b>26.2</b>	<b>4.8</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>72.7</b>	<b>29</b>	<b>44</b>					
ANTWERP		LONDON CITY		AIR ANTWERP		S A		61	0	3	6.3	35.9	45.3	6.3	0.0	0.0	1.6	0.0	0.0	4.7	7	0.0	0	0				
		LONDON CITY		AIR ANTWERP		S D		61	0	3	0.0	9.4	65.6	15.6	3.1	0.0	1.6	0.0	0.0	4.7	12	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	66.7	16	14					
		SOUTHEND		STOBART AIR		S D		0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	13	14					
<b>TOTAL ANTWERP</b>								<b>122</b>	<b>0</b>	<b>6</b>	<b>3.1</b>	<b>22.7</b>	<b>55.5</b>	<b>10.9</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>9</b>	<b>66.7</b>	<b>15</b>	<b>28</b>				
AQABA		GATWICK		EASYJET UK LTD		S A		9	0	1	40.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	10.0	7	100.0	1	4					
		GATWICK		EASYJET UK LTD		S D		9	0	0	0.0	11.1	66.7	0.0	11.1	0.0	11.1	0.0	0.0	0.0	23	75.0	16	4				
<b>TOTAL AQABA</b>								<b>18</b>	<b>0</b>	<b>1</b>	<b>21.1</b>	<b>15.8</b>	<b>36.8</b>	<b>5.3</b>	<b>10.5</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>15</b>	<b>87.5</b>	<b>8</b>	<b>8</b>				
ARRECIFE		BELFAST INTERNATIONAL		AER LINGUS		C A		1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0					
		BELFAST INTERNATIONAL		EASYJET UK LTD		S A		8	0	0	12.5	25.0	0.0	25.0	25.0	0.0	12.5	0.0	0.0	0.0	38	87.5	4	8				
		BELFAST INTERNATIONAL		EASYJET UK LTD		S D		9	0	0	0.0	22.2	11.1	22.2	33.3	0.0	0.0	11.1	0.0	0.0	40	87.5	4	8				
		BELFAST INTERNATIONAL		JET2.COM LTD		S A		11	0	0	0.0	45.5	18.2	18.2	9.1	9.1	0.0	0.0	0.0	17	62.5	10	8					
		BELFAST INTERNATIONAL		JET2.COM LTD		S D		11	0	0	0.0	36.4	36.4	9.1	18.2	0.0	0.0	0.0	0.0	11	100.0	1	8					
		BELFAST INTERNATIONAL		RYANAIR		C A		1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	7	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	87.5	2	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	87.5	10	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	75.0	7	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	100.0	5	4					
		BIRMINGHAM		JET2.COM LTD		S A		32	0	2	47.1	23.5	5.9	0.0	2.9	8.8	2.9	0.0	5.9	60	100.0	2	20					
		BIRMINGHAM		JET2.COM LTD		S D		32	0	2	0.0	14.7	58.8	2.9	11.8	2.9	0.0	0.0	2.9	0.0	5.9	59	95.0	4	20			
		BIRMINGHAM		RYANAIR		S A		7	0	0	28.6	42.9	14.3	0.0	14.3	0.0	0.0	0.0	0.0	5	100.0	0	12					

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	RYANAIR	S D	8	0	0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	7	12			
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	10			
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	12	10			
BIRMINGHAM	TUI AIRWAYS LTD	C A	9	0	0	22.2	22.2	0.0	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	30	62.5	30	8			
BIRMINGHAM	TUI AIRWAYS LTD	C D	9	0	0	0.0	11.1	66.7	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	23	62.5	37	8			
BIRMINGHAM	TUI AIRWAYS LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
BOURNEMOUTH	TUI AIRWAYS LTD	C A	8	0	0	0.0	37.5	12.5	25.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	35	87.5	4	8			
BOURNEMOUTH	TUI AIRWAYS LTD	C D	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	87.5	3	8			
BRISTOL	EASYJET UK LTD	S A	13	0	1	7.1	14.3	42.9	0.0	14.3	7.1	7.1	0.0	0.0	0.0	7.1	29	87.5	7	8			
BRISTOL	EASYJET UK LTD	S D	13	0	0	0.0	38.5	38.5	0.0	7.7	7.7	7.7	0.0	0.0	0.0	0.0	24	100.0	2	8			
BRISTOL	RYANAIR	S A	12	0	0	16.7	41.7	16.7	16.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	10	81.8	8	11			
BRISTOL	RYANAIR	S D	12	0	0	0.0	25.0	58.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	90.9	4	11			
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	100.0	2	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	100.0	0	8			
BRISTOL	TUI AIRWAYS LTD	C A	8	0	0	12.5	25.0	25.0	12.5	12.5	0.0	0.0	0.0	12.5	0.0	0.0	316	87.5	3	8			
BRISTOL	TUI AIRWAYS LTD	C D	8	0	0	0.0	12.5	37.5	12.5	25.0	0.0	0.0	0.0	12.5	0.0	0.0	325	100.0	0	8			
CARDIFF WALES	TUI AIRWAYS LTD	C A	8	0	0	12.5	0.0	50.0	0.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	39	100.0	2	8			
CARDIFF WALES	TUI AIRWAYS LTD	C D	8	0	0	0.0	25.0	37.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	26	100.0	0	8			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	8	0	0	12.5	37.5	12.5	0.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	39	100.0	0	8			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	8	0	0	0.0	25.0	25.0	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	32	100.0	1	8			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	19	0	1	35.0	25.0	20.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	5.0	13	85.7	14	14			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	21	0	0	0.0	52.4	42.9	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	5	92.9	15	14			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	15	0	1	18.8	6.3	31.3	6.3	18.8	6.3	6.3	0.0	0.0	0.0	6.3	28	100.0	2	16			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	17	0	0	0.0	52.9	29.4	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	93.8	6	16			
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	70.0	31	10			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	39	10			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	43	100.0	3	4			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	3	4			
EDINBURGH	JET2.COM LTD	S A	16	0	1	5.9	29.4	11.8	23.5	11.8	5.9	5.9	0.0	0.0	0.0	5.9	24	58.3	24	12			
EDINBURGH	JET2.COM LTD	S D	16	0	1	0.0	23.5	64.7	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5.9	3	91.7	8	12			

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	RYANAIR	S A	5	0	0	0.0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	37	75.0	6	7
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	0.0	8	75.0	13	8
EDINBURGH	TUI AIRWAYS LTD	C 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	100.0	0	4
EDINBURGH	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	68	100.0	3	4
EXETER	TUI AIRWAYS LTD	C A	8	0	0	12.5	50.0	12.5	0.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	29	100.0	1	8
EXETER	TUI AIRWAYS LTD	C D	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	2	8
GLASGOW	JET2.COM LTD	S A	21	0	0	66.7	9.5	9.5	4.8	0.0	4.8	0.0	0.0	4.8	0.0	0.0	75	91.7	3	12	
GLASGOW	JET2.COM LTD	S D	22	0	0	0.0	40.9	54.5	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	6	100.0	2	12	
GLASGOW	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	10	7	
GLASGOW	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	7	
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	0.0	22	100.0	1	1	
GLASGOW	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	15	50.0	15	2	
LEEDS BRADFORD	JET2.COM LTD	S A	21	0	2	34.8	21.7	8.7	4.3	4.3	17.4	0.0	0.0	0.0	0.0	8.7	18	93.8	1	16	
LEEDS BRADFORD	JET2.COM LTD	S D	21	0	1	0.0	22.7	50.0	4.5	9.1	4.5	4.5	0.0	0.0	0.0	4.5	19	81.3	7	16	
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	58.3	22	12	
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	58.3	25	12	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	11	0	0	27.3	18.2	27.3	0.0	9.1	18.2	0.0	0.0	0.0	0.0	0.0	20	100.0	1	11	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	11	0	0	0.0	27.3	54.5	0.0	9.1	9.1	0.0	0.0	0.0	0.0	0.0	15	100.0	2	11	
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	9	0	0	11.1	44.4	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	1	8	
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	8	
GATWICK	BRITISH AIRWAYS PLC	S A	23	0	1	29.2	20.8	12.5	8.3	0.0	12.5	8.3	0.0	4.2	0.0	4.2	74	63.6	21	22	
GATWICK	BRITISH AIRWAYS PLC	S D	23	0	1	0.0	16.7	41.7	12.5	16.7	0.0	4.2	0.0	4.2	0.0	4.2	69	54.5	26	22	
GATWICK	EASYJET UK LTD	S A	44	0	6	6.0	24.0	22.0	18.0	10.0	4.0	4.0	0.0	0.0	0.0	12.0	22	67.6	20	34	
GATWICK	EASYJET UK LTD	S D	45	0	2	0.0	10.6	59.6	17.0	4.3	4.3	0.0	0.0	0.0	0.0	4.3	15	58.8	17	34	
GATWICK	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	5	14	
GATWICK	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.3	17	14	
GATWICK	TUI AIRWAYS LTD	C A	11	0	1	8.3	16.7	16.7	16.7	8.3	16.7	0.0	8.3	0.0	0.0	8.3	42	57.1	16	14	
GATWICK	TUI AIRWAYS LTD	C D	10	0	1	0.0	0.0	72.7	0.0	9.1	9.1	0.0	0.0	0.0	0.0	9.1	18	53.3	25	15	
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	44	0.0	0	0	
LUTON	EASYJET UK LTD	S A	11	0	2	15.4	23.1	7.7	7.7	7.7	15.4	7.7	0.0	0.0	0.0	15.4	32	66.7	8	12	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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)
LUTON	EASYJET UK LTD	S D	12	0	1	0.0	23.1	23.1	23.1	15.4	0.0	7.7	0.0	0.0	0.0	7.7	26	83.3	6	12	
LUTON	RYANAIR	S A	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20	75.0	10	8	
LUTON	RYANAIR	S D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	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	86	75.0	7	4	
LUTON	TUI AIRWAYS LTD	C D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	11	4	
STANSTED	JET2.COM LTD	S A	28	0	1	24.1	17.2	27.6	6.9	0.0	17.2	0.0	0.0	3.4	0.0	3.4	69	85.7	5	28	
STANSTED	JET2.COM LTD	S D	28	0	3	0.0	29.0	61.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.7	3	85.7	7	28	
STANSTED	RYANAIR	S A	21	0	0	4.8	14.3	33.3	23.8	4.8	14.3	4.8	0.0	0.0	0.0	0.0	29	80.0	11	20	
STANSTED	RYANAIR	S D	21	0	0	0.0	19.0	61.9	14.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	7	95.0	3	20	
STANSTED	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	29	100.0	5	4	
STANSTED	TUI AIRWAYS LTD	C D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	3	4	
MANCHESTER	EASYJET UK LTD	S A	13	0	0	15.4	23.1	38.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	11	8	
MANCHESTER	EASYJET UK LTD	S D	13	0	0	0.0	38.5	46.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	16	8	
MANCHESTER	JET2.COM LTD	C D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
MANCHESTER	JET2.COM LTD	S A	37	0	3	37.5	22.5	12.5	2.5	12.5	5.0	0.0	0.0	0.0	0.0	7.5	11	82.1	23	28	
MANCHESTER	JET2.COM LTD	S D	37	0	2	0.0	17.9	59.0	10.3	2.6	5.1	0.0	0.0	0.0	0.0	5.1	12	71.4	13	28	
MANCHESTER	RYANAIR	S A	25	0	1	19.2	26.9	26.9	7.7	3.8	7.7	3.8	0.0	0.0	0.0	3.8	15	95.8	3	24	
MANCHESTER	RYANAIR	S D	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	9	91.7	5	24	
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.7	13	30	
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	86.7	6	30	
MANCHESTER	TUI AIRWAYS LTD	C A	14	0	0	7.1	35.7	21.4	14.3	14.3	7.1	0.0	0.0	0.0	0.0	0.0	17	87.5	9	16	
MANCHESTER	TUI AIRWAYS LTD	C D	15	0	0	0.0	13.3	46.7	20.0	13.3	6.7	0.0	0.0	0.0	0.0	0.0	19	93.8	12	16	
NEWCASTLE	JET2.COM LTD	S A	22	0	1	39.1	21.7	17.4	8.7	4.3	4.3	0.0	0.0	0.0	0.0	4.3	8	100.0	0	12	
NEWCASTLE	JET2.COM LTD	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	3	91.7	5	12	
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	87.5	4	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	
NEWCASTLE	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	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	0.0	0.0	0	100.0	5	6	
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	12	100.0	0	4	
NEWCASTLE	TUI AIRWAYS LTD	S D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	3	4	
SOUTHEND	EASYJET UK LTD	S A	8	0	0	25.0	25.0	25.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	30	87.5	4	7	
SOUTHEND	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	0.0	3	75.0	14	8	
<b>TOTAL ARRECIFE</b>			<b>1073</b>	<b>0</b>	<b>38</b>	<b>10.9</b>	<b>25.0</b>	<b>34.9</b>	<b>9.6</b>	<b>7.4</b>	<b>5.6</b>	<b>2.1</b>	<b>0.4</b>	<b>0.7</b>	<b>0.0</b>	<b>3.4</b>	<b>28</b>	<b>83.6</b>	<b>9</b>	<b>1168</b>	
ASHKHABAD	BIRMINGHAM	TURKMENISTAN AIRLINES	S A	4	0	0	0.0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	94	15.0	58	14	



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										FEB 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		TURKMENISTAN AIRLINES		S	D	4	0	0	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	60	10.5	63	14					
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	0.0	0	0.0	25	1					
HEATHROW		TURKMENISTAN AIRLINES		S	D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	32	1					
<b>TOTAL ASHKHABAD</b>						<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>77</b>	<b>11.1</b>	<b>59</b>	<b>30</b>					
ASTANA		AIR ASTANA		S	A	13	0	0	0	7.7	15.4	30.8	15.4	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	93.8	4	16					
HEATHROW		AIR ASTANA		S	D	13	0	0	0	0.0	15.4	30.8	23.1	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	26	93.8	5	16					
<b>TOTAL ASTANA</b>						<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>15.4</b>	<b>30.8</b>	<b>19.2</b>	<b>26.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>93.8</b>	<b>5</b>	<b>32</b>					
ASTURIAS		VUELING AIRLINES		S	A	12	0	0	0	16.7	16.7	58.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0					
GATWICK		VUELING AIRLINES		S	D	12	0	0	0	0.0	8.3	58.3	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0					
<b>TOTAL ASTURIAS</b>						<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>12.5</b>	<b>58.3</b>	<b>8.3</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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>					
ATHENS		EASYJET UK LTD		S	A	10	0	0	0	30.0	20.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	71.4	11	7					
BRISTOL		EASYJET UK LTD		S	D	10	0	0	0	0.0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	5	7					
EDINBURGH		EASYJET UK LTD		S	A	9	0	0	0	11.1	22.2	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	46	8					
EDINBURGH		EASYJET UK LTD		S	D	9	0	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	4	8					
GATWICK		AEGEAN AIRLINES		S	A	12	0	0	0	0.0	0.0	75.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	83.3	12	12					
GATWICK		AEGEAN AIRLINES		S	D	13	0	0	0	0.0	7.7	46.2	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	58.3	16	12					
GATWICK		EASYJET UK LTD		S	A	25	0	2	2	3.7	0.0	33.3	18.5	11.1	14.8	11.1	0.0	0.0	0.0	7.4	0.0	45	71.4	15	28					
GATWICK		EASYJET UK LTD		S	D	25	0	2	2	0.0	3.7	25.9	33.3	11.1	7.4	3.7	7.4	0.0	0.0	7.4	0.0	44	71.4	19	28					
HEATHROW		AEGEAN AIRLINES		S	A	75	0	0	0	6.7	22.7	28.0	20.0	17.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	18	94.4	3	72					
HEATHROW		AEGEAN AIRLINES		S	D	75	0	0	0	0.0	20.0	38.7	14.7	21.3	4.0	1.3	0.0	0.0	0.0	0.0	0.0	21	88.9	9	72					
HEATHROW		BRITISH AIRWAYS PLC		S	A	79	0	1	1	1.3	13.8	18.8	26.3	27.5	10.0	0.0	0.0	1.3	0.0	1.3	0.0	41	82.3	7	79					
HEATHROW		BRITISH AIRWAYS PLC		S	D	79	0	1	1	0.0	10.0	51.3	17.5	12.5	6.3	1.3	0.0	0.0	0.0	1.3	0.0	19	81.0	8	79					
LUTON		RYANAIR		S	A	12	0	0	0	0.0	25.0	16.7	41.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	24	25.0	36	12					
LUTON		RYANAIR		S	D	12	0	0	0	0.0	8.3	75.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	22	12					
LUTON		WIZZ AIR UK LTD		S	A	21	0	0	0	4.8	33.3	28.6	19.0	9.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	14	35.7	26	28					
LUTON		WIZZ AIR UK LTD		S	D	21	0	0	0	0.0	47.6	47.6	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	13	28					
STANSTED		AEGEAN AIRLINES		C	A	1	0	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
STANSTED		AEGEAN AIRLINES		C	D	1	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0					
STANSTED		AERONEXUS		C	A	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
STANSTED		RYANAIR		S	A	29	0	0	0	6.9	24.1	37.9	20.7	6.9	0.0	0.0	0.0	3.4	0.0	0.0	0.0	22	93.2	2	44					
STANSTED		RYANAIR		S	D	29	0	0	0	0.0	10.3	17.2	44.8	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	81.8	11	44					

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	A	14	0	0	0.0	35.7	35.7	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	11	91.7	7	12	
	MANCHESTER	EASYJET UK LTD	S	D	14	0	0	0.0	14.3	78.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	91.7	8	12		
<b>TOTAL ATHENS</b>					<b>576</b>	<b>0</b>	<b>6</b>	<b>2.6</b>	<b>17.9</b>	<b>36.1</b>	<b>20.8</b>	<b>14.9</b>	<b>5.0</b>	<b>1.0</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>1.0</b>	<b>22</b>	<b>80.8</b>	<b>11</b>	<b>604</b>	
ATLANTA																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	37.9	27.6	20.7	10.3	3.4	0.0	0.0	0.0	0.0	0.0	5	89.3	8	28		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	17.2	44.8	24.1	10.3	3.4	0.0	0.0	0.0	0.0	18	89.3	9	28		
	HEATHROW	DELTA AIRLINES	S	A	56	0	3	49.2	27.1	10.2	3.4	0.0	3.4	0.0	1.7	0.0	0.0	5.1	8	78.4	14	51	
	HEATHROW	DELTA AIRLINES	S	D	57	0	2	0.0	64.4	25.4	1.7	1.7	3.4	0.0	0.0	0.0	0.0	3.4	6	96.1	2	51	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	1	62.1	27.6	3.4	0.0	3.4	0.0	0.0	0.0	0.0	0.0	3.4	2	89.3	15	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	1	0.0	41.4	37.9	6.9	6.9	3.4	0.0	0.0	0.0	0.0	3.4	9	71.4	16	28	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	69.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	91.7	3	12		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	0.0	61.5	15.4	0.0	7.7	7.7	0.0	7.7	0.0	0.0	27	83.3	9	12		
<b>TOTAL ATLANTA</b>					<b>253</b>	<b>0</b>	<b>7</b>	<b>25.8</b>	<b>37.7</b>	<b>21.2</b>	<b>5.8</b>	<b>3.5</b>	<b>2.7</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>8</b>	<b>86.1</b>	<b>10</b>	<b>238</b>	
AUCKLAND INTERNATIONAL																							
	HEATHROW	AIR NEW ZEALAND LTD	S	A	29	0	0	51.7	31.0	13.8	3.4	0.0	0.0	0.0	0.0	0.0	0.0	2	85.7	5	28		
	HEATHROW	AIR NEW ZEALAND LTD	S	D	29	0	0	0.0	17.2	65.5	13.8	3.4	0.0	0.0	0.0	0.0	0.0	8	96.4	4	28		
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>25.9</b>	<b>24.1</b>	<b>39.7</b>	<b>8.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>91.1</b>	<b>4</b>	<b>56</b>		
AUSTIN (BERGSTROM)																							
	GATWICK	NORWEGIAN AIR UK LTD	S	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	GATWICK	NORWEGIAN AIR UK 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	16	0.0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	65.5	13.8	10.3	3.4	3.4	0.0	0.0	3.4	0.0	0.0	10	89.3	5	28		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	17.2	44.8	17.2	10.3	3.4	3.4	3.4	0.0	0.0	0.0	29	92.9	7	28	
<b>TOTAL AUSTIN (BERGSTROM)</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>30.2</b>	<b>17.5</b>	<b>28.6</b>	<b>9.5</b>	<b>7.9</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>19</b>	<b>91.1</b>	<b>6</b>	<b>56</b>	
AZORES PONTA DELGADA																							
	STANSTED	RYANAIR	S	A	5	0	0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	24	4		
	STANSTED	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	9	25.0	45	4		
<b>TOTAL AZORES PONTA DELGADA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>20.0</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>5</b>	<b>37.5</b>	<b>34</b>	<b>8</b>		

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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
BACAU																						
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	9	0	0	22.2	11.1	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	7
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	82	8
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	21	0	0	4.8	4.8	42.9	42.9	4.8	0.0	0.0	0.0	0.0	0.0	0.0	14	94.4	5	18
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	21	0	0	0.0	9.5	52.4	33.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	14	57.1	50	21
<b>TOTAL BACAU</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>11.7</b>	<b>48.3</b>	<b>31.7</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>12</b>	<b>79.6</b>	<b>33</b>	<b>54</b>
BAGHDAD (GECA)																						
	GATWICK	IRAQI AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1
	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	3	4
	GATWICK	IRAQI AIRWAYS	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	75.0	7	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	100.0	3	4
	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	100.0	0	4
<b>TOTAL BAGHDAD (GECA)</b>					<b>0</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>88.2</b>	<b>4</b>	<b>17</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	100.0	0	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.3	4	28
	HEATHROW	GULF AIR	S	A	58	0	0	0.0	19.0	44.8	27.6	8.6	0.0	0.0	0.0	0.0	0.0	0.0	13	69.6	11	56
	HEATHROW	GULF AIR	S	D	58	0	0	1.7	58.6	32.8	3.4	1.7	1.7	0.0	0.0	0.0	0.0	0.0	4	83.9	6	56
<b>TOTAL BAHRAIN</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>38.8</b>	<b>38.8</b>	<b>15.5</b>	<b>5.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>82.7</b>	<b>7</b>	<b>168</b>
BAKU (HEYDER ALIYEV INT'L)																						
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	13	0	0	7.7	30.8	30.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	3	12
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	13	0	0	0.0	23.1	38.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	3	12
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>26.9</b>	<b>34.6</b>	<b>30.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>3</b>	<b>24</b>
BALE MULHOUSE																						
	BRISTOL	EASYJET UK LTD	S	A	13	0	1	0.0	14.3	42.9	0.0	21.4	14.3	0.0	0.0	0.0	0.0	7.1	24	50.0	21	10
	BRISTOL	EASYJET UK LTD	S	D	13	0	1	0.0	28.6	28.6	7.1	14.3	14.3	0.0	0.0	0.0	0.0	7.1	23	90.0	6	10
	EDINBURGH	EASYJET SWITZERLAND	S	A	15	0	1	12.5	37.5	37.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	6.3	4	0.0	0	0
	EDINBURGH	EASYJET SWITZERLAND	S	D	15	0	1	0.0	12.5	56.3	12.5	12.5	0.0	0.0	0.0	0.0	0.0	6.3	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	50.0	27	16
	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	81.3	15	16

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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 SWITZERLAND	S	A	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	EASYJET SWITZERLAND	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	76	0	4	5.0	43.8	16.3	11.3	6.3	8.8	2.5	1.3	0.0	0.0	5.0	21	80.2	16	80	
	GATWICK	EASYJET UK LTD	S	D	76	0	4	0.0	25.0	38.8	13.8	10.0	5.0	1.3	1.3	0.0	0.0	5.0	20	72.8	15	80	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	107	0	8	5.2	31.3	31.3	7.8	7.0	7.8	1.7	0.9	0.0	0.0	7.0	18	77.3	10	105	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	108	0	7	0.0	30.4	41.7	7.8	7.0	7.0	0.0	0.0	0.0	0.0	6.1	13	80.9	8	105	
	LUTON	EASYJET UK LTD	S	A	17	0	4	0.0	33.3	19.0	14.3	9.5	4.8	0.0	0.0	0.0	0.0	19.0	15	82.6	13	23	
	LUTON	EASYJET UK LTD	S	D	17	0	4	0.0	33.3	28.6	4.8	9.5	4.8	0.0	0.0	0.0	0.0	19.0	14	82.6	8	23	
	STANSTED	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	17	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	A	23	0	1	0.0	33.3	16.7	12.5	29.2	4.2	0.0	0.0	0.0	0.0	4.2	22	74.1	16	27	
	MANCHESTER	EASYJET UK LTD	S	D	23	0	0	0.0	43.5	13.0	21.7	17.4	4.3	0.0	0.0	0.0	0.0	0.0	16	66.7	17	27	
<b>TOTAL BALE MULHOUSE</b>					<b>504</b>	<b>0</b>	<b>39</b>	<b>2.2</b>	<b>31.7</b>	<b>31.3</b>	<b>9.9</b>	<b>9.6</b>	<b>6.6</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>7.2</b>	<b>17</b>	<b>76.6</b>	<b>13</b>	<b>522</b>	
BALI INTERNATIONAL																							
	HEATHROW	GARUDA INDONESIA	S	A	1	0	2	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	66.7	96	0.0	0	0	
	HEATHROW	GARUDA INDONESIA	S	D	1	0	2	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	66.7	100	66.7	14	12	
<b>TOTAL BALI INTERNATIONAL</b>					<b>2</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>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>98</b>	<b>66.7</b>	<b>14</b>	<b>12</b>	
BALTIMORE																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	23.1	34.6	7.7	7.7	15.4	3.8	3.8	3.8	0.0	0.0	0.0	26	73.1	17	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	15.4	57.7	11.5	7.7	3.8	0.0	3.8	0.0	0.0	0.0	24	57.7	28	26	
<b>TOTAL BALTIMORE</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>25.0</b>	<b>32.7</b>	<b>9.6</b>	<b>11.5</b>	<b>3.8</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>65.4</b>	<b>22</b>	<b>52</b>	
BANDAR SERI BEGAWAN																							
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	29	0	0	0.0	3.4	37.9	24.1	31.0	3.4	0.0	0.0	0.0	0.0	0.0	24	14.3	92	28	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	28	0	1	13.8	65.5	13.8	0.0	3.4	0.0	0.0	0.0	0.0	0.0	3.4	3	92.9	13	28	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>57</b>	<b>0</b>	<b>1</b>	<b>6.9</b>	<b>34.5</b>	<b>25.9</b>	<b>12.1</b>	<b>17.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>14</b>	<b>53.6</b>	<b>52</b>	<b>56</b>	
BANGALORE (BENGALURU)																							
	HEATHROW	AIR INDIA	S	A	13	0	0	0.0	0.0	7.7	0.0	15.4	30.8	30.8	15.4	0.0	0.0	0.0	120	50.0	27	12	
	HEATHROW	AIR INDIA	S	D	12	0	0	0.0	0.0	41.7	8.3	33.3	8.3	0.0	0.0	8.3	0.0	0.0	62	75.0	7	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	3.4	17.2	17.2	24.1	10.3	20.7	0.0	6.9	0.0	0.0	0.0	47	75.0	13	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	3.4	34.5	27.6	3.4	24.1	0.0	6.9	0.0	0.0	0.0	47	53.6	23	28	
<b>TOTAL BANGALORE (BENGALURU)</b>					<b>83</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>7.2</b>	<b>25.3</b>	<b>19.3</b>	<b>12.0</b>	<b>21.7</b>	<b>4.8</b>	<b>7.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>61</b>	<b>63.8</b>	<b>18</b>	<b>80</b>	

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

		Origin/Destinations: B																	FEB 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	
BANGKOK SUVARNABHUMI																							
	GATWICK	NORWEGIAN AIR UK LTD	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	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	13.8	17.2	34.5	13.8	6.9	3.4	6.9	3.4	0.0	0.0	0.0	29	60.7	33	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	10.3	41.4	24.1	13.8	3.4	3.4	3.4	0.0	0.0	0.0	29	67.9	21	28	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	58	0	0	19.0	20.7	29.3	22.4	8.6	0.0	0.0	0.0	0.0	0.0	0.0	11	69.6	14	54	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	58	0	0	1.7	62.1	27.6	6.9	1.7	0.0	0.0	0.0	0.0	0.0	0.0	4	81.8	10	54	
<b>TOTAL BANGKOK SUVARNABHUMI</b>					<b>174</b>	<b>0</b>	<b>3</b>	<b>9.0</b>	<b>31.6</b>	<b>31.1</b>	<b>15.8</b>	<b>6.8</b>	<b>1.1</b>	<b>1.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>14</b>	<b>71.9</b>	<b>17</b>	<b>164</b>	
BANJUL																							
	BIRMINGHAM	ENTER AIR	C	A	4	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	
	BIRMINGHAM	ENTER AIR	S	D	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	33	0.0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	18	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	22	8	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	13	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	68.8	13	16	
	GATWICK	TITAN AIRWAYS LTD	C	A	12	0	0	41.7	16.7	25.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	8	8	
	GATWICK	TITAN AIRWAYS LTD	C	D	12	0	0	0.0	25.0	50.0	16.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	11	87.5	7	8	
	MANCHESTER	ENTER AIR	S	A	4	0	0	0.0	25.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	49	0.0	0	0	
	MANCHESTER	ENTER AIR	S	D	4	0	0	0.0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	44	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	14	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	93.8	7	16	
<b>TOTAL BANJUL</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>15.0</b>	<b>25.0</b>	<b>20.0</b>	<b>20.0</b>	<b>2.5</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>72.6</b>	<b>12</b>	<b>94</b>	
BARCELONA																							
	BIRMINGHAM	JET2.COM LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	BIRMINGHAM	KLASJET UAB	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
	BIRMINGHAM	KLASJET UAB	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	53	0.0	0	0	
	BIRMINGHAM	PRIVILEGE STYLE	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
	BIRMINGHAM	PRIVILEGE STYLE	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
	BIRMINGHAM	RYANAIR	S	A	31	0	0	6.5	45.2	35.5	3.2	3.2	6.5	0.0	0.0	0.0	0.0	0.0	9	92.9	3	28	
	BIRMINGHAM	RYANAIR	S	D	31	0	0	0.0	25.8	41.9	22.6	0.0	9.7	0.0	0.0	0.0	0.0	0.0	16	71.4	12	28	
	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	107	1	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	A	22	0	0	4.5	50.0	36.4	4.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	7	93.8	4	16		
BIRMINGHAM	VUELING AIRLINES	S	D	22	0	0	0.0	9.1	45.5	27.3	13.6	4.5	0.0	0.0	0.0	0.0	0.0	18	50.0	18	16		
BRISTOL	EASYJET UK LTD	S	A	38	0	2	15.0	30.0	25.0	10.0	7.5	5.0	2.5	0.0	0.0	0.0	5.0	15	74.3	21	35		
BRISTOL	EASYJET UK LTD	S	D	38	0	2	0.0	37.5	25.0	17.5	7.5	5.0	2.5	0.0	0.0	0.0	5.0	17	86.5	15	37		
EDINBURGH	RYANAIR	S	A	25	0	0	8.0	52.0	32.0	0.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	7	79.2	7	24		
EDINBURGH	RYANAIR	S	D	25	0	0	0.0	48.0	44.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	5	91.7	5	24		
EDINBURGH	VUELING AIRLINES	S	A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	5	4		
EDINBURGH	VUELING AIRLINES	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	16	75.0	8	4		
GLASGOW	JET2.COM LTD	S	A	8	0	0	12.5	37.5	25.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	21	100.0	1	8		
GLASGOW	JET2.COM LTD	S	D	8	0	0	0.0	50.0	25.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	25	100.0	0	8		
LEEDS BRADFORD	JET2.COM LTD	S	A	10	0	0	10.0	20.0	40.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	24	88.9	6	9		
LEEDS BRADFORD	JET2.COM LTD	S	D	10	0	0	0.0	30.0	40.0	0.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	23	77.8	12	9		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	22	0	0	18.2	27.3	31.8	4.5	4.5	4.5	4.5	4.5	0.0	0.0	0.0	25	95.8	2	24		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	22	0	0	0.0	63.6	18.2	9.1	0.0	0.0	4.5	4.5	0.0	0.0	0.0	20	95.8	2	24		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	12	0	0	0.0	50.0	25.0	8.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	93.8	10	16		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	12	0	0	0.0	41.7	41.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	93.8	3	16		
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	94.3	2	35		
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	97.1	3	35		
GATWICK	EASYJET UK LTD	S	A	131	0	5	12.5	34.6	21.3	11.0	11.8	3.7	0.7	0.0	0.7	0.0	3.7	17	75.0	13	152		
GATWICK	EASYJET UK LTD	S	D	131	0	3	0.0	21.6	44.8	9.7	14.2	6.7	0.0	0.7	0.0	0.0	2.2	20	73.7	16	152		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	57	0	1	3.4	27.6	41.4	10.3	5.2	6.9	3.4	0.0	0.0	0.0	1.7	20	80.4	11	56		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	57	0	0	0.0	22.8	47.4	5.3	10.5	8.8	5.3	0.0	0.0	0.0	0.0	24	73.2	15	56		
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	150	1		
GATWICK	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1		
GATWICK	VUELING AIRLINES	S	A	151	0	4	9.7	40.6	27.1	7.1	7.1	5.2	0.6	0.0	0.0	0.0	2.6	11	73.1	13	144		
GATWICK	VUELING AIRLINES	S	D	151	0	7	0.0	26.6	39.2	11.4	10.1	7.0	1.3	0.0	0.0	0.0	4.4	18	59.7	24	143		
HEATHROW	BRITISH AIRWAYS PLC	S	A	228	0	13	4.6	26.6	24.9	14.5	12.4	11.6	0.0	0.0	0.0	0.0	5.4	21	82.5	8	203		
HEATHROW	BRITISH AIRWAYS PLC	S	D	228	0	13	0.0	37.8	33.2	8.7	9.5	4.1	0.8	0.4	0.0	0.0	5.4	14	87.4	6	205		

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	TAM LINHAS AEREAS	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	203	0.0	0	0
	HEATHROW	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	12	83.9	7	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	67.7	22	31
	LUTON	EASYJET EUROPE	S	A	9	0	1	0.0	50.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0	7	0.0	0	0	
	LUTON	EASYJET EUROPE	S	D	9	0	1	0.0	0.0	70.0	10.0	10.0	0.0	0.0	0.0	0.0	10.0	13	0.0	0	0	
	LUTON	EASYJET UK LTD	S	A	77	0	5	14.6	41.5	19.5	6.1	6.1	6.1	0.0	0.0	0.0	0.0	6.1	10	90.0	4	90
	LUTON	EASYJET UK LTD	S	D	78	0	4	1.2	47.6	31.7	9.8	4.9	0.0	0.0	0.0	0.0	4.9	6	88.9	6	90	
	LUTON	RYANAIR	S	A	29	0	0	3.4	55.2	20.7	10.3	0.0	6.9	0.0	3.4	0.0	0.0	21	96.4	2	28	
	LUTON	RYANAIR	S	D	29	0	0	0.0	48.3	37.9	6.9	6.9	0.0	0.0	0.0	0.0	0.0	6	92.9	7	28	
	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	100.0	3	1	
	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	53	1	
	STANSTED	CARPATAIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1	
	STANSTED	CARPATAIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
	STANSTED	RYANAIR	S	A	132	0	1	16.5	39.8	26.3	3.0	7.5	3.8	0.8	0.8	0.8	0.0	0.8	15	87.9	5	124
	STANSTED	RYANAIR	S	D	132	0	1	0.0	31.6	39.1	11.3	9.8	5.3	0.8	0.8	0.8	0.0	0.8	20	67.7	15	124
	MANCHESTER	EASYJET UK LTD	S	A	20	0	0	10.0	20.0	35.0	20.0	10.0	0.0	5.0	0.0	0.0	0.0	15	87.5	6	8	
	MANCHESTER	EASYJET UK LTD	S	D	20	0	0	0.0	50.0	30.0	10.0	5.0	0.0	5.0	0.0	0.0	0.0	14	100.0	2	8	
	MANCHESTER	JET2.COM LTD	S	A	13	0	0	15.4	53.8	15.4	0.0	0.0	15.4	0.0	0.0	0.0	0.0	16	83.3	12	12	
	MANCHESTER	JET2.COM LTD	S	D	13	0	0	0.0	23.1	69.2	0.0	7.7	0.0	0.0	0.0	0.0	0.0	6	75.0	22	12	
	MANCHESTER	RYANAIR	S	A	37	0	0	0.0	24.3	48.6	10.8	10.8	5.4	0.0	0.0	0.0	0.0	15	89.3	6	28	
	MANCHESTER	RYANAIR	S	D	37	0	0	0.0	40.5	45.9	2.7	2.7	5.4	0.0	0.0	2.7	0.0	18	85.7	8	28	
	MANCHESTER	VUELING AIRLINES	S	A	30	0	0	13.3	46.7	20.0	13.3	0.0	6.7	0.0	0.0	0.0	0.0	10	70.8	19	24	
	MANCHESTER	VUELING AIRLINES	S	D	29	0	0	0.0	20.7	37.9	13.8	17.2	10.3	0.0	0.0	0.0	0.0	21	54.2	29	24	
	NEWCASTLE	EASYJET UK LTD	S	A	16	0	0	6.3	50.0	31.3	6.3	0.0	6.3	0.0	0.0	0.0	0.0	8	100.0	2	16	
	NEWCASTLE	EASYJET UK LTD	S	D	16	0	0	0.0	12.5	81.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	7	87.5	7	16	
	SOUTHEND	EASYJET UK LTD	S	A	9	1	0	0.0	60.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0	6	80.0	5	9	
	SOUTHEND	EASYJET UK LTD	S	D	10	0	0	0.0	50.0	30.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	10	90.0	1	9	
	SOUTHEND	JOTA AVIATION LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BARCELONA</b>					<b>2232</b>	<b>1</b>	<b>63</b>	<b>4.7</b>	<b>34.5</b>	<b>32.9</b>	<b>9.4</b>	<b>8.8</b>	<b>5.4</b>	<b>1.0</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>2.7</b>	<b>16</b>	<b>80.2</b>	<b>11</b>	<b>2258</b>
BARI (PALESE)																						
	GATWICK	EASYJET UK LTD	S	A	4	0	1	0.0	0.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	20.0	33	25.0	25	8
	GATWICK	EASYJET UK LTD	S	D	4	0	1	0.0	0.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	20.0	30	87.5	9	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	87.5	5	8	

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

		Origin/Destinations: B																	FEB 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
	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	3	8
	STANSTED	RYANAIR	S	A	29	0	0	3.4	24.1	27.6	17.2	10.3	10.3	3.4	3.4	0.0	0.0	0.0	33	78.6	8	28
	STANSTED	RYANAIR	S	D	29	0	0	0.0	41.4	41.4	10.3	3.4	0.0	0.0	3.4	0.0	0.0	0.0	13	92.9	4	28
<b>TOTAL BARI (PALESE)</b>					<b>66</b>	<b>0</b>	<b>2</b>	<b>1.5</b>	<b>27.9</b>	<b>35.3</b>	<b>11.8</b>	<b>8.8</b>	<b>7.4</b>	<b>1.5</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>24</b>	<b>81.8</b>	<b>8</b>	<b>88</b>
BARRA																						
	GLASGOW	LOGANAIR LTD	S	A	40	0	10	4.0	20.0	18.0	12.0	16.0	10.0	0.0	0.0	0.0	0.0	20.0	23	81.6	8	48
	GLASGOW	LOGANAIR LTD	S	D	42	0	8	0.0	20.0	32.0	14.0	14.0	2.0	2.0	0.0	0.0	0.0	16.0	19	82.0	8	49
<b>TOTAL BARRA</b>					<b>82</b>	<b>0</b>	<b>18</b>	<b>2.0</b>	<b>20.0</b>	<b>25.0</b>	<b>13.0</b>	<b>15.0</b>	<b>6.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.0</b>	<b>21</b>	<b>81.8</b>	<b>8</b>	<b>97</b>
BEIJING																						
	EDINBURGH	HAINAN AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	0	7
	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	66.7	41	8
	HEATHROW	AIR CHINA	S	A	32	0	2	20.6	20.6	11.8	8.8	17.6	2.9	2.9	2.9	5.9	0.0	5.9	109	78.1	17	64
	HEATHROW	AIR CHINA	S	D	32	0	2	0.0	38.2	17.6	14.7	8.8	5.9	0.0	2.9	5.9	0.0	5.9	108	82.8	12	64
	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	84.6	6	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	0.0	0	92.3	7	26
	MANCHESTER	HAINAN AIRLINES	S	A	2	0	1	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	1	83.3	12	12
	MANCHESTER	HAINAN AIRLINES	S	D	2	0	1	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0	53.8	18	12
<b>TOTAL BEIJING</b>					<b>68</b>	<b>0</b>	<b>6</b>	<b>9.5</b>	<b>31.1</b>	<b>14.9</b>	<b>10.8</b>	<b>12.2</b>	<b>4.1</b>	<b>1.4</b>	<b>2.7</b>	<b>5.4</b>	<b>0.0</b>	<b>8.1</b>	<b>102</b>	<b>80.6</b>	<b>13</b>	<b>219</b>
BEIJING DAXING INTERNATIONAL AIRPORT																						
	HEATHROW	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
	HEATHROW	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
<b>TOTAL BEIJING DAXING INTERNATIONAL AIRPORT</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>
BEIRUT																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	0.0	31.8	18.2	18.2	22.7	9.1	0.0	0.0	0.0	0.0	0.0	22	87.5	4	16
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	18.2	68.2	0.0	9.1	4.5	0.0	0.0	0.0	0.0	0.0	11	87.5	8	16
	HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	A	58	0	0	3.4	17.2	12.1	24.1	31.0	12.1	0.0	0.0	0.0	0.0	0.0	30	76.8	10	56
	HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	D	58	0	0	1.7	19.0	25.9	24.1	20.7	8.6	0.0	0.0	0.0	0.0	0.0	24	85.7	8	56
<b>TOTAL BEIRUT</b>					<b>160</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>20.0</b>	<b>25.6</b>	<b>20.0</b>	<b>23.1</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>24</b>	<b>82.6</b>	<b>8</b>	<b>144</b>
BELFAST CITY (GEORGE BEST)																						
	ABERDEEN	FLYBE LTD	S	A	19	0	0	0.0	68.4	21.1	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	8	24
	ABERDEEN	FLYBE LTD	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	0.0	4	87.5	7	24



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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										FEB 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
	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	0	1
	BIRMINGHAM	FLYBE LTD	S	A	153	0	3	30.8	52.6	9.0	1.9	2.6	1.3	0.0	0.0	0.0	0.0	1.9	3	88.3	6	169
	BIRMINGHAM	FLYBE LTD	S	D	152	0	3	0.6	52.3	39.4	3.2	1.9	0.6	0.0	0.0	0.0	0.0	1.9	4	73.4	14	166
	CARDIFF WALES	FLYBE LTD	S	A	29	0	0	0.0	41.4	41.4	3.4	10.3	3.4	0.0	0.0	0.0	0.0	0.0	10	76.1	13	45
	CARDIFF WALES	FLYBE LTD	S	D	29	0	0	0.0	72.4	20.7	3.4	3.4	0.0	0.0	0.0	0.0	0.0	0.0	3	89.1	7	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	81.3	12	16
	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	87.5	3	15
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	73	0	1	8.1	77.0	8.1	4.1	1.4	0.0	0.0	0.0	0.0	0.0	1.4	2	92.9	6	85
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	73	0	1	4.1	63.5	18.9	9.5	1.4	1.4	0.0	0.0	0.0	0.0	1.4	4	84.5	10	83
	EDINBURGH	FLYBE LTD	S	A	83	0	0	18.1	56.6	16.9	2.4	2.4	3.6	0.0	0.0	0.0	0.0	0.0	5	84.4	9	95
	EDINBURGH	FLYBE LTD	S	D	83	0	0	2.4	54.2	34.9	1.2	3.6	3.6	0.0	0.0	0.0	0.0	0.0	7	88.5	9	96
	EXETER	FLYBE LTD	S	A	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	5	82.4	6	17
	EXETER	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	0.0	5	70.6	11	17
	GLASGOW	FLYBE LTD	S	A	86	0	0	9.3	70.9	12.8	2.3	2.3	2.3	0.0	0.0	0.0	0.0	0.0	4	94.2	3	103
	GLASGOW	FLYBE LTD	S	D	86	0	0	0.0	59.3	32.6	3.5	2.3	2.3	0.0	0.0	0.0	0.0	0.0	5	88.3	8	103
	LEEDS BRADFORD	FLYBE LTD	S	A	97	0	2	12.1	60.6	15.2	2.0	2.0	3.0	3.0	0.0	0.0	0.0	2.0	9	95.3	3	105
	LEEDS BRADFORD	FLYBE LTD	S	D	96	0	3	8.1	58.6	20.2	0.0	3.0	5.1	2.0	0.0	0.0	0.0	3.0	10	87.7	6	105
	GATWICK	BRITISH AIRWAYS PLC	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	HEATHROW	AER LINGUS	S	A	85	0	2	12.6	29.9	25.3	11.5	6.9	10.3	1.1	0.0	0.0	0.0	2.3	18	82.1	9	84
	HEATHROW	AER LINGUS	S	D	85	0	2	0.0	49.4	21.8	3.4	16.1	6.9	0.0	0.0	0.0	0.0	2.3	15	84.5	10	84
	HEATHROW	BRITISH AIRWAYS PLC	S	A	107	0	1	14.8	27.8	29.6	6.5	8.3	7.4	1.9	2.8	0.0	0.0	0.9	22	88.9	6	107
	HEATHROW	BRITISH AIRWAYS PLC	S	D	107	0	1	0.0	41.7	36.1	8.3	5.6	2.8	2.8	1.9	0.0	0.0	0.9	17	92.6	3	107
	LONDON CITY	FLYBE LTD	S	A	130	0	3	27.8	42.9	18.0	6.0	1.5	1.5	0.0	0.0	0.0	0.0	2.3	4	77.0	10	132
	LONDON CITY	FLYBE LTD	S	D	129	0	9	0.0	38.4	37.0	13.0	3.6	1.4	0.0	0.0	0.0	0.0	6.5	8	53.7	20	130
	MANCHESTER	FLYBE LTD	S	A	179	0	3	8.2	60.4	22.5	4.9	2.2	0.0	0.0	0.0	0.0	0.0	1.6	3	83.9	11	161
	MANCHESTER	FLYBE LTD	S	D	179	0	3	0.0	45.1	41.8	6.0	4.4	1.1	0.0	0.0	0.0	0.0	1.6	5	80.7	12	161
	SOUTHAMPTON	FLYBE LTD	S	A	61	0	1	17.7	43.5	29.0	3.2	3.2	1.6	0.0	0.0	0.0	0.0	1.6	5	82.6	12	68
	SOUTHAMPTON	FLYBE LTD	S	D	61	0	1	1.6	35.5	50.0	8.1	1.6	1.6	0.0	0.0	0.0	0.0	1.6	7	90.0	9	70
	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	30	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	71	2	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>2232</b>	<b>0</b>	<b>39</b>	<b>8.6</b>	<b>50.9</b>	<b>26.7</b>	<b>5.0</b>	<b>3.8</b>	<b>2.5</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>7</b>	<b>83.6</b>	<b>9</b>	<b>2421</b>

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										FEB 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	
BELFAST INTERNATIONAL																							
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1	
	BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1		
	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	100.0	8	3		
	BIRMINGHAM	EASYJET UK LTD	S	A	75	0	2	15.6	44.2	14.3	9.1	6.5	6.5	1.3	0.0	0.0	2.6	14	93.4	3	76		
	BIRMINGHAM	EASYJET UK LTD	S	D	75	0	2	1.3	37.7	29.9	10.4	6.5	10.4	0.0	1.3	0.0	2.6	19	86.8	7	76		
	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	43	1		
	BIRMINGHAM	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	54	1		
	BIRMINGHAM	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1		
	BRISTOL	EASYJET UK LTD	S	A	71	0	2	5.5	32.9	24.7	12.3	12.3	6.8	1.4	1.4	0.0	2.7	21	72.2	15	72		
	BRISTOL	EASYJET UK LTD	S	D	72	0	2	0.0	50.0	25.7	5.4	8.1	5.4	1.4	1.4	0.0	2.7	16	91.8	5	73		
	CARDIFF WALES	BLUE ISLANDS LIMITED	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	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		
	EDINBURGH	EASYJET UK LTD	S	A	91	0	1	9.8	35.9	23.9	5.4	14.1	6.5	2.2	1.1	0.0	1.1	20	76.7	16	90		
	EDINBURGH	EASYJET UK LTD	S	D	91	0	1	1.1	37.0	28.3	14.1	7.6	8.7	1.1	1.1	0.0	1.1	19	75.6	16	90		
	GLASGOW	EASYJET UK LTD	S	A	89	0	1	8.9	45.6	16.7	13.3	8.9	3.3	1.1	1.1	0.0	1.1	14	85.2	8	88		
	GLASGOW	EASYJET UK LTD	S	D	89	0	1	0.0	47.8	26.7	12.2	5.6	5.6	1.1	0.0	0.0	1.1	12	87.5	8	88		
	ISLE OF MAN	EASYJET UK LTD	S	A	8	0	0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	10	8		
	ISLE OF MAN	EASYJET UK LTD	S	D	8	0	0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	9	8		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	168	0	0	17.3	47.6	14.9	7.1	7.7	2.4	2.4	0.6	0.0	0.0	12	92.0	5	163		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	168	0	0	0.6	66.7	16.1	6.0	8.3	1.2	0.6	0.6	0.0	0.0	8	93.3	5	164		
	GATWICK	EASYJET UK LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	GATWICK	EASYJET UK LTD	S	A	155	0	7	10.5	33.3	16.7	9.3	9.3	14.8	1.2	0.0	0.6	0.0	4.3	25	66.9	14	166	
	GATWICK	EASYJET UK LTD	S	D	155	0	7	0.0	28.4	29.6	10.5	13.0	12.3	1.9	0.0	0.0	0.0	4.3	24	64.2	17	165	
	GATWICK	JET2.COM 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	93	0.0	0	0		
	GATWICK	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	9	0.0	0	0		
	LUTON	EASYJET UK LTD	S	A	92	0	7	16.2	25.3	24.2	8.1	8.1	9.1	2.0	0.0	0.0	7.1	18	83.7	9	98		
	LUTON	EASYJET UK LTD	S	D	93	0	6	0.0	35.4	36.4	6.1	11.1	5.1	0.0	0.0	0.0	6.1	13	81.6	8	98		
	STANSTED	EASYJET UK LTD	S	A	123	0	3	17.5	33.3	19.8	9.5	9.5	5.6	1.6	0.8	0.0	2.4	17	82.1	12	123		
	STANSTED	EASYJET UK LTD	S	D	122	0	3	1.6	46.4	21.6	8.8	9.6	5.6	1.6	2.4	0.0	2.4	20	78.0	14	123		
	STANSTED	RYANAIR	S	A	8	0	0	0.0	25.0	12.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	25	96.4	5	84		
	STANSTED	RYANAIR	S	D	8	0	0	0.0	12.5	50.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	20	90.5	5	84		
	MANCHESTER	EASYJET UK LTD	S	A	110	0	1	12.6	42.3	18.0	9.0	13.5	2.7	0.9	0.0	0.0	0.9	13	83.0	7	100		
	MANCHESTER	EASYJET UK LTD	S	D	109	0	1	0.9	51.8	21.8	10.0	9.1	4.5	0.9	0.0	0.0	0.9	13	79.0	9	100		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											FEB 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
TOTAL BELFAST INTERNATIONAL																										
BELGRADE																										
HEATHROW		AIR SERBIA		S A		28 0		1 0		0.0 17.2		31.0 17.2		17.2 13.8		0.0 0.0		0.0 3.4		29 78.6		12 28				
HEATHROW		AIR SERBIA		S D		28 0		1 0		0.0 20.7		34.5 17.2		6.9 13.8		3.4 0.0		0.0 3.4		27 82.1		14 28				
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		0 100.0		0 0		12				
LUTON		WIZZ AIR		S D		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 100.0		1 12						
LUTON		WIZZ AIR UK LTD		S A		12 0		0 0		0.0 33.3		58.3 8.3		0.0 0.0		0.0 0.0		7 0.0		0 0						
LUTON		WIZZ AIR UK LTD		S D		12 0		0 0		0.0 16.7		75.0 8.3		0.0 0.0		0.0 0.0		4 0.0		0 0						
<b>TOTAL BELGRADE</b>						<b>80 0</b>		<b>2 0</b>		<b>0.0 20.7</b>		<b>42.7 14.6</b>		<b>8.5 9.8</b>		<b>1.2 0.0</b>		<b>0.0 0.0</b>		<b>21 86.3</b>		<b>9 80</b>				
BENAZIR BHUTTO INTERNATIONAL AIRPORT																										
GATWICK		TITAN AIRWAYS LTD		C A		1 0		0 0		0.0 0.0		0.0 100.0		0.0 0.0		0.0 0.0		44 0.0		0 0						
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		0 100.0		0 0		1				
<b>TOTAL BENAZIR BHUTTO INTERNATIONAL AIRPORT</b>						<b>1 0</b>		<b>0 0</b>		<b>0.0 0.0</b>		<b>0.0 100.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>44 33.3</b>		<b>0 1</b>				
BENBECULA																										
GLASGOW		LOGANAIR LTD		S A		37 0		1 1		13.2 39.5		18.4 5.3		7.9 5.3		5.3 2.6		0.0 2.6		27 73.0		20 36				
GLASGOW		LOGANAIR LTD		S D		36 0		1 1		0.0 24.3		45.9 8.1		8.1 5.4		5.4 0.0		0.0 2.7		19 82.9		16 35				
<b>TOTAL BENBECULA</b>						<b>73 0</b>		<b>2 2</b>		<b>6.7 32.0</b>		<b>32.0 6.7</b>		<b>8.0 5.3</b>		<b>5.3 1.3</b>		<b>0.0 0.0</b>		<b>23 77.8</b>		<b>18 71</b>				
BERGAMO																										
BELFAST INTERNATIONAL		RYANAIR		S A		7 0		0 0		0.0 14.3		71.4 14.3		0.0 0.0		0.0 0.0		6 87.5		9 8						
BELFAST INTERNATIONAL		RYANAIR		S D		7 0		0 0		0.0 0.0		57.1 14.3		28.6 0.0		0.0 0.0		19 87.5		6 8						
BRISTOL		RYANAIR		S A		13 0		0 0		0.0 53.8		30.8 7.7		0.0 7.7		0.0 0.0		7 75.0		9 12						
BRISTOL		RYANAIR		S D		13 0		0 0		0.0 38.5		46.2 7.7		0.0 0.0		7.7 0.0		27 75.0		12 12						
EAST MIDLANDS INTERNATIONAL		RYANAIR		S A		13 0		0 0		0.0 15.4		46.2 15.4		23.1 0.0		0.0 0.0		16 58.3		13 12						
EAST MIDLANDS INTERNATIONAL		RYANAIR		S D		13 0		0 0		0.0 7.7		15.4 46.2		23.1 7.7		0.0 0.0		27 58.3		18 12						
EDINBURGH		RYANAIR		S A		37 0		0 0		8.1 16.2		29.7 21.6		16.2 8.1		0.0 0.0		21 65.0		12 20						
EDINBURGH		RYANAIR		S D		37 0		0 0		0.0 43.2		27.0 13.5		8.1 8.1		0.0 0.0		15 80.0		7 20						
LIVERPOOL (JOHN LENNON)		RYANAIR		S A		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 100.0		8 1						
GATWICK		BRITISH AIRWAYS PLC		S A		26 0		1 1		48.1 18.5		11.1 7.4		7.4 0.0		0.0 3.7		10 0.0		0 0						

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	BRITISH AIRWAYS PLC	S	D	26	0	1	0.0	55.6	25.9	11.1	0.0	0.0	3.7	0.0	0.0	0.0	3.7	8	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	STANSTED	RYANAIR	S	A	134	0	0	11.9	46.3	23.9	9.7	6.0	0.0	1.5	0.7	0.0	0.0	0.0	10	85.8	9	113	
	STANSTED	RYANAIR	S	D	133	0	0	0.0	27.1	37.6	16.5	14.3	2.3	0.8	1.5	0.0	0.0	0.0	18	75.9	16	112	
	MANCHESTER	RYANAIR	S	A	42	0	0	0.0	11.9	42.9	16.7	19.0	7.1	2.4	0.0	0.0	0.0	0.0	26	78.6	10	28	
	MANCHESTER	RYANAIR	S	D	42	0	0	0.0	31.0	28.6	11.9	19.0	7.1	2.4	0.0	0.0	0.0	0.0	23	78.6	11	28	
	SOUTHEND	RYANAIR	S	A	11	0	1	0.0	16.7	58.3	0.0	8.3	0.0	0.0	8.3	0.0	0.0	8.3	30	0.0	0	0	
	SOUTHEND	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	0.0	0	0	
<b>TOTAL BERGAMO</b>					<b>566</b>	<b>0</b>	<b>4</b>	<b>5.6</b>	<b>32.3</b>	<b>31.8</b>	<b>13.5</b>	<b>10.9</b>	<b>3.3</b>	<b>1.1</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>16</b>	<b>78.2</b>	<b>12</b>	<b>386</b>	
<b>BERGEN</b>																							
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	A	41	0	3	0.0	18.2	47.7	9.1	11.4	6.8	0.0	0.0	0.0	0.0	6.8	15	86.4	4	41	
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	D	41	0	3	0.0	34.1	38.6	11.4	2.3	6.8	0.0	0.0	0.0	0.0	6.8	10	86.4	3	41	
	BIRMINGHAM	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BIRMINGHAM	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	27	1	
	BOURNEMOUTH	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	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	2	
	BRISTOL	TITAN 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	21	1	
	BRISTOL	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	179	0.0	0	0	
	EDINBURGH	LOGANAIR LTD	S	A	8	0	0	0.0	0.0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	EDINBURGH	LOGANAIR LTD	S	D	8	0	0	12.5	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	GLASGOW	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GLASGOW	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	S	A	10	0	0	0.0	0.0	60.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	20	75.0	10	8	
	LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	S	D	10	0	0	0.0	0.0	70.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	17	87.5	5	8	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	51	0	2	5.7	24.5	43.4	15.1	5.7	1.9	0.0	0.0	0.0	0.0	3.8	11	72.9	13	48	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	51	0	2	1.9	37.7	34.0	15.1	3.8	3.8	0.0	0.0	0.0	0.0	3.8	10	68.8	14	48	
	GATWICK	TITAN AIRWAYS LTD	C	A	3	0	0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	26	100.0	0	3	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	TITAN AIRWAYS LTD	C	D	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	15	2
	LUTON	WIZZ AIR UK LTD	S	A	12	0	0	0.0	8.3	33.3	25.0	16.7	0.0	16.7	0.0	0.0	0.0	0.0	40	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	12	0	0	0.0	50.0	25.0	8.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	MANCHESTER	NORWEGIAN AIR SHUTTLE	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	0.0	0	0
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	MANCHESTER	SAS	S	A	6	0	0	0.0	16.7	66.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	2
	MANCHESTER	SAS	S	D	6	0	0	0.0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	2
	MANCHESTER	TITAN AIRWAYS LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	MANCHESTER	TITAN AIRWAYS LTD	C	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	3
	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	100.0	6	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	0	1
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
<b>TOTAL BERGEN</b>					<b>290</b>	<b>0</b>	<b>10</b>	<b>3.0</b>	<b>27.3</b>	<b>39.7</b>	<b>14.7</b>	<b>6.0</b>	<b>5.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>79.3</b>	<b>8</b>	<b>216</b>
BERGERAC																						
	STANSTED	RYANAIR	S	A	13	0	0	0.0	53.8	38.5	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	6	91.7	4	12
	STANSTED	RYANAIR	S	D	13	0	0	0.0	15.4	76.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	6	12
	SOUTHAMPTON	FLYBE LTD	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	6	69.2	20	13
	SOUTHAMPTON	FLYBE LTD	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	8	84.6	23	13
<b>TOTAL BERGERAC</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.8</b>	<b>52.6</b>	<b>2.6</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>6</b>	<b>82.0</b>	<b>14</b>	<b>50</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	0	8
	BELFAST INTERNATIONAL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8
	BRISTOL	EASYJET UK LTD	S	A	16	0	0	6.3	6.3	31.3	18.8	12.5	12.5	6.3	6.3	0.0	0.0	0.0	41	76.5	11	17
	BRISTOL	EASYJET UK LTD	S	D	16	0	0	0.0	25.0	25.0	18.8	12.5	6.3	12.5	0.0	0.0	0.0	0.0	33	88.2	4	17
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	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	16	75.0	7	8
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	8	8
	EDINBURGH	RYANAIR	S	A	24	0	0	0.0	12.5	54.2	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	58.3	27	24
	EDINBURGH	RYANAIR	S	D	24	0	0	0.0	62.5	33.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	24
	GLASGOW	EASYJET UK LTD	S	A	17	0	0	5.9	70.6	5.9	5.9	5.9	0.0	5.9	0.0	0.0	0.0	0.0	12	87.5	6	24
	GLASGOW	EASYJET UK LTD	S	D	17	0	0	0.0	64.7	29.4	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	6	83.3	8	24

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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)	EASYJET UK LTD	S	A	14	0	0	0.0	42.9	42.9	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	10	92.9	3	14	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	14	0	0	0.0	35.7	42.9	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	10	100.0	2	14	
	GATWICK	EASYJET UK LTD	S	A	46	0	0	19.6	26.1	32.6	13.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0	9	80.8	9	52	
	GATWICK	EASYJET UK LTD	S	D	46	0	0	0.0	26.1	23.9	30.4	17.4	2.2	0.0	0.0	0.0	0.0	0.0	17	57.7	25	52	
	LUTON	EASYJET UK LTD	S	A	37	0	3	10.0	32.5	25.0	7.5	10.0	5.0	0.0	2.5	0.0	0.0	7.5	21	84.8	8	46	
	LUTON	EASYJET UK LTD	S	D	37	0	3	0.0	40.0	37.5	2.5	7.5	5.0	0.0	0.0	0.0	0.0	7.5	10	85.1	9	47	
	STANSTED	RYANAIR	S	A	99	0	0	12.1	42.4	24.2	10.1	6.1	1.0	2.0	2.0	0.0	0.0	0.0	15	76.9	11	108	
	STANSTED	RYANAIR	S	D	99	0	0	0.0	35.4	36.4	14.1	10.1	1.0	3.0	0.0	0.0	0.0	0.0	14	63.9	17	108	
	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	88.2	8	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	90.0	9	50	
	MANCHESTER	RYANAIR	S	A	37	0	0	10.8	37.8	24.3	21.6	5.4	0.0	0.0	0.0	0.0	0.0	0.0	9	82.1	9	28	
	MANCHESTER	RYANAIR	S	D	37	0	0	0.0	27.0	37.8	13.5	21.6	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	15	28	
	NEWCASTLE	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	8		
	NEWCASTLE	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	18	8		
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>596</b>	<b>0</b>	<b>6</b>	<b>5.1</b>	<b>35.7</b>	<b>31.4</b>	<b>13.0</b>	<b>9.5</b>	<b>2.2</b>	<b>1.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>14</b>	<b>79.0</b>	<b>11</b>	<b>776</b>	
BERLIN (TEGEL)																							
	BIRMINGHAM	FLYBE LTD	S	A	14	0	0	7.1	50.0	28.6	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	10	63.0	17	27	
	BIRMINGHAM	FLYBE LTD	S	D	14	0	0	0.0	28.6	57.1	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	10	48.1	24	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	71.4	3	6		
	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	85.7	6	6		
	EDINBURGH	EASYJET UK LTD	S	A	18	0	2	15.0	15.0	30.0	5.0	10.0	10.0	5.0	0.0	0.0	10.0	23	70.0	13	20		
	EDINBURGH	EASYJET UK LTD	S	D	18	0	2	0.0	25.0	20.0	25.0	10.0	5.0	5.0	0.0	0.0	10.0	24	80.0	11	20		
	GATWICK	EASYJET UK LTD	S	A	74	0	4	21.8	35.9	17.9	9.0	5.1	2.6	0.0	2.6	0.0	0.0	5.1	16	56.8	20	80	
	GATWICK	EASYJET UK LTD	S	D	74	0	4	0.0	32.1	47.4	9.0	3.8	2.6	0.0	0.0	0.0	0.0	5.1	9	78.8	11	80	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	186	0	13	3.5	22.1	27.6	13.1	14.1	10.1	0.5	1.5	1.0	0.0	6.5	29	84.4	8	201	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	186	0	13	0.0	24.6	39.7	11.1	11.1	5.5	0.0	1.0	0.5	0.0	6.5	19	86.3	7	202	
	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	85.5	6	76		
	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	81.6	8	75		
	LONDON CITY	BA CITYFLYER LTD	S	A	93	0	3	13.5	33.3	27.1	15.6	4.2	2.1	1.0	0.0	0.0	0.0	3.1	10	80.6	13	70	
	LONDON CITY	BA CITYFLYER LTD	S	D	93	0	3	0.0	12.5	44.8	20.8	15.6	2.1	1.0	0.0	0.0	0.0	3.1	18	69.4	19	69	
	STANSTED	BA CITYFLYER 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	14	50.0	30	4	
	STANSTED	BA CITYFLYER LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	19	4	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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						
	MANCHESTER	EASYJET UK LTD	S	A	51	0	0	7.8	41.2	27.5	5.9	15.7	2.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	51	0	0	2.0	51.0	31.4	3.9	9.8	2.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL BERLIN (TEGEL)</b>					<b>880</b>	<b>0</b>	<b>44</b>	<b>5.0</b>	<b>28.0</b>	<b>33.5</b>	<b>11.9</b>	<b>10.2</b>	<b>5.0</b>	<b>0.5</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>4.8</b>	<b>18</b>	<b>78.2</b>	<b>11</b>	<b>967</b>	
BERMUDA																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	19.0	47.6	28.6	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	9	80.0	10	19	
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	0	0.0	60.0	20.0	10.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	14	75.0	11	19	
<b>TOTAL BERMUDA</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>53.7</b>	<b>24.4</b>	<b>4.9</b>	<b>2.4</b>	<b>0.0</b>	<b>4.9</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>10</b>	<b>38</b>	
BEZIERS																							
	LUTON	RYANAIR	S	A	9	0	0	0.0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	75.0	9	8	
	LUTON	RYANAIR	S	D	9	0	0	0.0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	11	8	
<b>TOTAL BEZIERS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>66.7</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>15</b>	<b>75.0</b>	<b>10</b>	<b>16</b>	
BIARRITZ																							
	STANSTED	RYANAIR	S	A	12	0	0	8.3	33.3	16.7	25.0	8.3	0.0	0.0	8.3	0.0	0.0	0.0	31	50.0	33	2	
	STANSTED	RYANAIR	S	D	12	0	0	0.0	58.3	16.7	0.0	8.3	8.3	0.0	8.3	0.0	0.0	0.0	30	50.0	35	2	
<b>TOTAL BIARRITZ</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>45.8</b>	<b>16.7</b>	<b>12.5</b>	<b>8.3</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>30</b>	<b>50.0</b>	<b>34</b>	<b>4</b>	
BILBAO																							
	BIRMINGHAM	JET2.COM LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	A	8	0	0	0.0	12.5	50.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25	62.5	17	8	
	BRISTOL	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	6	8	
	GATWICK	BRITISH AIRWAYS PLC	S	A	25	0	1	19.2	30.8	23.1	11.5	0.0	7.7	3.8	0.0	0.0	0.0	3.8	17	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	1	0.0	30.8	34.6	7.7	19.2	3.8	0.0	0.0	0.0	0.0	3.8	16	0.0	0	0	
	GATWICK	VUELING AIRLINES	S	A	26	0	2	0.0	28.6	42.9	10.7	3.6	7.1	0.0	0.0	0.0	0.0	7.1	13	92.9	9	28	
	GATWICK	VUELING AIRLINES	S	D	26	0	2	0.0	14.3	32.1	35.7	3.6	7.1	0.0	0.0	0.0	0.0	7.1	19	78.6	13	28	
	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	78.6	5	27	
	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	89.3	4	27	
	STANSTED	EASYJET UK LTD	S	A	8	0	0	12.5	0.0	62.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	22	41.7	28	12	
	STANSTED	EASYJET UK LTD	S	D	8	0	0	0.0	37.5	37.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	18	50.0	24	12	
	STANSTED	JET2.COM LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	STANSTED	RYANAIR	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	254	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	A	10	0	1	27.3	18.2	0.0	0.0	27.3	9.1	9.1	0.0	0.0	0.0	9.1	40	81.8	10	11	
	MANCHESTER	EASYJET UK LTD	S	D	10	0	1	0.0	45.5	0.0	0.0	9.1	27.3	9.1	0.0	0.0	0.0	9.1	43	81.8	8	11	
	SOUTHEND	RYANAIR	S	A	12	0	0	0.0	25.0	41.7	8.3	8.3	8.3	0.0	0.0	8.3	0.0	0.0	49	0.0	0	0	

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

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NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	RYANAIR	S	D	11	0	1	0.0	41.7	33.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	8.3	9	0.0	0	0	
<b>TOTAL BILBAO</b>					<b>182</b>	<b>0</b>	<b>9</b>	<b>5.8</b>	<b>27.2</b>	<b>30.4</b>	<b>12.6</b>	<b>8.4</b>	<b>8.4</b>	<b>1.6</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>4.7</b>	<b>22</b>	<b>77.6</b>	<b>11</b>	<b>172</b>	
BILLUND																							
	ABERDEEN	DANISH AIR TRANSPORT	S	A	0	0	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	29	0	0	34.5	27.6	10.3	13.8	6.9	3.4	3.4	0.0	0.0	0.0	0.0	15	85.4	5	40	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	41.4	31.0	3.4	13.8	6.9	3.4	0.0	0.0	0.0	0.0	18	92.7	4	40	
	LONDON CITY	BA CITYFLYER LTD	S	A	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	LONDON CITY	BA CITYFLYER LTD	S	D	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	39	0	0	0.0	5.1	38.5	28.2	25.6	2.6	0.0	0.0	0.0	0.0	0.0	22	80.5	10	41	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	D	39	0	1	0.0	7.5	32.5	25.0	27.5	5.0	0.0	0.0	0.0	0.0	2.5	24	68.3	13	41	
	STANSTED	RYANAIR	S	A	50	0	0	8.0	54.0	22.0	8.0	2.0	4.0	0.0	0.0	2.0	0.0	0.0	16	80.7	8	57	
	STANSTED	RYANAIR	S	D	50	0	0	0.0	58.0	34.0	2.0	2.0	4.0	0.0	0.0	0.0	0.0	0.0	7	82.1	8	56	
	STANSTED	SUN AIR OF SCANDINAVIA	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	STANSTED	SUN AIR OF SCANDINAVIA	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	84	0.0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	41	0	3	4.5	43.2	40.9	2.3	2.3	0.0	0.0	0.0	0.0	0.0	6.8	4	97.7	3	43	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	41	0	3	4.5	54.5	27.3	4.5	2.3	0.0	0.0	0.0	0.0	0.0	6.8	3	90.7	4	43	
	MANCHESTER	RYANAIR	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	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL BILLUND</b>					<b>336</b>	<b>0</b>	<b>13</b>	<b>5.7</b>	<b>37.0</b>	<b>30.7</b>	<b>10.0</b>	<b>8.9</b>	<b>3.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>3.7</b>	<b>13</b>	<b>84.4</b>	<b>7</b>	<b>362</b>	
BIRMINGHAM																							
	ABERDEEN	FLYBE LTD	S	A	68	0	2	25.7	55.7	12.9	1.4	1.4	0.0	0.0	0.0	0.0	0.0	2.9	1	78.6	12	69	
	ABERDEEN	FLYBE LTD	S	D	68	0	2	7.1	68.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0	80.0	9	69	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	152	0	3	11.0	59.4	23.9	1.9	1.3	0.6	0.0	0.0	0.0	0.0	1.9	3	80.5	12	166	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	151	0	3	0.0	63.6	29.9	1.9	1.3	1.3	0.0	0.0	0.0	0.0	1.9	3	84.6	8	167	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	75	0	0	4.0	45.3	21.3	6.7	13.3	8.0	0.0	1.3	0.0	0.0	0.0	19	94.7	4	76	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	75	0	0	1.3	56.0	17.3	9.3	8.0	6.7	1.3	0.0	0.0	0.0	0.0	15	88.2	5	76	



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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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
	BOURNEMOUTH	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BRISTOL	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1	
	EDINBURGH	FLYBE LTD	S	A	156	0	6	20.4	57.4	13.6	2.5	1.2	1.2	0.0	0.0	0.0	0.0	3.7	3	80.8	13	176
	EDINBURGH	FLYBE LTD	S	D	157	0	5	1.2	56.2	31.5	3.1	2.5	1.9	0.6	0.0	0.0	0.0	3.1	5	80.8	13	177
	GLASGOW	FLYBE LTD	S	A	146	0	4	20.7	58.0	13.3	3.3	0.7	1.3	0.0	0.0	0.0	0.0	2.7	3	76.2	15	149
	GLASGOW	FLYBE LTD	S	D	146	0	4	0.0	66.7	24.0	4.0	1.3	0.7	0.7	0.0	0.0	0.0	2.7	4	79.3	16	148
	ISLE OF MAN	FLYBE LTD	S	A	24	0	1	8.0	48.0	32.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	5	79.3	11	29
	ISLE OF MAN	FLYBE LTD	S	D	24	0	1	0.0	28.0	60.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	6	69.0	13	29
	JERSEY	FLYBE LTD	S	A	49	0	1	10.0	54.0	28.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	3	83.3	9	22
	JERSEY	FLYBE LTD	S	D	46	0	4	6.0	42.0	22.0	8.0	6.0	8.0	0.0	0.0	0.0	0.0	8.0	13	66.7	17	46
	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	100.0	0	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
	GATWICK	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	63	1	
	LUTON	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	56	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	28	1	
	MANCHESTER	JET2.COM LTD	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	MANCHESTER	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	42	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	
	SOUTHAMPTON	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	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	10	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>					<b>1343</b>	<b>0</b>	<b>38</b>	<b>8.7</b>	<b>57.3</b>	<b>22.9</b>	<b>3.5</b>	<b>2.7</b>	<b>1.9</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>5</b>	<b>80.6</b>	<b>12</b>	<b>1405</b>
BOA VISTA (RABIL)																						
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	8	0	0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	26	8	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	9	87.5	41	8	
	GATWICK	TUI AIRWAYS LTD	S	A	17	0	0	23.5	41.2	23.5	5.9	5.9	0.0	0.0	0.0	0.0	0.0	5	62.5	19	16	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: B										FEB 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	
BOGOTA		GATWICK		TUI AIRWAYS LTD		S	D	17	0	0	0.0	11.8	76.5	5.9	5.9	0.0	0.0	0.0	0.0	10	62.5	20	16					
		MANCHESTER		TUI AIRWAYS LTD		S	A	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	13	75.0	16	11					
		MANCHESTER		TUI AIRWAYS LTD		S	D	8	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	24	83.3	22	12					
<b>TOTAL BOA VISTA (RABIL)</b>								<b>66</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>19.7</b>	<b>48.5</b>	<b>10.6</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>73.6</b>	<b>22</b>	<b>71</b>					
BOGOTA		HEATHROW		AVIANCA COLOMBIA		S	A	28	0	0	71.4	10.7	14.3	0.0	3.6	0.0	0.0	0.0	0.0	2	85.7	7	28					
		HEATHROW		AVIANCA COLOMBIA		S	D	29	0	0	0.0	44.8	41.4	3.4	3.4	0.0	0.0	0.0	6.9	0.0	0.0	75	96.4	2	28			
<b>TOTAL BOGOTA</b>								<b>57</b>	<b>0</b>	<b>0</b>	<b>35.1</b>	<b>28.1</b>	<b>28.1</b>	<b>1.8</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>91.1</b>	<b>4</b>	<b>56</b>			
BOLOGNA		BOURNEMOUTH		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	20	0.0	0	0				
		EDINBURGH		RYANAIR		S	A	8	0	0	0.0	12.5	0.0	50.0	0.0	25.0	0.0	0.0	0.0	60	75.0	30	8					
		EDINBURGH		RYANAIR		S	D	8	0	0	0.0	12.5	12.5	37.5	0.0	25.0	12.5	0.0	0.0	0.0	50	87.5	9	8				
		GATWICK		EASYJET UK LTD		S	A	23	0	2	0.0	24.0	44.0	8.0	12.0	4.0	0.0	0.0	8.0	16	74.1	20	27					
		GATWICK		EASYJET UK LTD		S	D	23	0	2	0.0	12.0	48.0	16.0	16.0	0.0	0.0	0.0	8.0	13	55.6	20	27					
		HEATHROW		BRITISH AIRWAYS PLC		S	A	79	0	3	3.7	20.7	15.9	15.9	26.8	8.5	4.9	0.0	0.0	3.7	30	83.1	9	82				
		HEATHROW		BRITISH AIRWAYS PLC		S	D	79	0	3	0.0	31.7	30.5	17.1	9.8	4.9	1.2	1.2	0.0	0.0	3.7	19	86.7	8	83			
		LUTON		RYANAIR		S	A	28	0	1	3.4	24.1	44.8	6.9	10.3	6.9	0.0	0.0	3.4	14	67.9	16	28					
		LUTON		RYANAIR		S	D	28	0	1	0.0	27.6	51.7	6.9	10.3	0.0	0.0	0.0	3.4	9	85.7	12	28					
		STANSTED		RYANAIR		S	A	56	0	0	7.1	62.5	17.9	5.4	1.8	3.6	0.0	1.8	0.0	0.0	10	86.5	11	52				
		STANSTED		RYANAIR		S	D	56	0	0	0.0	41.1	35.7	10.7	5.4	3.6	0.0	3.6	0.0	0.0	21	67.3	14	52				
		MANCHESTER		RYANAIR		S	A	8	0	0	0.0	0.0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	26	75.0	13	8					
		MANCHESTER		RYANAIR		S	D	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	2	87.5	7	8					
<b>TOTAL BOLOGNA</b>								<b>405</b>	<b>0</b>	<b>12</b>	<b>1.9</b>	<b>31.4</b>	<b>30.5</b>	<b>13.9</b>	<b>11.3</b>	<b>5.5</b>	<b>1.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>20</b>	<b>78.9</b>	<b>12</b>	<b>411</b>			
BORDEAUX		BRISTOL		EASYJET UK LTD		S	A	9	0	0	22.2	22.2	11.1	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	23	71.4	16	7			
		BRISTOL		EASYJET UK LTD		S	D	8	0	0	0.0	50.0	12.5	0.0	25.0	12.5	0.0	0.0	0.0	0.0	19	85.7	10	7				
		CARDIFF WALES		ENTER AIR		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	4	0.0	0	0				
		CARDIFF WALES		ENTER AIR		C	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0				
		GATWICK		BRITISH AIRWAYS PLC		S	A	33	0	1	20.6	32.4	32.4	5.9	5.9	0.0	0.0	0.0	0.0	2.9	6	84.8	10	33				
		GATWICK		BRITISH AIRWAYS PLC		S	D	33	0	1	0.0	41.2	38.2	14.7	2.9	0.0	0.0	0.0	0.0	2.9	6	87.9	6	33				
		GATWICK		EASYJET UK LTD		S	A	28	0	1	34.5	37.9	13.8	3.4	0.0	3.4	0.0	3.4	0.0	3.4	15	93.5	6	31				
		GATWICK		EASYJET UK LTD		S	D	28	0	0	0.0	28.6	46.4	10.7	7.1	7.1	0.0	0.0	0.0	0.0	13	61.3	20	31				
		LUTON		EASYJET UK LTD		S	A	18	0	2	20.0	20.0	10.0	25.0	5.0	10.0	0.0	0.0	10.0	17	68.8	15	16					
		LUTON		EASYJET UK LTD		S	D	17	0	2	0.0	21.1	36.8	10.5	21.1	0.0	0.0	0.0	0.0	10.5	13	62.5	13	16				

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	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	12	0.0	0	0
	STANSTED	RYANAIR	S	A	26	0	1	18.5	40.7	11.1	3.7	7.4	14.8	0.0	0.0	0.0	0.0	3.7	17	89.5	3	19
	STANSTED	RYANAIR	S	D	25	0	0	0.0	48.0	28.0	4.0	16.0	4.0	0.0	0.0	0.0	0.0	0.0	12	90.0	3	20
	MANCHESTER	EASYJET UK LTD	S	A	8	0	0	50.0	25.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	10	100.0	0	8
	MANCHESTER	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	8
	MANCHESTER	RYANAIR	S	A	9	0	1	0.0	20.0	20.0	10.0	30.0	10.0	0.0	0.0	0.0	0.0	10.0	27	0.0	0	0
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	12.5	12.5	12.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0
<b>TOTAL BORDEAUX</b>					<b>265</b>	<b>0</b>	<b>9</b>	<b>11.7</b>	<b>33.2</b>	<b>27.0</b>	<b>9.1</b>	<b>9.9</b>	<b>5.5</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>13</b>	<b>82.1</b>	<b>9</b>	<b>229</b>
BOSTON																						
	GATWICK	NORWEGIAN AIR UK LTD	S	A	25	0	1	65.4	15.4	7.7	0.0	3.8	0.0	3.8	0.0	0.0	0.0	3.8	7	82.1	9	28
	GATWICK	NORWEGIAN AIR UK LTD	S	D	25	0	1	0.0	50.0	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	2	92.9	4	28
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	3	64.6	19.8	7.3	1.0	3.1	0.0	1.0	0.0	0.0	0.0	3.1	4	88.5	7	94
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	2	0.0	30.5	44.2	14.7	4.2	4.2	0.0	0.0	0.0	0.0	2.1	11	84.4	9	94
	HEATHROW	DELTA AIRLINES	S	A	27	0	1	78.6	10.7	3.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	3.6	1	95.5	5	22
	HEATHROW	DELTA AIRLINES	S	D	27	0	1	0.0	82.1	10.7	0.0	3.6	0.0	0.0	0.0	0.0	0.0	3.6	2	90.9	5	22
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	55	0	2	45.6	21.1	17.5	5.3	1.8	3.5	1.8	0.0	0.0	0.0	3.5	8	67.9	18	28
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	54	0	2	0.0	58.9	23.2	7.1	3.6	1.8	1.8	0.0	0.0	0.0	3.6	8	88.9	4	27
<b>TOTAL BOSTON</b>					<b>399</b>	<b>0</b>	<b>13</b>	<b>30.8</b>	<b>33.0</b>	<b>21.8</b>	<b>5.6</b>	<b>2.9</b>	<b>1.7</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>7</b>	<b>86.2</b>	<b>8</b>	<b>343</b>
BOURNEMOUTH																						
	BIRMINGHAM	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	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	50.0	26	2
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	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
	CARDIFF WALES	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
	CARDIFF WALES	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1
	DONCASTER SHEFFIELD	LOGANAIR LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	LIVERPOOL (JOHN LENNON)	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LIVERPOOL (JOHN LENNON)	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
	GATWICK	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	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	100.0	0	0.0	0	0	
<b>TOTAL BOURNEMOUTH</b>					<b>3</b>	<b>0</b>	<b>1</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>25.0</b>	<b>11</b>	<b>55.6</b>	<b>18</b>	<b>8</b>
BRATISLAVA																						
	BIRMINGHAM	JOTA AVIATION LTD	C	A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										FEB 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	JOTA AVIATION LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	BIRMINGHAM	RYANAIR	S	A	13	0	0	23.1	38.5	15.4	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	10	83.3	18	12
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	38.5	46.2	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	9	66.7	20	12
	DONCASTER SHEFFIELD	WIZZ AIR UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	EDINBURGH	RYANAIR	S	A	8	0	0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	8
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	4	8
	LEEDS BRADFORD	RYANAIR	S	A	8	0	0	0.0	37.5	25.0	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	31	75.0	13	8
	LEEDS BRADFORD	RYANAIR	S	D	8	0	0	0.0	12.5	62.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	27	87.5	11	8
	LUTON	WIZZ AIR UK LTD	S	A	16	0	1	11.8	47.1	23.5	0.0	0.0	5.9	0.0	0.0	5.9	0.0	5.9	28	70.6	24	17
	LUTON	WIZZ AIR UK LTD	S	D	17	0	0	0.0	58.8	35.3	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	5	64.7	37	17
	STANSTED	RYANAIR	S	A	50	0	0	10.0	42.0	26.0	12.0	6.0	2.0	2.0	0.0	0.0	0.0	0.0	10	85.4	6	48
	STANSTED	RYANAIR	S	D	50	0	0	0.0	56.0	34.0	8.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	6	81.3	11	48
	MANCHESTER	RYANAIR	S	A	12	0	0	8.3	33.3	33.3	0.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	14	58.3	16	12
	MANCHESTER	RYANAIR	S	D	12	0	0	0.0	25.0	58.3	0.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	13	58.3	17	12
<b>TOTAL BRATISLAVA</b>					<b>224</b>	<b>0</b>	<b>1</b>	<b>6.7</b>	<b>44.0</b>	<b>32.9</b>	<b>6.7</b>	<b>3.6</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>11</b>	<b>77.6</b>	<b>14</b>	<b>210</b>
BREMEN																						
	STANSTED	RYANAIR	S	A	40	0	1	17.1	46.3	17.1	4.9	9.8	2.4	0.0	0.0	0.0	0.0	2.4	9	60.0	17	40
	STANSTED	RYANAIR	S	D	41	0	0	0.0	68.3	22.0	2.4	7.3	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	10	40
<b>TOTAL BREMEN</b>					<b>81</b>	<b>0</b>	<b>1</b>	<b>8.5</b>	<b>57.3</b>	<b>19.5</b>	<b>3.7</b>	<b>8.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>6</b>	<b>73.8</b>	<b>13</b>	<b>80</b>
BREST																						
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	77	1
	SOUTHEND	RYANAIR	S	A	8	0	0	0.0	12.5	50.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
	SOUTHEND	RYANAIR	S	D	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL BREST</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>12.5</b>	<b>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>15</b>	<b>0.0</b>	<b>77</b>	<b>1</b>
BRIDGETOWN																						
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	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	5	68.8	15	16
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	17	0	0	0.0	0.0	52.9	35.3	11.8	0.0	0.0	0.0	0.0	0.0	0.0	15	87.5	8	16
	BOURNEMOUTH	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	24	0.0	36	1
	BRISTOL	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	159	100.0	0	1
	BRISTOL	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	156	0.0	0	0
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1
	GLASGOW	TUI AIRWAYS LTD	C	A	3	0	0	0.0	33.3	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	60	50.0	23	2

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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
GLASGOW	TUI AIRWAYS LTD	C D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32	100.0	4	3
GLASGOW	VIRGIN ATLANTIC 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	0.0	16	0.0	0	0
GATWICK	BRITISH AIRWAYS PLC	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	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	0.0	0.0	1	0.0	0	0
GATWICK	BRITISH AIRWAYS PLC	S A	49	0	0	22.4	24.5	28.6	8.2	10.2	2.0	2.0	2.0	0.0	0.0	0.0	0.0	20	66.7	21	48	
GATWICK	BRITISH AIRWAYS PLC	S D	49	0	0	0.0	53.1	28.6	10.2	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	16	75.0	15	48	
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	55.6	16	9	
GATWICK	THOMAS COOK AIRLINES LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	30.0	24	10	
GATWICK	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	4	
GATWICK	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	41	4	
GATWICK	TUI AIRWAYS LTD	C A	27	0	2	10.3	6.9	24.1	27.6	6.9	10.3	0.0	6.9	0.0	0.0	6.9	39	41.2	35	17		
GATWICK	TUI AIRWAYS LTD	C D	29	0	1	0.0	0.0	33.3	26.7	20.0	10.0	3.3	3.3	0.0	0.0	3.3	35	38.9	49	18		
GATWICK	TUI AIRWAYS LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	54	2	
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	0.0	0	0.0	85	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	50.0	58	2	
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S A	35	0	0	20.0	34.3	14.3	17.1	2.9	8.6	0.0	2.9	0.0	0.0	0.0	0.0	21	58.6	19	28	
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S D	36	0	0	0.0	25.0	47.2	16.7	8.3	0.0	2.8	0.0	0.0	0.0	0.0	0.0	15	50.0	24	28	
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	7	
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.7	3	7	
STANSTED	TUI AIRWAYS LTD	C A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
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	0.0	20	1	
MANCHESTER	THOMAS COOK AIRLINES LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	29	5	
MANCHESTER	THOMAS COOK AIRLINES LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	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	0.0	0	66.7	14	12	
MANCHESTER	TUI AIRWAYS LTD	C A	18	0	0	33.3	5.6	33.3	11.1	11.1	0.0	0.0	0.0	5.6	0.0	0.0	38	68.8	23	16		
MANCHESTER	TUI AIRWAYS LTD	C D	18	0	0	0.0	0.0	44.4	22.2	27.8	0.0	0.0	5.6	0.0	0.0	0.0	30	70.6	26	17		
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

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FEB 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	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	1	46.2	23.1	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	7.7	5	75.0	10	8	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	8	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	106	50.0	12	2	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	100.0	7	2	
<b>TOTAL BRIDGETOWN</b>					<b>348</b>	<b>0</b>	<b>4</b>	<b>12.2</b>	<b>23.6</b>	<b>31.0</b>	<b>15.1</b>	<b>9.1</b>	<b>3.7</b>	<b>2.0</b>	<b>2.0</b>	<b>0.3</b>	<b>0.0</b>	<b>1.1</b>	<b>22</b>	<b>63.2</b>	<b>21</b>	<b>352</b>	
BRINDISI																							
	STANSTED	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	91.7	6	12	
	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	2	100.0	0	12	
<b>TOTAL BRINDISI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.2</b>	<b>50.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>95.8</b>	<b>3</b>	<b>24</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	66.7	1	10	
	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	33.3	19	10	
	ABERDEEN	LOGANAIR LTD	S	A	22	0	2	16.7	58.3	0.0	4.2	4.2	8.3	0.0	0.0	0.0	0.0	8.3	9	0.0	0	0	
	ABERDEEN	LOGANAIR LTD	S	D	23	0	1	4.2	58.3	16.7	8.3	0.0	8.3	0.0	0.0	0.0	0.0	4.2	9	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	71	0	0	5.6	39.4	29.6	5.6	11.3	5.6	1.4	1.4	0.0	0.0	0.0	18	80.8	10	74	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	71	0	0	1.4	36.6	28.2	11.3	12.7	5.6	2.8	1.4	0.0	0.0	0.0	21	72.2	16	75	
	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	23	1	
	BIRMINGHAM	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	648	7	
	BIRMINGHAM	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
	BOURNEMOUTH	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1	
	BOURNEMOUTH	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	2	
	EDINBURGH	AUSTRIAN AIRLINES	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	A	106	0	1	15.0	44.9	15.0	11.2	6.5	5.6	0.0	0.9	0.0	0.0	0.9	13	83.0	7	100	
	EDINBURGH	EASYJET UK LTD	S	D	106	0	1	0.9	46.7	23.4	13.1	7.5	6.5	0.0	0.9	0.0	0.0	0.9	15	74.5	11	100	
	GLASGOW	EASYJET UK LTD	S	A	87	0	2	6.7	49.4	19.1	10.1	9.0	2.2	1.1	0.0	0.0	0.0	2.2	11	85.2	6	84	
	GLASGOW	EASYJET UK LTD	S	D	87	0	2	0.0	47.2	23.6	13.5	4.5	6.7	2.2	0.0	0.0	0.0	2.2	16	77.3	9	84	
	ISLE OF MAN	EASYJET UK LTD	S	A	8	0	2	20.0	30.0	20.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	20.0	11	62.5	13	7	
	ISLE OF MAN	EASYJET UK LTD	S	D	8	0	2	10.0	20.0	30.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	20.0	15	85.7	13	7	
	JERSEY	BLUE ISLANDS LIMITED	S	A	23	0	1	37.5	20.8	20.8	4.2	8.3	4.2	0.0	0.0	0.0	0.0	4.2	10	91.7	3	23	
	JERSEY	BLUE ISLANDS LIMITED	S	D	24	0	0	0.0	50.0	33.3	0.0	4.2	12.5	0.0	0.0	0.0	0.0	0.0	14	83.3	7	23	
	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	22	1	
	LUTON	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: B										FEB 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	
LUTON	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
NEWCASTLE	EASYJET UK LTD	S	A	49	0	3	13.5	44.2	21.2	3.8	7.7	1.9	1.9	0.0	0.0	0.0	5.8	11	84.6	3	49							
NEWCASTLE	EASYJET UK LTD	S	D	49	0	3	1.9	40.4	32.7	3.8	7.7	5.8	1.9	0.0	0.0	0.0	5.8	16	86.5	3	49							
SOUTHAMPTON	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	7	0.0	0	0							
<b>TOTAL BRISTOL</b>				<b>739</b>	<b>0</b>	<b>20</b>	<b>7.0</b>	<b>43.7</b>	<b>22.9</b>	<b>9.0</b>	<b>7.5</b>	<b>5.7</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>14</b>	<b>77.9</b>	<b>15</b>	<b>707</b>							
BRNO (TURANY)																												
STANSTED	RYANAIR	S	A	21	0	0	19.0	9.5	47.6	9.5	4.8	0.0	9.5	0.0	0.0	0.0	0.0	19	85.0	10	20							
STANSTED	RYANAIR	S	D	21	0	0	0.0	47.6	38.1	4.8	4.8	4.8	0.0	0.0	0.0	0.0	0.0	8	80.0	9	20							
<b>TOTAL BRNO (TURANY)</b>				<b>42</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>28.6</b>	<b>42.9</b>	<b>7.1</b>	<b>4.8</b>	<b>2.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>82.5</b>	<b>9</b>	<b>40</b>							
BRUSSELS																												
ABERDEEN	LOGANAIR LTD	S	A	14	0	0	14.3	35.7	21.4	7.1	7.1	7.1	7.1	0.0	0.0	0.0	0.0	25	0.0	0	0							
ABERDEEN	LOGANAIR LTD	S	D	14	0	0	0.0	28.6	64.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0							
BIRMINGHAM	AIR NOSTRUM	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	89	1							
BIRMINGHAM	BRUSSELS AIRLINES	S	A	81	0	2	3.6	50.6	37.3	3.6	1.2	1.2	0.0	0.0	0.0	0.0	2.4	5	86.8	5	65							
BIRMINGHAM	BRUSSELS AIRLINES	S	D	81	0	3	0.0	34.5	47.6	11.9	1.2	1.2	0.0	0.0	0.0	0.0	3.6	7	61.8	14	64							
BIRMINGHAM	CITY JET	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	15	28							
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	18	25							
BRISTOL	BRUSSELS AIRLINES	S	A	47	0	1	2.1	35.4	47.9	6.3	6.3	0.0	0.0	0.0	0.0	0.0	2.1	9	0.0	0	0							
BRISTOL	BRUSSELS AIRLINES	S	D	48	0	1	0.0	46.9	36.7	4.1	6.1	4.1	0.0	0.0	0.0	0.0	2.0	8	0.0	0	0							
EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	2	19							
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	85.7	2	18							
EDINBURGH	BRUSSELS AIRLINES	S	A	46	0	2	2.1	43.8	35.4	10.4	2.1	2.1	0.0	0.0	0.0	0.0	4.2	8	87.0	4	46							
EDINBURGH	BRUSSELS AIRLINES	S	D	47	0	2	0.0	49.0	36.7	8.2	2.0	0.0	0.0	0.0	0.0	0.0	4.1	5	80.4	8	46							
GATWICK	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0							
HEATHROW	BRITISH AIRWAYS PLC	S	A	151	0	8	6.3	27.0	23.3	14.5	13.2	6.9	3.1	0.6	0.0	0.0	5.0	23	79.4	9	146							
HEATHROW	BRITISH AIRWAYS PLC	S	D	151	0	8	0.0	39.6	29.6	9.4	8.8	6.3	1.3	0.0	0.0	0.0	5.0	16	83.9	7	146							
HEATHROW	BRUSSELS AIRLINES	S	A	79	0	3	2.4	32.9	23.2	23.2	8.5	4.9	1.2	0.0	0.0	0.0	3.7	17	77.9	11	77							
HEATHROW	BRUSSELS AIRLINES	S	D	79	0	3	0.0	25.6	46.3	12.2	7.3	2.4	2.4	0.0	0.0	0.0	3.7	15	72.7	14	77							
STANSTED	AUSTRIAN AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
MANCHESTER	BRUSSELS AIRLINES	S	A	75	0	1	1.3	35.5	32.9	19.7	5.3	2.6	1.3	0.0	0.0	0.0	1.3	12	84.2	9	73							

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

		Origin/Destinations: B																	FEB 2019			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m	15 m to 1 m	0 m to 15 m	16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	m late	m late	m late	m late	m late	late	Unmat	Can				
	MANCHESTER	BRUSSELS AIRLINES	S	D	76	0	1	1.3	44.2	40.3	10.4	2.6	0.0	0.0	0.0	0.0	0.0	1.3	6	82.9	10	73
	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	63.0	9	21
	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	71.4	15	22
	NEWCASTLE	LOGANAIR LTD	S	A	38	0	2	5.0	27.5	37.5	10.0	7.5	5.0	0.0	2.5	0.0	0.0	5.0	17	0.0	0	0
	NEWCASTLE	LOGANAIR LTD	S	D	38	0	2	0.0	30.0	57.5	2.5	0.0	2.5	0.0	2.5	0.0	0.0	5.0	12	0.0	0	0
<b>TOTAL BRUSSELS</b>					<b>1067</b>	<b>0</b>	<b>39</b>	<b>2.1</b>	<b>36.5</b>	<b>35.6</b>	<b>11.2</b>	<b>6.2</b>	<b>3.4</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>13</b>	<b>79.0</b>	<b>9</b>	<b>948</b>
BUCHAREST (OTOPENI)																						
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	A	13	0	0	0.0	0.0	46.2	30.8	7.7	15.4	0.0	0.0	0.0	0.0	0.0	26	75.0	10	12
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	D	13	0	0	0.0	0.0	0.0	53.8	30.8	15.4	0.0	0.0	0.0	0.0	0.0	35	58.3	16	12
	BIRMINGHAM	WIZZ AIR	S	A	13	0	0	0.0	38.5	38.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	9	12
	BIRMINGHAM	WIZZ AIR	S	D	13	0	0	0.0	0.0	23.1	38.5	30.8	7.7	0.0	0.0	0.0	0.0	0.0	29	33.3	25	12
	BRISTOL	RYANAIR	S	A	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	19	87.5	3	8
	BRISTOL	RYANAIR	S	D	8	0	0	0.0	75.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	8
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	12	0	0	0.0	8.3	16.7	41.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	27	83.3	7	12
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	12	0	0	0.0	0.0	16.7	8.3	75.0	0.0	0.0	0.0	0.0	0.0	0.0	37	83.3	9	12
	EDINBURGH	RYANAIR	S	A	12	0	0	0.0	0.0	16.7	25.0	58.3	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
	EDINBURGH	RYANAIR	S	D	12	0	0	0.0	0.0	0.0	25.0	33.3	41.7	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0
	EDINBURGH	WIZZ AIR	S	A	9	0	0	0.0	77.8	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	EDINBURGH	WIZZ AIR	S	D	9	0	0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	GLASGOW	BLUE AIR TRANSPORT AERIAN	S	A	8	0	0	12.5	25.0	37.5	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	30	100.0	0	12
	GLASGOW	BLUE AIR TRANSPORT AERIAN	S	D	8	0	0	0.0	37.5	37.5	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	29	91.7	3	12
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	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	0.0	16	81.3	21	16
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	12	0	0	0.0	8.3	33.3	50.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	17	82.4	20	17
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	13	0	0	0.0	15.4	61.5	0.0	0.0	23.1	0.0	0.0	0.0	0.0	0.0	23	54.5	19	11
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	13	0	0	0.0	0.0	53.8	7.7	38.5	0.0	0.0	0.0	0.0	0.0	0.0	23	50.0	36	12
	GATWICK	WIZZ AIR	S	A	24	0	0	0.0	4.2	12.5	50.0	20.8	12.5	0.0	0.0	0.0	0.0	0.0	31	74.1	8	27
	GATWICK	WIZZ AIR	S	D	24	0	0	0.0	8.3	33.3	37.5	12.5	8.3	0.0	0.0	0.0	0.0	0.0	23	63.0	16	27
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	1.8	17.5	14.0	31.6	24.6	5.3	5.3	0.0	0.0	0.0	0.0	29	88.9	9	45



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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	BRITISH AIRWAYS PLC	S	D	57	0	0	0.0	22.8	33.3	24.6	10.5	7.0	0.0	1.8	0.0	0.0	0.0	23	76.1	9	46	
	HEATHROW	TAROM	S	A	28	0	2	10.0	10.0	20.0	16.7	16.7	13.3	6.7	0.0	0.0	0.0	6.7	36	80.8	9	26	
	HEATHROW	TAROM	S	D	28	0	2	0.0	20.0	16.7	10.0	26.7	10.0	10.0	0.0	0.0	0.0	6.7	44	76.9	13	26	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	29	0	0	0.0	13.8	48.3	13.8	17.2	0.0	3.4	3.4	0.0	0.0	0.0	29	78.8	11	33	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	29	0	0	0.0	13.8	44.8	20.7	13.8	0.0	3.4	3.4	0.0	0.0	0.0	27	59.4	20	32	
	LUTON	WIZZ AIR	S	A	80	0	3	9.6	28.9	26.5	21.7	9.6	0.0	0.0	0.0	0.0	0.0	3.6	11	87.5	6	88	
	LUTON	WIZZ AIR	S	D	80	0	3	0.0	10.8	44.6	26.5	12.0	1.2	1.2	0.0	0.0	0.0	3.6	17	75.0	14	88	
	STANSTED	RYANAIR	S	A	70	0	0	2.9	28.6	32.9	18.6	10.0	5.7	1.4	0.0	0.0	0.0	0.0	17	91.1	3	56	
	STANSTED	RYANAIR	S	D	70	0	0	0.0	11.4	38.6	22.9	20.0	4.3	0.0	2.9	0.0	0.0	0.0	27	67.9	15	56	
	STANSTED	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	0.0	2	0.0	0	0	
	SOUTHEND	RYANAIR	S	A	20	0	0	0.0	5.0	30.0	30.0	30.0	0.0	0.0	5.0	0.0	0.0	0.0	33	0.0	0	0	
	SOUTHEND	RYANAIR	S	D	20	0	0	5.0	55.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	SOUTHEND	WIZZ AIR	S	A	20	0	0	5.0	35.0	30.0	15.0	10.0	0.0	5.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	SOUTHEND	WIZZ AIR	S	D	20	0	0	0.0	15.0	45.0	10.0	25.0	5.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>857</b>	<b>0</b>	<b>10</b>	<b>2.0</b>	<b>18.3</b>	<b>31.0</b>	<b>23.0</b>	<b>17.3</b>	<b>4.8</b>	<b>1.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>23</b>	<b>77.4</b>	<b>11</b>	<b>718</b>	
BUDAPEST																							
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	D	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	WIZZ AIR	S	A	8	0	0	12.5	0.0	25.0	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	36	87.5	5	8	
	BIRMINGHAM	WIZZ AIR	S	D	8	0	0	0.0	0.0	12.5	12.5	25.0	50.0	0.0	0.0	0.0	0.0	0.0	56	37.5	24	8	
	BRISTOL	RYANAIR	S	A	17	0	0	0.0	23.5	29.4	23.5	17.6	5.9	0.0	0.0	0.0	0.0	0.0	20	58.3	10	12	
	BRISTOL	RYANAIR	S	D	17	0	0	0.0	17.6	29.4	11.8	23.5	17.6	0.0	0.0	0.0	0.0	0.0	26	50.0	14	12	
	DONCASTER SHEFFIELD	WIZZ AIR	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	100.0	4	8	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	9	0	0	0.0	33.3	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	87.5	12	8	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	0	4	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	25	50.0	15	4	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	0.0	50.0	12.5	12.5	12.5	0.0	12.5	0.0	0.0	0.0	50	100.0	1	8	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	12.5	50.0	0.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	37	100.0	0	8	
	EDINBURGH	JET2.COM LTD	S	A	8	0	0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	8	
	EDINBURGH	JET2.COM LTD	S	D	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	4	8	
	EDINBURGH	RYANAIR	S	A	29	0	0	0.0	24.1	27.6	41.4	6.9	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	14	8	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	RYANAIR	S D	29	0	0	0.0	13.8	51.7	17.2	13.8	3.4	0.0	0.0	0.0	0.0	0.0	16	87.5	7	8			
EDINBURGH	WIZZ AIR	S A	13	0	0	15.4	38.5	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0				
EDINBURGH	WIZZ AIR	S D	13	0	0	0.0	15.4	61.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0				
GLASGOW	WIZZ AIR	S A	8	0	0	0.0	37.5	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	13	100.0	4	8				
GLASGOW	WIZZ AIR	S D	8	0	0	0.0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	27	75.0	9	8				
LEEDS BRADFORD	JET2.COM LTD	S A	5	0	0	0.0	60.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	25	100.0	0	4				
LEEDS BRADFORD	JET2.COM LTD	S D	5	0	0	0.0	40.0	40.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	36	75.0	5	4				
LIVERPOOL (JOHN LENNON)	WIZZ AIR	S A	9	0	0	0.0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	21	88.9	10	9				
LIVERPOOL (JOHN LENNON)	WIZZ AIR	S D	9	0	0	0.0	11.1	55.6	11.1	11.1	11.1	0.0	0.0	0.0	0.0	20	87.5	8	8				
GATWICK	EASYJET UK LTD	S A	54	0	1	3.6	27.3	20.0	21.8	16.4	7.3	0.0	0.0	1.8	0.0	1.8	27	47.7	26	44			
GATWICK	EASYJET UK LTD	S D	54	0	1	0.0	20.0	60.0	10.9	7.3	0.0	0.0	0.0	0.0	0.0	1.8	9	72.7	14	44			
GATWICK	WIZZ AIR	S A	25	0	0	0.0	12.0	24.0	20.0	20.0	16.0	8.0	0.0	0.0	0.0	35	0.0	0	0				
GATWICK	WIZZ AIR	S D	25	0	0	0.0	4.0	44.0	16.0	24.0	12.0	0.0	0.0	0.0	0.0	29	0.0	0	0				
HEATHROW	BRITISH AIRWAYS PLC	S A	81	0	0	3.7	13.6	24.7	21.0	16.0	18.5	2.5	0.0	0.0	0.0	32	83.7	8	91				
HEATHROW	BRITISH AIRWAYS PLC	S D	81	0	0	0.0	30.9	37.0	17.3	6.2	6.2	2.5	0.0	0.0	0.0	18	89.1	5	91				
LONDON CITY	LOT-POLISH AIRLINES	S A	48	0	1	6.1	20.4	24.5	28.6	16.3	0.0	0.0	2.0	0.0	0.0	2.0	19	78.9	17	19			
LONDON CITY	LOT-POLISH AIRLINES	S D	48	0	1	0.0	12.2	32.7	24.5	24.5	2.0	0.0	2.0	0.0	0.0	2.0	24	70.0	21	19			
LUTON	WIZZ AIR	S A	100	0	3	1.0	23.3	31.1	18.4	16.5	6.8	0.0	0.0	0.0	0.0	2.9	20	84.1	8	113			
LUTON	WIZZ AIR	S D	100	0	3	0.0	17.5	35.9	16.5	16.5	10.7	0.0	0.0	0.0	0.0	2.9	23	75.2	12	113			
STANSTED	RYANAIR	S A	103	0	0	4.9	36.9	34.0	14.6	5.8	1.0	2.9	0.0	0.0	0.0	0.0	13	84.4	8	96			
STANSTED	RYANAIR	S D	103	0	0	0.0	33.0	42.7	16.5	7.8	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	8	96			
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	17	0.0	0	0				
MANCHESTER	EASYJET UK LTD	S A	12	0	1	7.7	7.7	46.2	7.7	7.7	0.0	7.7	7.7	0.0	0.0	7.7	42	75.0	7	8			
MANCHESTER	EASYJET UK LTD	S D	12	0	0	0.0	58.3	8.3	8.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	7	8			
MANCHESTER	JET2.COM LTD	S A	16	0	0	12.5	18.8	56.3	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	10	92.3	2	13			
MANCHESTER	JET2.COM LTD	S D	16	0	0	0.0	25.0	62.5	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	9	100.0	3	13			
MANCHESTER	LOT-POLISH AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
MANCHESTER	RYANAIR	S A	21	0	0	9.5	9.5	61.9	14.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	9	20			
MANCHESTER	RYANAIR	S D	21	0	0	0.0	9.5	33.3	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	22	70.0	13	20			
SOUTHEND	EASYJET UK LTD	S A	9	0	0	11.1	33.3	33.3	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	32	62.5	22	8			
SOUTHEND	EASYJET UK LTD	S D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	18	8			
<b>TOTAL BUDAPEST</b>			<b>1194</b>	<b>0</b>	<b>11</b>	<b>2.1</b>	<b>23.7</b>	<b>35.9</b>	<b>17.3</b>	<b>12.9</b>	<b>5.7</b>	<b>1.1</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.9</b>	<b>19</b>	<b>80.2</b>	<b>10</b>	<b>978</b>			

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE											FEB 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
BUENOS AIRES																						
	GATWICK	NORWEGIAN AIR UK LTD	S	A	21	0	0	61.9	14.3	19.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	7	89.3	3	28
	GATWICK	NORWEGIAN AIR UK LTD	S	D	21	0	0	0.0	28.6	33.3	19.0	9.5	4.8	0.0	4.8	0.0	0.0	0.0	26	96.4	5	28
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	40.7	44.4	11.1	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	3	78.6	12	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	25.9	48.1	14.8	3.7	7.4	0.0	0.0	0.0	0.0	0.0	16	75.0	10	28
<b>TOTAL BUENOS AIRES</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>29.2</b>	<b>28.1</b>	<b>8.3</b>	<b>3.1</b>	<b>5.2</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>84.8</b>	<b>8</b>	<b>112</b>
BURGAS																						
	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.9	7	11
	LUTON	WIZZ AIR UK LTD	S	D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.9	13	11
<b>TOTAL BURGAS</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.3</b>	<b>64.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>10</b>	<b>22</b>
BYDGOSZCZ																						
	BIRMINGHAM	RYANAIR	S	A	13	0	0	46.2	38.5	7.7	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	23	100.0	0	12
	BIRMINGHAM	RYANAIR	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	0.0	25	100.0	3	12
	LUTON	RYANAIR	S	A	11	0	1	0.0	41.7	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	9	46.2	29	12
	LUTON	RYANAIR	S	D	11	0	1	0.0	50.0	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8.3	4	84.6	17	13
	STANSTED	RYANAIR	S	A	25	0	0	8.0	40.0	40.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	19	24
	STANSTED	RYANAIR	S	D	25	0	0	0.0	64.0	24.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	91.7	8	24
<b>TOTAL BYDGOSZCZ</b>					<b>98</b>	<b>0</b>	<b>2</b>	<b>8.0</b>	<b>49.0</b>	<b>29.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>10</b>	<b>84.7</b>	<b>13</b>	<b>97</b>

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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
CAEN																						
	SOUTHEND	STOBART AIR	S	A	11	0	1	0.0	16.7	33.3	25.0	8.3	0.0	8.3	0.0	0.0	0.0	8.3	25	66.7	24	6
	SOUTHEND	STOBART AIR	S	D	11	0	0	9.1	18.2	54.5	0.0	9.1	9.1	0.0	0.0	0.0	0.0	0.0	16	83.3	14	6
<b>TOTAL CAEN</b>					<b>22</b>	<b>0</b>	<b>1</b>	<b>4.3</b>	<b>17.4</b>	<b>43.5</b>	<b>13.0</b>	<b>8.7</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>20</b>	<b>75.0</b>	<b>19</b>	<b>12</b>
CAGLIARI (ELMAS)																						
	STANSTED	EASYJET UK LTD	S	A	9	0	0	0.0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	83.3	12	12
	STANSTED	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	10	12
	STANSTED	RYANAIR	S	A	21	0	0	0.0	23.8	47.6	14.3	4.8	4.8	0.0	4.8	0.0	0.0	0.0	25	84.6	8	13
	STANSTED	RYANAIR	S	D	21	0	0	0.0	57.1	33.3	4.8	0.0	0.0	0.0	4.8	0.0	0.0	0.0	13	100.0	1	12
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>11.7</b>	<b>1.7</b>	<b>3.3</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.8</b>	<b>8</b>	<b>49</b>
CAIRO																						
	CARDIFF WALES	BRITISH AIRWAYS PLC	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	0.0	17.2	24.1	20.7	20.7	6.9	0.0	3.4	6.9	0.0	0.0	86	67.9	18	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	6.9	55.2	20.7	10.3	6.9	0.0	0.0	0.0	0.0	0.0	19	64.3	17	28
	HEATHROW	EGYPT AIR	S	A	58	0	0	3.4	19.0	27.6	20.7	24.1	5.2	0.0	0.0	0.0	0.0	0.0	22	81.8	10	55
	HEATHROW	EGYPT AIR	S	D	58	0	0	0.0	32.8	17.2	19.0	27.6	1.7	0.0	1.7	0.0	0.0	0.0	21	74.5	11	55
<b>TOTAL CAIRO</b>					<b>174</b>	<b>1</b>	<b>0</b>	<b>1.1</b>	<b>21.1</b>	<b>28.0</b>	<b>20.0</b>	<b>22.3</b>	<b>4.6</b>	<b>0.0</b>	<b>1.1</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>32</b>	<b>74.1</b>	<b>13</b>	<b>166</b>
CALGARY																						
	GATWICK	WEST JET AIRLINES	S	A	17	0	0	17.6	29.4	29.4	11.8	0.0	0.0	5.9	5.9	0.0	0.0	0.0	29	41.7	48	12
	GATWICK	WEST JET AIRLINES	S	D	17	0	0	0.0	17.6	58.8	5.9	5.9	0.0	5.9	5.9	0.0	0.0	0.0	31	25.0	62	12
	HEATHROW	AIR CANADA	S	A	27	0	2	0.0	6.9	20.7	24.1	27.6	10.3	0.0	3.4	0.0	0.0	6.9	37	14.3	46	28
	HEATHROW	AIR CANADA	S	D	27	0	2	0.0	34.5	44.8	3.4	10.3	0.0	0.0	0.0	0.0	0.0	6.9	7	85.7	6	28
<b>TOTAL CALGARY</b>					<b>88</b>	<b>0</b>	<b>4</b>	<b>3.3</b>	<b>21.7</b>	<b>37.0</b>	<b>12.0</b>	<b>13.0</b>	<b>3.3</b>	<b>2.2</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>25</b>	<b>45.0</b>	<b>34</b>	<b>80</b>
CAMBRIDGE																						
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	12	0	0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	16
<b>TOTAL CAMBRIDGE</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>16</b>
CAMPBELTOWN																						
	GLASGOW	LOGANAIR LTD	S	A	34	0	7	17.1	19.5	29.3	7.3	7.3	2.4	0.0	0.0	0.0	0.0	17.1	10	71.4	5	34
	GLASGOW	LOGANAIR LTD	S	D	34	0	4	0.0	57.9	18.4	5.3	2.6	5.3	0.0	0.0	0.0	0.0	10.5	8	76.9	5	34
<b>TOTAL CAMPBELTOWN</b>					<b>68</b>	<b>0</b>	<b>11</b>	<b>8.9</b>	<b>38.0</b>	<b>24.1</b>	<b>6.3</b>	<b>5.1</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.9</b>	<b>9</b>	<b>74.1</b>	<b>5</b>	<b>68</b>
CANCUN																						
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	9	0	0	33.3	33.3	11.1	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	31	62.5	14	8
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	8	0	0	0.0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	62.5	19	8
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	23.8	42.9	28.6	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	10	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	42.9	52.4	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	9	12

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

		Origin/Destinations: C																	FEB 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	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	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
	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	16.7	25	6
	GATWICK	TUI AIRWAYS LTD	S	A	12	0	1	7.7	30.8	15.4	23.1	0.0	15.4	0.0	0.0	0.0	0.0	7.7	19	83.3	5	12
	GATWICK	TUI AIRWAYS LTD	S	D	12	0	1	0.0	7.7	53.8	15.4	7.7	7.7	0.0	0.0	0.0	0.0	7.7	20	66.7	12	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	16.7	33	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	66	5
	MANCHESTER	TUI AIRWAYS LTD	S	A	12	0	1	7.7	30.8	15.4	7.7	0.0	23.1	0.0	7.7	0.0	0.0	7.7	52	75.0	10	16
	MANCHESTER	TUI AIRWAYS LTD	S	D	13	0	1	0.0	0.0	28.6	21.4	14.3	21.4	7.1	0.0	0.0	0.0	7.1	43	50.0	14	16
<b>TOTAL CANCUN</b>					<b>108</b>	<b>0</b>	<b>4</b>	<b>8.9</b>	<b>26.8</b>	<b>35.7</b>	<b>11.6</b>	<b>2.7</b>	<b>8.0</b>	<b>0.9</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>20</b>	<b>57.1</b>	<b>17</b>	<b>117</b>
CAPE TOWN																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	0.0	23.1	69.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	11	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	38.5	61.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	7	12
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	42	12
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	27	12
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	17.2	43.1	22.4	6.9	0.0	5.2	0.0	1.7	3.4	0.0	0.0	40	92.9	3	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	0.0	25.9	50.0	3.4	12.1	6.9	0.0	0.0	1.7	0.0	0.0	35	80.4	10	56
<b>TOTAL CAPE TOWN</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>33.8</b>	<b>41.5</b>	<b>4.9</b>	<b>4.9</b>	<b>4.9</b>	<b>0.0</b>	<b>0.7</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>77.5</b>	<b>11</b>	<b>160</b>
CARCASSONNE																						
	STANSTED	RYANAIR	S	A	12	0	0	8.3	50.0	16.7	8.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	17	91.7	9	12
	STANSTED	RYANAIR	S	D	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	4	91.7	9	12
	MANCHESTER	RYANAIR	S	A	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	5	8
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	62.5	9	8
<b>TOTAL CARCASSONNE</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>45.0</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>85.0</b>	<b>8</b>	<b>40</b>
CARDIFF WALES																						
	ABERDEEN	FLYBE LTD	S	A	4	0	3	0.0	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.9	3	0.0	0	0
	ABERDEEN	FLYBE LTD	S	D	7	0	0	0.0	71.4	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	29	0	0	10.3	51.7	31.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	5	84.8	7	45
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.1	12	45
	BELFAST INTERNATIONAL	BLUE ISLANDS LIMITED	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	70	0.0	0	0
	BELFAST INTERNATIONAL	BLUE ISLANDS LIMITED	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	BOURNEMOUTH	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	14	1		
	BOURNEMOUTH	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	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	100.0	0	1		
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1		
	EDINBURGH	FLYBE LTD	S	A	73	0	0	21.9	46.6	17.8	2.7	5.5	5.5	0.0	0.0	0.0	0.0	8	97.7	4	44		
	EDINBURGH	FLYBE LTD	S	D	68	0	0	0.0	50.0	36.8	4.4	1.5	5.9	1.5	0.0	0.0	0.0	9	84.1	9	44		
	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	94.1	6	17		
	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	94.1	8	17		
	GLASGOW	LOGANAIR LTD	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
	GLASGOW	LOGANAIR 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	0.0	0	0		
	JERSEY	FLYBE LTD	S	A	12	0	0	8.3	83.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	13	8		
	JERSEY	FLYBE LTD	S	D	12	0	0	8.3	91.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	8		
	LIVERPOOL (JOHN LENNON)	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	35	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		
	MANCHESTER	FLYBE LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1		
	MANCHESTER	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	100.0	3	1		
	NEWCASTLE	FLYBE LTD	S	A	6	0	0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	64.3	12	23		
	NEWCASTLE	FLYBE LTD	S	D	6	0	6	0.0	8.3	25.0	16.7	0.0	0.0	0.0	0.0	0.0	50.0	10	45.0	18	24		
	TEESSIDE INTERNATIONAL AIRPORT	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	60	1		
	TEESSIDE INTERNATIONAL AIRPORT	FLYBE LTD	S	A	15	0	0	53.3	33.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
	TEESSIDE INTERNATIONAL AIRPORT	FLYBE LTD	S	D	15	0	0	0.0	26.7	66.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
<b>TOTAL CARDIFF WALES</b>					<b>261</b>	<b>0</b>	<b>9</b>	<b>11.9</b>	<b>47.8</b>	<b>27.0</b>	<b>3.3</b>	<b>3.0</b>	<b>3.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>78.2</b>	<b>10</b>	<b>284</b>		
CARLISLE																							
	BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S	A	14	0	1	13.3	40.0	33.3	0.0	6.7	0.0	0.0	0.0	0.0	6.7	6	0.0	0	0		
	BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S	D	14	0	1	0.0	53.3	33.3	0.0	6.7	0.0	0.0	0.0	0.0	6.7	4	0.0	0	0		
	SOUTHEND	LOGANAIR LTD	S	A	15	0	1	6.3	43.8	31.3	6.3	0.0	6.3	0.0	0.0	0.0	6.3	9	0.0	0	0		
	SOUTHEND	LOGANAIR LTD	S	D	14	0	2	0.0	56.3	25.0	6.3	0.0	0.0	0.0	0.0	0.0	12.5	3	0.0	0	0		
<b>TOTAL CARLISLE</b>					<b>57</b>	<b>0</b>	<b>5</b>	<b>4.8</b>	<b>48.4</b>	<b>30.6</b>	<b>3.2</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
CASABLANCA MOHAMED V																							
	GATWICK	ROYAL AIR MAROC	S	A	23	0	0	17.4	26.1	21.7	8.7	13.0	13.0	0.0	0.0	0.0	0.0	17	78.9	12	19		

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	ROYAL AIR MAROC	S	D	24	0	1	0.0	12.0	40.0	12.0	16.0	16.0	0.0	0.0	0.0	0.0	4.0	31	73.7	16	19
	HEATHROW	ROYAL AIR MAROC	S	A	27	0	0	0.0	14.8	40.7	11.1	25.9	7.4	0.0	0.0	0.0	0.0	0.0	24	71.4	10	28
	HEATHROW	ROYAL AIR MAROC	S	D	27	0	0	3.7	25.9	37.0	14.8	11.1	7.4	0.0	0.0	0.0	0.0	0.0	17	96.4	3	28
	MANCHESTER	ROYAL AIR MAROC	S	A	8	0	0	25.0	37.5	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	100.0	1	4
	MANCHESTER	ROYAL AIR MAROC	S	D	8	0	0	0.0	50.0	25.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	100.0	0	4
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>117</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>22.9</b>	<b>33.1</b>	<b>11.9</b>	<b>14.4</b>	<b>11.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>21</b>	<b>82.4</b>	<b>9</b>	<b>102</b>
CASTELLON COSTA AZAHAR																						
	LUTON	WIZZ AIR UK LTD	S	A	8	0	0	25.0	50.0	0.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	8	0	0	0.0	37.5	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	STANSTED	RYANAIR	S	A	9	0	0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	17	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	0.0	1	100.0	1	8
<b>TOTAL CASTELLON COSTA AZAHAR</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>47.1</b>	<b>29.4</b>	<b>2.9</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.5</b>	<b>9</b>	<b>16</b>
CASTELLON DE LA PLANA AIRPORT																						
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4
	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	2	4
<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>3</b>	<b>8</b>
CATANIA (FONTANAROSSA)																						
	BRISTOL	EASYJET UK LTD	S	A	4	0	0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	21	8
	BRISTOL	EASYJET UK LTD	S	D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	14	8
	GATWICK	EASYJET UK LTD	S	A	16	0	0	0.0	18.8	43.8	12.5	18.8	6.3	0.0	0.0	0.0	0.0	0.0	20	58.3	19	12
	GATWICK	EASYJET UK LTD	S	D	16	0	0	0.0	18.8	68.8	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	10	66.7	13	12
	LUTON	EASYJET UK LTD	S	A	16	0	1	5.9	17.6	29.4	35.3	0.0	0.0	5.9	0.0	0.0	0.0	5.9	20	87.5	4	8
	LUTON	EASYJET UK LTD	S	D	16	0	0	0.0	18.8	62.5	6.3	0.0	0.0	6.3	6.3	0.0	0.0	0.0	24	87.5	8	8
	MANCHESTER	EASYJET UK LTD	S	A	5	0	0	0.0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	52	75.0	22	8
	MANCHESTER	EASYJET UK LTD	S	D	5	0	0	0.0	40.0	0.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	33	75.0	18	8
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>82</b>	<b>0</b>	<b>1</b>	<b>2.4</b>	<b>20.5</b>	<b>43.4</b>	<b>13.3</b>	<b>9.6</b>	<b>6.0</b>	<b>2.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>21</b>	<b>73.6</b>	<b>15</b>	<b>72</b>
CHAMBERY																						
	BIRMINGHAM	ENTER AIR	C	A	4	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0
	BIRMINGHAM	ENTER AIR	C	D	4	0	0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	69	0.0	0	0
	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	60.0	45	5
	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	20.0	27	5
	BIRMINGHAM	FLYBE LTD	S	A	7	0	0	14.3	28.6	14.3	14.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	15	80.0	23	5
	BIRMINGHAM	FLYBE LTD	S	D	7	0	0	0.0	0.0	85.7	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	10	40.0	25	5

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	
BIRMINGHAM	TUI AIRWAYS LTD	C A	6	0	0	0.0	50.0	16.7	16.7	0.0	0.0	0.0	16.7	0.0	0.0	0.0	49	100.0	3	4	
BIRMINGHAM	TUI AIRWAYS LTD	C D	7	0	0	0.0	0.0	71.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	12	4	
BRISTOL	ENTER AIR	C A	3	0	0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	33.3	0.0	0.0	438	0.0	70	2	
BRISTOL	ENTER AIR	C D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	9	4	
BRISTOL	TUI AIRWAYS LTD	C A	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	17	4	
BRISTOL	TUI AIRWAYS LTD	C D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	16	4	
CARDIFF WALES	FLYBE LTD	S 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	38	75.0	12	4	
CARDIFF WALES	FLYBE LTD	S D	5	0	0	0.0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	30	75.0	13	4	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	S A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0	
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	50.0	73	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	25.0	90	4	
EAST MIDLANDS INTERNATIONAL	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	24	50.0	21	4	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	75.0	5	4	
EDINBURGH	BA CITYFLYER LTD	C A	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	21	50.0	20	8	
EDINBURGH	BA CITYFLYER LTD	C D	8	0	0	0.0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	22	8	
EDINBURGH	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	
EDINBURGH	TITAN AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1	
EXETER	FLYBE LTD	S A	5	0	0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	31	75.0	78	4	
EXETER	FLYBE LTD	S D	5	0	0	0.0	40.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	22	60.0	24	4	
EXETER	TUI AIRWAYS 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	45	100.0	4	4	
EXETER	TUI AIRWAYS LTD	C D	5	0	0	0.0	40.0	0.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	51	25.0	29	4	
GLASGOW	TUI AIRWAYS LTD	C A	5	0	0	0.0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	27	50.0	20	4	
GLASGOW	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	20.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	48	50.0	14	4	
GATWICK	TITAN AIRWAYS LTD	C A	13	0	2	0.0	20.0	33.3	13.3	6.7	6.7	0.0	6.7	0.0	0.0	13.3	34	56.3	19	16	
GATWICK	TITAN AIRWAYS LTD	C D	13	0	1	0.0	14.3	50.0	7.1	14.3	0.0	0.0	7.1	0.0	0.0	7.1	28	56.3	26	16	
GATWICK	TUI AIRWAYS LTD	C A	25	0	1	0.0	11.5	11.5	15.4	34.6	15.4	0.0	3.8	3.8	0.0	3.8	59	45.0	38	20	
GATWICK	TUI AIRWAYS LTD	C D	27	0	0	3.7	3.7	37.0	33.3	3.7	11.1	3.7	3.7	0.0	0.0	0.0	33	50.0	20	20	
LONDON CITY	BA CITYFLYER LTD	S A	8	0	1	0.0	0.0	11.1	0.0	44.4	33.3	0.0	0.0	0.0	0.0	11.1	46	57.1	12	6	
LONDON CITY	BA CITYFLYER LTD	S D	8	0	1	0.0	0.0	11.1	22.2	55.6	0.0	0.0	0.0	0.0	0.0	11.1	39	75.0	7	7	
LUTON	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4	
LUTON	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4	



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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	BA CITYFLYER LTD	C	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	30	40.0	32	5
	STANSTED	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	37	60.0	16	5
	STANSTED	BA CITYFLYER LTD	S	A	13	0	0	0.0	0.0	30.8	23.1	38.5	7.7	0.0	0.0	0.0	0.0	0.0	33	36.4	25	11
	STANSTED	BA CITYFLYER LTD	S	D	12	0	0	0.0	41.7	33.3	0.0	8.3	16.7	0.0	0.0	0.0	0.0	0.0	15	70.0	15	10
	STANSTED	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	35	0.0	0	0
	STANSTED	TITAN AIRWAYS LTD	C	A	6	0	1	0.0	14.3	14.3	14.3	28.6	0.0	14.3	0.0	0.0	0.0	14.3	48	57.1	45	7
	STANSTED	TITAN AIRWAYS LTD	C	D	6	0	0	0.0	16.7	33.3	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	71.4	10	7
	STANSTED	TUI AIRWAYS LTD	C	A	5	0	0	20.0	40.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	70	0.0	0	0
	STANSTED	TUI AIRWAYS LTD	C	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	5	0	0	0.0	0.0	80.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	23	0.0	112	1
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	5	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	27	0.0	40	1
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	5	0	0	0.0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	24	50.0	25	6
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	17	6
	MANCHESTER	FLYBE LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
	MANCHESTER	FLYBE LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
	MANCHESTER	FLYBE LTD	S	A	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	13	4
	MANCHESTER	FLYBE LTD	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	50.0	20	4
	MANCHESTER	TITAN AIRWAYS LTD	C	A	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	5	4
	MANCHESTER	TITAN 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	21	75.0	13	4
	MANCHESTER	TUI AIRWAYS LTD	C	A	15	0	0	0.0	6.7	33.3	26.7	6.7	6.7	6.7	0.0	13.3	0.0	0.0	79	66.7	19	12
	MANCHESTER	TUI AIRWAYS LTD	C	D	15	0	0	0.0	0.0	46.7	26.7	20.0	6.7	0.0	0.0	0.0	0.0	0.0	27	75.0	6	12
	NEWCASTLE	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	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	60.0	16	5
	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	20.0	63	5
	SOUTHAMPTON	FLYBE LTD	S	A	10	0	0	10.0	20.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	7	8
	SOUTHAMPTON	FLYBE LTD	S	D	10	0	0	0.0	40.0	40.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	17	37.5	25	8
<b>TOTAL CHAMBERY</b>					<b>344</b>	<b>0</b>	<b>7</b>	<b>1.7</b>	<b>15.1</b>	<b>31.1</b>	<b>18.5</b>	<b>19.7</b>	<b>7.1</b>	<b>1.4</b>	<b>2.3</b>	<b>1.1</b>	<b>0.0</b>	<b>2.0</b>	<b>36</b>	<b>58.3</b>	<b>23</b>	<b>328</b>
CHANGSHA HUANGHUA INTERNATIONAL AIRPORT	HEATHROW	HAINAN AIRLINES	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	75.0	40	12

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										FEB 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		
	HEATHROW	HAINAN AIRLINES	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	15	75.0	19	12
<b>TOTAL CHANGSHA HUANGHUA INTERNATIONAL AIRPORT</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.0</b>	<b>30</b>	<b>24</b>
CHARLEROI																						
	EDINBURGH	RYANAIR	S	A	21	0	1	18.2	36.4	18.2	18.2	4.5	0.0	0.0	0.0	0.0	4.5	7	81.3	3	15	
	EDINBURGH	RYANAIR	S	D	21	0	0	0.0	52.4	23.8	9.5	9.5	4.8	0.0	0.0	0.0	0.0	13	87.5	6	15	
	STANSTED	RYANAIR	S	A	1	0	1	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	65	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	36	0	1	0.0	67.6	18.9	0.0	5.4	2.7	0.0	2.7	0.0	2.7	13	88.9	18	35	
	MANCHESTER	RYANAIR	S	D	37	0	0	0.0	27.0	54.1	8.1	10.8	0.0	0.0	0.0	0.0	0.0	10	80.6	10	35	
<b>TOTAL CHARLEROI</b>					<b>116</b>	<b>0</b>	<b>3</b>	<b>3.4</b>	<b>45.4</b>	<b>30.3</b>	<b>7.6</b>	<b>7.6</b>	<b>2.5</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>11</b>	<b>84.6</b>	<b>11</b>	<b>100</b>
CHARLOTTE																						
	HEATHROW	AMERICAN AIRLINES	S	A	56	0	2	44.8	10.3	19.0	3.4	6.9	1.7	6.9	3.4	0.0	0.0	3.4	25	86.7	6	45
	HEATHROW	AMERICAN AIRLINES	S	D	56	0	2	1.7	44.8	24.1	5.2	6.9	6.9	1.7	1.7	3.4	0.0	3.4	64	95.7	3	46
<b>TOTAL CHARLOTTE</b>					<b>112</b>	<b>0</b>	<b>4</b>	<b>23.3</b>	<b>27.6</b>	<b>21.6</b>	<b>4.3</b>	<b>6.9</b>	<b>4.3</b>	<b>4.3</b>	<b>2.6</b>	<b>1.7</b>	<b>0.0</b>	<b>3.4</b>	<b>45</b>	<b>91.2</b>	<b>4</b>	<b>91</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	50.0	26	10	
	GATWICK	AIR CHINA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	7	10	
	HEATHROW	AIR CHINA	S	A	2	0	1	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	33.3	1	0.0	0	0	
	HEATHROW	AIR CHINA	S	D	2	0	1	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	33.3	23	0.0	0	0	
<b>TOTAL CHENGDU</b>					<b>4</b>	<b>0</b>	<b>2</b>	<b>16.7</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>12</b>	<b>70.0</b>	<b>16</b>	<b>20</b>	
CHENNAI																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	3.4	13.8	31.0	27.6	17.2	3.4	3.4	0.0	0.0	0.0	0.0	25	82.1	11	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	17.2	62.1	10.3	3.4	3.4	3.4	0.0	0.0	0.0	0.0	15	53.6	25	28
<b>TOTAL CHENNAI</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>15.5</b>	<b>46.6</b>	<b>19.0</b>	<b>10.3</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>20</b>	<b>67.9</b>	<b>18</b>	<b>56</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	100.0	1	16	
	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	93.8	6	16	
	HEATHROW	AMERICAN AIRLINES	S	A	75	0	1	52.6	18.4	9.2	3.9	5.3	2.6	5.3	0.0	1.3	0.0	1.3	20	76.4	15	71
	HEATHROW	AMERICAN AIRLINES	S	D	75	0	1	1.3	73.7	18.4	1.3	1.3	0.0	0.0	2.6	0.0	0.0	1.3	9	94.4	2	71
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	1	26.3	28.1	24.6	3.5	10.5	5.3	0.0	0.0	0.0	0.0	1.8	11	72.7	14	44
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	1	0.0	14.0	38.6	29.8	10.5	5.3	0.0	0.0	0.0	0.0	1.8	19	84.1	15	44

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	UNITED AIRLINES	S	A	79	0	6	60.0	14.1	8.2	3.5	4.7	0.0	1.2	1.2	0.0	0.0	7.1	8	85.1	12	67	
	HEATHROW	UNITED AIRLINES	S	D	78	0	7	1.2	71.8	15.3	3.5	0.0	0.0	0.0	0.0	0.0	0.0	8.2	1	91.0	5	67	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>419</b>	<b>0</b>	<b>17</b>	<b>24.8</b>	<b>38.3</b>	<b>17.7</b>	<b>6.7</b>	<b>4.8</b>	<b>1.8</b>	<b>1.1</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>3.9</b>	<b>11</b>	<b>85.7</b>	<b>9</b>	<b>396</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	75.0	21	32		
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	33	32		
	LUTON	WIZZ AIR UK LTD	S	A	29	0	0	27.6	24.1	27.6	13.8	6.9	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
	LUTON	WIZZ AIR UK LTD	S	D	30	0	0	0.0	43.3	36.7	10.0	10.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
	STANSTED	AIR MOLDOVA INTERNATIONAL	S	A	20	0	1	4.8	14.3	57.1	4.8	14.3	0.0	0.0	0.0	0.0	0.0	4.8	13	65.0	14	20	
	STANSTED	AIR MOLDOVA INTERNATIONAL	S	D	20	0	1	0.0	23.8	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	4.8	14	80.0	14	20	
<b>TOTAL CHISINAU (KISHINEV)</b>					<b>99</b>	<b>0</b>	<b>2</b>	<b>8.9</b>	<b>27.7</b>	<b>39.6</b>	<b>10.9</b>	<b>10.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>10</b>	<b>70.2</b>	<b>22</b>	<b>104</b>	
CITY OF DERRY (EGLINTON)																							
	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	9	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	33	1		
	BRISTOL	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	28	1		
	EDINBURGH	RYANAIR	S	A	21	0	0	4.8	23.8	23.8	19.0	14.3	9.5	0.0	0.0	4.8	0.0	40	90.0	9	20		
	EDINBURGH	RYANAIR	S	D	21	0	0	0.0	14.3	38.1	19.0	23.8	4.8	0.0	0.0	0.0	0.0	21	85.0	9	20		
	GLASGOW	LOGANAIR LTD	S	A	16	0	0	12.5	62.5	12.5	0.0	0.0	6.3	6.3	0.0	0.0	0.0	20	85.0	11	20		
	GLASGOW	LOGANAIR LTD	S	D	16	0	0	0.0	56.3	25.0	12.5	0.0	6.3	0.0	0.0	0.0	0.0	12	85.0	13	20		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	16	0	0	25.0	56.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	16		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	16	0	0	0.0	68.8	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	93.8	2	16		
	STANSTED	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.9	7	29		
	STANSTED	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.6	7	29		
	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	75.0	4	4		
	STANSTED	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	3	4		
	MANCHESTER	LOGANAIR 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	3	0.0	0	0		
	MANCHESTER	LOGANAIR LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
	SOUTHEND	LOGANAIR LTD	S	A	52	0	1	22.6	54.7	11.3	3.8	3.8	0.0	0.0	1.9	0.0	1.9	6	0.0	0	0		
	SOUTHEND	LOGANAIR LTD	S	D	52	0	1	0.0	75.5	18.9	0.0	1.9	1.9	0.0	0.0	0.0	1.9	3	0.0	0	0		
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>214</b>	<b>0</b>	<b>2</b>	<b>8.8</b>	<b>53.7</b>	<b>19.9</b>	<b>7.4</b>	<b>5.1</b>	<b>2.8</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.9</b>	<b>11</b>	<b>85.5</b>	<b>8</b>	<b>181</b>	
CLUJ NAPOCA																							
	BIRMINGHAM	WIZZ AIR	S	A	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	16	8		
	BIRMINGHAM	WIZZ AIR	S	D	8	0	0	0.0	0.0	12.5	37.5	37.5	0.0	0.0	12.5	0.0	0.0	53	25.0	41	8		
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	9	0	0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	4	8		

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										FEB 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
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	7	8
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	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	5	100.0	9	8
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	12	8
	GATWICK	WIZZ AIR	S	A	20	0	0	15.0	0.0	35.0	25.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
	GATWICK	WIZZ AIR	S	D	20	0	0	0.0	0.0	20.0	40.0	25.0	15.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0
	LUTON	WIZZ AIR	S	A	44	0	1	8.9	31.1	33.3	17.8	4.4	2.2	0.0	0.0	0.0	0.0	2.2	11	92.2	3	64
	LUTON	WIZZ AIR	S	D	44	0	1	0.0	26.7	46.7	13.3	4.4	4.4	0.0	2.2	0.0	0.0	2.2	17	81.3	12	64
<b>TOTAL CLUJ NAPOCA</b>					<b>180</b>	<b>0</b>	<b>2</b>	<b>6.0</b>	<b>23.6</b>	<b>36.8</b>	<b>18.7</b>	<b>8.2</b>	<b>4.4</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>17</b>	<b>83.0</b>	<b>9</b>	<b>176</b>
COLOGNE BONN																						
	BRISTOL	RYANAIR	S	A	17	0	0	0.0	35.3	47.1	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	10	86.7	14	15
	BRISTOL	RYANAIR	S	D	16	0	0	0.0	18.8	56.3	18.8	0.0	6.3	0.0	0.0	0.0	0.0	0.0	11	86.7	11	15
	EDINBURGH	EUROWINGS LUFTVERKEHRS	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	7	100.0	3	3
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	4	3
	GATWICK	BRITISH AIRWAYS PLC	S	A	15	0	1	0.0	50.0	25.0	0.0	12.5	6.3	0.0	0.0	0.0	0.0	6.3	14	75.0	12	16
	GATWICK	BRITISH AIRWAYS PLC	S	D	15	0	1	0.0	43.8	31.3	12.5	6.3	0.0	0.0	0.0	0.0	0.0	6.3	6	87.5	3	16
	GATWICK	ENTER AIR	C	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	GATWICK	ENTER AIR	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
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	71	0	2	26.0	24.7	16.4	15.1	6.8	6.8	0.0	1.4	0.0	0.0	2.7	17	84.7	9	72
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	70	0	2	1.4	33.3	30.6	12.5	9.7	5.6	2.8	1.4	0.0	0.0	2.8	20	86.1	9	72
	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	88.3	6	59
	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	86.7	7	59
	STANSTED	RYANAIR	S	A	65	0	0	10.8	41.5	26.2	6.2	7.7	4.6	1.5	1.5	0.0	0.0	0.0	16	83.3	8	60
	STANSTED	RYANAIR	S	D	65	0	0	0.0	29.2	40.0	10.8	10.8	7.7	1.5	0.0	0.0	0.0	0.0	17	86.7	10	60
	STANSTED	STOBART AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
	MANCHESTER	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	1
	MANCHESTER	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	RYANAIR	S	A	25	0	0	8.0	48.0	40.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	9	91.7	12	24
	MANCHESTER	RYANAIR	S	D	25	0	0	0.0	28.0	60.0	8.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	8	87.5	6	24
	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
	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	23	19

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

		Origin/Destinations: C																	FEB 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
	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	65.0	18	20
<b>TOTAL COLOGNE BONN</b>					<b>394</b>	<b>0</b>	<b>6</b>	<b>7.3</b>	<b>33.3</b>	<b>33.5</b>	<b>10.3</b>	<b>7.0</b>	<b>5.3</b>	<b>1.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>15</b>	<b>84.0</b>	<b>9</b>	<b>542</b>
COLOMBO																						
	GATWICK	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	4
	GATWICK	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	21	4
	HEATHROW	SRILANKAN AIRLINES	S	A	38	0	0	7.9	10.5	28.9	26.3	26.3	0.0	0.0	0.0	0.0	0.0	0.0	19	72.2	11	36
	HEATHROW	SRILANKAN AIRLINES	S	D	38	0	0	2.6	26.3	31.6	18.4	18.4	2.6	0.0	0.0	0.0	0.0	0.0	16	69.4	13	36
<b>TOTAL COLOMBO</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>18.4</b>	<b>30.3</b>	<b>22.4</b>	<b>22.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>71.3</b>	<b>12</b>	<b>80</b>
COLUMBUS																						
	STANSTED	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
<b>TOTAL COLUMBUS</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>1</b>
COLUMBUS RICKENBACKER AFB																						
	STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1
<b>TOTAL COLUMBUS RICKENBACKER AFB</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>19</b>	<b>1</b>
CONSTANTA																						
	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	0.0	11.1	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	18	90.9	3	11
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	21	12
<b>TOTAL CONSTANTA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>38.9</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>78.3</b>	<b>13</b>	<b>23</b>
COPENHAGEN																						
	ABERDEEN	SAS	S	A	23	0	0	4.3	52.2	26.1	17.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	8	21
	ABERDEEN	SAS	S	D	23	0	0	0.0	47.8	34.8	17.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.5	6	21
	BIRMINGHAM	SAS	S	A	44	0	1	0.0	31.1	46.7	11.1	4.4	2.2	2.2	0.0	0.0	0.0	2.2	13	86.4	7	44
	BIRMINGHAM	SAS	S	D	44	0	1	0.0	22.2	42.2	24.4	4.4	2.2	2.2	0.0	0.0	0.0	2.2	15	84.1	7	44
	BRISTOL	EASYJET UK LTD	S	A	10	0	0	10.0	50.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	7
	BRISTOL	EASYJET UK LTD	S	D	10	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	7
	EDINBURGH	EASYJET UK LTD	S	A	16	0	0	0.0	18.8	43.8	12.5	6.3	6.3	6.3	6.3	0.0	0.0	0.0	39	91.3	3	23
	EDINBURGH	EASYJET UK LTD	S	D	16	0	0	0.0	37.5	37.5	0.0	12.5	6.3	6.3	0.0	0.0	0.0	0.0	24	91.3	5	23
	EDINBURGH	RYANAIR	S	A	17	0	0	0.0	17.6	41.2	17.6	17.6	0.0	5.9	0.0	0.0	0.0	0.0	22	87.5	7	16
	EDINBURGH	RYANAIR	S	D	17	0	0	0.0	58.8	23.5	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	10	100.0	2	16
	GLASGOW	CORENDON DUTCH AIRLINES	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	GLASGOW	CORENDON DUTCH AIRLINES	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	GLASGOW	ENTER AIR	C	A	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0
	GLASGOW	ENTER AIR	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	37	0.0	0	0

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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							
GLASGOW	JET2.COM LTD	C A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0		
GLASGOW	JET2.COM LTD	C D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
GLASGOW	SAS	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
GLASGOW	SAS	C D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	78	0.0	0	0		
GLASGOW	THOMAS COOK SCANDANAVIA	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	11	0.0	0	0		
GLASGOW	THOMAS COOK SCANDANAVIA	C D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	8	0	0	0.0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
GATWICK	EASYJET UK LTD	S A	65	0	3	11.8	35.3	16.2	17.6	8.8	2.9	1.5	1.5	0.0	0.0	4.4	18	76.3	13	76			
GATWICK	EASYJET UK LTD	S D	65	0	2	0.0	34.3	44.8	10.4	4.5	3.0	0.0	0.0	0.0	0.0	3.0	9	80.3	10	76			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	125	0	2	4.7	25.2	30.7	11.8	13.4	7.9	2.4	1.6	0.8	0.0	1.6	29	73.4	14	139			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	122	0	3	0.8	33.6	30.4	13.6	10.4	4.8	0.8	3.2	0.0	0.0	2.4	22	80.7	11	140			
GATWICK	NORWEGIAN AIR SHUTTLE	S D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
GATWICK	NORWEGIAN AIR UK LTD	S A	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	62	0.0	0	0			
HEATHROW	BRITISH AIRWAYS PLC	S A	161	0	8	14.8	36.1	21.3	8.3	8.3	5.9	0.0	0.6	0.0	0.0	4.7	13	86.8	6	151			
HEATHROW	BRITISH AIRWAYS PLC	S D	161	0	8	0.0	35.5	40.2	9.5	5.9	2.4	1.2	0.6	0.0	0.0	4.7	13	89.5	6	151			
HEATHROW	SAS	S A	77	0	4	11.1	21.0	29.6	11.1	14.8	6.2	1.2	0.0	0.0	0.0	4.9	18	84.8	10	132			
HEATHROW	SAS	S D	80	0	4	0.0	41.7	32.1	6.0	14.3	0.0	1.2	0.0	0.0	0.0	4.8	11	85.6	7	131			
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S A	44	0	0	11.4	22.7	34.1	9.1	11.4	11.4	0.0	0.0	0.0	0.0	0.0	20	82.6	10	23			
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S D	42	0	0	0.0	47.6	28.6	11.9	2.4	9.5	0.0	0.0	0.0	0.0	0.0	13	87.0	11	23			
LUTON	RYANAIR	S A	24	0	1	20.0	28.0	20.0	8.0	12.0	4.0	0.0	0.0	4.0	0.0	4.0	28	85.7	10	28			
LUTON	RYANAIR	S D	25	0	0	0.0	40.0	28.0	8.0	12.0	12.0	0.0	0.0	0.0	0.0	0.0	21	89.3	5	28			
STANSTED	RYANAIR	S A	77	0	2	3.8	26.6	43.0	17.7	6.3	0.0	0.0	0.0	0.0	0.0	2.5	9	86.3	5	73			
STANSTED	RYANAIR	S D	77	0	2	0.0	35.4	44.3	11.4	5.1	1.3	0.0	0.0	0.0	0.0	2.5	7	72.2	12	72			
STANSTED	SAS	S A	27	0	2	10.3	41.4	27.6	13.8	0.0	0.0	0.0	0.0	0.0	0.0	6.9	4	0.0	0	0			
STANSTED	SAS	S D	27	0	2	0.0	41.4	41.4	10.3	0.0	0.0	0.0	0.0	0.0	0.0	6.9	5	0.0	0	0			
MANCHESTER	EASYJET UK LTD	S A	45	0	0	15.6	28.9	33.3	11.1	2.2	6.7	0.0	2.2	0.0	0.0	0.0	16	80.5	6	41			
MANCHESTER	EASYJET UK LTD	S D	45	0	0	0.0	55.6	28.9	4.4	4.4	4.4	0.0	2.2	0.0	0.0	0.0	15	80.5	8	41			
MANCHESTER	RYANAIR	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0			
MANCHESTER	SAS	S A	51	0	1	0.0	23.1	46.2	13.5	13.5	0.0	1.9	0.0	0.0	0.0	1.9	14	98.0	3	50			

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					FEB 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	SAS	S	D	51	0	1	0.0	42.3	32.7	11.5	7.7	3.8	0.0	0.0	0.0	0.0	1.9	13	96.0	2	50			
<b>TOTAL COPENHAGEN</b>					<b>1643</b>	<b>0</b>	<b>47</b>	<b>4.4</b>	<b>33.8</b>	<b>33.7</b>	<b>11.4</b>	<b>8.1</b>	<b>4.0</b>	<b>0.9</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>2.8</b>	<b>15</b>	<b>84.3</b>	<b>8</b>	<b>1647</b>			
CORK																									
	BIRMINGHAM	STOBART AIR	S	A	55	0	0	36.4	49.1	9.1	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	3	52			
	BIRMINGHAM	STOBART AIR	S	D	55	0	0	1.8	40.0	47.3	9.1	0.0	1.8	0.0	0.0	0.0	0.0	0.0	6	88.5	6	51			
	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	88.9	4	26			
	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	85.2	5	26			
	BRISTOL	STOBART AIR	S	A	26	0	1	25.9	40.7	3.7	22.2	3.7	0.0	0.0	0.0	0.0	3.7	7	0.0	0	0				
	BRISTOL	STOBART AIR	S	D	26	0	1	0.0	22.2	51.9	18.5	3.7	0.0	0.0	0.0	0.0	3.7	9	0.0	0	0				
	CARDIFF WALES	FLYBE LTD	S	A	4	0	2	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	33.3	4	90.9	4	11				
	CARDIFF WALES	FLYBE LTD	S	D	5	0	1	0.0	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	4	90.9	6	11				
	EDINBURGH	AER LINGUS	S	A	35	0	1	22.2	50.0	16.7	2.8	2.8	0.0	0.0	2.8	0.0	2.8	9	92.1	4	38				
	EDINBURGH	AER LINGUS	S	D	35	0	1	2.8	50.0	22.2	8.3	11.1	2.8	0.0	0.0	0.0	2.8	11	89.5	6	38				
	GLASGOW	AER LINGUS	S	A	15	0	1	0.0	31.3	31.3	12.5	12.5	6.3	0.0	0.0	0.0	6.3	13	81.3	7	16				
	GLASGOW	AER LINGUS	S	D	15	0	1	0.0	18.8	31.3	25.0	12.5	6.3	0.0	0.0	0.0	6.3	17	87.5	8	16				
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	21	0	0	28.6	28.6	19.0	14.3	0.0	0.0	4.8	4.8	0.0	0.0	0.0	22	90.0	8	20			
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	21	0	0	0.0	42.9	38.1	9.5	4.8	0.0	4.8	0.0	0.0	0.0	11	90.0	7	20				
	GATWICK	RYANAIR	S	A	28	0	1	27.6	34.5	10.3	10.3	3.4	3.4	0.0	6.9	0.0	0.0	3.4	26	82.1	11	28			
	GATWICK	RYANAIR	S	D	28	0	1	0.0	27.6	34.5	3.4	17.2	6.9	0.0	6.9	0.0	0.0	3.4	36	71.4	31	28			
	HEATHROW	AER LINGUS	S	A	109	0	6	21.7	33.9	14.8	10.4	8.7	3.5	1.7	0.0	0.0	5.2	13	84.8	8	112				
	HEATHROW	AER LINGUS	S	D	109	0	6	5.2	48.7	16.5	11.3	6.1	6.1	0.0	0.9	0.0	5.2	13	83.9	9	112				
	LUTON	RYANAIR	S	A	20	0	0	60.0	25.0	0.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	6	90.0	3	20				
	LUTON	RYANAIR	S	D	20	0	0	0.0	75.0	15.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	5	90.0	6	20				
	STANSTED	RYANAIR	S	A	81	0	1	29.3	37.8	14.6	3.7	8.5	2.4	0.0	2.4	0.0	0.0	1.2	14	83.8	10	80			
	STANSTED	RYANAIR	S	D	81	0	1	0.0	45.1	34.1	3.7	12.2	3.7	0.0	0.0	0.0	0.0	1.2	11	77.5	13	80			
	MANCHESTER	AER LINGUS	S	A	74	0	0	36.5	35.1	17.6	9.5	1.4	0.0	0.0	0.0	0.0	0.0	4	94.3	5	70				
	MANCHESTER	AER LINGUS	S	D	73	0	0	0.0	41.1	38.4	15.1	5.5	0.0	0.0	0.0	0.0	0.0	7	88.6	6	70				
	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	90.9	6	11				
	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	63.6	10	11				
<b>TOTAL CORK</b>					<b>936</b>	<b>0</b>	<b>25</b>	<b>15.1</b>	<b>40.2</b>	<b>22.9</b>	<b>9.2</b>	<b>6.2</b>	<b>2.5</b>	<b>0.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>11</b>	<b>86.1</b>	<b>8</b>	<b>967</b>			
CRAIOVA																									
	LUTON	WIZZ AIR	S	A	29	0	0	10.3	31.0	27.6	17.2	13.8	0.0	0.0	0.0	0.0	0.0	12	87.5	7	24				
	LUTON	WIZZ AIR	S	D	29	0	0	0.0	10.3	55.2	10.3	13.8	10.3	0.0	0.0	0.0	0.0	22	66.7	19	24				
<b>TOTAL CRAIOVA</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>20.7</b>	<b>41.4</b>	<b>13.8</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>17</b>	<b>77.1</b>	<b>13</b>	<b>48</b>				

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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
CUNAGUA (CAYO COCO)	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	4
<b>TOTAL CUNAGUA (CAYO COCO)</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>11</b>	<b>8</b>



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										FEB 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
DALAMAN																												
	GATWICK	EASYJET UK LTD	S	A	6	0	0	0.0	16.7	16.7	33.3	16.7	0.0	16.7	0.0	0.0	0.0	0.0	43	0.0	0	0						
	GATWICK	EASYJET UK LTD	S	D	6	0	0	0.0	16.7	66.7	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	35	0.0	0	0						
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2						
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2						
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	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	0.0	0	100.0	4	2						
<b>TOTAL DALAMAN</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>41.7</b>	<b>16.7</b>	<b>8.3</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>39</b>	<b>100.0</b>	<b>4</b>	<b>8</b>						
DALLAS/FORT WORTH																												
	HEATHROW	AMERICAN AIRLINES	S	A	95	0	5	55.0	18.0	8.0	5.0	5.0	4.0	0.0	0.0	0.0	0.0	5.0	7	83.3	15	96						
	HEATHROW	AMERICAN AIRLINES	S	D	95	0	5	1.0	68.0	17.0	5.0	1.0	3.0	0.0	0.0	0.0	0.0	5.0	5	88.5	8	96						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	1	51.7	27.6	6.9	3.4	3.4	0.0	0.0	3.4	0.0	0.0	3.4	12	87.5	5	24						
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	1	0.0	3.4	55.2	17.2	13.8	3.4	3.4	0.0	0.0	0.0	3.4	23	79.2	11	24						
	HEATHROW	DELTA AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	47	4						
	HEATHROW	DELTA AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	37	3						
<b>TOTAL DALLAS/FORT WORTH</b>					<b>246</b>	<b>0</b>	<b>12</b>	<b>27.5</b>	<b>36.8</b>	<b>16.7</b>	<b>6.2</b>	<b>4.3</b>	<b>3.1</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>9</b>	<b>84.2</b>	<b>12</b>	<b>247</b>						
DAMMAM																												
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	0.0	6.9	27.6	31.0	27.6	3.4	3.4	0.0	0.0	0.0	0.0	29	0.0	0	0						
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	6.9	55.2	24.1	10.3	3.4	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0						
<b>TOTAL DAMMAM</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.9</b>	<b>41.4</b>	<b>27.6</b>	<b>19.0</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>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>						
DEBRECEN																												
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	8	0	0	25.0	37.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	62.5	11	8						
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	8	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16	62.5	13	8						
	LUTON	WIZZ AIR	S	A	29	0	0	10.3	37.9	34.5	13.8	3.4	0.0	0.0	0.0	0.0	0.0	0.0	7	85.7	9	28						
	LUTON	WIZZ AIR	S	D	29	0	0	0.0	17.2	58.6	13.8	6.9	3.4	0.0	0.0	0.0	0.0	0.0	14	71.4	16	28						
<b>TOTAL DEBRECEN</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>27.0</b>	<b>44.6</b>	<b>13.5</b>	<b>6.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.0</b>	<b>12</b>	<b>72</b>						
DELHI																												
	BIRMINGHAM	AIR INDIA	S	A	12	0	0	16.7	0.0	16.7	25.0	16.7	16.7	8.3	0.0	0.0	0.0	0.0	44	33.3	65	12						
	BIRMINGHAM	AIR INDIA	S	D	13	0	0	0.0	7.7	15.4	30.8	30.8	15.4	0.0	0.0	0.0	0.0	0.0	33	27.3	35	11						
	HEATHROW	AIR INDIA	S	A	58	0	0	5.2	15.5	32.8	20.7	22.4	1.7	0.0	0.0	1.7	0.0	0.0	27	76.8	20	56						
	HEATHROW	AIR INDIA	S	D	58	0	0	0.0	24.1	44.8	15.5	10.3	1.7	0.0	1.7	1.7	0.0	0.0	25	70.2	11	55						

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										FEB 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
HEATHROW		BRITISH AIRWAYS PLC		S	A	57	0	1	19.0	22.4	29.3	15.5	5.2	1.7	1.7	3.4	0.0	0.0	1.7	18	89.3	17	56			
HEATHROW		BRITISH AIRWAYS PLC		S	D	58	0	0	0.0	17.2	58.6	12.1	5.2	3.4	0.0	1.7	1.7	0.0	0.0	36	76.8	13	56			
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	89.3	17	28				
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	92.9	9	28				
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	A	29	0	0	0.0	41.4	24.1	6.9	13.8	3.4	6.9	0.0	3.4	0.0	0.0	58	85.7	18	28			
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	29	0	0	0.0	41.4	37.9	10.3	3.4	3.4	0.0	0.0	3.4	0.0	0.0	37	96.4	3	28			
<b>TOTAL DELHI</b>						<b>314</b>	<b>0</b>	<b>1</b>	<b>5.1</b>	<b>22.5</b>	<b>37.5</b>	<b>15.6</b>	<b>11.4</b>	<b>3.5</b>	<b>1.3</b>	<b>1.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.3</b>	<b>31</b>	<b>79.2</b>	<b>16</b>	<b>358</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	50.0	30	12				
DENVER INTERNATIONAL		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	50.0	24	12				
DENVER INTERNATIONAL		HEATHROW		BRITISH AIRWAYS PLC	S	A	28	0	1	37.9	17.2	20.7	6.9	10.3	3.4	0.0	0.0	0.0	3.4	11	67.9	29	28			
DENVER INTERNATIONAL		HEATHROW		BRITISH AIRWAYS PLC	S	D	28	0	1	0.0	24.1	44.8	24.1	3.4	0.0	0.0	0.0	0.0	3.4	9	78.6	14	28			
DENVER INTERNATIONAL		HEATHROW		UNITED AIRLINES	S	A	29	0	0	79.3	10.3	0.0	3.4	3.4	3.4	0.0	0.0	0.0	0.0	6	0.0	0	0			
DENVER INTERNATIONAL		HEATHROW		UNITED AIRLINES	S	D	29	0	0	0.0	62.1	27.6	3.4	3.4	3.4	0.0	0.0	0.0	0.0	6	0.0	0	0			
<b>TOTAL DENVER INTERNATIONAL</b>						<b>114</b>	<b>0</b>	<b>2</b>	<b>29.3</b>	<b>28.4</b>	<b>23.3</b>	<b>9.5</b>	<b>5.2</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>8</b>	<b>66.3</b>	<b>23</b>	<b>80</b>			
DETROIT		HEATHROW		DELTA AIRLINES	S	A	28	0	1	55.2	6.9	17.2	3.4	0.0	6.9	3.4	3.4	0.0	0.0	3.4	23	69.0	13	29		
DETROIT		HEATHROW		DELTA AIRLINES	S	D	28	0	1	0.0	72.4	24.1	0.0	0.0	0.0	0.0	0.0	0.0	3.4	1	73.3	9	30			
<b>TOTAL DETROIT</b>						<b>56</b>	<b>0</b>	<b>2</b>	<b>27.6</b>	<b>39.7</b>	<b>20.7</b>	<b>1.7</b>	<b>0.0</b>	<b>3.4</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>12</b>	<b>71.2</b>	<b>11</b>	<b>59</b>			
DHAKHA		HEATHROW		BIMAN BANGLADESH AIRLINES	S	A	19	0	0	15.8	26.3	36.8	5.3	10.5	0.0	0.0	5.3	0.0	0.0	22	66.7	67	18			
DHAKHA		HEATHROW		BIMAN BANGLADESH AIRLINES	S	D	19	0	0	0.0	36.8	42.1	0.0	10.5	0.0	5.3	5.3	0.0	0.0	29	44.4	77	18			
DHAKHA		MANCHESTER		BIMAN BANGLADESH AIRLINES	S	A	12	0	1	0.0	15.4	15.4	23.1	23.1	7.7	0.0	7.7	0.0	0.0	7.7	42	0.0	0	0		
DHAKHA		MANCHESTER		BIMAN BANGLADESH AIRLINES	S	D	12	0	1	0.0	0.0	38.5	38.5	0.0	7.7	7.7	0.0	0.0	0.0	7.7	37	0.0	0	0		
<b>TOTAL DHAKHA</b>						<b>62</b>	<b>0</b>	<b>2</b>	<b>4.7</b>	<b>21.9</b>	<b>34.4</b>	<b>14.1</b>	<b>10.9</b>	<b>3.1</b>	<b>3.1</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>31</b>	<b>55.6</b>	<b>72</b>	<b>36</b>			
DINARD		STANSTED		RYANAIR	S	A	12	0	0	8.3	58.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	81.8	7	11			
DINARD		STANSTED		RYANAIR	S	D	12	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	12			
<b>TOTAL DINARD</b>						<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>54.2</b>	<b>41.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>91.3</b>	<b>5</b>	<b>23</b>			

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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
DOHA HAMAD																						
	BIRMINGHAM	QATAR AIRWAYS	S	A	29	0	0	3.4	31.0	37.9	13.8	10.3	3.4	0.0	0.0	0.0	0.0	0.0	12	92.9	3	28
	BIRMINGHAM	QATAR AIRWAYS	S	D	29	0	0	0.0	31.0	55.2	6.9	3.4	3.4	0.0	0.0	0.0	0.0	0.0	8	85.7	7	28
	CARDIFF WALES	QATAR AIRWAYS	S	A	21	0	0	0.0	14.3	23.8	38.1	19.0	0.0	0.0	4.8	0.0	0.0	0.0	27	90.0	4	20
	CARDIFF WALES	QATAR AIRWAYS	S	D	21	0	0	4.8	38.1	14.3	19.0	19.0	0.0	0.0	4.8	0.0	0.0	0.0	25	90.0	3	20
	EDINBURGH	QATAR AIRWAYS	S	A	29	0	0	3.4	6.9	48.3	37.9	0.0	3.4	0.0	0.0	0.0	0.0	0.0	15	92.9	5	28
	EDINBURGH	QATAR AIRWAYS	S	D	29	0	0	0.0	37.9	48.3	10.3	0.0	3.4	0.0	0.0	0.0	0.0	0.0	8	82.1	10	28
	GATWICK	QATAR AIRWAYS	S	A	75	0	0	5.3	34.7	21.3	33.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	11	79.7	10	64
	GATWICK	QATAR AIRWAYS	S	D	74	0	1	0.0	34.7	42.7	13.3	5.3	2.7	0.0	0.0	0.0	0.0	1.3	10	90.6	7	64
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	0.0	3.4	13.8	17.2	37.9	20.7	3.4	3.4	0.0	0.0	0.0	50	90.5	4	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	34.5	31.0	10.3	6.9	6.9	6.9	3.4	0.0	0.0	0.0	30	90.0	6	20
	HEATHROW	QATAR AIRWAYS	S	A	174	0	0	9.2	30.5	30.5	23.0	5.2	0.6	0.6	0.6	0.0	0.0	0.0	12	82.7	7	168
	HEATHROW	QATAR AIRWAYS	S	D	173	0	1	0.0	43.1	42.0	8.6	4.0	1.1	0.0	0.6	0.0	0.0	0.6	8	86.2	7	167
	MANCHESTER	QATAR AIRWAYS	S	A	88	0	0	6.8	28.4	37.5	20.5	5.7	0.0	0.0	1.1	0.0	0.0	0.0	12	93.1	3	72
	MANCHESTER	QATAR AIRWAYS	S	D	86	0	0	0.0	27.9	41.9	15.1	9.3	3.5	0.0	2.3	0.0	0.0	0.0	18	90.3	5	72
<b>TOTAL DOHA HAMAD</b>					<b>886</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>31.8</b>	<b>35.9</b>	<b>18.1</b>	<b>7.0</b>	<b>2.3</b>	<b>0.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>14</b>	<b>87.0</b>	<b>6</b>	<b>800</b>
DOLE																						
	STANSTED	RYANAIR	S	A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	25.0	28	4
	STANSTED	RYANAIR	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	9	4
<b>TOTAL DOLE</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>55.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>50.0</b>	<b>18</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	81.3	4	15
	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	93.8	7	16
	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	100.0	0	6
	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	83.3	5	6
	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	120	0.0	0	0
	LUTON	WIZZ AIR 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	11	0.0	0	0
<b>TOTAL DONCASTER SHEFFIELD</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>66</b>	<b>88.6</b>	<b>5</b>	<b>43</b>
DONEGAL																						
	GLASGOW	LOGANAIR LTD	S	A	12	0	0	16.7	25.0	0.0	0.0	16.7	25.0	16.7	0.0	0.0	0.0	0.0	58	75.0	6	11
	GLASGOW	LOGANAIR LTD	S	D	12	0	0	0.0	33.3	8.3	0.0	8.3	25.0	25.0	0.0	0.0	0.0	0.0	65	75.0	9	11
<b>TOTAL DONEGAL</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>29.2</b>	<b>4.2</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>20.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>62</b>	<b>75.0</b>	<b>8</b>	<b>22</b>
DORTMUND																						
	LUTON	EASYJET UK LTD	S	A	30	0	4	2.9	26.5	35.3	8.8	8.8	5.9	0.0	0.0	0.0	0.0	11.8	13	82.9	7	35
	LUTON	EASYJET UK LTD	S	D	30	0	3	0.0	45.5	33.3	6.1	3.0	3.0	0.0	0.0	0.0	0.0	9.1	7	82.9	8	35

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

		Origin/Destinations: D																	FEB 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	15 m late	30 m late	60 m late	120 m late	180 m late	360 m late	late	Unmat	Can	(mins)		(mins)	
	STANSTED	EUROWINGS LUFTVERKEHRS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	STANSTED	EUROWINGS LUFTVERKEHRS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	STANSTED	RYANAIR	S	A	28	0	1	10.3	55.2	20.7	0.0	6.9	0.0	0.0	3.4	0.0	0.0	3.4	16	85.7	7	28
	STANSTED	RYANAIR	S	D	29	0	0	0.0	51.7	37.9	3.4	6.9	0.0	0.0	0.0	0.0	0.0	0.0	5	82.1	9	28
	STANSTED	TUIFLY (GERMANY)	C	D	0	0	0	0.0	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 DORTMUND</b>					<b>117</b>	<b>0</b>	<b>8</b>	<b>3.2</b>	<b>44.0</b>	<b>32.0</b>	<b>4.8</b>	<b>6.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>6.4</b>	<b>10</b>	<b>83.7</b>	<b>7</b>	<b>129</b>
DRESDEN																						
	STANSTED	RYANAIR	S	A	13	0	0	7.7	53.8	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	STANSTED	RYANAIR	S	D	13	0	0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL DRESDEN</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>57.7</b>	<b>38.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
DUBAI																						
	BIRMINGHAM	EMIRATES	S	A	58	0	0	0.0	25.9	31.0	25.9	13.8	3.4	0.0	0.0	0.0	0.0	0.0	17	60.7	14	56
	BIRMINGHAM	EMIRATES	S	D	58	0	0	0.0	31.0	36.2	15.5	12.1	5.2	0.0	0.0	0.0	0.0	0.0	16	69.6	13	56
	EDINBURGH	EMIRATES	S	A	29	0	0	0.0	24.1	34.5	31.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	10	20
	EDINBURGH	EMIRATES	S	D	29	0	0	6.9	41.4	27.6	6.9	17.2	0.0	0.0	0.0	0.0	0.0	0.0	10	90.0	5	20
	GLASGOW	EMIRATES	S	A	58	0	0	8.6	24.1	36.2	13.8	15.5	0.0	0.0	1.7	0.0	0.0	0.0	16	82.1	7	56
	GLASGOW	EMIRATES	S	D	58	0	0	0.0	12.1	34.5	27.6	17.2	8.6	0.0	0.0	0.0	0.0	0.0	23	80.4	8	56
	GATWICK	EMIRATES	S	A	86	0	0	8.1	27.9	37.2	18.6	4.7	3.5	0.0	0.0	0.0	0.0	0.0	11	81.9	8	83
	GATWICK	EMIRATES	S	D	87	0	0	0.0	44.8	39.1	6.9	4.6	4.6	0.0	0.0	0.0	0.0	0.0	9	83.5	8	84
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	1	6.9	18.4	13.8	17.2	21.8	16.1	2.3	2.3	0.0	0.0	1.1	37	83.5	25	84
	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	1	2.3	10.3	47.1	18.4	11.5	4.6	4.6	0.0	0.0	0.0	1.1	22	76.2	12	84
	HEATHROW	EMIRATES	S	A	175	0	1	7.4	29.0	29.0	21.0	11.9	1.1	0.0	0.0	0.0	0.0	0.6	12	72.9	11	170
	HEATHROW	EMIRATES	S	D	175	0	1	0.6	37.5	38.6	11.9	9.1	1.1	0.6	0.0	0.0	0.0	0.6	11	84.1	8	170
	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	92.6	4	26
	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	92.3	2	25
	STANSTED	EMIRATES	S	A	58	0	0	3.4	29.3	29.3	24.1	12.1	1.7	0.0	0.0	0.0	0.0	0.0	13	75.0	10	28
	STANSTED	EMIRATES	S	D	58	0	0	0.0	34.5	37.9	6.9	19.0	1.7	0.0	0.0	0.0	0.0	0.0	12	96.4	2	28
	MANCHESTER	EMIRATES	S	A	86	0	1	3.4	36.8	31.0	18.4	8.0	0.0	1.1	0.0	0.0	0.0	1.1	11	70.6	12	85
	MANCHESTER	EMIRATES	S	D	87	0	1	0.0	12.5	47.7	20.5	13.6	2.3	1.1	1.1	0.0	0.0	1.1	20	50.0	21	84
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
	NEWCASTLE	EMIRATES	S	A	29	0	0	0.0	24.1	44.8	13.8	13.8	3.4	0.0	0.0	0.0	0.0	0.0	14	78.6	12	28

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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								
	NEWCASTLE	EMIRATES	S	D	29	0	0	0.0	0.0	34.5	37.9	17.2	10.3	0.0	0.0	0.0	0.0	0.0	29	72.4	15	28		
<b>TOTAL DUBAI</b>					<b>1332</b>	<b>0</b>	<b>6</b>	<b>3.1</b>	<b>27.3</b>	<b>34.9</b>	<b>17.7</b>	<b>12.1</b>	<b>3.5</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>16</b>	<b>76.8</b>	<b>11</b>	<b>1276</b>		
DUBLIN																								
	ABERDEEN	AER LINGUS	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	97.4	2	38		
	ABERDEEN	AER LINGUS	S	D	25	0	1	3.8	61.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	1	97.4	2	38		
	BELFAST INTERNATIONAL	AER LINGUS	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	66.7	12	3		
	BELFAST INTERNATIONAL	LUFTHANSA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1		
	BELFAST INTERNATIONAL	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	100.0	0	1		
	BIRMINGHAM	AER LINGUS	S	A	90	0	1	23.1	52.7	13.2	3.3	5.5	0.0	1.1	0.0	0.0	0.0	1.1	5	91.3	4	92		
	BIRMINGHAM	AER LINGUS	S	D	90	0	1	0.0	50.5	31.9	7.7	5.5	1.1	1.1	1.1	0.0	0.0	1.1	10	85.9	7	92		
	BIRMINGHAM	RYANAIR	S	A	161	0	0	34.2	35.4	13.0	6.8	6.8	1.9	1.2	0.6	0.0	0.0	0.0	10	87.8	5	156		
	BIRMINGHAM	RYANAIR	S	D	161	0	1	0.0	54.3	22.2	4.9	9.3	4.9	1.9	1.9	0.0	0.0	0.6	18	84.6	8	156		
	BIRMINGHAM	STOBART AIR	S	A	46	0	1	31.9	44.7	6.4	10.6	2.1	0.0	0.0	2.1	0.0	0.0	2.1	8	89.4	6	47		
	BIRMINGHAM	STOBART AIR	S	D	46	0	1	0.0	55.3	23.4	8.5	8.5	0.0	0.0	2.1	0.0	0.0	2.1	11	89.4	7	46		
	BOURNEMOUTH	RYANAIR	S	A	17	0	0	0.0	41.2	29.4	0.0	17.6	11.8	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		
	BOURNEMOUTH	RYANAIR	S	D	17	0	0	0.0	29.4	35.3	0.0	23.5	11.8	0.0	0.0	0.0	0.0	0.0	25	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	0.0	0.0	0	86.3	8	72		
	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	80.8	8	72		
	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	100.0	0	2		
	BRISTOL	RYANAIR	S	A	84	0	0	13.1	44.0	27.4	9.5	1.2	3.6	1.2	0.0	0.0	0.0	0.0	9	80.8	8	73		
	BRISTOL	RYANAIR	S	D	84	0	0	0.0	46.4	33.3	8.3	7.1	3.6	1.2	0.0	0.0	0.0	0.0	11	85.1	7	74		
	BRISTOL	STOBART AIR	S	A	80	0	0	6.3	56.3	18.8	5.0	5.0	6.3	1.3	0.0	1.3	0.0	0.0	18	0.0	0	0		
	BRISTOL	STOBART AIR	S	D	79	0	1	1.3	41.3	36.3	5.0	6.3	6.3	1.3	0.0	1.3	0.0	1.3	19	0.0	0	0		
	CARDIFF WALES	AER LINGUS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	CARDIFF WALES	BLUE ISLANDS LIMITED	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	176	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		
	CARDIFF WALES	CITY JET	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	CITY JET	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0		
	CARDIFF WALES	CORENDON DUTCH AIRLINES	C	A	2	0	0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	184	0.0	0	0		
	CARDIFF WALES	FLYBE LTD	S	A	76	0	1	58.4	26.0	9.1	1.3	2.6	1.3	0.0	0.0	0.0	0.0	1.3	3	88.5	9	52		
	CARDIFF WALES	FLYBE LTD	S	D	76	0	1	0.0	54.5	39.0	1.3	2.6	0.0	1.3	0.0	0.0	0.0	1.3	3	86.5	9	52		
	CARDIFF WALES	JET2.COM 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			
	CARDIFF WALES	JET2.COM LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	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	0	0.0	0	0	
	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	84.6	12	13		
	DONCASTER SHEFFIELD	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	4	12		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	45	0	0	17.8	53.3	11.1	11.1	4.4	2.2	0.0	0.0	0.0	0.0	6	73.9	11	45		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	46	0	0	0.0	45.7	34.8	8.7	8.7	2.2	0.0	0.0	0.0	0.0	9	78.3	14	46		
	EDINBURGH	AER LINGUS	S	A	126	0	2	5.5	50.8	28.1	5.5	5.5	2.3	0.0	0.8	0.0	1.6	9	85.8	6	127		
	EDINBURGH	AER LINGUS	S	D	125	0	3	2.3	36.7	34.4	10.9	8.6	2.3	0.8	1.6	0.0	2.3	15	76.4	9	127		
	EDINBURGH	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1		
	EDINBURGH	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	63	1		
	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	212	1		
	EDINBURGH	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	66.7	16	3		
	EDINBURGH	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	3		
	EDINBURGH	RYANAIR	S	A	102	0	0	29.4	47.1	12.7	3.9	4.9	2.0	0.0	0.0	0.0	0.0	6	90.5	4	105		
	EDINBURGH	RYANAIR	S	D	102	0	0	6.9	41.2	33.3	6.9	6.9	4.9	0.0	0.0	0.0	0.0	10	86.7	8	105		
	EXETER	FLYBE LTD	S	A	16	0	0	43.8	31.3	12.5	6.3	0.0	6.3	0.0	0.0	0.0	0.0	9	59.1	17	21		
	EXETER	FLYBE LTD	S	D	16	0	0	0.0	62.5	25.0	0.0	6.3	6.3	0.0	0.0	0.0	0.0	10	57.1	16	21		
	GLASGOW	AER LINGUS	S	A	115	0	1	25.0	52.6	15.5	2.6	1.7	0.9	0.0	0.9	0.0	0.9	5	92.9	4	113		
	GLASGOW	AER LINGUS	S	D	115	0	1	0.9	66.4	19.8	7.8	1.7	0.9	0.0	1.7	0.0	0.9	8	89.4	5	113		
	GLASGOW	RYANAIR	S	A	87	0	0	31.0	40.2	11.5	5.7	6.9	2.3	2.3	0.0	0.0	0.0	11	93.8	4	80		
	GLASGOW	RYANAIR	S	D	87	0	0	0.0	54.0	19.5	8.0	9.2	5.7	2.3	1.1	0.0	0.0	18	82.5	14	80		
	ISLE OF MAN	AER LINGUS	S	A	44	0	1	46.7	37.8	6.7	4.4	2.2	0.0	0.0	0.0	0.0	2.2	2	100.0	0	43		
	ISLE OF MAN	AER LINGUS	S	D	44	0	1	8.9	55.6	26.7	4.4	2.2	0.0	0.0	0.0	0.0	2.2	2	100.0	0	43		
	LEEDS BRADFORD	AER LINGUS	S	A	49	0	8	5.3	52.6	14.0	3.5	7.0	1.8	1.8	0.0	0.0	14.0	11	84.0	7	48		
	LEEDS BRADFORD	AER LINGUS	S	D	49	0	8	0.0	31.6	38.6	5.3	5.3	3.5	1.8	0.0	0.0	14.0	15	80.0	9	48		
	LEEDS BRADFORD	RYANAIR	S	A	52	0	1	18.9	41.5	20.8	3.8	7.5	3.8	1.9	0.0	0.0	1.9	12	78.2	12	55		
	LEEDS BRADFORD	RYANAIR	S	D	53	0	1	0.0	51.9	27.8	5.6	7.4	1.9	1.9	1.9	0.0	1.9	15	83.6	12	55		
	LIVERPOOL (JOHN LENNON)	AER LINGUS	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	94	0	0	11.7	44.7	19.1	11.7	4.3	7.4	1.1	0.0	0.0	0.0	14	82.8	7	87		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	94	0	0	0.0	47.9	25.5	13.8	5.3	6.4	1.1	0.0	0.0	0.0	13	79.8	8	88		
	LIVERPOOL (JOHN LENNON)	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	27	1		
	GATWICK	AER LINGUS	S	A	152	0	2	24.7	37.0	24.7	5.2	4.5	2.6	0.0	0.0	0.0	1.3	7	71.2	14	151		

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	AER LINGUS	S D	152	0	3	3.9	47.1	29.7	3.9	9.0	3.9	0.6	0.0	0.0	0.0	1.9	11	69.5	14	151			
GATWICK	RYANAIR	S A	228	0	2	26.5	38.7	15.7	6.1	4.8	4.8	1.3	0.4	0.9	0.0	0.9	15	79.9	12	224			
GATWICK	RYANAIR	S D	229	0	3	0.0	44.0	27.2	10.8	5.6	5.2	3.0	2.2	0.9	0.0	1.3	24	69.6	20	224			
HEATHROW	AER LINGUS	S A	291	0	6	10.8	32.3	28.3	10.8	9.8	5.1	0.7	0.3	0.0	0.0	2.0	14	81.0	9	289			
HEATHROW	AER LINGUS	S D	288	0	7	1.0	45.8	29.2	10.5	5.8	4.7	0.7	0.0	0.0	0.0	2.4	12	82.7	9	289			
HEATHROW	BRITISH AIRWAYS PLC	S A	197	0	16	12.7	25.8	22.1	12.7	9.4	8.0	0.9	0.5	0.5	0.0	7.5	23	80.7	11	207			
HEATHROW	BRITISH AIRWAYS PLC	S D	196	0	17	0.0	36.6	32.4	7.5	8.0	6.1	0.9	0.5	0.0	0.0	8.0	16	84.5	7	207			
LONDON CITY	AER LINGUS	S A	142	0	4	26.7	36.3	21.2	4.1	7.5	0.7	0.0	0.0	0.7	0.0	2.7	16	83.6	10	138			
LONDON CITY	AER LINGUS	S D	141	0	5	0.7	24.7	45.2	13.7	9.6	2.1	0.0	0.7	0.0	0.0	3.4	13	71.5	16	138			
LONDON CITY	BA CITYFLYER LTD	S A	139	0	6	23.4	28.3	18.6	13.8	9.7	2.1	0.0	0.0	0.0	0.0	4.1	10	77.3	13	146			
LONDON CITY	BA CITYFLYER LTD	S D	140	0	4	0.0	22.9	45.8	11.1	12.5	4.9	0.0	0.0	0.0	0.0	2.8	15	77.6	12	145			
LUTON	RYANAIR	S A	81	0	1	18.3	45.1	15.9	7.3	6.1	3.7	0.0	1.2	1.2	0.0	1.2	17	90.0	8	80			
LUTON	RYANAIR	S D	82	0	0	0.0	46.3	40.2	8.5	2.4	1.2	0.0	1.2	0.0	0.0	0.0	9	93.8	5	80			
STANSTED	BA CITYFLYER LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1			
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	1	1			
STANSTED	JET2.COM LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
STANSTED	RYANAIR	S A	207	0	0	15.9	45.4	21.3	4.8	6.8	3.9	1.0	0.5	0.5	0.0	0.0	13	75.4	11	211			
STANSTED	RYANAIR	S D	207	0	0	0.0	47.8	35.3	5.3	7.2	3.9	0.0	0.0	0.5	0.0	0.0	11	80.6	9	211			
MANCHESTER	AER LINGUS	S A	149	0	1	16.0	48.7	23.3	6.7	2.7	0.7	0.7	0.7	0.0	0.0	0.7	7	86.5	6	148			
MANCHESTER	AER LINGUS	S D	144	0	1	0.7	41.4	39.3	9.0	4.8	1.4	1.4	1.4	0.0	0.0	0.7	13	79.7	8	147			
MANCHESTER	AIR FRANCE	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1			
MANCHESTER	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	100.0	0	1			
MANCHESTER	JET2.COM LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0			
MANCHESTER	RYANAIR	S A	165	0	1	24.7	47.6	8.4	8.4	6.0	2.4	1.2	0.6	0.0	0.0	0.6	10	89.9	6	159			
MANCHESTER	RYANAIR	S D	166	0	0	2.4	49.4	22.9	9.0	7.8	4.2	2.4	1.8	0.0	0.0	0.0	18	85.4	8	158			
MANCHESTER	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	56	0.0	0	0			
NEWCASTLE	AER LINGUS	S A	27	0	0	14.8	66.7	7.4	0.0	7.4	3.7	0.0	0.0	0.0	0.0	0.0	6	89.3	4	28			
NEWCASTLE	AER LINGUS	S D	27	0	0	0.0	48.1	40.7	0.0	7.4	3.7	0.0	0.0	0.0	0.0	0.0	7	92.9	5	28			
NEWCASTLE	RYANAIR	S A	41	0	0	19.5	53.7	19.5	0.0	2.4	2.4	2.4	0.0	0.0	0.0	0.0	8	87.5	8	40			
NEWCASTLE	RYANAIR	S D	41	0	0	0.0	39.0	39.0	12.2	4.9	2.4	2.4	0.0	0.0	0.0	0.0	12	80.0	13	40			
SOUTHAMPTON	FLYBE LTD	S A	94	0	0	34.0	41.5	18.1	4.3	0.0	1.1	0.0	1.1	0.0	0.0	0.0	5	61.5	19	88			
SOUTHAMPTON	FLYBE LTD	S D	94	0	0	0.0	30.9	55.3	10.6	1.1	2.1	0.0	0.0	0.0	0.0	0.0	6	75.3	13	90			
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	13	1			
SOUTHEND	CITY JET	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			

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

		Origin/Destinations: D																	FEB 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
	SOUTHEND	RYANAIR	S	A	28	1	0	10.3	13.8	27.6	24.1	17.2	3.4	0.0	0.0	0.0	3.4	0.0	19	0.0	0	0
	SOUTHEND	RYANAIR	S	D	29	0	0	0.0	20.7	44.8	13.8	10.3	3.4	3.4	3.4	0.0	0.0	0.0	25	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	75.0	14	58
	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	86.4	10	58
<b>TOTAL DUBLIN</b>					<b>6509</b>	<b>1</b>	<b>117</b>	<b>11.2</b>	<b>42.4</b>	<b>25.6</b>	<b>7.6</b>	<b>6.4</b>	<b>3.4</b>	<b>0.9</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>1.8</b>	<b>12</b>	<b>82.0</b>	<b>9</b>	<b>6493</b>
DUBROVNIK																						
	BIRMINGHAM	FREEBIRD AIRLINES EUROPE LIMITED	C	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0
	BIRMINGHAM	FREEBIRD AIRLINES EUROPE LIMITED	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	46	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	0.0	25.0	50.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	MANCHESTER	FREEBIRD AIRLINES EUROPE LIMITED	C	A	3	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
	MANCHESTER	FREEBIRD AIRLINES EUROPE LIMITED	C	D	3	0	0	0.0	33.3	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	53	0.0	0	0
<b>TOTAL DUBROVNIK</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>34.6</b>	<b>19.2</b>	<b>7.7</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
DUNDEE																						
	EDINBURGH	LOGANAIR LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	STANSTED	LOGANAIR LTD	S	A	43	0	0	23.3	53.5	14.0	2.3	0.0	2.3	4.7	0.0	0.0	0.0	0.0	10	83.7	15	43
	STANSTED	LOGANAIR LTD	S	D	44	0	0	4.5	70.5	18.2	2.3	0.0	0.0	4.5	0.0	0.0	0.0	0.0	8	81.8	23	43
	SOUTHEND	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL DUNDEE</b>					<b>87</b>	<b>0</b>	<b>1</b>	<b>13.6</b>	<b>61.4</b>	<b>15.9</b>	<b>2.3</b>	<b>0.0</b>	<b>1.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>9</b>	<b>82.0</b>	<b>19</b>	<b>87</b>
DURBAN																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	33.3	41.7	0.0	8.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	7.7	53.8	7.7	15.4	15.4	0.0	0.0	0.0	0.0	0.0	22	75.0	10	12
<b>TOTAL DURBAN</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>16.0</b>	<b>24.0</b>	<b>28.0</b>	<b>8.0</b>	<b>16.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>87.5</b>	<b>5</b>	<b>24</b>
DUSSELDORF																						
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	85	0	4	10.1	44.9	27.0	4.5	5.6	3.4	0.0	0.0	0.0	0.0	4.5	8	85.9	7	89
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	85	0	4	0.0	43.8	38.2	5.6	4.5	3.4	0.0	0.0	0.0	0.0	4.5	9	83.7	7	89
	BIRMINGHAM	FLYBE LTD	S	A	70	0	2	6.9	50.0	25.0	11.1	4.2	0.0	0.0	0.0	0.0	0.0	2.8	6	86.0	11	86
	BIRMINGHAM	FLYBE LTD	S	D	70	0	2	1.4	47.2	40.3	5.6	2.8	0.0	0.0	0.0	0.0	0.0	2.8	4	76.7	12	86
	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	60.0	16	10
	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	45.5	24	11



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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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							
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1		
EDINBURGH	EUROWINGS LUFTVERKEHRS	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	5	100.0	0	3		
EDINBURGH	EUROWINGS LUFTVERKEHRS	S D	3	0	0	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	3		
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	85.7	4	27		
GLASGOW	EUROWINGS LUFTVERKEHRS	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	4	27		
GLASGOW	LOGANAIR LTD	S A	12	0	0	0	0	0.0	0.0	50.0	25.0	16.7	8.3	0.0	0.0	0.0	0.0	27	0.0	0	0		
GLASGOW	LOGANAIR LTD	S D	12	0	0	0	0	0.0	58.3	25.0	0.0	8.3	8.3	0.0	0.0	0.0	0.0	13	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	100.0	1	16		
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	93.8	6	16		
GATWICK	EASYJET UK LTD	S A	45	0	4	16.3	36.7	24.5	6.1	6.1	2.0	0.0	0.0	0.0	0.0	0.0	8.2	7	87.1	9	31		
GATWICK	EASYJET UK LTD	S D	45	0	3	0.0	33.3	31.3	18.8	4.2	6.3	0.0	0.0	0.0	0.0	0.0	6.3	13	77.4	7	31		
HEATHROW	BRITISH AIRWAYS PLC	S A	137	0	12	12.1	26.2	25.5	10.1	8.1	7.4	0.7	0.7	1.3	0.0	8.1	28	84.9	7	148			
HEATHROW	BRITISH AIRWAYS PLC	S D	137	0	12	0.0	33.6	37.6	9.4	7.4	3.4	0.0	0.7	0.0	0.0	8.1	13	86.8	7	149			
HEATHROW	EUROWINGS LUFTVERKEHRS	S A	105	0	6	16.2	36.9	19.8	6.3	6.3	9.0	0.0	0.0	0.0	0.0	5.4	13	93.5	4	108			
HEATHROW	EUROWINGS LUFTVERKEHRS	S D	105	0	6	0.0	40.5	31.5	6.3	6.3	8.1	1.8	0.0	0.0	0.0	5.4	15	91.7	5	108			
LONDON CITY	BA CITYFLYER LTD	S A	87	0	2	3.4	41.6	27.0	13.5	7.9	4.5	0.0	0.0	0.0	0.0	2.2	12	79.3	10	85			
LONDON CITY	BA CITYFLYER LTD	S D	86	0	3	0.0	28.1	38.2	12.4	11.2	6.7	0.0	0.0	0.0	0.0	3.4	15	73.9	14	85			
LONDON CITY	FLYBE LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.3	6	61			
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	73.4	13	61			
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	97	1			
LUTON	EASYJET UK LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	49	1			
MANCHESTER	EUROWINGS LUFTVERKEHRS	S A	90	0	4	6.4	45.7	25.5	11.7	2.1	4.3	0.0	0.0	0.0	0.0	4.3	9	92.7	4	94			
MANCHESTER	EUROWINGS LUFTVERKEHRS	S D	90	0	4	0.0	42.6	40.4	6.4	3.2	3.2	0.0	0.0	0.0	0.0	4.3	8	91.7	4	94			
MANCHESTER	FLYBE LTD	S A	81	0	1	9.8	45.1	34.1	3.7	4.9	1.2	0.0	0.0	0.0	0.0	1.2	5	77.4	16	58			
MANCHESTER	FLYBE LTD	S D	81	0	1	0.0	40.2	47.6	4.9	3.7	2.4	0.0	0.0	0.0	0.0	1.2	7	85.5	10	60			
MANCHESTER	GAINJET AVIATION	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1			
MANCHESTER	GAINJET AVIATION	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
MANCHESTER	JOTA AVIATION LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1			

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	EUROWINGS LUFTVERKEHRS	S	A	22	0	2	8.3	37.5	25.0	12.5	4.2	4.2	0.0	0.0	0.0	0.0	8.3	12	95.8	2	24
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	22	0	2	0.0	37.5	29.2	8.3	4.2	8.3	4.2	0.0	0.0	0.0	8.3	20	95.8	2	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	91.3	3	23
	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	83.3	8	24
	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	4	1
<b>TOTAL DUSSELDORF</b>					<b>1473</b>	<b>0</b>	<b>74</b>	<b>5.0</b>	<b>38.8</b>	<b>31.9</b>	<b>8.5</b>	<b>5.8</b>	<b>4.5</b>	<b>0.3</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>4.8</b>	<b>12</b>	<b>85.0</b>	<b>8</b>	<b>1738</b>

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	73	0	2	12.0	60.0	13.3	6.7	4.0	1.3	0.0	0.0	0.0	0.0	2.7	5	86.9	8	83
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	46	0	0	0.0	52.2	39.1	2.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	4	92.9	6	84
	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	3	2
	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	33.3	30	3
	BIRMINGHAM	FLYBE LTD	S	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	66	2
	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	24	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	BIRMINGHAM	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	2
	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	33.3	99	3
	BRISTOL	RYANAIR	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BRISTOL	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
	CARDIFF WALES	JET2.COM 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
	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	82.0	16	59
	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	85.2	18	61
	EDINBURGH	LOGANAIR LTD	S	A	73	0	0	2.7	37.0	38.4	11.0	6.8	2.7	0.0	1.4	0.0	0.0	0.0	15	0.0	0	0
	EDINBURGH	LOGANAIR LTD	S	D	73	0	0	0.0	37.0	46.6	5.5	5.5	4.1	0.0	1.4	0.0	0.0	0.0	15	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	75.4	19	68
	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	81.2	18	68
	GLASGOW	LOGANAIR LTD	S	A	48	0	1	6.1	44.9	32.7	10.2	2.0	2.0	0.0	0.0	0.0	0.0	2.0	7	0.0	0	0
	GLASGOW	LOGANAIR LTD	S	D	49	0	0	0.0	57.1	30.6	6.1	0.0	6.1	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	JERSEY	BLUE ISLANDS LIMITED	S	A	13	0	3	6.3	37.5	18.8	6.3	6.3	0.0	6.3	0.0	0.0	0.0	18.8	17	0.0	0	0
	JERSEY	BLUE ISLANDS LIMITED	S	D	14	0	2	0.0	25.0	37.5	18.8	0.0	0.0	6.3	0.0	0.0	0.0	12.5	20	0.0	0	0
	JERSEY	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	43	16
	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	81.3	34	16
	GATWICK	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	2
	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	100.0	2	1
	LUTON	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	58	1
LUTON	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
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	0.0	27	1	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>396</b>	<b>0</b>	<b>9</b>	<b>3.7</b>	<b>45.7</b>	<b>32.3</b>	<b>8.1</b>	<b>4.4</b>	<b>2.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>10</b>	<b>81.2</b>	<b>16</b>	<b>473</b>

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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																							
	ABERDEEN	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	100.0	3	1	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	83	0	0	18.1	61.4	12.0	0.0	6.0	2.4	0.0	0.0	0.0	0.0	5	89.6	7	96		
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	83	0	0	1.2	71.1	19.3	2.4	2.4	3.6	0.0	0.0	0.0	0.0	5	81.3	10	95		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	91	0	0	14.3	31.9	20.9	14.3	11.0	5.5	1.1	1.1	0.0	0.0	18	75.6	15	90		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	91	0	0	2.2	45.1	20.9	11.0	11.0	7.7	1.1	1.1	0.0	0.0	19	75.6	16	90		
	BELFAST INTERNATIONAL	JET2.COM LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
	BELFAST INTERNATIONAL	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	100.0	6	1		
	BELFAST INTERNATIONAL	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	29	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	13	0.0	0	0		
	BIRMINGHAM	FLYBE LTD	S	A	157	0	6	39.9	44.2	6.7	1.2	1.8	1.8	0.6	0.0	0.0	3.7	4	84.8	10	178		
	BIRMINGHAM	FLYBE LTD	S	D	157	0	6	0.0	55.2	34.4	3.7	1.8	1.2	0.0	0.0	0.0	3.7	4	72.3	18	177		
	BOURNEMOUTH	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	BRISTOL	EASYJET UK LTD	S	A	106	0	1	8.4	38.3	24.3	13.1	8.4	5.6	0.0	0.9	0.0	0.9	15	77.3	13	97		
	BRISTOL	EASYJET UK LTD	S	D	106	0	1	1.9	57.0	17.8	10.3	6.5	4.7	0.0	0.9	0.0	0.9	12	93.0	6	100		
	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	63	1		
	CARDIFF WALES	FLYBE LTD	S	A	72	1	0	8.2	47.9	26.0	8.2	2.7	5.5	0.0	0.0	0.0	1.4	9	86.4	8	43		
	CARDIFF WALES	FLYBE LTD	S	D	73	0	0	1.4	57.5	23.3	8.2	4.1	5.5	0.0	0.0	0.0	0.0	8	90.9	5	44		
	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	88.3	17	60		
	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	82.0	17	59		
	EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S	A	73	0	0	9.6	35.6	39.7	5.5	4.1	4.1	0.0	1.4	0.0	0.0	13	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S	D	73	0	0	2.7	38.4	39.7	8.2	6.8	2.7	0.0	0.0	1.4	0.0	15	0.0	0	0		
	EXETER	FLYBE LTD	S	A	31	0	0	12.9	51.6	25.8	3.2	3.2	3.2	0.0	0.0	0.0	0.0	6	55.2	21	27		
	EXETER	FLYBE LTD	S	D	31	0	0	0.0	51.6	35.5	6.5	3.2	3.2	0.0	0.0	0.0	0.0	6	67.9	17	28		
	GLASGOW	LOGANAIR LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0		
	ISLE OF MAN	LOGANAIR LTD	S	A	16	0	0	18.8	31.3	18.8	12.5	6.3	6.3	6.3	0.0	0.0	0.0	20	100.0	1	8		
	ISLE OF MAN	LOGANAIR LTD	S	D	16	0	0	0.0	43.8	25.0	6.3	12.5	6.3	6.3	0.0	0.0	0.0	20	100.0	0	8		
	JERSEY	EASYJET UK LTD	S	A	8	0	0	0.0	0.0	37.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	33	0.0	0	0		
	JERSEY	EASYJET UK LTD	S	D	8	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	39	0.0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	A	82	0	4	19.8	26.7	22.1	11.6	9.3	5.8	0.0	0.0	0.0	4.7	14	81.9	9	83		

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	BRITISH AIRWAYS PLC	S	D	82	0	4	0.0	38.4	37.2	5.8	10.5	3.5	0.0	0.0	0.0	0.0	4.7	11	91.7	5	84	
	GATWICK	EASYJET UK LTD	S	A	101	0	5	17.0	22.6	21.7	17.0	9.4	6.6	0.9	0.0	0.0	0.0	4.7	17	67.6	20	111	
	GATWICK	EASYJET UK LTD	S	D	101	0	5	0.0	24.5	40.6	17.9	6.6	3.8	1.9	0.0	0.0	0.0	4.7	15	68.5	18	111	
	GATWICK	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		
	GATWICK	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	14	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	228	0	15	14.4	30.9	16.0	11.5	11.9	4.9	2.9	0.8	0.4	0.0	6.2	21	83.3	8	208	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	228	0	15	0.0	38.7	32.5	9.5	8.6	3.7	0.4	0.4	0.0	0.0	6.2	13	88.6	6	208	
	HEATHROW	FLYBE LTD	S	A	158	0	6	22.6	34.1	20.1	8.5	6.7	4.3	0.0	0.0	0.0	0.0	3.7	9	79.6	11	108	
	HEATHROW	FLYBE LTD	S	D	158	0	6	0.0	34.8	43.9	9.8	3.7	3.7	0.0	0.6	0.0	0.0	3.7	11	81.5	13	108	
	LONDON CITY	BA CITYFLYER LTD	S	A	213	0	13	12.8	34.1	23.9	11.1	8.8	2.2	1.3	0.0	0.0	0.0	5.8	12	72.8	13	204	
	LONDON CITY	BA CITYFLYER LTD	S	D	220	0	10	0.4	34.3	34.3	13.5	7.8	3.9	1.3	0.0	0.0	0.0	4.3	13	69.9	14	206	
	LONDON CITY	FLYBE LTD	S	A	90	0	6	13.5	35.4	21.9	9.4	11.5	2.1	0.0	0.0	0.0	0.0	6.3	12	77.9	12	92	
	LONDON CITY	FLYBE LTD	S	D	91	0	8	0.0	18.2	42.4	15.2	10.1	5.1	1.0	0.0	0.0	0.0	8.1	18	56.3	23	91	
	LUTON	EASYJET UK LTD	S	A	81	0	4	17.6	23.5	21.2	9.4	14.1	8.2	0.0	1.2	0.0	0.0	4.7	19	76.7	14	86	
	LUTON	EASYJET UK LTD	S	D	82	0	4	0.0	34.9	24.4	14.0	11.6	8.1	1.2	1.2	0.0	0.0	4.7	22	76.7	18	86	
	STANSTED	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
	STANSTED	EASYJET UK LTD	S	A	98	0	5	8.7	37.9	25.2	6.8	6.8	6.8	1.0	1.9	0.0	0.0	4.9	17	80.9	12	110	
	STANSTED	EASYJET UK LTD	S	D	98	0	5	0.0	49.5	23.3	9.7	4.9	4.9	2.9	0.0	0.0	0.0	4.9	15	78.2	15	110	
	STANSTED	JET2.COM LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	STANSTED	JET2.COM LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.4	4	132		
	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	84.1	9	132		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1		
	MANCHESTER	FLYBE LTD	S	A	71	0	0	16.9	59.2	15.5	4.2	2.8	1.4	0.0	0.0	0.0	0.0	5	89.5	6	76		
	MANCHESTER	FLYBE LTD	S	D	71	0	0	0.0	46.5	45.1	4.2	1.4	1.4	1.4	0.0	0.0	0.0	6	86.8	6	76		
	SOUTHAMPTON	FLYBE LTD	S	A	103	0	0	19.4	53.4	17.5	3.9	3.9	1.9	0.0	0.0	0.0	0.0	5	76.7	13	118		
	SOUTHAMPTON	FLYBE LTD	S	D	103	0	0	0.0	55.3	33.0	4.9	3.9	2.9	0.0	0.0	0.0	0.0	6	72.4	16	120		
	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	92	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	100.0	15	1		
	SOUTHEND	JOTA AVIATION LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
	SOUTHEND	STOBART AIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
<b>TOTAL EDINBURGH</b>					<b>3745</b>	<b>1</b>	<b>129</b>	<b>8.7</b>	<b>39.8</b>	<b>26.5</b>	<b>9.2</b>	<b>7.1</b>	<b>4.2</b>	<b>0.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>3.3</b>	<b>12</b>	<b>79.4</b>	<b>12</b>	<b>3868</b>	

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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
EINDHOVEN																						
	EDINBURGH	RYANAIR	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	18	91.7	10	12
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	25.0	50.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	13	91.7	7	12	
	STANSTED	RYANAIR	S	A	65	0	1	28.8	25.8	16.7	6.1	12.1	6.1	1.5	1.5	0.0	0.0	1.5	19	78.6	6	68
	STANSTED	RYANAIR	S	D	65	0	1	0.0	57.6	22.7	16.7	1.5	0.0	0.0	0.0	0.0	0.0	1.5	5	86.8	6	68
	MANCHESTER	RYANAIR	S	A	16	0	0	0.0	31.3	56.3	0.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	14	68.8	10	16
	MANCHESTER	RYANAIR	S	D	16	0	0	0.0	31.3	56.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	6	16
<b>TOTAL EINDHOVEN</b>					<b>178</b>	<b>0</b>	<b>2</b>	<b>10.6</b>	<b>37.8</b>	<b>29.4</b>	<b>10.0</b>	<b>6.1</b>	<b>3.9</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>12</b>	<b>83.0</b>	<b>7</b>	<b>192</b>
ENFIDHA - HAMMAMET INTL																						
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	2	
	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	50.0	28	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	50.0	21	4	
	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	100.0	0	2	
	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	100.0	4	2	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	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	75.0	10	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	62.5	9	8	
	GATWICK	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	22	25.0	37	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	15	100.0	4	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	4	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	12	8	
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	43	50.0	22	4	
	MANCHESTER	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	25	50.0	26	4	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>73.5</b>	<b>13</b>	<b>68</b>
ENONTEKIO																						
	BIRMINGHAM	ENTER AIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	42	1	
	BIRMINGHAM	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	10	0.0	95	1	
	BOURNEMOUTH	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	
	BRISTOL	ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	0	1	
	BRISTOL	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	100.0	0	1	

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	ENTER AIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	2	
	DONCASTER SHEFFIELD	ENTER AIR	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	0	2	
	EAST MIDLANDS INTERNATIONAL	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EAST MIDLANDS INTERNATIONAL	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
	EXETER	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	13	1	
	LEEDS BRADFORD	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	111	0.0	0	0	
	LEEDS BRADFORD	ENTER AIR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2	
	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	50.0	10	2	
	GATWICK	ENTER AIR	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	GATWICK	ENTER AIR	S	D	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
	NEWCASTLE	ENTER AIR	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	26	0.0	37	1	
<b>TOTAL ENONTEKIO</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>40.0</b>	<b>13.3</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>75.0</b>	<b>15</b>	<b>16</b>	
ESBJERG																							
	ABERDEEN	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	1	8	
	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	57.1	27	10	
	ABERDEEN	DANISH AIR TRANSPORT	S	A	0	0	0	0.0	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	
	ABERDEEN	DANISH AIR TRANSPORT	S	D	0	0	0	0.0	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	
	ABERDEEN	LOGANAIR LTD	S	A	23	0	1	25.0	41.7	16.7	8.3	4.2	0.0	0.0	0.0	0.0	4.2	4	0.0	0	0		
	ABERDEEN	LOGANAIR LTD	S	D	23	0	1	4.2	75.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0	0.0	0	0		
<b>TOTAL ESBJERG</b>					<b>46</b>	<b>0</b>	<b>2</b>	<b>14.6</b>	<b>58.3</b>	<b>16.7</b>	<b>4.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>2</b>	<b>64.5</b>	<b>14</b>	<b>23</b>	
ESSAOUIRA																							
	STANSTED	RYANAIR	S	A	9	0	0	11.1	11.1	33.3	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	STANSTED	RYANAIR	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL ESSAOUIRA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>50.0</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EXETER																							
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	15	0	0	0.0	53.3	26.7	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	82.4	7	17	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	15	0	0	0.0	40.0	46.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	82.4	6	17	
	BIRMINGHAM	FLYBE LTD	S	A	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	138	33.3	36	6	
	BIRMINGHAM	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	234	57.1	18	7	
	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	83	0.0	0	0	
	BRISTOL	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	33.3	112	2	
	EDINBURGH	FLYBE LTD	S	A	31	0	0	6.5	58.1	22.6	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	6	71.4	12	28	

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	D	31	0	0	0.0	54.8	32.3	3.2	6.5	3.2	0.0	0.0	0.0	0.0	0.0	8	53.6	23	28	
	GLASGOW	FLYBE LTD	S	A	15	0	0	0.0	60.0	20.0	0.0	6.7	13.3	0.0	0.0	0.0	0.0	0.0	14	62.5	20	16	
	GLASGOW	FLYBE LTD	S	D	15	0	0	0.0	33.3	40.0	0.0	13.3	13.3	0.0	0.0	0.0	0.0	0.0	19	75.0	14	16	
	JERSEY	FLYBE LTD	S	A	22	0	2	8.3	50.0	20.8	8.3	4.2	0.0	0.0	0.0	0.0	0.0	8.3	4	87.5	14	24	
	JERSEY	FLYBE LTD	S	D	42	0	3	0.0	62.2	20.0	8.9	2.2	0.0	0.0	0.0	0.0	0.0	6.7	4	79.2	15	46	
	LONDON CITY	FLYBE LTD	S	A	20	0	0	0.0	30.0	35.0	20.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	14	76.9	12	24	
	LONDON CITY	FLYBE LTD	S	D	20	0	0	0.0	65.0	30.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	9	65.4	18	25	
	LUTON	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0	
	MANCHESTER	FLYBE LTD	S	A	71	0	2	1.4	71.2	17.8	2.7	0.0	2.7	0.0	1.4	0.0	0.0	2.7	7	86.4	11	81	
	MANCHESTER	FLYBE LTD	S	D	71	0	2	0.0	46.6	43.8	2.7	2.7	1.4	0.0	0.0	0.0	0.0	2.7	4	86.4	12	81	
	NEWCASTLE	FLYBE LTD	S	A	21	0	1	9.1	72.7	9.1	0.0	0.0	4.5	0.0	0.0	0.0	0.0	4.5	5	86.4	7	22	
	NEWCASTLE	FLYBE LTD	S	D	21	0	1	0.0	72.7	18.2	0.0	0.0	4.5	0.0	0.0	0.0	0.0	4.5	5	81.8	13	22	
	SOUTHAMPTON	FLYBE LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL EXETER</b>					<b>416</b>	<b>0</b>	<b>11</b>	<b>1.6</b>	<b>56.2</b>	<b>27.2</b>	<b>5.2</b>	<b>3.5</b>	<b>2.8</b>	<b>0.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>8</b>	<b>77.8</b>	<b>14</b>	<b>462</b>	



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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	
FARNBOROUGH																							
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EDINBURGH	JOTA AVIATION LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL FARNBOROUGH</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
FARO																							
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	10	0	0	10.0	20.0	20.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	22	100.0	0	12	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	10	0	0	0.0	30.0	20.0	20.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	23	100.0	1	12	
	BIRMINGHAM	JET2.COM LTD	S	A	13	0	0	30.8	38.5	23.1	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	7	100.0	2	7	
	BIRMINGHAM	JET2.COM LTD	S	D	11	0	0	0.0	27.3	36.4	18.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	14	85.7	9	7	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	46.2	30.8	7.7	0.0	7.7	0.0	7.7	0.0	0.0	0.0	0.0	18	100.0	0	12	
	BIRMINGHAM	RYANAIR	S	D	12	0	0	0.0	41.7	41.7	0.0	0.0	8.3	0.0	8.3	0.0	0.0	0.0	27	83.3	7	12	
	BOURNEMOUTH	RYANAIR	S	A	9	0	0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	8	
	BOURNEMOUTH	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	5	8	
	BRISTOL	EASYJET UK LTD	S	A	31	0	0	32.3	25.8	16.1	3.2	6.5	16.1	0.0	0.0	0.0	0.0	0.0	19	85.7	11	28	
	BRISTOL	EASYJET UK LTD	S	D	31	0	0	0.0	45.2	38.7	0.0	6.5	9.7	0.0	0.0	0.0	0.0	0.0	13	92.9	6	28	
	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	91.7	4	12	
	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	91.7	3	12	
	CARDIFF WALES	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	8	
	CARDIFF WALES	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	8	8	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	6	0	0	0.0	50.0	16.7	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	21	100.0	0	5	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	6	0	0	0.0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	5	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	50.0	0.0	25.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	35	66.7	10	12	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	25	83.3	8	12	
	EDINBURGH	JET2.COM LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	1	
	EDINBURGH	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
	EDINBURGH	RYANAIR	S	A	9	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8	
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	62.5	9	8	
	EXETER	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	10	5	
	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	83.3	14	6	
	GLASGOW	EASYJET UK LTD	S	A	9	0	0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	16	13	
	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	8	66.7	11	12	
	GLASGOW	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GLASGOW	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	9	1	
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	11.1	22.2	33.3	0.0	11.1	11.1	0.0	0.0	11.1	0.0	0.0	156	100.0	0	7	

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	JET2.COM LTD	S	D	8	0	0	0.0	12.5	50.0	0.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	35	100.0	1	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	87.5	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	87.5	12	8		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	8	0	0	12.5	25.0	12.5	12.5	25.0	12.5	0.0	0.0	0.0	0.0	24	100.0	1	18		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	8	0	0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	14	83.3	5	18		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8		
	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	87.5	3	8		
	GATWICK	BRITISH AIRWAYS PLC	S	A	41	0	1	26.2	26.2	16.7	7.1	16.7	2.4	2.4	0.0	0.0	0.0	2.4	16	89.5	6	38	
	GATWICK	BRITISH AIRWAYS PLC	S	D	41	0	1	0.0	26.2	47.6	11.9	4.8	7.1	0.0	0.0	0.0	0.0	2.4	13	81.6	11	38	
	GATWICK	EASYJET UK LTD	S	A	56	0	6	9.7	30.6	24.2	8.1	8.1	6.5	3.2	0.0	0.0	0.0	9.7	20	83.3	10	54	
	GATWICK	EASYJET UK LTD	S	D	56	0	4	0.0	15.0	55.0	16.7	3.3	1.7	1.7	0.0	0.0	0.0	6.7	13	75.9	17	54	
	LUTON	EASYJET UK LTD	S	A	31	0	2	15.2	30.3	15.2	12.1	12.1	6.1	3.0	0.0	0.0	0.0	6.1	20	96.4	1	28	
	LUTON	EASYJET UK LTD	S	D	31	0	1	0.0	37.5	34.4	3.1	9.4	12.5	0.0	0.0	0.0	0.0	3.1	17	96.4	4	28	
	STANSTED	JET2.COM LTD	S	A	16	0	0	12.5	37.5	25.0	6.3	6.3	12.5	0.0	0.0	0.0	0.0	14	100.0	1	12		
	STANSTED	JET2.COM LTD	S	D	16	0	0	0.0	25.0	56.3	0.0	12.5	6.3	0.0	0.0	0.0	0.0	12	100.0	2	12		
	STANSTED	RYANAIR	S	A	30	0	1	12.9	38.7	25.8	9.7	0.0	6.5	0.0	3.2	0.0	0.0	3.2	19	92.9	4	28	
	STANSTED	RYANAIR	S	D	29	0	0	0.0	34.5	41.4	10.3	6.9	3.4	0.0	3.4	0.0	0.0	0.0	21	85.7	8	28	
	MANCHESTER	AIR PORTUGAL	S	D	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	MANCHESTER	EASYJET UK LTD	S	A	12	0	0	25.0	16.7	41.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	8	81.3	13	16		
	MANCHESTER	EASYJET UK LTD	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	10	93.8	9	16		
	MANCHESTER	JET2.COM LTD	S	A	18	0	1	15.8	26.3	26.3	5.3	10.5	10.5	0.0	0.0	0.0	5.3	16	95.0	3	20		
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	33.3	50.0	11.1	0.0	5.6	0.0	0.0	0.0	0.0	9	100.0	1	20		
	MANCHESTER	RYANAIR	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	9	89.3	3	28		
	MANCHESTER	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	7	89.3	14	28		
	MANCHESTER	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	28	0.0	0	0		
	NEWCASTLE	EASYJET UK LTD	S	A	10	0	0	0.0	20.0	30.0	0.0	40.0	10.0	0.0	0.0	0.0	0.0	30	75.0	14	8		
	NEWCASTLE	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	33.3	0.0	22.2	11.1	0.0	0.0	0.0	0.0	16	62.5	22	8		
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	20.0	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	38	100.0	0	5		
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	0.0	40.0	20.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	39	100.0	2	5		
	SOUTHEND	EASYJET UK LTD	S	A	12	0	0	8.3	58.3	8.3	8.3	8.3	0.0	0.0	8.3	0.0	0.0	29	90.9	13	11		
	SOUTHEND	EASYJET UK LTD	S	D	12	0	0	0.0	50.0	25.0	8.3	8.3	0.0	0.0	8.3	0.0	0.0	28	90.9	16	11		
<b>TOTAL FARO</b>					<b>723</b>	<b>0</b>	<b>20</b>	<b>8.6</b>	<b>30.3</b>	<b>32.7</b>	<b>9.3</b>	<b>8.2</b>	<b>6.3</b>	<b>1.1</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>2.7</b>	<b>18</b>	<b>88.4</b>	<b>7</b>	<b>842</b>	

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										FEB 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	
FEZ																							
	GATWICK	AIR ARABIA MAROC	S	A	9	0	0	0.0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	23	50.0	128	8	
	GATWICK	AIR ARABIA MAROC	S	D	9	0	0	0.0	33.3	11.1	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	29	37.5	124	8	
	STANSTED	RYANAIR	S	A	9	0	0	22.2	55.6	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	87.5	13	8	
	STANSTED	RYANAIR	S	D	9	0	0	0.0	0.0	55.6	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	30	50.0	31	8	
<b>TOTAL FEZ</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>25.0</b>	<b>25.0</b>	<b>16.7</b>	<b>13.9</b>	<b>11.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>56.3</b>	<b>74</b>	<b>32</b>	
FLORENCE																							
	GATWICK	VUELING AIRLINES	S	A	40	0	2	4.8	40.5	28.6	11.9	7.1	2.4	0.0	0.0	0.0	0.0	4.8	10	72.7	12	33	
	GATWICK	VUELING AIRLINES	S	D	40	0	2	0.0	38.1	31.0	11.9	9.5	2.4	0.0	2.4	0.0	0.0	4.8	17	69.7	12	33	
	LONDON CITY	BA CITYFLYER LTD	S	A	53	0	1	5.6	33.3	33.3	20.4	3.7	1.9	0.0	0.0	0.0	0.0	1.9	12	69.4	13	35	
	LONDON CITY	BA CITYFLYER LTD	S	D	53	0	1	0.0	29.6	44.4	7.4	7.4	5.6	1.9	0.0	1.9	0.0	1.9	40	58.3	16	35	
	LUTON	VUELING AIRLINES	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	1	0.0	0	0	
	LUTON	VUELING AIRLINES	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	0.0	0	0	
<b>TOTAL FLORENCE</b>					<b>202</b>	<b>0</b>	<b>6</b>	<b>3.4</b>	<b>35.6</b>	<b>35.1</b>	<b>12.5</b>	<b>6.3</b>	<b>2.9</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>2.9</b>	<b>19</b>	<b>67.4</b>	<b>13</b>	<b>136</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	100.0	2	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	12	
	GATWICK	NORWEGIAN AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	14	28	
	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	53.6	26	28	
<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>66.3</b>	<b>17</b>	<b>80</b>	
FRANKFURT MAIN																							
	BIRMINGHAM	LUFTHANSA	S	A	111	0	6	0.9	28.2	46.2	11.1	6.8	1.7	0.0	0.0	0.0	0.0	5.1	11	92.0	5	112	
	BIRMINGHAM	LUFTHANSA	S	D	111	0	6	0.0	32.5	44.4	9.4	6.0	1.7	0.9	0.0	0.0	0.0	5.1	11	87.5	8	112	
	BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	35	
	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	91.7	8	35	
	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	45	1	
	EDINBURGH	LUFTHANSA	S	A	45	0	2	0.0	17.0	46.8	17.0	10.6	4.3	0.0	0.0	0.0	0.0	4.3	16	88.9	5	45	
	EDINBURGH	LUFTHANSA	S	D	45	0	2	0.0	21.3	44.7	14.9	10.6	4.3	0.0	0.0	0.0	0.0	4.3	15	97.8	4	45	
	GLASGOW	LUFTHANSA	S	A	25	0	0	0.0	24.0	44.0	24.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	13	71.4	13	28	
	GLASGOW	LUFTHANSA	S	D	25	0	0	0.0	60.0	28.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	5	89.3	3	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	138	0	12	2.0	21.3	29.3	13.3	14.7	10.0	0.0	1.3	0.0	0.0	8.0	24	81.3	9	157	

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										FEB 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			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	138	0	12	0.0	28.0	38.0	12.0	8.7	4.0	1.3	0.0	0.0	0.0	8.0	14	84.4	5	157	
	HEATHROW	LUFTHANSA	S	A	323	0	25	8.0	26.7	25.9	13.8	12.1	5.5	0.9	0.0	0.0	0.0	7.2	16	86.3	6	331	
	HEATHROW	LUFTHANSA	S	D	323	0	25	0.0	36.2	31.0	9.5	9.8	5.7	0.6	0.0	0.0	0.0	7.2	15	82.4	8	330	
	LONDON CITY	BA CITYFLYER LTD	S	A	89	0	5	6.4	33.0	29.8	14.9	7.4	2.1	1.1	0.0	0.0	0.0	5.3	12	85.6	6	94	
	LONDON CITY	BA CITYFLYER LTD	S	D	89	0	6	0.0	26.3	34.7	15.8	11.6	4.2	1.1	0.0	0.0	0.0	6.3	16	78.1	10	94	
	LONDON CITY	LUFTHANSA	S	A	80	0	4	0.0	46.4	26.2	13.1	8.3	1.2	0.0	0.0	0.0	0.0	4.8	9	86.9	4	76	
	LONDON CITY	LUFTHANSA	S	D	80	0	4	0.0	13.1	56.0	13.1	11.9	1.2	0.0	0.0	0.0	0.0	4.8	13	76.2	8	76	
	STANSTED	RYANAIR	S	A	69	0	1	1.4	32.9	42.9	10.0	7.1	4.3	0.0	0.0	0.0	0.0	1.4	11	89.6	6	48	
	STANSTED	RYANAIR	S	D	69	0	1	0.0	11.4	48.6	17.1	12.9	8.6	0.0	0.0	0.0	0.0	1.4	20	54.2	19	48	
	MANCHESTER	AIRTANKER SERVICES LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	MANCHESTER	CONDOR	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	EMIRATES	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	245	0.0	0	0	
	MANCHESTER	LUFTHANSA	S	A	136	0	4	0.7	27.1	39.3	19.3	9.3	1.4	0.0	0.0	0.0	0.0	2.9	12	89.7	5	136	
	MANCHESTER	LUFTHANSA	S	D	136	0	4	0.7	36.4	34.3	17.1	6.4	2.1	0.0	0.0	0.0	0.0	2.9	10	86.8	6	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	100.0	2	24	
	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	87.5	7	24	
<b>TOTAL FRANKFURT MAIN</b>					<b>2034</b>	<b>0</b>	<b>120</b>	<b>1.9</b>	<b>29.2</b>	<b>35.4</b>	<b>13.3</b>	<b>9.7</b>	<b>4.2</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>14</b>	<b>84.6</b>	<b>7</b>	<b>2172</b>	
FRIEDRICHSHAFEN																							
	GATWICK	BRITISH AIRWAYS PLC	C	A	9	0	0	22.2	22.2	11.1	0.0	22.2	11.1	0.0	0.0	11.1	0.0	0.0	148	91.7	5	12	
	GATWICK	BRITISH AIRWAYS PLC	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	16	83.3	6	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	25.0	41	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	2	4	
	GATWICK	EASYJET UK LTD	S	A	10	0	0	10.0	20.0	50.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	83.3	11	12	
	GATWICK	EASYJET UK LTD	S	D	11	0	0	0.0	9.1	45.5	18.2	27.3	0.0	0.0	0.0	0.0	0.0	0.0	18	83.3	14	12	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	5	0	0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	258	0.0	0	0	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	5	0	0	0.0	0.0	40.0	0.0	40.0	0.0	0.0	0.0	20.0	0.0	0.0	280	0.0	0	0	
	HEATHROW	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	36	0.0	75	2	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	2	
	STANSTED	JET2.COM LTD	S	A	5	0	0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	JET2.COM LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>24.2</b>	<b>33.9</b>	<b>8.1</b>	<b>17.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>73</b>	<b>80.0</b>	<b>13</b>	<b>60</b>	

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										FEB 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
FUERTEVENTURA	BELFAST INTERNATIONAL	EASYJET UK LTD	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	16	75.0	11	8
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	8
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	4
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	4
	BIRMINGHAM	JET2.COM LTD	S	A	19	0	0	57.9	10.5	10.5	5.3	10.5	5.3	0.0	0.0	0.0	0.0	0.0	10	100.0	0	8
	BIRMINGHAM	JET2.COM LTD	S	D	20	0	0	0.0	25.0	65.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0	14	100.0	0	8
	BIRMINGHAM	RYANAIR	S	A	8	0	0	25.0	50.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	10	100.0	3	8
	BIRMINGHAM	RYANAIR	S	D	8	0	0	0.0	62.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	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	77.8	8	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	11	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	7	0	0	42.9	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	8	8
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	7	0	0	0.0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	9	8
	BRISTOL	EASYJET UK LTD	S	A	8	0	1	11.1	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	11.1	10	75.0	20	8
	BRISTOL	EASYJET UK LTD	S	D	9	0	1	0.0	30.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	8	87.5	5	8
	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	60.0	32	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	60.0	40	5
	BRISTOL	TUI AIRWAYS LTD	C	A	5	0	0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	4
	BRISTOL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	15	4
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	10	1	1	33.3	16.7	8.3	8.3	0.0	8.3	8.3	0.0	0.0	8.3	8.3	22	87.5	6	8
	EAST MIDLANDS INTERNATIONAL	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	3	100.0	0	8
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	11.1	33.3	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	6	8
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	87.5	3	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	85.7	4	7
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	4	7
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	4
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	4
	EDINBURGH	JET2.COM LTD	S	A	13	0	0	23.1	30.8	30.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	10	87.5	4	8
	EDINBURGH	JET2.COM LTD	S	D	13	0	0	0.0	38.5	46.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	3	8

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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
EDINBURGH	RYANAIR	S A	9	0	0	11.1	11.1	22.2	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	37.5	29	8
EDINBURGH	RYANAIR	S D	9	0	0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	37.5	24	8
GLASGOW	JET2.COM LTD	S A	13	0	0	38.5	15.4	23.1	7.7	15.4	0.0	0.0	0.0	0.0	0.0	11	75.0	13	8	
GLASGOW	JET2.COM LTD	S D	13	0	0	0.0	46.2	30.8	15.4	0.0	7.7	0.0	0.0	0.0	0.0	9	87.5	11	8	
GLASGOW	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	7	7	
GLASGOW	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	7	
LEEDS BRADFORD	JET2.COM LTD	S A	14	0	1	6.7	40.0	13.3	6.7	26.7	0.0	0.0	0.0	0.0	0.0	13	87.5	4	8	
LEEDS BRADFORD	JET2.COM LTD	S D	14	0	1	0.0	13.3	66.7	6.7	0.0	6.7	0.0	0.0	0.0	0.0	10	87.5	6	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	87.5	7	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	87.5	3	8	
LIVERPOOL (JOHN LENNON)	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	37.5	22	8	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	5	87.5	7	8	
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	5	0	0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	24	50.0	11	4	
LIVERPOOL (JOHN LENNON)	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	14	50.0	19	4	
GATWICK	EASYJET UK LTD	S A	32	0	5	18.9	16.2	16.2	8.1	18.9	5.4	0.0	2.7	0.0	0.0	13.5	26	73.3	14	30
GATWICK	EASYJET UK LTD	S D	32	0	1	0.0	6.1	48.5	21.2	15.2	6.1	0.0	0.0	0.0	0.0	3.0	19	73.3	15	30
GATWICK	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	8	9	
GATWICK	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	13	9	
GATWICK	TUI AIRWAYS LTD	C A	9	0	0	0.0	22.2	33.3	11.1	33.3	0.0	0.0	0.0	0.0	0.0	17	50.0	29	8	
GATWICK	TUI AIRWAYS LTD	C D	9	0	1	0.0	0.0	50.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	10.0	19	50.0	30	8
LUTON	RYANAIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8	
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	87.5	7	8	
STANSTED	JET2.COM LTD	S A	19	0	1	25.0	30.0	15.0	10.0	5.0	10.0	0.0	0.0	0.0	0.0	5.0	15	91.7	3	12
STANSTED	JET2.COM LTD	S D	19	0	1	0.0	40.0	45.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	4	100.0	0	12
STANSTED	RYANAIR	S A	21	0	0	4.8	19.0	33.3	19.0	14.3	4.8	4.8	0.0	0.0	0.0	22	75.0	9	16	
STANSTED	RYANAIR	S D	21	0	0	0.0	23.8	66.7	4.8	4.8	0.0	0.0	0.0	0.0	0.0	5	100.0	4	16	
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	6	4	
STANSTED	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4	
MANCHESTER	JET2.COM LTD	S A	19	0	2	42.9	28.6	4.8	4.8	0.0	0.0	9.5	0.0	0.0	0.0	9.5	17	100.0	2	14
MANCHESTER	JET2.COM LTD	S D	19	0	0	0.0	21.1	68.4	5.3	0.0	5.3	0.0	0.0	0.0	0.0	7	92.9	4	14	
MANCHESTER	RYANAIR	S A	13	0	0	7.7	30.8	30.8	7.7	15.4	7.7	0.0	0.0	0.0	0.0	14	91.7	6	12	

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	13	0	0	0.0	38.5	53.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	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	72.2	10	18	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	18	
	MANCHESTER	TUI AIRWAYS LTD	C	A	12	0	0	8.3	16.7	25.0	16.7	8.3	25.0	0.0	0.0	0.0	0.0	0.0	34	100.0	6	8	
	MANCHESTER	TUI AIRWAYS LTD	C	D	13	0	0	0.0	0.0	46.2	7.7	15.4	23.1	7.7	0.0	0.0	0.0	0.0	44	62.5	12	8	
	NEWCASTLE	JET2.COM LTD	S	A	12	0	0	25.0	50.0	8.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	6	
	NEWCASTLE	JET2.COM LTD	S	D	12	0	0	0.0	16.7	75.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	5	6	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4	
<b>TOTAL FUERTEVENTURA FUNCHAL</b>					<b>570</b>	<b>1</b>	<b>16</b>	<b>11.2</b>	<b>25.6</b>	<b>36.1</b>	<b>10.7</b>	<b>8.2</b>	<b>4.1</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>2.7</b>	<b>13</b>	<b>83.2</b>	<b>8</b>	<b>594</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	100.0	3	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	4	4	
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	87.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	8	
	BIRMINGHAM	JET2.COM LTD	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	7	8	
	BRISTOL	EASYJET UK LTD	S	A	14	0	1	13.3	40.0	20.0	6.7	6.7	6.7	0.0	0.0	0.0	0.0	6.7	13	91.7	4	12	
	BRISTOL	EASYJET UK LTD	S	D	14	0	1	0.0	33.3	40.0	6.7	6.7	0.0	6.7	0.0	0.0	0.0	6.7	18	91.7	3	12	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	4	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	8	4	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4	
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	25.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	1	4	
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	32	100.0	1	4	
	GLASGOW	JET2.COM LTD	S	A	4	0	0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	7	4	
	GLASGOW	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	4	4	
	JERSEY	EUROPE AIRPOST	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	JERSEY	EUROPE AIRPOST	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	18	0.0	0	0	
	JERSEY	SMARTWINGS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	26	2	
	JERSEY	SMARTWINGS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2	
	LEEDS BRADFORD	JET2.COM LTD	S	A	4	0	0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	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	4	75.0	6	4	

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	BRITISH AIRWAYS PLC	S A	28	0	0	50.0	25.0	3.6	3.6	7.1	7.1	0.0	0.0	3.6	0.0	0.0	57	78.6	8	27			
GATWICK	BRITISH AIRWAYS PLC	S D	28	0	0	0.0	28.6	53.6	10.7	3.6	3.6	0.0	0.0	0.0	0.0	0.0	9	81.5	9	27			
GATWICK	EASYJET UK LTD	S A	29	0	2	12.9	29.0	25.8	16.1	6.5	3.2	0.0	0.0	0.0	0.0	6.5	12	68.8	19	32			
GATWICK	EASYJET UK LTD	S D	29	0	1	0.0	13.3	66.7	10.0	3.3	3.3	0.0	0.0	0.0	0.0	3.3	12	71.9	16	32			
GATWICK	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	72	75.0	8	4			
GATWICK	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	72	100.0	6	4			
STANSTED	JET2.COM LTD	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	83.3	10	12			
STANSTED	JET2.COM LTD	S D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	91.7	7	12			
MANCHESTER	EASYJET UK LTD	S A	8	0	0	25.0	12.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	8			
MANCHESTER	EASYJET UK LTD	S D	8	0	0	0.0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	8	8			
MANCHESTER	JET2.COM 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	3	75.0	8	8			
MANCHESTER	JET2.COM LTD	S D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	9	8			
MANCHESTER	TUI AIRWAYS LTD	C A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	4			
MANCHESTER	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	12	4			
NEWCASTLE	JET2.COM LTD	S A	5	0	0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4			
NEWCASTLE	JET2.COM LTD	S D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	4			
<b>TOTAL FUNCHAL</b>			<b>275</b>	<b>0</b>	<b>5</b>	<b>16.8</b>	<b>27.5</b>	<b>37.1</b>	<b>7.1</b>	<b>5.7</b>	<b>2.5</b>	<b>0.4</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>1.8</b>	<b>16</b>	<b>82.8</b>	<b>9</b>	<b>290</b>			



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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	ABERDEEN	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	3	8
	ABERDEEN	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	15	8	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	155	0	0	10.3	25.8	23.9	11.0	12.9	13.5	2.6	0.0	0.0	0.0	0.0	24	68.5	14	165
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	155	0	0	0.0	43.2	18.7	11.0	11.0	14.2	1.3	0.0	0.6	0.0	0.0	25	72.1	13	165
	BELFAST INTERNATIONAL	JET2.COM LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	BELFAST INTERNATIONAL	JET2.COM LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	96	0.0	0	0
	BIRMINGHAM	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1	
	BIRMINGHAM	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	54	0.0	0	0
	BIRMINGHAM	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	0.0	99	100.0	5	1
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	78	1	
	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	16	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
	BOURNEMOUTH	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	10	3	
	BOURNEMOUTH	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	5	100.0	0	2
	BRISTOL	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	33.3	35	3
	BRISTOL	EASYJET UK LTD	S	D	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	28	100.0	0	1
	DONCASTER SHEFFIELD	ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	90	0.0	0	0
	DONCASTER SHEFFIELD	ENTER AIR	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	DONCASTER SHEFFIELD	LOGANAIR LTD	C	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	DONCASTER SHEFFIELD	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	5	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	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	6	1	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	82	0	4	1.2	41.9	30.2	9.3	8.1	4.7	0.0	0.0	0.0	0.0	4.7	11	92.9	4	84
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	82	0	4	1.2	45.3	27.9	7.0	7.0	7.0	0.0	0.0	0.0	0.0	4.7	13	85.7	6	83
	EDINBURGH	EASYJET UK LTD	S	A	101	0	5	5.7	25.5	37.7	13.2	8.5	2.8	1.9	0.0	0.0	0.0	4.7	15	70.3	16	111
	EDINBURGH	EASYJET UK LTD	S	D	101	0	5	0.0	36.8	20.8	18.9	11.3	6.6	0.9	0.0	0.0	0.0	4.7	19	69.4	19	111
	EDINBURGH	JET2.COM LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	EDINBURGH	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	S	A	93	0	5	12.2	41.8	19.4	10.2	5.1	6.1	0.0	0.0	0.0	0.0	5.1	10	82.3	5	96
	GLASGOW	BRITISH AIRWAYS PLC	S	D	93	0	5	0.0	54.1	19.4	8.2	4.1	9.2	0.0	0.0	0.0	0.0	5.1	14	81.3	14	96

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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							
	GLASGOW	EASYJET UK LTD	S	A	76	0	3	10.1	40.5	26.6	10.1	5.1	1.3	2.5	0.0	0.0	0.0	3.8	11	75.9	14	79	
	GLASGOW	EASYJET UK LTD	S	D	76	0	3	0.0	44.3	30.4	11.4	5.1	2.5	1.3	1.3	0.0	0.0	3.8	14	73.4	18	79	
	GLASGOW	WEST JET 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	73	0.0	0	0	
	ISLE OF MAN	EASYJET UK LTD	S	A	41	0	6	8.5	31.9	21.3	4.3	14.9	6.4	0.0	0.0	0.0	0.0	12.8	16	78.8	10	52	
	ISLE OF MAN	EASYJET UK LTD	S	D	41	0	6	0.0	25.5	27.7	8.5	10.6	10.6	2.1	0.0	2.1	0.0	12.8	51	63.5	19	52	
	JERSEY	AURIGNY AIR SERVICES	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	61	0.0	0	0	
	JERSEY	BRITISH AIRWAYS PLC	S	A	133	0	7	15.0	38.6	22.9	5.0	9.3	3.6	0.7	0.0	0.0	0.0	5.0	11	83.0	8	132	
	JERSEY	BRITISH AIRWAYS PLC	S	D	133	0	7	6.4	58.6	15.7	5.0	4.3	2.9	1.4	0.0	0.7	0.0	5.0	12	84.4	10	132	
	JERSEY	EASYJET UK LTD	S	A	69	0	7	5.3	38.2	21.1	11.8	10.5	2.6	1.3	0.0	0.0	0.0	9.2	13	72.0	17	81	
	JERSEY	EASYJET UK LTD	S	D	69	0	7	5.3	23.7	32.9	11.8	13.2	2.6	0.0	1.3	0.0	0.0	9.2	17	70.7	19	81	
	LUTON	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2		
	MANCHESTER	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	100.0	0	1		
	MANCHESTER	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	NEWCASTLE	BRITISH AIRWAYS PLC	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	43	0.0	0	0		
<b>TOTAL GATWICK</b>					<b>1526</b>	<b>0</b>	<b>74</b>	<b>5.4</b>	<b>38.9</b>	<b>24.3</b>	<b>10.0</b>	<b>8.8</b>	<b>6.7</b>	<b>1.1</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>4.6</b>	<b>17</b>	<b>76.3</b>	<b>13</b>	<b>1631</b>	
GDANSK																							
	ABERDEEN	WIZZ AIR	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	1	100.0	1	8	
	ABERDEEN	WIZZ AIR	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	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	75.0	7	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	50.0	15	8		
	BIRMINGHAM	RYANAIR	S	A	8	0	0	12.5	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	6	100.0	2	8		
	BIRMINGHAM	RYANAIR	S	D	8	0	0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	16	100.0	1	8		
	BRISTOL	RYANAIR	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	6	85.7	4	7		
	BRISTOL	RYANAIR	S	D	8	0	0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	10	100.0	0	7		
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	16	0	0	12.5	37.5	31.3	0.0	18.8	0.0	0.0	0.0	0.0	0.0	9	87.5	6	16		
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	16	0	0	0.0	50.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	12	93.8	4	16		
	EDINBURGH	RYANAIR	S	A	21	0	0	4.8	52.4	28.6	4.8	9.5	0.0	0.0	0.0	0.0	0.0	7	83.3	4	12		
	EDINBURGH	RYANAIR	S	D	21	0	0	0.0	23.8	38.1	23.8	14.3	0.0	0.0	0.0	0.0	0.0	13	75.0	11	12		
	EDINBURGH	WIZZ AIR	S	A	13	0	0	30.8	53.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
	EDINBURGH	WIZZ AIR	S	D	13	0	0	7.7	46.2	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
	GLASGOW	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		
	LEEDS BRADFORD	RYANAIR	S	A	10	0	2	8.3	25.0	16.7	25.0	0.0	0.0	0.0	8.3	0.0	0.0	16.7	26	83.3	19	12	

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	RYANAIR	S	D	12	0	0	0.0	16.7	41.7	16.7	8.3	0.0	8.3	8.3	0.0	0.0	0.0	39	83.3	17	12	
	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	8	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	12	0	0	8.3	25.0	41.7	16.7	0.0	0.0	8.3	0.0	0.0	0.0	0.0	19	75.0	7	12	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	12	0	0	0.0	8.3	58.3	16.7	8.3	0.0	8.3	0.0	0.0	0.0	0.0	23	75.0	10	12	
	GATWICK	WIZZ AIR	S	A	25	0	0	12.0	28.0	28.0	8.0	16.0	8.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	GATWICK	WIZZ AIR	S	D	25	0	0	0.0	36.0	28.0	8.0	16.0	12.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	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	694	1		
	LUTON	WIZZ AIR	S	A	42	0	0	7.1	31.0	42.9	7.1	7.1	2.4	0.0	2.4	0.0	0.0	0.0	14	93.3	3	60	
	LUTON	WIZZ AIR	S	D	42	0	0	0.0	26.2	42.9	14.3	9.5	4.8	0.0	2.4	0.0	0.0	0.0	20	88.3	7	60	
	STANSTED	RYANAIR	S	A	47	0	2	6.1	44.9	24.5	12.2	6.1	0.0	0.0	0.0	2.0	0.0	4.1	25	75.5	13	49	
	STANSTED	RYANAIR	S	D	47	0	2	0.0	40.8	42.9	10.2	2.0	0.0	0.0	0.0	0.0	0.0	4.1	6	81.3	11	48	
	MANCHESTER	RYANAIR	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	4	87.5	9	8		
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	11	75.0	6	8		
<b>TOTAL GDANSK</b>					<b>444</b>	<b>0</b>	<b>6</b>	<b>5.3</b>	<b>35.6</b>	<b>34.4</b>	<b>11.8</b>	<b>8.0</b>	<b>1.8</b>	<b>0.7</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>1.3</b>	<b>14</b>	<b>84.8</b>	<b>10</b>	<b>400</b>	
GENEVA																							
	ABERDEEN	EASYJET SWITZERLAND	S	A	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	ABERDEEN	EASYJET SWITZERLAND	S	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	ABERDEEN	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	34	4		
	ABERDEEN	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	68	4		
	BELFAST INTERNATIONAL	AER LINGUS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	19	0	0	0.0	31.6	15.8	31.6	10.5	0.0	5.3	5.3	0.0	0.0	0.0	33	75.0	11	16	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	19	0	0	0.0	42.1	31.6	5.3	15.8	0.0	0.0	5.3	0.0	0.0	0.0	21	100.0	2	16	
	BIRMINGHAM	EASYJET SWITZERLAND	S	A	22	0	1	13.0	39.1	17.4	8.7	8.7	8.7	0.0	0.0	0.0	0.0	4.3	14	62.5	22	16	
	BIRMINGHAM	EASYJET SWITZERLAND	S	D	22	0	1	4.3	21.7	30.4	17.4	8.7	8.7	4.3	0.0	0.0	0.0	4.3	23	31.3	35	15	
	BIRMINGHAM	EASYJET UK LTD	S	A	34	0	3	10.8	29.7	18.9	16.2	10.8	0.0	2.7	2.7	0.0	0.0	8.1	20	77.8	16	35	
	BIRMINGHAM	EASYJET UK LTD	S	D	34	0	3	0.0	13.5	27.0	16.2	27.0	2.7	2.7	2.7	0.0	0.0	8.1	33	63.9	26	35	
	BIRMINGHAM	FLYBE LTD	S	A	5	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	23	75.0	21	4	
	BIRMINGHAM	FLYBE LTD	S	D	5	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	24	25.0	30	4	
	BIRMINGHAM	JET2.COM LTD	S	A	17	0	0	5.9	29.4	35.3	17.6	0.0	11.8	0.0	0.0	0.0	0.0	0.0	16	91.7	4	12	
	BIRMINGHAM	JET2.COM LTD	S	D	19	0	0	0.0	15.8	78.9	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	4	12	
	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	75.0	10	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	75.0	9	4		

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BOURNEMOUTH	EASYJET SWITZERLAND	S A	12	0	0	0.0	41.7	41.7	0.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	20	12		
BOURNEMOUTH	EASYJET SWITZERLAND	S D	12	0	0	0.0	16.7	33.3	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	29	66.7	23	12		
BOURNEMOUTH	EASYJET UK LTD	S A	11	0	3	0.0	14.3	14.3	28.6	7.1	7.1	0.0	7.1	0.0	0.0	0.0	21.4	39	50.0	21	12		
BOURNEMOUTH	EASYJET UK LTD	S D	11	0	3	0.0	0.0	21.4	28.6	14.3	7.1	0.0	7.1	0.0	0.0	0.0	21.4	44	41.7	34	12		
BRISTOL	EASYJET SWITZERLAND	C A	0	0	0	0.0	0.0	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		
BRISTOL	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	0.0	10	0.0	0	0		
BRISTOL	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	0.0	4	100.0	0	2		
BRISTOL	EASYJET UK LTD	S A	84	0	4	1.1	17.0	35.2	19.3	10.2	9.1	3.4	0.0	0.0	0.0	0.0	4.5	25	60.5	25	81		
BRISTOL	EASYJET UK LTD	S D	85	0	4	0.0	38.2	24.7	11.2	11.2	6.7	2.2	1.1	0.0	0.0	0.0	4.5	20	84.0	11	81		
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	75.0	51	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	0.0	0	75.0	52	4		
BRISTOL	TUI AIRWAYS LTD	C A	5	0	0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	25.0	18	4		
BRISTOL	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	13	4		
CARDIFF WALES	FLYBE LTD	S A	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	15	8		
CARDIFF WALES	FLYBE LTD	S D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	16	8		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	5	0	0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	21	4		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	15	4		
EDINBURGH	EASYJET UK LTD	S A	58	0	1	3.4	30.5	45.8	6.8	1.7	5.1	5.1	0.0	0.0	0.0	0.0	1.7	18	82.1	13	56		
EDINBURGH	EASYJET UK LTD	S D	58	0	1	0.0	57.6	28.8	3.4	1.7	1.7	5.1	0.0	0.0	0.0	0.0	1.7	12	87.5	10	56		
EDINBURGH	JET2.COM LTD	S A	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	15	8		
EDINBURGH	JET2.COM LTD	S D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	8		
EDINBURGH	TUI AIRWAYS LTD	C A	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	4		
EDINBURGH	TUI AIRWAYS LTD	C D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	9	4		
EXETER	FLYBE LTD	S A	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	21	4		
EXETER	FLYBE LTD	S D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	22	4		
GLASGOW	EASYJET UK LTD	S A	14	0	0	0.0	50.0	28.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	22	12		
GLASGOW	EASYJET UK LTD	S D	14	0	0	0.0	35.7	57.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	19	12		
ISLE OF MAN	FLYBE LTD	C A	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
ISLE OF MAN	FLYBE LTD	C D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	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	0	25.0	35	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	0	25.0	38	4		
JERSEY	FLYBE LTD	S A	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	25.0	77	4		
JERSEY	FLYBE LTD	S D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	66	4		

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	JET2.COM LTD	S	A	30	0	0	0.0	13.3	40.0	26.7	13.3	6.7	0.0	0.0	0.0	0.0	0.0	20	84.4	9	32	
	LEEDS BRADFORD	JET2.COM LTD	S	D	30	0	0	0.0	16.7	63.3	10.0	3.3	6.7	0.0	0.0	0.0	0.0	0.0	13	81.3	11	32	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	83	0	0	1.2	32.5	44.6	13.3	6.0	2.4	0.0	0.0	0.0	0.0	0.0	11	81.6	11	76	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	83	0	0	0.0	57.8	34.9	6.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	4	88.2	5	76	
	GATWICK	BRITISH AIRWAYS PLC	S	A	104	0	6	3.6	26.4	23.6	13.6	23.6	0.0	0.0	0.9	2.7	0.0	5.5	52	63.5	20	96	
	GATWICK	BRITISH AIRWAYS PLC	S	D	103	0	4	0.0	33.6	42.1	8.4	8.4	2.8	0.9	0.0	0.0	0.0	3.7	12	77.1	9	96	
	GATWICK	EASYJET SWITZERLAND	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	EASYJET SWITZERLAND	S	A	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	
	GATWICK	EASYJET SWITZERLAND	S	D	0	0	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	235	0	8	0.8	24.3	35.8	14.0	12.3	7.8	0.8	0.4	0.4	0.0	3.3	23	62.7	27	236	
	GATWICK	EASYJET UK LTD	S	D	235	0	6	0.0	19.1	37.3	19.9	10.8	8.7	1.7	0.0	0.0	0.0	2.5	22	63.4	18	235	
	GATWICK	SWISS AIRLINES	S	A	11	0	0	0.0	27.3	18.2	27.3	27.3	0.0	0.0	0.0	0.0	0.0	0.0	20	62.5	20	8	
	GATWICK	SWISS AIRLINES	S	D	10	0	0	0.0	10.0	0.0	50.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	34	0.0	54	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	0.0	76	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	0.0	64	4	
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	38	0.0	58	8	
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20	50.0	23	8	
	GATWICK	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	313	0	13	2.8	16.9	33.7	13.5	14.4	12.0	2.1	0.6	0.0	0.0	4.0	26	76.3	15	295	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	313	0	13	0.0	29.8	37.1	13.2	8.6	6.1	0.9	0.3	0.0	0.0	4.0	16	83.9	7	295	
	HEATHROW	SWISS AIRLINES	S	A	142	0	4	0.7	19.9	34.2	22.6	8.9	10.3	0.7	0.0	0.0	0.0	2.7	21	75.2	13	138	
	HEATHROW	SWISS AIRLINES	S	D	142	0	5	0.0	28.6	32.0	15.0	12.9	6.8	1.4	0.0	0.0	0.0	3.4	20	76.1	15	137	
	LONDON CITY	AIR DOLOMITI	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	78	0.0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	A	27	0	2	0.0	48.3	17.2	6.9	6.9	13.8	0.0	0.0	0.0	0.0	6.9	19	60.7	18	57	
	LONDON CITY	BA CITYFLYER LTD	S	D	27	0	2	0.0	27.6	34.5	6.9	10.3	10.3	3.4	0.0	0.0	0.0	6.9	22	56.3	22	60	
	LONDON CITY	SWISS AIRLINES	S	A	62	0	10	5.6	41.7	30.6	4.2	2.8	1.4	0.0	0.0	0.0	0.0	13.9	5	79.5	5	64	
	LONDON CITY	SWISS AIRLINES	S	D	62	0	13	0.0	5.3	52.0	16.0	6.7	2.7	0.0	0.0	0.0	0.0	17.3	14	63.0	13	63	
	LUTON	EASYJET SWITZERLAND	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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 SWITZERLAND	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	39	1		
LUTON	EASYJET UK LTD	S	A	162	0	17	2.2	25.7	25.1	17.3	12.8	4.5	2.8	0.0	0.0	0.0	9.5	20	69.7	19	165		
LUTON	EASYJET UK LTD	S	D	163	0	14	0.0	36.2	33.9	10.7	5.6	4.5	1.1	0.0	0.0	0.0	7.9	14	80.6	11	165		
STANSTED	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
STANSTED	EASYJET UK LTD	S	A	61	0	4	3.1	26.2	29.2	13.8	9.2	10.8	0.0	1.5	0.0	0.0	6.2	24	75.4	16	61		
STANSTED	EASYJET UK LTD	S	D	61	0	4	1.5	49.2	26.2	6.2	7.7	3.1	0.0	0.0	0.0	0.0	6.2	9	88.3	9	60		
STANSTED	JET2.COM LTD	S	A	30	0	0	0.0	33.3	46.7	13.3	0.0	3.3	0.0	3.3	0.0	0.0	0.0	14	90.9	7	22		
STANSTED	JET2.COM LTD	S	D	29	0	0	0.0	48.3	44.8	0.0	3.4	3.4	0.0	0.0	0.0	0.0	0.0	6	95.5	2	22		
STANSTED	SWISS AIRLINES	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	0.0	14	0.0	0	0		
STANSTED	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1		
MANCHESTER	EASYJET SWITZERLAND	S	A	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	23	4		
MANCHESTER	EASYJET SWITZERLAND	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	29	4		
MANCHESTER	EASYJET UK LTD	S	A	67	0	0	0.0	25.4	37.3	14.9	13.4	6.0	0.0	3.0	0.0	0.0	0.0	22	79.7	41	64		
MANCHESTER	EASYJET UK LTD	S	D	67	0	0	1.5	31.3	41.8	11.9	6.0	4.5	3.0	0.0	0.0	0.0	0.0	15	73.4	15	64		
MANCHESTER	JET2.COM LTD	S	A	28	0	0	0.0	39.3	35.7	10.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	13	73.3	17	30		
MANCHESTER	JET2.COM LTD	S	D	27	0	0	0.0	29.6	55.6	7.4	3.7	3.7	0.0	0.0	0.0	0.0	0.0	10	83.3	8	30		
MANCHESTER	TUI AIRWAYS LTD	C	A	3	0	0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	32	75.0	12	4		
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	0.0	18	75.0	12	4		
NEWCASTLE	EASYJET UK LTD	S	A	25	0	1	3.8	19.2	38.5	7.7	23.1	0.0	0.0	0.0	3.8	0.0	3.8	33	66.7	20	24		
NEWCASTLE	EASYJET UK LTD	S	D	25	0	1	0.0	23.1	42.3	11.5	11.5	3.8	0.0	3.8	0.0	0.0	3.8	26	66.7	19	24		
NEWCASTLE	TUI AIRWAYS LTD	S	A	5	0	0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	16	4		
NEWCASTLE	TUI AIRWAYS LTD	S	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	18	4		
SOUTHAMPTON	EASYJET SWITZERLAND	S	A	10	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	90.9	3	11		
SOUTHAMPTON	EASYJET SWITZERLAND	S	D	10	0	0	0.0	20.0	30.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	22	83.3	22	12		
SOUTHAMPTON	FLYBE LTD	S	A	15	0	0	6.7	26.7	46.7	13.3	0.0	6.7	0.0	0.0	0.0	0.0	0.0	12	66.7	40	12		
SOUTHAMPTON	FLYBE LTD	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	12	66.7	38	12		
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	2		
SOUTHEND	EASYJET UK LTD	S	A	27	0	4	3.2	25.8	41.9	3.2	0.0	3.2	3.2	3.2	3.2	0.0	12.9	35	65.4	30	25		
SOUTHEND	EASYJET UK LTD	S	D	28	0	3	0.0	54.8	25.8	0.0	0.0	3.2	3.2	3.2	0.0	0.0	9.7	17	76.9	30	26		
<b>TOTAL GENEVA</b>				<b>3555</b>	<b>0</b>	<b>170</b>	<b>1.2</b>	<b>28.0</b>	<b>35.2</b>	<b>13.4</b>	<b>9.6</b>	<b>6.0</b>	<b>1.3</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>4.6</b>	<b>19</b>	<b>73.2</b>	<b>16</b>	<b>3509</b>		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: G			PERCENTAGE OF FLIGHTS LATE										FEB 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)
GENOA																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	16.7	41.7	25.0	0.0	8.3	0.0	0.0	0.0	8.3	0.0	0.0	107	76.5	8	17
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	0.0	25.0	50.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	12	76.5	7	17
	STANSTED	RYANAIR	S	A	13	0	0	15.4	30.8	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	37	12
	STANSTED	RYANAIR	S	D	13	0	0	0.0	69.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	5	12
<b>TOTAL GENOA</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>42.0</b>	<b>32.0</b>	<b>10.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>77.6</b>	<b>13</b>	<b>58</b>
GIBRALTAR																						
	BRISTOL	EASYJET UK LTD	S	A	14	0	0	14.3	42.9	0.0	7.1	7.1	21.4	0.0	7.1	0.0	0.0	0.0	37	93.3	4	15
	BRISTOL	EASYJET UK LTD	S	D	14	0	0	0.0	28.6	35.7	7.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	20	93.3	1	15
	DONCASTER SHEFFIELD	EXECUTIVE JET MANAGEMENT EUROPE	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	26	0	0	34.6	34.6	7.7	3.8	11.5	0.0	3.8	0.0	3.8	0.0	0.0	27	74.1	13	27
	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	5	92.6	8	27
	HEATHROW	BRITISH AIRWAYS PLC	S	A	35	0	0	2.9	28.6	22.9	17.1	8.6	14.3	2.9	0.0	2.9	0.0	0.0	55	92.2	4	51
	HEATHROW	BRITISH AIRWAYS PLC	S	D	37	0	0	0.0	18.9	62.2	5.4	8.1	5.4	0.0	0.0	0.0	0.0	0.0	14	84.6	8	52
	LUTON	EASYJET UK LTD	S	A	9	0	0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	10	8
	LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	9	8
	MANCHESTER	EASYJET UK LTD	S	A	11	0	0	9.1	54.5	0.0	9.1	9.1	0.0	0.0	18.2	0.0	0.0	0.0	46	75.0	13	8
	MANCHESTER	EASYJET UK LTD	S	D	11	0	0	0.0	27.3	45.5	9.1	9.1	9.1	0.0	0.0	0.0	0.0	0.0	14	87.5	13	8
<b>TOTAL GIBRALTAR</b>					<b>193</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>31.1</b>	<b>33.7</b>	<b>9.8</b>	<b>7.3</b>	<b>6.7</b>	<b>1.0</b>	<b>1.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>86.3</b>	<b>7</b>	<b>219</b>
GLASGOW																						
	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	0.0	0	0.0	23	1
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	86	0	0	9.3	67.4	18.6	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	3	88.3	7	103
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	86	0	0	2.3	69.8	20.9	1.2	4.7	1.2	0.0	0.0	0.0	0.0	0.0	4	90.3	5	103
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	89	0	0	6.7	44.9	28.1	7.9	5.6	6.7	0.0	0.0	0.0	0.0	0.0	11	89.8	7	88
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	89	0	0	1.1	50.6	21.3	13.5	7.9	3.4	1.1	1.1	0.0	0.0	0.0	14	86.4	8	88
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	54	1
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	90	1
	BIRMINGHAM	FLYBE LTD	S	A	147	0	4	43.0	45.7	3.3	2.6	1.3	0.0	0.7	0.7	0.0	0.0	2.6	4	81.5	14	149
	BIRMINGHAM	FLYBE LTD	S	D	146	0	4	1.3	58.7	30.7	4.7	0.7	1.3	0.0	0.0	0.0	0.0	2.7	3	70.0	19	148
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	BOURNEMOUTH	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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)
BOURNEMOUTH	TUI AIRWAYS LTD	S D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
BRISTOL	EASYJET UK LTD	S A	88	0	2	3.3	34.4	32.2	11.1	7.8	6.7	2.2	0.0	0.0	0.0	0.0	2.2	17	80.5	13	82
BRISTOL	EASYJET UK LTD	S D	89	0	2	1.1	50.5	25.3	7.7	8.8	2.2	1.1	1.1	0.0	0.0	0.0	2.2	13	94.0	4	84
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	0.0	52	1
CARDIFF WALES	FLYBE LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.1	7	17
CARDIFF WALES	FLYBE LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.1	7	17
CARDIFF WALES	LOGANAIR LTD	S A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
CARDIFF WALES	LOGANAIR LTD	S D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.6	16	68
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.7	21	68
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S A	49	0	0	6.1	53.1	28.6	6.1	0.0	6.1	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
EAST MIDLANDS INTERNATIONAL	LOGANAIR LTD	S D	48	0	0	2.1	50.0	33.3	10.4	0.0	4.2	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
EAST MIDLANDS INTERNATIONAL	SWIFTAIR	S A	0	0	0	0.0	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 A	15	0	0	6.7	66.7	0.0	6.7	6.7	13.3	0.0	0.0	0.0	0.0	0.0	15	50.0	14	17	
EXETER	FLYBE LTD	S D	15	0	0	0.0	40.0	40.0	0.0	6.7	13.3	0.0	0.0	0.0	0.0	0.0	16	50.0	25	16	
JERSEY	EASYJET UK LTD	S A	8	0	1	11.1	22.2	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11.1	11	62.5	17	7
JERSEY	EASYJET UK LTD	S D	8	0	1	11.1	22.2	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11.1	11	62.5	19	7
GATWICK	BRITISH AIRWAYS PLC	S A	93	0	5	19.4	40.8	11.2	7.1	9.2	7.1	0.0	0.0	0.0	0.0	5.1	13	77.1	17	96	
GATWICK	BRITISH AIRWAYS PLC	S D	93	0	5	0.0	59.2	15.3	7.1	8.2	5.1	0.0	0.0	0.0	0.0	5.1	10	85.4	6	96	
GATWICK	EASYJET UK LTD	S A	76	0	3	12.7	41.8	21.5	8.9	6.3	2.5	1.3	1.3	0.0	0.0	3.8	14	73.4	17	79	
GATWICK	EASYJET UK LTD	S D	76	0	3	0.0	40.5	32.9	12.7	6.3	3.8	0.0	0.0	0.0	0.0	3.8	12	72.2	17	79	
GATWICK	WEST JET AIRLINES	S A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	78	0.0	0	0	
HEATHROW	BRITISH AIRWAYS PLC	S A	255	0	16	8.1	29.2	23.6	12.2	10.3	8.1	1.8	0.7	0.0	0.0	5.9	21	84.3	10	210	
HEATHROW	BRITISH AIRWAYS PLC	S D	256	0	16	0.0	33.8	31.3	10.3	12.5	5.5	0.7	0.0	0.0	0.0	5.9	16	89.5	7	210	
LONDON CITY	BA CITYFLYER LTD	S A	147	0	5	17.8	36.8	22.4	8.6	9.2	1.3	0.7	0.0	0.0	0.0	3.3	10	72.4	13	131	
LONDON CITY	BA CITYFLYER LTD	S D	149	0	3	0.0	28.3	41.4	13.8	10.5	3.3	0.7	0.0	0.0	0.0	2.0	13	71.1	13	131	
LUTON	EASYJET UK LTD	S A	63	0	3	16.7	39.4	19.7	4.5	12.1	1.5	0.0	0.0	1.5	0.0	4.5	18	90.8	5	65	
LUTON	EASYJET UK LTD	S D	62	0	3	0.0	44.6	23.1	9.2	6.2	9.2	1.5	1.5	0.0	0.0	4.6	22	83.1	12	65	
STANSTED	AUSTRIAN AIRLINES	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
STANSTED	EASYJET UK LTD	S A	73	0	2	9.3	40.0	22.7	12.0	6.7	4.0	0.0	2.7	0.0	0.0	2.7	17	81.6	13	76	
STANSTED	EASYJET UK LTD	S D	73	0	2	1.3	48.0	30.7	5.3	8.0	1.3	1.3	1.3	0.0	0.0	2.7	13	81.6	16	76	



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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	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	80.0	7	47		
	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	74.0	13	47		
	MANCHESTER	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1		
	NEWCASTLE	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	20	0.0	0	0		
	SOUTHAMPTON	FLYBE LTD	S	A	99	0	1	18.0	62.0	14.0	3.0	0.0	2.0	0.0	0.0	0.0	1.0	3	84.1	9	109		
	SOUTHAMPTON	FLYBE LTD	S	D	99	0	1	1.0	69.0	20.0	5.0	1.0	3.0	0.0	0.0	0.0	1.0	4	78.1	12	109		
	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	9	0.0	0	0		
<b>TOTAL GLASGOW</b>					<b>2588</b>	<b>0</b>	<b>82</b>	<b>7.9</b>	<b>44.7</b>	<b>24.2</b>	<b>8.1</b>	<b>7.0</b>	<b>4.0</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>81.2</b>	<b>11</b>	<b>2695</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	42	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	50.0	24	4		
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	12		
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	12		
	GATWICK	TUI AIRWAYS LTD	C	A	8	0	0	0.0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	26	75.0	6	4		
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	15	75.0	9	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	64.7	26	16		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	38.9	36	16		
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	11.1	33.3	44.4	0.0	0.0	11.1	0.0	0.0	63	50.0	21	4		
	MANCHESTER	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	25.0	25.0	37.5	0.0	0.0	12.5	0.0	0.0	53	0.0	59	4		
<b>TOTAL GOA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>29.4</b>	<b>32.4</b>	<b>32.4</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>55.4</b>	<b>23</b>	<b>80</b>		
GOTEBORG (LANDVETTER)																							
	BIRMINGHAM	TUI FLY NORDIC	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		
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	12	75.0	27	8		
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	12.5	12.5	50.0	25.0	0.0	0.0	0.0	0.0	0.0	24	62.5	33	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	0.0	0	33.3	28	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	0.0	0	91.7	4	12		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	38	0	2	0.0	27.5	27.5	20.0	10.0	10.0	0.0	0.0	0.0	5.0	18	62.5	15	40		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	38	0	2	0.0	35.0	37.5	7.5	5.0	10.0	0.0	0.0	0.0	5.0	13	50.0	23	40		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	80	0	1	6.2	22.2	24.7	17.3	17.3	7.4	3.7	0.0	0.0	1.2	26	75.0	13	72		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	80	0	1	0.0	37.0	40.7	9.9	8.6	1.2	1.2	0.0	0.0	1.2	12	89.0	6	73		
	STANSTED	RYANAIR	S	A	40	0	1	14.6	29.3	26.8	12.2	9.8	2.4	0.0	2.4	0.0	2.4	18	62.2	28	37		
	STANSTED	RYANAIR	S	D	40	0	1	0.0	26.8	41.5	9.8	17.1	2.4	0.0	0.0	0.0	2.4	16	66.7	16	36		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: G										FEB 2019								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MANCHESTER	BRITISH AIRWAYS PLC	S	D	12	0	0	0.0	33.3	41.7	8.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	25	93.8	7	16						
MANCHESTER	RYANAIR	S	A	8	0	0	12.5	25.0	25.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0						
MANCHESTER	RYANAIR	S	D	8	0	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	29	0.0	0	0						
<b>TOTAL GOTEBORG (LANDVETTER)</b>				<b>361</b>	<b>0</b>	<b>8</b>	<b>3.5</b>	<b>29.0</b>	<b>33.3</b>	<b>13.3</b>	<b>11.1</b>	<b>5.7</b>	<b>1.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>18</b>	<b>71.2</b>	<b>16</b>	<b>354</b>							
GRANADA																												
GATWICK	EASYJET UK LTD	S	A	8	0	0	0.0	25.0	25.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	29	83.3	11	12						
GATWICK	EASYJET UK LTD	S	D	8	0	0	0.0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	83.3	5	12						
MANCHESTER	EASYJET UK LTD	S	A	6	0	0	50.0	16.7	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	25	100.0	2	8						
MANCHESTER	EASYJET UK LTD	S	D	6	0	0	0.0	50.0	16.7	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	25	87.5	6	8						
<b>TOTAL GRANADA</b>				<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>21.4</b>	<b>25.0</b>	<b>14.3</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>87.5</b>	<b>6</b>	<b>40</b>						
GRAND CAYMAN																												
HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	52.9	17.6	5.9	5.9	0.0	11.8	5.9	0.0	0.0	0.0	0.0	0.0	20	93.8	3	16						
HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	0.0	6.3	56.3	25.0	6.3	0.0	0.0	6.3	0.0	0.0	0.0	0.0	31	87.5	5	16						
<b>TOTAL GRAND CAYMAN</b>				<b>33</b>	<b>0</b>	<b>0</b>	<b>27.3</b>	<b>12.1</b>	<b>30.3</b>	<b>15.2</b>	<b>3.0</b>	<b>6.1</b>	<b>3.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>90.6</b>	<b>4</b>	<b>32</b>						
GRENADA																												
GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	71.4	10	7						
GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	16	8						
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	33.3	22.2	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	85.7	4	7						
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	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	22	87.5	13	8						
<b>TOTAL GRENADA</b>				<b>34</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>17.6</b>	<b>29.4</b>	<b>23.5</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>11</b>	<b>80.0</b>	<b>11</b>	<b>30</b>						
GRENOBLE																												
BIRMINGHAM	FLYBE 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	52	1						
BIRMINGHAM	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	22	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	0.0	41	1						
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	0.0	0	0.0	66	1						
BIRMINGHAM	JET2.COM LTD	S	A	14	0	0	21.4	64.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	15	8						
BIRMINGHAM	JET2.COM LTD	S	D	14	0	0	0.0	21.4	57.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	10	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	0.0	0	75.0	10	4						
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	0.0	0	75.0	17	4						
BRISTOL	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	0.0	57	0.0	0	0						
BRISTOL	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	0.0	8	0.0	0	0						
BRISTOL	EASYJET UK LTD	S	A	14	0	0	0.0	28.6	42.9	7.1	0.0	14.3	0.0	7.1	0.0	0.0	0.0	0.0	39	66.7	21	12						

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	14	0	0	0.0	28.6	42.9	7.1	0.0	14.3	7.1	0.0	0.0	0.0	0.0	25	83.3	8	12			
BRISTOL	RYANAIR	S A	5	0	0	0.0	60.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0			
BRISTOL	RYANAIR	S D	5	0	0	0.0	20.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0			
CARDIFF WALES	TRADE AIR	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
CARDIFF WALES	TRADE AIR	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	3	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	TYROL AIR AMBULANCE	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	59	0.0	0	0			
EDINBURGH	EASYJET UK LTD	S 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	14	75.0	5	4			
EDINBURGH	EASYJET UK LTD	S D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	8	4			
GLASGOW	JET2.COM LTD	S A	5	0	0	0.0	20.0	40.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	39	100.0	5	4			
GLASGOW	JET2.COM LTD	S D	5	0	0	0.0	60.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	29	75.0	5	4			
JERSEY	BLUE ISLANDS LIMITED	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	1	4			
JERSEY	BLUE ISLANDS LIMITED	C D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	63	100.0	8	5			
LEEDS BRADFORD	JET2.COM LTD	S A	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	38	4			
LEEDS BRADFORD	JET2.COM LTD	S D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	60	4			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	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	11	100.0	1	7			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	7			
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0			
GATWICK	BRITISH AIRWAYS PLC	C A	25	0	0	16.0	16.0	16.0	8.0	16.0	0.0	12.0	0.0	16.0	0.0	0.0	208	75.0	13	24			
GATWICK	BRITISH AIRWAYS PLC	C D	24	0	0	0.0	8.3	70.8	12.5	4.2	0.0	4.2	0.0	0.0	0.0	0.0	14	87.5	6	24			
GATWICK	BRITISH AIRWAYS PLC	S A	16	0	0	31.3	6.3	12.5	25.0	18.8	0.0	6.3	0.0	0.0	0.0	0.0	24	41.7	31	12			
GATWICK	BRITISH AIRWAYS PLC	S D	16	0	0	0.0	25.0	56.3	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	58.3	19	12			
GATWICK	EASYJET UK LTD	S A	19	0	2	14.3	28.6	19.0	4.8	19.0	0.0	0.0	4.8	0.0	0.0	9.5	19	55.0	34	20			
GATWICK	EASYJET UK LTD	S D	20	0	1	0.0	33.3	38.1	14.3	9.5	0.0	0.0	0.0	0.0	0.0	4.8	9	75.0	15	20			
GATWICK	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			
GATWICK	ENTER AIR	C D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	57	0.0	0	0			
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	93	8			
GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	5	0	0	0.0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	48	62.5	33	8			

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

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PERCENTAGE OF FLIGHTS LATE

FEB 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	NORWEGIAN AIR INTERNATIONAL	S	A	5	0	0	0.0	0.0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	78	0.0	0	0	
GATWICK	PRIVILEGE STYLE	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	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	27	8		
GATWICK	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	4		
GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	33	4		
GATWICK	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	25	8		
GATWICK	TITAN AIRWAYS LTD	C	A	14	0	1	20.0	26.7	26.7	6.7	13.3	0.0	0.0	0.0	0.0	0.0	6.7	10	77.8	6	9		
GATWICK	TITAN AIRWAYS LTD	C	D	15	0	1	0.0	18.8	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	6.3	13	60.0	15	10		
GATWICK	VUELING AIRLINES	C	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	50.0	36	2		
GATWICK	VUELING AIRLINES	C	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	50.0	14	2		
HEATHROW	BRITISH AIRWAYS PLC	S	A	7	0	1	12.5	12.5	25.0	0.0	12.5	25.0	0.0	0.0	0.0	0.0	12.5	32	50.0	27	4		
HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	0.0	50.0	25.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	75.0	27	4		
LUTON	EASYJET UK LTD	S	A	9	0	2	27.3	27.3	18.2	0.0	9.1	0.0	0.0	0.0	0.0	0.0	18.2	6	70.0	12	10		
LUTON	EASYJET UK LTD	S	D	9	0	2	9.1	45.5	9.1	18.2	0.0	0.0	0.0	0.0	0.0	0.0	18.2	6	90.0	8	10		
LUTON	WIZZ AIR UK LTD	S	A	9	0	1	10.0	10.0	20.0	10.0	20.0	10.0	0.0	10.0	0.0	0.0	10.0	47	100.0	1	10		
LUTON	WIZZ AIR UK LTD	S	D	10	0	0	0.0	20.0	40.0	0.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	36	100.0	3	10		
STANSTED	BA CITYFLYER LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0		
STANSTED	EASYJET UK LTD	S	A	8	0	1	0.0	22.2	33.3	22.2	0.0	0.0	0.0	11.1	0.0	0.0	11.1	36	87.5	4	8		
STANSTED	EASYJET UK LTD	S	D	8	0	1	0.0	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11.1	6	87.5	8	8		
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	2		
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	1	3		
STANSTED	JET2.COM LTD	S	A	17	0	0	5.9	35.3	23.5	23.5	11.8	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	15	4		
STANSTED	JET2.COM LTD	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	5	100.0	6	4		
STANSTED	RYANAIR	S	A	14	0	0	14.3	7.1	57.1	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	18	14		
STANSTED	RYANAIR	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	64.3	11	14		
STANSTED	TITAN AIRWAYS LTD	C	A	1	0	1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	13	0.0	96	1		
STANSTED	TITAN AIRWAYS LTD	C	D	1	0	1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	7	100.0	7	1		
MANCHESTER	JET2.COM LTD	S	A	20	0	0	0.0	20.0	35.0	10.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	20	78.6	22	14		
MANCHESTER	JET2.COM LTD	S	D	20	0	0	0.0	30.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	78.6	8	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	100.0	5	4		

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

		Origin/Destinations: G																	FEB 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	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	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
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	20.0	40.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	30	75.0	7	4
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	11	4
<b>TOTAL GRENOBLE</b>					<b>473</b>	<b>0</b>	<b>16</b>	<b>6.3</b>	<b>27.2</b>	<b>35.0</b>	<b>10.0</b>	<b>10.8</b>	<b>3.7</b>	<b>2.0</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>3.3</b>	<b>27</b>	<b>71.9</b>	<b>16</b>	<b>425</b>
GRONINGEN																						
	STANSTED	STOBART AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	47	1
	SOUTHEND	STOBART AIR	S	A	23	0	2	4.0	40.0	32.0	0.0	8.0	4.0	4.0	0.0	0.0	0.0	8.0	15	70.9	22	53
	SOUTHEND	STOBART AIR	S	D	23	0	2	0.0	48.0	24.0	12.0	4.0	0.0	4.0	0.0	0.0	0.0	8.0	12	76.8	14	54
<b>TOTAL GRONINGEN</b>					<b>46</b>	<b>0</b>	<b>4</b>	<b>2.0</b>	<b>44.0</b>	<b>28.0</b>	<b>6.0</b>	<b>6.0</b>	<b>2.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>13</b>	<b>73.2</b>	<b>19</b>	<b>108</b>
GUANGZHOU BAIYUN INTERNATIONAL																						
	HEATHROW	CHINA SOUTHERN	S	A	14	0	0	64.3	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	13	28
	HEATHROW	CHINA SOUTHERN	S	D	14	0	0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	28
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>53.6</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>0.0</b>	<b>1</b>	<b>87.5</b>	<b>7</b>	<b>56</b>
GUERNSEY																						
	BIRMINGHAM	FLYBE LTD	S	A	22	0	0	4.5	63.6	22.7	4.5	0.0	0.0	0.0	4.5	0.0	0.0	0.0	12	83.3	8	22
	BIRMINGHAM	FLYBE LTD	S	D	21	0	0	0.0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.0	19	19
	BRISTOL	AURIGNY AIR SERVICES	S	A	15	0	1	6.3	56.3	18.8	6.3	0.0	0.0	0.0	6.3	0.0	0.0	6.3	20	73.3	12	15
	BRISTOL	AURIGNY AIR SERVICES	S	D	15	0	1	6.3	50.0	31.3	0.0	0.0	0.0	0.0	6.3	0.0	0.0	6.3	19	80.0	14	15
	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	75.0	10	12
	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	90.0	3	10
	BRISTOL	FLYBE LTD	S	A	18	0	0	5.6	44.4	33.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	BRISTOL	FLYBE LTD	S	D	23	0	0	4.3	60.9	17.4	4.3	8.7	4.3	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	S	A	14	0	1	13.3	53.3	13.3	0.0	0.0	6.7	0.0	6.7	0.0	0.0	6.7	21	87.5	5	15
	EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	S	D	14	0	1	6.7	40.0	33.3	0.0	0.0	6.7	0.0	6.7	0.0	0.0	6.7	22	81.3	6	15
	EXETER	AURIGNY AIR SERVICES	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
	EXETER	FLYBE LTD	S	A	21	0	0	14.3	57.1	19.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	73.9	16	22
	EXETER	FLYBE LTD	S	D	22	0	0	0.0	59.1	31.8	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	88.0	14	25
	JERSEY	AURIGNY AIR SERVICES	S	A	39	0	2	0.0	51.2	39.0	2.4	0.0	2.4	0.0	0.0	0.0	0.0	4.9	5	0.0	0	0
	JERSEY	AURIGNY AIR SERVICES	S	D	40	0	2	0.0	45.2	33.3	7.1	4.8	4.8	0.0	0.0	0.0	0.0	4.8	12	0.0	0	0
	JERSEY	BLUE ISLANDS LIMITED	S	A	123	0	7	1.5	40.0	31.5	6.9	6.2	5.4	3.1	0.0	0.0	0.0	5.4	16	85.1	6	116
	JERSEY	BLUE ISLANDS LIMITED	S	D	118	0	8	1.6	54.8	23.8	3.2	4.0	3.2	0.8	2.4	0.0	0.0	6.3	13	77.1	13	111

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										FEB 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
JERSEY	FLYBE LTD	S A	45	0	5	4.0	48.0	16.0	10.0	4.0	8.0	0.0	0.0	0.0	0.0	10.0	13	70.8	16	46
JERSEY	FLYBE LTD	S D	27	0	2	0.0	48.3	20.7	17.2	6.9	0.0	0.0	0.0	0.0	6.9	7	0.0	0	0	
GATWICK	AURIGNY AIR SERVICES	S A	151	0	9	2.5	40.0	35.6	8.8	3.1	0.6	1.3	2.5	0.0	0.0	5.6	14	78.7	11	159
GATWICK	AURIGNY AIR SERVICES	S D	151	0	8	1.9	47.8	25.8	8.2	5.7	2.5	1.3	1.9	0.0	0.0	5.0	15	73.6	19	159
HEATHROW	FLYBE LTD	S A	27	0	2	6.9	24.1	27.6	13.8	10.3	10.3	0.0	0.0	0.0	0.0	6.9	18	0.0	0	0
HEATHROW	FLYBE LTD	S D	26	0	2	0.0	32.1	32.1	3.6	7.1	14.3	0.0	3.6	0.0	0.0	7.1	29	0.0	0	0
STANSTED	AURIGNY AIR SERVICES	S A	15	0	1	6.3	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	6.3	8	81.3	8	16
STANSTED	AURIGNY AIR SERVICES	S D	15	0	1	0.0	50.0	31.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	6.3	9	68.8	11	16
MANCHESTER	AURIGNY AIR SERVICES	S A	53	0	3	8.9	48.2	30.4	1.8	3.6	1.8	0.0	0.0	0.0	0.0	5.4	5	85.7	6	55
MANCHESTER	AURIGNY AIR SERVICES	S D	53	0	3	0.0	42.9	35.7	10.7	1.8	3.6	0.0	0.0	0.0	0.0	5.4	8	78.6	14	55
SOUTHAMPTON	AURIGNY AIR SERVICES	S A	51	0	2	5.7	45.3	28.3	5.7	1.9	5.7	3.8	0.0	0.0	0.0	3.8	15	0.0	0	0
SOUTHAMPTON	AURIGNY AIR SERVICES	S D	52	0	2	3.7	22.2	42.6	7.4	7.4	7.4	5.6	0.0	0.0	0.0	3.7	24	0.0	0	0
SOUTHAMPTON	FLYBE LTD	S A	82	0	8	1.1	40.0	28.9	4.4	8.9	3.3	1.1	3.3	0.0	0.0	8.9	20	78.8	16	74
SOUTHAMPTON	FLYBE LTD	S D	86	0	9	0.0	31.6	37.9	4.2	9.5	2.1	1.1	4.2	0.0	0.0	9.5	21	73.8	22	74
<b>TOTAL GUERNSEY</b>			<b>1339</b>	<b>1</b>	<b>80</b>	<b>2.7</b>	<b>44.0</b>	<b>30.2</b>	<b>6.2</b>	<b>4.9</b>	<b>3.6</b>	<b>1.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.1</b>	<b>5.6</b>	<b>14</b>	<b>78.5</b>	<b>13</b>	<b>1051</b>

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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							
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	60.0	12	20	
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.0	17	20		
<b>TOTAL HAHN</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>57.5</b>	<b>15</b>	<b>40</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	80.0	9	15		
	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	100.0	3	15		
<b>TOTAL HALIFAX INT</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>90.0</b>	<b>6</b>	<b>30</b>		
HALMSTAD																							
	STANSTED	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		
	STANSTED	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
<b>TOTAL HALMSTAD</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
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	50.0	28	14		
	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	40.0	38	15		
	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	22.2	27	9		
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	22	9		
	EDINBURGH	EASYJET UK LTD	S	A	12	0	0	0.0	8.3	33.3	16.7	33.3	0.0	0.0	8.3	0.0	0.0	42	75.0	12	15		
	EDINBURGH	EASYJET UK LTD	S	D	12	0	0	0.0	16.7	41.7	25.0	8.3	0.0	0.0	8.3	0.0	0.0	31	81.3	13	16		
	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	87.5	20	16		
	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	16		
	GATWICK	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	GATWICK	EASYJET UK LTD	S	A	38	0	4	0.0	16.7	26.2	16.7	21.4	9.5	0.0	0.0	0.0	9.5	25	70.0	16	49		
	GATWICK	EASYJET UK LTD	S	D	38	0	3	0.0	24.4	46.3	4.9	9.8	7.3	0.0	0.0	0.0	7.3	15	86.0	7	49		
	GATWICK	NORWEGIAN AIR SHUTTLE	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	126	0	8	14.2	26.9	22.4	12.7	7.5	7.5	3.0	0.0	0.0	6.0	19	79.2	10	121		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	126	0	9	0.0	32.6	37.0	8.1	8.1	5.9	1.5	0.0	0.0	6.7	15	79.2	9	122		
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	76	0	2	14.1	35.9	23.1	7.7	6.4	9.0	1.3	0.0	0.0	2.6	16	82.9	10	75		
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	76	0	2	0.0	41.0	25.6	12.8	6.4	9.0	1.3	1.3	0.0	2.6	19	76.3	12	75		
	STANSTED	RYANAIR	S	A	20	0	1	0.0	42.9	28.6	9.5	9.5	4.8	0.0	0.0	0.0	4.8	12	73.0	13	36		
	STANSTED	RYANAIR	S	D	20	0	1	0.0	33.3	52.4	0.0	9.5	0.0	0.0	0.0	0.0	4.8	8	70.3	14	36		
	MANCHESTER	EASYJET UK LTD	S	A	22	0	0	0.0	40.9	31.8	13.6	9.1	4.5	0.0	0.0	0.0	0.0	13	69.2	17	38		
	MANCHESTER	EASYJET UK LTD	S	D	22	0	0	0.0	54.5	36.4	4.5	0.0	4.5	0.0	0.0	0.0	0.0	8	84.6	6	38		
	MANCHESTER	RYANAIR	S	A	17	0	0	0.0	23.5	35.3	17.6	23.5	0.0	0.0	0.0	0.0	0.0	16	90.0	5	20		

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					FEB 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	RYANAIR	S	D	17	0	0	0.0	52.9	29.4	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	20			
<b>TOTAL HAMBURG</b>					<b>623</b>	<b>0</b>	<b>31</b>	<b>4.6</b>	<b>32.3</b>	<b>30.6</b>	<b>10.4</b>	<b>9.3</b>	<b>6.4</b>	<b>1.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>17</b>	<b>77.3</b>	<b>12</b>	<b>789</b>			
HANOI																									
	HEATHROW	VIETNAM AIRLINES	S	A	16	0	0	0.0	0.0	0.0	6.3	56.3	37.5	0.0	0.0	0.0	0.0	0.0	56	43.8	30	16			
	HEATHROW	VIETNAM AIRLINES	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	2	93.8	2	16			
<b>TOTAL HANOI</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>18.8</b>	<b>3.1</b>	<b>28.1</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>68.8</b>	<b>16</b>	<b>32</b>			
HANOVER																									
	BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.6	15	17			
	BIRMINGHAM	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	34	52.9	23	17			
	BIRMINGHAM	JET2.COM LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
	BIRMINGHAM	JET2.COM LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0			
	BIRMINGHAM	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
	BIRMINGHAM	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0			
	EXETER	TITAN AIRWAYS LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
	EXETER	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	48	0	1	14.3	32.7	30.6	6.1	8.2	4.1	2.0	0.0	0.0	0.0	2.0	14	91.3	4	79			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	48	0	1	0.0	40.8	40.8	2.0	12.2	2.0	0.0	0.0	0.0	0.0	2.0	10	91.3	4	79			
	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	87.5	7	24			
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.2	16	24			
	STANSTED	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			
	STANSTED	JET2.COM LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
	STANSTED	TITAN AIRWAYS LTD	C	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
	STANSTED	TITAN AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0			
	MANCHESTER	FLYBE LTD	S	A	20	0	1	4.8	52.4	14.3	14.3	4.8	4.8	0.0	0.0	0.0	0.0	4.8	9	66.7	21	15			
	MANCHESTER	FLYBE LTD	S	D	20	0	0	0.0	20.0	65.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	62.5	32	16			
	MANCHESTER	JET2.COM LTD	C	A	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0			
	MANCHESTER	JET2.COM LTD	C	D	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0			
<b>TOTAL HANOVER</b>					<b>159</b>	<b>0</b>	<b>3</b>	<b>6.2</b>	<b>35.2</b>	<b>37.0</b>	<b>7.4</b>	<b>9.3</b>	<b>2.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>11</b>	<b>83.2</b>	<b>10</b>	<b>271</b>			
HAUGESUND																									
	ABERDEEN	LOGANAIR LTD	S	A	3	0	1	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	4	0.0	0	0			



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S A/D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											FEB 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)
		ABERDEEN	LOGANAIR LTD	S	D	3	0	1	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	10	0.0	0	0		
<b>TOTAL HAUGESUND</b>						<b>6</b>	<b>0</b>	<b>2</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
HAVANA		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	50.0	37.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	17	37.5	39	8			
		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	0.0	12.5	37.5	25.0	12.5	0.0	12.5	0.0	0.0	0.0	37	25.0	30	8			
<b>TOTAL HAVANA</b>						<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>18.8</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>31.3</b>	<b>35</b>	<b>16</b>		
HAWARDEN		BOURNEMOUTH	LOGANAIR LTD	S	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
		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	621	9			
		BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	12			
		BRISTOL	LOGANAIR LTD	C	A	24	0	0	4.2	83.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
		BRISTOL	LOGANAIR LTD	C	D	24	0	0	12.5	50.0	25.0	8.3	0.0	4.2	0.0	0.0	0.0	0.0	8	0.0	0	0			
		BRISTOL	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	81.8	2	10			
		BRISTOL	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	91.7	3	12			
		LIVERPOOL (JOHN LENNON)	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	10	1			
<b>TOTAL HAWARDEN</b>						<b>49</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>65.3</b>	<b>18.4</b>	<b>4.1</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>4</b>	<b>70.8</b>	<b>129</b>	<b>44</b>			
HEATHROW		ABERDEEN	BRITISH AIRWAYS PLC	S	A	180	0	11	5.8	37.2	28.8	8.4	8.4	4.7	1.0	0.0	0.0	5.8	14	84.2	10	144			
		ABERDEEN	BRITISH AIRWAYS PLC	S	D	179	0	11	0.5	36.3	28.4	11.1	9.5	7.4	1.1	0.0	0.0	5.8	16	82.9	14	144			
		ABERDEEN	FLYBE LTD	S	A	75	0	2	13.0	36.4	23.4	9.1	5.2	6.5	3.9	0.0	0.0	2.6	17	80.3	13	76			
		ABERDEEN	FLYBE LTD	S	D	75	0	2	0.0	37.7	26.0	18.2	10.4	2.6	2.6	0.0	0.0	2.6	16	73.7	15	76			
		BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	85	0	2	12.6	36.8	18.4	9.2	12.6	8.0	0.0	0.0	0.0	2.3	15	86.7	9	83			
		BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	85	0	2	1.1	27.6	33.3	16.1	8.0	10.3	1.1	0.0	0.0	2.3	19	82.1	11	84			
		BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S	A	107	0	1	1.9	39.8	37.0	7.4	5.6	2.8	1.9	2.8	0.0	0.0	0.9	17	92.5	3	106		
		BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S	D	107	0	1	0.9	34.3	38.9	6.5	8.3	6.5	0.9	2.8	0.0	0.0	0.9	20	86.1	7	107		
		BELFAST INTERNATIONAL	AER LINGUS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2			
		BELFAST INTERNATIONAL	BRITISH AIRWAYS PLC	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1			
		BIRMINGHAM	AMERICAN 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	74	0.0	0	0			
		BIRMINGHAM	BRITISH AIRWAYS PLC	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	24	0.0	0	0			
		BIRMINGHAM	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	72	0.0	0	0			

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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 D	1	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	71	0.0	51	1	
BIRMINGHAM	UNITED AIRLINES	S D	1	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	95	0.0	0	0	
BOURNEMOUTH	BRITISH AIRWAYS PLC	S D	3	0	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
CARDIFF WALES	BRITISH AIRWAYS PLC	S D	0	4	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
EDINBURGH	BRITISH AIRWAYS PLC	S A	229	0	15	3.7	34.4	30.7	10.7	9.8	3.7	0.4	0.4	0.0	0.0	6.1	14	87.6	6	208			
EDINBURGH	BRITISH AIRWAYS PLC	S D	228	0	15	1.6	39.9	26.7	8.6	9.1	5.3	1.6	0.4	0.4	0.0	6.2	18	83.8	8	208			
EDINBURGH	FLYBE LTD	S A	158	0	6	9.1	47.6	24.4	7.3	2.4	4.9	0.6	0.0	0.0	0.0	3.7	9	86.1	9	108			
EDINBURGH	FLYBE LTD	S D	158	0	6	0.0	26.8	50.0	10.4	6.1	3.0	0.0	0.0	0.0	0.0	3.7	10	74.1	13	108			
GLASGOW	BRITISH AIRWAYS PLC	S A	256	0	16	2.6	27.6	33.1	11.4	13.6	5.1	0.4	0.4	0.0	0.0	5.9	17	88.2	6	212			
GLASGOW	BRITISH AIRWAYS PLC	S D	254	0	16	0.4	35.6	26.3	12.2	9.6	7.4	2.2	0.4	0.0	0.0	5.9	19	84.3	10	210			
LEEDS BRADFORD	BRITISH AIRWAYS PLC	S A	37	0	4	0.0	9.8	17.1	29.3	22.0	9.8	2.4	0.0	0.0	0.0	9.8	34	85.0	9	39			
LEEDS BRADFORD	BRITISH AIRWAYS PLC	S D	37	0	4	0.0	9.8	22.0	19.5	22.0	9.8	7.3	0.0	0.0	0.0	9.8	37	82.5	9	39			
GATWICK	BRITISH AIRWAYS PLC	C A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
GATWICK	BRITISH AIRWAYS PLC	S D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	26	100.0	14	1			
GATWICK	UNITED AIRLINES	S D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
GATWICK	VUELING AIRLINES	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			
MANCHESTER	BRITISH AIRWAYS PLC	S A	177	0	11	2.1	35.1	29.3	13.3	10.1	3.7	0.5	0.0	0.0	0.0	5.9	13	81.8	8	185			
MANCHESTER	BRITISH AIRWAYS PLC	S D	175	0	12	2.1	33.2	23.5	15.5	13.9	4.3	1.1	0.0	0.0	0.0	6.4	17	75.4	11	183			
NEWCASTLE	BRITISH AIRWAYS PLC	C D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	75	0.0	0	0			
NEWCASTLE	BRITISH AIRWAYS PLC	S A	118	0	5	2.4	33.3	26.8	14.6	12.2	4.1	1.6	0.8	0.0	0.0	4.1	18	82.9	8	115			
NEWCASTLE	BRITISH AIRWAYS PLC	S D	118	0	5	0.0	22.0	32.5	18.7	12.2	8.1	1.6	0.8	0.0	0.0	4.1	24	72.6	13	115			
<b>TOTAL HEATHROW</b>			<b>2854</b>	<b>4</b>	<b>149</b>	<b>2.8</b>	<b>33.7</b>	<b>29.6</b>	<b>11.7</b>	<b>9.8</b>	<b>5.6</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1</b>	<b>5.0</b>	<b>17</b>	<b>82.9</b>	<b>9</b>	<b>2555</b>			
HELSINKI																							
BOURNEMOUTH	TUI AIRWAYS LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
EDINBURGH	FINNAIR	S A	11	0	0	9.1	36.4	45.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	7			
EDINBURGH	FINNAIR	S D	10	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	7			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	56	0	2	1.7	13.8	43.1	22.4	15.5	0.0	0.0	0.0	0.0	0.0	3.4	16	66.7	14	56			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	57	0	1	0.0	5.2	31.0	34.5	24.1	1.7	0.0	1.7	0.0	0.0	1.7	25	60.7	17	56			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: H		PERCENTAGE OF FLIGHTS LATE													FEB 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
HEATHROW		BRITISH AIRWAYS PLC		S	A	28	0	1	10.3	31.0	27.6	10.3	10.3	6.9	0.0	0.0	0.0	0.0	3.4	18	73.1	13	51
HEATHROW		BRITISH AIRWAYS PLC		S	D	28	0	1	0.0	34.5	51.7	3.4	3.4	3.4	0.0	0.0	0.0	0.0	3.4	8	82.7	9	52
HEATHROW		FINNAIR		S	A	168	0	5	7.5	23.7	30.6	14.5	15.0	4.6	1.2	0.0	0.0	0.0	2.9	18	70.0	13	138
HEATHROW		FINNAIR		S	D	169	0	5	0.6	33.3	32.2	12.6	12.1	5.2	1.1	0.0	0.0	0.0	2.9	16	67.9	16	138
MANCHESTER		FINNAIR		S	A	58	0	0	1.7	17.2	43.1	29.3	3.4	3.4	0.0	1.7	0.0	0.0	0.0	17	82.1	10	56
MANCHESTER		FINNAIR		S	D	58	0	0	0.0	29.3	50.0	12.1	3.4	1.7	0.0	3.4	0.0	0.0	0.0	16	78.6	11	56
<b>TOTAL HELSINKI</b>						<b>643</b>	<b>0</b>	<b>15</b>	<b>3.0</b>	<b>25.2</b>	<b>36.2</b>	<b>16.6</b>	<b>11.9</b>	<b>3.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>17</b>	<b>72.3</b>	<b>13</b>	<b>618</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	25.0	35	4	
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	47	4	
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	64	4	
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	63	4	
<b>TOTAL HERAKLION</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>6.3</b>	<b>52</b>	<b>16</b>	
HO CHI MINH CITY																							
HEATHROW		VIETNAM AIRLINES		S	A	13	0	0	15.4	15.4	23.1	23.1	23.1	0.0	0.0	0.0	0.0	0.0	16	66.7	18	12	
HEATHROW		VIETNAM AIRLINES		S	D	13	0	0	15.4	61.5	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	26	12	
<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>23.1</b>	<b>11.5</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>75.0</b>	<b>22</b>	<b>24</b>	
HOLGUIN (FRANK PAIS)																							
GATWICK		THOMAS COOK AIRLINES LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	15	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	25.0	36	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	40.0	35	4	
MANCHESTER		THOMAS COOK AIRLINES LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	41	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</b>	<b>41.2</b>	<b>32</b>	<b>16</b>	
HONG KONG (CHEK LAP KOK)																							
GATWICK		CATHAY PACIFIC AIRWAYS		S	A	9	0	2	18.2	9.1	27.3	18.2	9.1	0.0	0.0	0.0	0.0	18.2	8	81.5	7	27	
GATWICK		CATHAY PACIFIC AIRWAYS		S	D	9	0	2	0.0	54.5	18.2	9.1	0.0	0.0	0.0	0.0	0.0	18.2	3	100.0	3	27	
HEATHROW		BRITISH AIRWAYS PLC		S	A	43	0	9	3.8	55.8	13.5	3.8	3.8	1.9	0.0	0.0	0.0	0.0	17.3	5	96.1	22	51
HEATHROW		BRITISH AIRWAYS PLC		S	D	41	0	12	0.0	5.7	35.8	11.3	15.1	9.4	0.0	0.0	0.0	0.0	22.6	24	76.5	14	51
HEATHROW		CATHAY PACIFIC AIRWAYS		S	A	114	0	13	21.3	26.8	22.8	11.0	5.5	0.0	1.6	0.8	0.0	0.0	10.2	11	78.8	10	137
HEATHROW		CATHAY PACIFIC AIRWAYS		S	D	114	0	13	0.0	45.7	30.7	6.3	4.7	1.6	0.8	0.0	0.0	0.0	10.2	8	83.2	9	137

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										FEB 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
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	2	0.0	64.3	25.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	7.1	2	79.3	67	27
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	2	0.0	60.7	28.6	0.0	3.6	0.0	0.0	0.0	0.0	0.0	7.1	3	82.1	10	28
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	24	0	1	24.0	24.0	24.0	20.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	7	57.7	17	26
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	24	0	1	4.0	72.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1	92.3	4	26
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>					<b>430</b>	<b>0</b>	<b>57</b>	<b>7.8</b>	<b>39.0</b>	<b>25.7</b>	<b>8.0</b>	<b>5.3</b>	<b>1.6</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>11.7</b>	<b>9</b>	<b>82.4</b>	<b>14</b>	<b>537</b>
HOUSTON																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	50	0	0	40.0	30.0	16.0	4.0	6.0	2.0	0.0	0.0	2.0	0.0	0.0	36	83.7	7	43
	HEATHROW	BRITISH AIRWAYS PLC	S	D	50	0	0	0.0	24.0	52.0	12.0	6.0	6.0	0.0	0.0	0.0	0.0	0.0	13	72.1	13	43
	HEATHROW	UNITED AIRLINES	S	A	57	0	1	56.9	25.9	10.3	1.7	1.7	1.7	0.0	0.0	0.0	0.0	1.7	3	89.3	8	56
	HEATHROW	UNITED AIRLINES	S	D	57	0	1	1.7	82.8	8.6	1.7	0.0	1.7	1.7	0.0	0.0	0.0	1.7	5	96.4	2	56
	MANCHESTER	SINGAPORE AIRLINES	S	A	21	0	0	95.2	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	20
	MANCHESTER	SINGAPORE AIRLINES	S	D	21	0	0	0.0	61.9	33.3	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	8	85.0	7	20
<b>TOTAL HOUSTON</b>					<b>256</b>	<b>0</b>	<b>2</b>	<b>28.7</b>	<b>40.3</b>	<b>20.2</b>	<b>3.9</b>	<b>2.7</b>	<b>2.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.8</b>	<b>12</b>	<b>87.4</b>	<b>7</b>	<b>238</b>
HUMBERSIDE																						
	ABERDEEN	FLYBE LTD	S	A	54	0	5	35.6	27.1	15.3	1.7	5.1	5.1	0.0	1.7	0.0	0.0	8.5	13	58.8	15	41
	ABERDEEN	FLYBE LTD	S	D	54	0	4	3.4	53.4	22.4	6.9	3.4	3.4	0.0	0.0	0.0	0.0	6.9	7	76.5	5	46
	BRISTOL	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
	CARDIFF WALES	EASTERN AIRWAYS	C	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
	CARDIFF WALES	EASTERN AIRWAYS	C	D	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
	GATWICK	LONDON EXECUTIVE 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	23	1
	NEWCASTLE	EASTERN AIRWAYS	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	26	2
	NEWCASTLE	EASTERN AIRWAYS	S	D	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	100.0	0	1
	NEWCASTLE	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	5	0.0	0	0
	NEWCASTLE	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	0.0	0	0
	TEESSIDE INTERNATIONAL AIRPORT	EASTERN AIRWAYS	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	53	100.0	0	1
	TEESSIDE INTERNATIONAL AIRPORT	EASTERN AIRWAYS	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: H		PERCENTAGE OF FLIGHTS LATE													FEB 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
TEESSIDE INTERNATIONAL AIRPORT		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	68.8	9	14	
TEESSIDE INTERNATIONAL AIRPORT		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	75.0	8	17	
<b>TOTAL HUMBERSIDE HURGHADA</b>						<b>119</b>	<b>2</b>	<b>9</b>	<b>17.7</b>	<b>40.8</b>	<b>18.5</b>	<b>3.8</b>	<b>6.2</b>	<b>3.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>1.5</b>	<b>6.9</b>	<b>10</b>	<b>68.8</b>	<b>10</b>	<b>124</b>
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	86.7	4	15		
BIRMINGHAM		THOMAS COOK AIRLINES LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	9	16		
BIRMINGHAM		TUI AIRWAYS LTD		S	A	12	0	0	0.0	25.0	50.0	8.3	16.7	0.0	0.0	0.0	0.0	0.0	13	71.4	18	7	
BIRMINGHAM		TUI AIRWAYS LTD		S	D	12	0	0	0.0	16.7	75.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	57.1	30	7	
BRISTOL		EASYJET UK LTD		S	A	13	0	1	21.4	35.7	7.1	7.1	21.4	0.0	0.0	0.0	0.0	7.1	12	0.0	0	0	
BRISTOL		EASYJET UK LTD		S	D	13	0	0	0.0	61.5	23.1	7.7	0.0	7.7	0.0	0.0	0.0	0.0	8	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	50.0	17	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	100.0	7	4	
BRISTOL		TUI AIRWAYS LTD		C	A	4	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	25	66.7	12	9	
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	3	100.0	0	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	50.0	27	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	100.0	5	6	
GLASGOW		THOMAS COOK AIRLINES LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	18	3	
GLASGOW		THOMAS COOK AIRLINES LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	9	3	
GATWICK		EASYJET UK LTD		S	A	23	0	1	20.8	25.0	29.2	12.5	4.2	0.0	4.2	0.0	0.0	4.2	12	83.3	17	12	
GATWICK		EASYJET UK LTD		S	D	23	0	0	0.0	0.0	47.8	43.5	8.7	0.0	0.0	0.0	0.0	0.0	18	25.0	40	12	
GATWICK		ENTER AIR		S	A	4	0	0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	57	0.0	0	0	
GATWICK		ENTER AIR		S	D	4	0	0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	25	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	65.0	24	20	
GATWICK		THOMAS COOK AIRLINES LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	37	20	
GATWICK		TUI AIRWAYS LTD		S	A	10	0	0	10.0	10.0	50.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	13	72.7	8	11	
GATWICK		TUI AIRWAYS LTD		S	D	10	0	0	0.0	0.0	70.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	13	90.9	9	11	
STANSTED		EASYJET UK LTD		S	A	8	0	0	12.5	25.0	12.5	25.0	12.5	0.0	0.0	12.5	0.0	0.0	40	87.5	19	8	
STANSTED		EASYJET UK LTD		S	D	8	0	0	0.0	25.0	37.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	17	75.0	13	8	
MANCHESTER		EASYJET UK LTD		S	A	8	0	0	0.0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	24	0.0	0	0	
MANCHESTER		EASYJET UK LTD		S	D	9	0	0	0.0	11.1	77.8	11.1	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 FEBRUARY 2020

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	ENTER AIR	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	15	0.0	0	0
	MANCHESTER	ENTER AIR	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	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	14	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	10	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	81.5	11	27	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	8	26	
	MANCHESTER	TUI AIRWAYS LTD	S	A	12	0	0	0.0	41.7	33.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	91.7	4	12	
	MANCHESTER	TUI AIRWAYS LTD	S	D	12	0	0	0.0	0.0	66.7	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	12	91.7	6	12	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	66	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	4	
<b>TOTAL HURGHADA</b>					<b>197</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>20.1</b>	<b>40.7</b>	<b>20.1</b>	<b>9.0</b>	<b>3.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>15</b>	<b>74.7</b>	<b>16</b>	<b>277</b>	
HYDERABAD ( RAJIV GHANDI )																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	3.4	24.1	13.8	13.8	17.2	17.2	3.4	6.9	0.0	0.0	0.0	48	82.1	69	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	3.4	51.7	13.8	3.4	17.2	6.9	3.4	0.0	0.0	0.0	43	78.6	12	28	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>13.8</b>	<b>32.8</b>	<b>13.8</b>	<b>10.3</b>	<b>17.2</b>	<b>5.2</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>80.4</b>	<b>41</b>	<b>56</b>	

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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							
IASI	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	651	1	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	8	0	0	0.0	12.5	50.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	19	75.0	35	8	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	8	0	0	0.0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	26	75.0	37	8	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	11	0	1	0.0	16.7	58.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	8.3	13	71.4	56	14	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	11	0	1	0.0	25.0	50.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	8.3	9	50.0	18	12	
	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	21	2		
	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	22	2		
	LUTON	WIZZ AIR	S	A	29	0	0	13.8	37.9	27.6	13.8	3.4	3.4	0.0	0.0	0.0	0.0	0.0	9	89.3	5	28	
	LUTON	WIZZ AIR	S	D	29	0	0	0.0	24.1	41.4	17.2	10.3	0.0	0.0	6.9	0.0	0.0	0.0	24	64.3	21	28	
	STANSTED	BLUE AIR TRANSPORT AERIAN	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	2	0.0	0	0		
<b>TOTAL IASI</b>					<b>97</b>	<b>0</b>	<b>2</b>	<b>4.0</b>	<b>24.2</b>	<b>41.4</b>	<b>13.1</b>	<b>10.1</b>	<b>3.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>16</b>	<b>68.9</b>	<b>30</b>	<b>103</b>	
IBIZA	LONDON CITY	BA CITYFLYER LTD	S	A	24	0	1	8.0	24.0	28.0	4.0	20.0	8.0	0.0	4.0	0.0	0.0	4.0	28	50.0	32	23	
	LONDON CITY	BA CITYFLYER LTD	S	D	24	0	1	0.0	16.0	32.0	16.0	20.0	4.0	8.0	0.0	0.0	0.0	4.0	28	40.0	38	24	
<b>TOTAL IBIZA</b>					<b>48</b>	<b>0</b>	<b>2</b>	<b>4.0</b>	<b>20.0</b>	<b>30.0</b>	<b>10.0</b>	<b>20.0</b>	<b>6.0</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>28</b>	<b>44.9</b>	<b>35</b>	<b>47</b>	
ILHA DO SAL C.VERDE	BIRMINGHAM	TUI AIRWAYS LTD	S	A	8	0	0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	10	6	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	8	0	0	0.0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	71.4	11	7	
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	419	75.0	6	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	6	100.0	0	4	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	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	100.0	9	4	
	GATWICK	TUI AIRWAYS LTD	S	A	12	0	1	7.7	0.0	46.2	15.4	15.4	7.7	0.0	0.0	0.0	0.0	7.7	20	56.3	18	16	
	GATWICK	TUI AIRWAYS LTD	S	D	12	0	1	0.0	0.0	38.5	23.1	23.1	7.7	0.0	0.0	0.0	0.0	7.7	24	68.8	10	16	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	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	10	4	
	MANCHESTER	TUI AIRWAYS LTD	S	A	8	0	1	11.1	11.1	22.2	11.1	22.2	11.1	0.0	0.0	0.0	0.0	11.1	31	66.7	18	12	

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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	8	0	2	0.0	20.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	33	91.7	6	12
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>64</b>	<b>0</b>	<b>5</b>	<b>7.2</b>	<b>11.6</b>	<b>39.1</b>	<b>15.9</b>	<b>10.1</b>	<b>7.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>7.2</b>	<b>44</b>	<b>75.3</b>	<b>11</b>	<b>93</b>
INNSBRUCK	BIRMINGHAM	AUSTRIAN AIRLINES	C	A	5	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	11	4
	BIRMINGHAM	AUSTRIAN AIRLINES	C	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	4
	BIRMINGHAM	JET2.COM LTD	S	A	5	0	0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	5	0	0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	14	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	5	0	0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	17	4
	BRISTOL	AUSTRIAN AIRLINES	C	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	62.5	18	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	0.0	0	62.5	23	8
	BRISTOL	EASYJET UK LTD	S	A	12	0	0	0.0	16.7	50.0	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	10	6
	BRISTOL	EASYJET UK LTD	S	D	12	0	0	0.0	50.0	41.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	3	7
	BRISTOL	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	18	0.0	0	0
	BRISTOL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	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
	EDINBURGH	AUSTRIAN AIRLINES	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	7	100.0	4	3
	EDINBURGH	AUSTRIAN AIRLINES	C	D	7	0	0	0.0	28.6	57.1	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	14	100.0	4	3
	EDINBURGH	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	28	100.0	5	4
	EDINBURGH	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	6	4
	GLASGOW	AUSTRIAN AIRLINES	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	8	1
	GLASGOW	AUSTRIAN AIRLINES	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1
	GATWICK	AUSTRIAN AIRLINES	C	A	5	0	0	0.0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	26	100.0	3	4
	GATWICK	AUSTRIAN AIRLINES	C	D	5	0	0	0.0	0.0	80.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	17	50.0	16	4
	GATWICK	BRITISH AIRWAYS PLC	C	A	5	0	0	20.0	20.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	31	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	D	5	0	0	0.0	80.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	29	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	1	12.5	29.2	20.8	12.5	12.5	0.0	0.0	4.2	4.2	0.0	4.2	77	75.0	13	20
	GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	1	0.0	25.0	41.7	4.2	16.7	8.3	0.0	0.0	0.0	0.0	4.2	18	65.0	13	20



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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	72	0	1	2.7	15.1	34.2	19.2	13.7	6.8	0.0	4.1	2.7	0.0	1.4	38	69.4	14	72			
GATWICK	EASYJET UK LTD	S D	72	0	0	0.0	23.6	47.2	15.3	6.9	5.6	0.0	1.4	0.0	0.0	0.0	18	84.7	8	72			
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	75.0	15	8			
GATWICK	THOMAS COOK AIRLINES LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	8			
GATWICK	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	23	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	62.5	13	8			
GATWICK	TUI AIRWAYS LTD	C A	15	0	0	0.0	13.3	40.0	26.7	13.3	6.7	0.0	0.0	0.0	0.0	0.0	22	50.0	23	8			
GATWICK	TUI AIRWAYS LTD	C D	15	0	4	0.0	10.5	47.4	10.5	10.5	0.0	0.0	0.0	0.0	0.0	21.1	12	87.5	13	8			
HEATHROW	BRITISH AIRWAYS PLC	S A	24	0	0	8.3	0.0	12.5	12.5	16.7	37.5	12.5	0.0	0.0	0.0	0.0	54	81.3	28	32			
HEATHROW	BRITISH AIRWAYS PLC	S D	24	0	0	0.0	25.0	41.7	8.3	20.8	4.2	0.0	0.0	0.0	0.0	0.0	16	93.8	5	32			
LUTON	EASYJET UK LTD	S A	10	0	2	8.3	25.0	8.3	8.3	16.7	8.3	0.0	8.3	0.0	0.0	16.7	47	77.8	5	8			
LUTON	EASYJET UK LTD	S D	10	0	2	0.0	41.7	25.0	8.3	0.0	8.3	0.0	0.0	0.0	0.0	16.7	13	88.9	5	9			
STANSTED	AUSTRIAN AIRLINES	C A	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	33.3	32	3			
STANSTED	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	0.0	4	50.0	31	4			
STANSTED	JET2.COM LTD	S A	3	0	0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	96	0.0	0	0			
STANSTED	JET2.COM LTD	S D	3	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
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	100.0	1	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	100.0	4	4			
STANSTED	TUI AIRWAYS LTD	C A	5	0	0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	48	100.0	5	4			
STANSTED	TUI AIRWAYS LTD	C D	5	0	0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	51	75.0	11	4			
MANCHESTER	AUSTRIAN AIRLINES	C A	6	0	0	0.0	16.7	83.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	9	5			
MANCHESTER	AUSTRIAN AIRLINES	C D	6	0	0	0.0	33.3	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	1	5			
MANCHESTER	EASYJET UK LTD	S A	7	0	0	0.0	42.9	14.3	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	19	50.0	12	4			
MANCHESTER	EASYJET UK LTD	S D	7	0	0	0.0	85.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	25	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	100.0	0	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	75.0	8	4			
MANCHESTER	JET2.COM LTD	S A	5	0	0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
MANCHESTER	JET2.COM LTD	S D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0			
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	5	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	100.0	2	8			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: I										FEB 2019								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MANCHESTER	TUI AIRWAYS LTD	C	A	15	0	0	0.0	6.7	40.0	20.0	20.0	6.7	6.7	0.0	0.0	0.0	0.0	31	87.5	6	8							
MANCHESTER	TUI AIRWAYS LTD	C	D	15	0	0	0.0	13.3	26.7	20.0	13.3	20.0	6.7	0.0	0.0	0.0	0.0	38	50.0	21	8							
NEWCASTLE	TUI AIRWAYS LTD	S	A	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	4							
NEWCASTLE	TUI AIRWAYS LTD	S	D	5	0	0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	11	4							
<b>TOTAL INNSBRUCK</b>				<b>505</b>	<b>0</b>	<b>11</b>	<b>3.5</b>	<b>26.6</b>	<b>35.9</b>	<b>12.0</b>	<b>9.5</b>	<b>6.8</b>	<b>1.4</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>2.1</b>	<b>25</b>	<b>78.2</b>	<b>12</b>	<b>471</b>							
INVERNESS																												
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	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	81.3	12	16							
BELFAST CITY (GEORGE BEST)	FLYBE 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	81.3	11	16							
BIRMINGHAM	FLYBE LTD	S	A	17	0	1	33.3	50.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	1	92.0	3	25							
BIRMINGHAM	FLYBE LTD	S	D	17	0	1	0.0	27.8	61.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5.6	4	76.0	10	25							
BRISTOL	EASYJET UK LTD	S	A	18	0	0	0.0	27.8	50.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	76.5	12	17							
BRISTOL	EASYJET UK LTD	S	D	18	0	0	0.0	27.8	50.0	5.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	14	94.1	4	17							
EDINBURGH	LOGANAIR LTD	S	D	1	0	1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0	0.0	0	0							
GATWICK	EASYJET UK LTD	S	A	67	0	3	10.0	31.4	24.3	8.6	12.9	8.6	0.0	0.0	0.0	0.0	4.3	18	81.2	15	69							
GATWICK	EASYJET UK LTD	S	D	67	0	3	0.0	31.4	34.3	14.3	12.9	2.9	0.0	0.0	0.0	0.0	4.3	15	69.6	18	69							
HEATHROW	BRITISH AIRWAYS PLC	S	A	48	0	4	7.7	15.4	23.1	17.3	13.5	9.6	5.8	0.0	0.0	0.0	7.7	31	78.3	15	23							
HEATHROW	BRITISH AIRWAYS PLC	S	D	48	0	4	0.0	38.5	32.7	3.8	7.7	5.8	3.8	0.0	0.0	0.0	7.7	17	69.6	15	23							
LUTON	EASYJET UK LTD	S	A	28	0	3	0.0	32.3	19.4	19.4	12.9	6.5	0.0	0.0	0.0	0.0	9.7	18	53.6	21	28							
LUTON	EASYJET UK LTD	S	D	29	0	2	0.0	29.0	25.8	19.4	16.1	3.2	0.0	0.0	0.0	0.0	6.5	17	53.6	21	28							
MANCHESTER	LOGANAIR LTD	S	A	57	0	0	36.8	47.4	8.8	3.5	1.8	1.8	0.0	0.0	0.0	0.0	0.0	3	84.7	6	72							
MANCHESTER	LOGANAIR LTD	S	D	57	0	0	0.0	56.1	36.8	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	5	72							
<b>TOTAL INVERNESS</b>				<b>504</b>	<b>0</b>	<b>22</b>	<b>8.0</b>	<b>36.1</b>	<b>29.1</b>	<b>9.1</b>	<b>8.0</b>	<b>4.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>13</b>	<b>78.0</b>	<b>12</b>	<b>500</b>							
IRELAND WEST(KNOCK)																												
BIRMINGHAM	FLYBE LTD	S	A	13	0	1	64.3	21.4	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	7.1	8	73.3	17	15							
BIRMINGHAM	FLYBE LTD	S	D	13	0	1	0.0	35.7	50.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7.1	4	46.7	30	15							
BRISTOL	RYANAIR	S	A	12	0	0	0.0	33.3	33.3	16.7	8.3	0.0	8.3	0.0	0.0	0.0	0.0	22	100.0	1	11							
BRISTOL	RYANAIR	S	D	12	0	0	0.0	16.7	41.7	25.0	8.3	0.0	8.3	0.0	0.0	0.0	0.0	23	90.9	2	11							
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	15	0	0	0.0	26.7	40.0	6.7	26.7	0.0	0.0	0.0	0.0	0.0	0.0	16	60.0	32	15							
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	16	0	0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	68.8	30	16							
EDINBURGH	FLYBE LTD	S	A	11	0	0	45.5	36.4	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	25	12							
EDINBURGH	FLYBE LTD	S	D	11	0	0	0.0	54.5	27.3	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	26	12							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	25	0	0	16.0	56.0	16.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	4	24							
LIVERPOOL (JOHN LENNON)	RYANAIR	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	0.0	1	100.0	0	24							
GATWICK	AER LINGUS	S	A	26	0	2	25.0	14.3	14.3	17.9	17.9	3.6	0.0	0.0	0.0	0.0	7.1	16	64.0	16	24							

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

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PERCENTAGE OF FLIGHTS LATE

FEB 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	AER LINGUS	S	D	26	0	3	6.9	31.0	27.6	10.3	13.8	0.0	0.0	0.0	0.0	0.0	10.3	11	56.0	18	24	
	LUTON	RYANAIR	S	A	25	0	0	20.0	16.0	36.0	4.0	12.0	8.0	0.0	0.0	4.0	0.0	0.0	37	66.7	24	24	
	LUTON	RYANAIR	S	D	25	0	0	0.0	32.0	48.0	4.0	8.0	4.0	0.0	0.0	4.0	0.0	0.0	34	79.2	13	24	
	STANSTED	RYANAIR	S	A	40	0	0	7.5	42.5	37.5	2.5	2.5	2.5	0.0	5.0	0.0	0.0	0.0	19	76.9	17	39	
	STANSTED	RYANAIR	S	D	41	0	0	0.0	63.4	31.7	0.0	2.4	0.0	0.0	2.4	0.0	0.0	0.0	8	90.0	7	40	
	MANCHESTER	FLYBE LTD	S	A	17	0	1	16.7	33.3	22.2	5.6	5.6	11.1	0.0	0.0	0.0	0.0	5.6	15	73.7	20	19	
	MANCHESTER	FLYBE LTD	S	D	17	0	1	0.0	22.2	50.0	5.6	11.1	5.6	0.0	0.0	0.0	0.0	5.6	17	78.9	16	19	
	MANCHESTER	RYANAIR	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL IRELAND WEST (KNOCK)</b>					<b>371</b>	<b>0</b>	<b>9</b>	<b>10.0</b>	<b>37.1</b>	<b>31.6</b>	<b>6.6</b>	<b>8.2</b>	<b>2.4</b>	<b>0.5</b>	<b>0.8</b>	<b>0.5</b>	<b>0.0</b>	<b>2.4</b>	<b>15</b>	<b>74.6</b>	<b>16</b>	<b>368</b>	
ISLAMABAD INTERNATIONAL AIRPORT																							
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	17	0	0	11.8	17.6	47.1	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	3	11	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	17	0	0	0.0	29.4	47.1	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	5	11	
	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	100.0	10	1		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	8.3	41.7	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	30.8	61.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	21	0	0	4.8	0.0	28.6	9.5	47.6	9.5	0.0	0.0	0.0	0.0	0.0	29	80.0	8	19	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	21	0	0	0.0	4.8	57.1	0.0	28.6	4.8	4.8	0.0	0.0	0.0	0.0	29	75.0	17	19	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	29	0	0	10.3	27.6	34.5	17.2	10.3	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	12	26	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	29	0	0	3.4	20.7	48.3	20.7	6.9	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	11	25	
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>					<b>159</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>20.1</b>	<b>43.4</b>	<b>13.8</b>	<b>15.1</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>14</b>	<b>78.3</b>	<b>10</b>	<b>112</b>	
ISLAY																							
	GLASGOW	LOGANAIR LTD	S	A	47	0	1	29.2	35.4	14.6	4.2	8.3	6.3	0.0	0.0	0.0	0.0	2.1	12	76.6	12	45	
	GLASGOW	LOGANAIR LTD	S	D	48	0	2	0.0	46.0	32.0	0.0	8.0	8.0	2.0	0.0	0.0	0.0	4.0	16	76.6	15	45	
<b>TOTAL ISLAY</b>					<b>95</b>	<b>0</b>	<b>3</b>	<b>14.3</b>	<b>40.8</b>	<b>23.5</b>	<b>2.0</b>	<b>8.2</b>	<b>7.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>14</b>	<b>76.6</b>	<b>14</b>	<b>90</b>	
ISLE OF MAN																							
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	8	0	0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	8	8	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	8	0	0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	11	8	
	BIRMINGHAM	FLYBE LTD	S	A	24	0	1	8.0	56.0	28.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	3	75.9	11	29		
	BIRMINGHAM	FLYBE LTD	S	D	24	0	1	0.0	36.0	44.0	8.0	8.0	0.0	0.0	0.0	0.0	4.0	8	65.5	14	29		
	BRISTOL	EASYJET UK LTD	S	A	8	0	2	10.0	20.0	10.0	30.0	0.0	10.0	0.0	0.0	0.0	20.0	17	42.9	23	7		
	BRISTOL	EASYJET UK LTD	S	D	8	0	2	0.0	40.0	30.0	0.0	0.0	10.0	0.0	0.0	0.0	20.0	13	85.7	7	7		

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

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NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	A	16	0	0	31.3	31.3	6.3	6.3	18.8	0.0	6.3	0.0	0.0	0.0	0.0	19	100.0	0	8	
	EDINBURGH	LOGANAIR LTD	S	D	16	0	0	0.0	37.5	18.8	25.0	12.5	0.0	6.3	0.0	0.0	0.0	0.0	22	87.5	4	8	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	40	0	6	17.4	37.0	19.6	8.7	4.3	0.0	0.0	0.0	0.0	0.0	13.0	7	89.1	12	44	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	40	0	5	0.0	53.3	22.2	6.7	6.7	0.0	0.0	0.0	0.0	0.0	11.1	7	86.7	12	45	
	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	A	75	0	3	2.6	34.6	44.9	6.4	7.7	0.0	0.0	0.0	0.0	0.0	3.8	8	84.7	10	95	
	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	D	75	0	3	0.0	33.3	53.8	3.8	5.1	0.0	0.0	0.0	0.0	0.0	3.8	3	84.8	9	95	
	GATWICK	EASYJET UK LTD	S	A	41	0	6	2.1	27.7	31.9	4.3	8.5	10.6	2.1	0.0	0.0	0.0	12.8	22	59.6	20	52	
	GATWICK	EASYJET UK LTD	S	D	41	0	5	0.0	21.7	37.0	8.7	15.2	6.5	0.0	0.0	0.0	0.0	10.9	18	75.0	13	52	
	LONDON CITY	BA CITYFLYER LTD	S	A	68	0	5	8.2	28.8	21.9	8.2	11.0	11.0	4.1	0.0	0.0	0.0	6.8	23	85.9	10	70	
	LONDON CITY	BA CITYFLYER LTD	S	D	67	0	6	0.0	6.8	21.9	20.5	16.4	19.2	2.7	4.1	0.0	0.0	8.2	45	73.6	12	70	
	MANCHESTER	FLYBE LTD	S	A	107	0	4	4.5	43.2	33.3	8.1	6.3	0.9	0.0	0.0	0.0	0.0	3.6	7	81.3	10	124	
	MANCHESTER	FLYBE LTD	S	D	107	0	4	0.0	31.5	44.1	11.7	7.2	1.8	0.0	0.0	0.0	0.0	3.6	9	78.7	10	123	
<b>TOTAL ISLE OF MAN</b>					<b>773</b>	<b>0</b>	<b>53</b>	<b>4.1</b>	<b>33.3</b>	<b>33.2</b>	<b>9.1</b>	<b>8.4</b>	<b>4.2</b>	<b>1.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>6.4</b>	<b>14</b>	<b>79.9</b>	<b>11</b>	<b>874</b>	
ISTANBUL																							
	BIRMINGHAM	THY TURKISH AIRLINES	S	A	39	0	3	9.5	21.4	28.6	14.3	11.9	7.1	0.0	0.0	0.0	0.0	7.1	15	0.0	0	0	
	BIRMINGHAM	THY TURKISH AIRLINES	S	D	39	0	3	0.0	11.9	33.3	14.3	21.4	11.9	0.0	0.0	0.0	0.0	7.1	25	0.0	0	0	
	EDINBURGH	THY TURKISH AIRLINES	S	A	29	0	0	13.8	27.6	20.7	20.7	17.2	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	EDINBURGH	THY TURKISH AIRLINES	S	D	29	0	0	3.4	31.0	34.5	6.9	24.1	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	GATWICK	THY TURKISH AIRLINES	S	A	55	0	3	8.6	19.0	32.8	15.5	15.5	3.4	0.0	0.0	0.0	0.0	5.2	16	66.7	14	59	
	GATWICK	THY TURKISH AIRLINES	S	D	55	0	2	0.0	5.3	29.8	26.3	28.1	7.0	0.0	0.0	0.0	0.0	3.5	25	55.0	22	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	1	0.0	10.5	26.3	21.1	28.1	8.8	3.5	0.0	0.0	0.0	1.8	32	75.6	12	41	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	1	0.0	10.5	50.9	14.0	14.0	5.3	1.8	1.8	0.0	0.0	1.8	25	87.8	10	41	
	HEATHROW	THY TURKISH AIRLINES	S	A	151	0	3	3.2	16.9	24.7	26.0	19.5	7.8	0.0	0.0	0.0	0.0	1.9	24	74.3	14	147	
	HEATHROW	THY TURKISH AIRLINES	S	D	151	0	3	3.2	24.7	32.5	14.3	16.9	5.2	0.6	0.0	0.6	0.0	1.9	21	77.0	13	147	
	STANSTED	ATLASJET INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	9	28	
	STANSTED	ATLASJET INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	12	28	
	MANCHESTER	THY TURKISH AIRLINES	S	A	57	0	1	3.4	19.0	29.3	32.8	12.1	1.7	0.0	0.0	0.0	0.0	1.7	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							
	MANCHESTER	THY TURKISH AIRLINES	S	D	57	0	1	0.0	3.4	31.0	34.5	27.6	1.7	0.0	0.0	0.0	0.0	1.7	23	0.0	0	0	
<b>TOTAL ISTANBUL</b>					<b>774</b>	<b>0</b>	<b>21</b>	<b>3.3</b>	<b>16.9</b>	<b>30.8</b>	<b>20.8</b>	<b>19.4</b>	<b>5.5</b>	<b>0.5</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>2.6</b>	<b>22</b>	<b>74.4</b>	<b>14</b>	<b>550</b>	
ISTANBUL (SABIHA GOKCEN)																							
	BELFAST INTERNATIONAL	PEGASUS AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	THY TURKISH AIRLINES	S	A	21	0	0	9.5	19.0	28.6	19.0	23.8	0.0	0.0	0.0	0.0	0.0	0.0	16	70.0	8	19	
	GATWICK	THY TURKISH AIRLINES	S	D	21	0	0	0.0	19.0	28.6	9.5	28.6	14.3	0.0	0.0	0.0	0.0	0.0	27	60.0	13	19	
	STANSTED	PEGASUS AIRLINES	S	A	112	0	1	0.9	8.8	27.4	25.7	28.3	6.2	0.9	0.9	0.0	0.0	0.9	29	68.8	17	96	
	STANSTED	PEGASUS AIRLINES	S	D	111	0	1	0.0	12.5	25.0	21.4	30.4	7.1	1.8	0.9	0.0	0.0	0.9	30	66.0	20	97	
	MANCHESTER	PEGASUS AIRLINES	S	A	29	0	0	0.0	6.9	20.7	27.6	27.6	17.2	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
	MANCHESTER	PEGASUS AIRLINES	S	D	29	0	0	0.0	3.4	6.9	24.1	37.9	27.6	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>					<b>323</b>	<b>0</b>	<b>2</b>	<b>0.9</b>	<b>10.8</b>	<b>24.3</b>	<b>22.8</b>	<b>29.5</b>	<b>9.5</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>31</b>	<b>67.1</b>	<b>17</b>	<b>232</b>	
ISTANBUL ATATURK																							
	BELFAST INTERNATIONAL	FREEBIRD AIRLINES	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
	BIRMINGHAM	THY TURKISH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.5	9	40	
	BIRMINGHAM	THY TURKISH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.5	16	40	
	EDINBURGH	THY TURKISH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	6	20	
	EDINBURGH	THY TURKISH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	9	20	
	GATWICK	THY TURKISH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	12	
	GATWICK	THY TURKISH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	7	12	
	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	76.8	10	56	
	MANCHESTER	THY TURKISH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	46.4	26	56	
<b>TOTAL ISTANBUL ATATURK</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>73.8</b>	<b>14</b>	<b>256</b>	
IVALO																							
	GATWICK	FINNAIR	S	A	8	0	0	0.0	12.5	37.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	24	62.5	14	7	
	GATWICK	FINNAIR	S	D	8	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	24	50.0	15	7	
<b>TOTAL IVALO</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>31.3</b>	<b>18.8</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>56.3</b>	<b>15</b>	<b>14</b>	

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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
IZMIR (ADNAN MENDERES)	STANSTED	PEGASUS AIRLINES	S	A	13	0	0	0.0	15.4	23.1	46.2	0.0	15.4	0.0	0.0	0.0	0.0	0.0	23	78.6	5	14
	STANSTED	PEGASUS AIRLINES	S	D	13	0	0	0.0	0.0	46.2	30.8	7.7	15.4	0.0	0.0	0.0	0.0	0.0	30	64.3	10	14
<b>TOTAL IZMIR (ADNAN MENDERES)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>34.6</b>	<b>38.5</b>	<b>3.8</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>71.4</b>	<b>8</b>	<b>28</b>

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

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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
JAKARTA (SOEKARNO-HATTA INTNL)	HEATHROW	GARUDA INDONESIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	8.3	34	12
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>8.3</b>	<b>34</b>	<b>12</b>
JEDDAH	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	16.7	11.1	27.8	33.3	5.6	5.6	0.0	0.0	0.0	0.0	0.0	16	83.3	7	24
	HEATHROW	BRITISH AIRWAYS PLC	S	D	19	0	0	0.0	21.1	42.1	15.8	10.5	10.5	0.0	0.0	0.0	0.0	0.0	20	83.3	8	24
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	29	0	0	0.0	3.4	13.8	20.7	51.7	6.9	0.0	3.4	0.0	0.0	0.0	43	66.7	13	27
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	29	0	0	0.0	24.1	27.6	20.7	20.7	0.0	3.4	3.4	0.0	0.0	0.0	32	88.9	6	27
	MANCHESTER	SAUDI ARABIAN AIRLINES	S	A	21	0	0	0.0	9.5	19.0	23.8	42.9	4.8	0.0	0.0	0.0	0.0	0.0	29	75.0	14	24
	MANCHESTER	SAUDI ARABIAN AIRLINES	S	D	21	0	0	0.0	4.8	23.8	23.8	42.9	4.8	0.0	0.0	0.0	0.0	0.0	30	95.8	2	24
<b>TOTAL JEDDAH</b>					<b>137</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>12.4</b>	<b>24.8</b>	<b>22.6</b>	<b>30.7</b>	<b>5.1</b>	<b>0.7</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>82.0</b>	<b>8</b>	<b>150</b>
JEREZ	STANSTED	RYANAIR	S	A	8	0	0	0.0	37.5	37.5	0.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	44	100.0	4	8
	STANSTED	RYANAIR	S	D	8	0	0	0.0	37.5	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	100.0	5	8
<b>TOTAL JEREZ</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>43.8</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>100.0</b>	<b>4</b>	<b>16</b>
JERSEY	BIRMINGHAM	FLYBE LTD	S	A	25	0	3	17.9	32.1	7.1	10.7	10.7	10.7	0.0	0.0	0.0	0.0	10.7	18	64.0	22	25
	BIRMINGHAM	FLYBE LTD	S	D	28	0	1	0.0	20.7	65.5	10.3	0.0	0.0	0.0	0.0	0.0	0.0	3.4	5	75.0	14	28
	BRISTOL	BLUE ISLANDS LIMITED	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	11
	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	92.3	4	13
	BRISTOL	FLYBE LTD	S	A	6	0	0	16.7	0.0	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	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	10	0.0	0	0
	CARDIFF WALES	BLUE ISLANDS LIMITED	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	CARDIFF WALES	FLYBE LTD	S	A	12	0	0	25.0	66.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	8
	CARDIFF WALES	FLYBE 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	87.5	12	8
	DONCASTER SHEFFIELD	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	6
	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	6
	EAST MIDLANDS INTERNATIONAL	BLUE ISLANDS LIMITED	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
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	14	0	0	21.4	21.4	35.7	14.3	0.0	0.0	7.1	0.0	0.0	0.0	0.0	15	87.5	31	16

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

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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							
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	15	0	1	0.0	56.3	25.0	0.0	0.0	6.3	6.3	0.0	0.0	0.0	6.3	16	56.3	44	16	
	EDINBURGH	EASYJET UK LTD	S	A	8	0	0	0.0	12.5	37.5	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	D	8	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
	EXETER	FLYBE LTD	S	A	22	0	0	4.5	59.1	27.3	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	15	25	
	EXETER	FLYBE LTD	S	D	21	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	82.6	11	22	
	GLASGOW	EASYJET UK LTD	S	A	8	0	1	22.2	22.2	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11.1	10	62.5	18	7	
	GLASGOW	EASYJET UK LTD	S	D	8	0	1	0.0	22.2	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	11.1	13	62.5	18	7	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	34	0	2	13.9	33.3	25.0	13.9	5.6	0.0	0.0	2.8	0.0	0.0	5.6	13	93.0	3	43	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	35	0	1	0.0	58.3	27.8	2.8	5.6	0.0	0.0	2.8	0.0	0.0	2.8	11	95.3	2	43	
	GATWICK	BRITISH AIRWAYS PLC	S	A	133	0	7	24.3	37.9	16.4	8.6	2.9	2.9	1.4	0.0	0.7	0.0	5.0	13	84.4	10	132	
	GATWICK	BRITISH AIRWAYS PLC	S	D	132	0	4	0.0	49.3	32.4	4.4	6.6	3.7	0.0	0.0	0.7	0.0	2.9	17	83.7	7	132	
	GATWICK	EASYJET UK LTD	S	A	69	0	7	6.6	28.9	25.0	13.2	10.5	5.3	0.0	1.3	0.0	0.0	9.2	18	70.7	18	81	
	GATWICK	EASYJET UK LTD	S	D	69	0	6	0.0	18.7	42.7	13.3	13.3	2.7	1.3	0.0	0.0	0.0	8.0	16	72.0	17	81	
	LONDON CITY	FLYBE LTD	S	A	43	0	1	9.1	11.4	27.3	25.0	15.9	4.5	2.3	2.3	0.0	0.0	2.3	26	75.0	13	42	
	LONDON CITY	FLYBE LTD	S	D	43	0	1	0.0	6.8	25.0	27.3	27.3	6.8	2.3	2.3	0.0	0.0	2.3	37	59.1	22	42	
	MANCHESTER	EASYJET UK LTD	S	A	12	0	1	46.2	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	12	0	1	7.7	53.8	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	2	0.0	0	0	
	MANCHESTER	FLYBE LTD	S	A	27	0	2	0.0	31.0	55.2	0.0	0.0	6.9	0.0	0.0	0.0	0.0	6.9	9	67.9	22	27	
	MANCHESTER	FLYBE LTD	S	D	28	0	1	0.0	41.4	44.8	0.0	3.4	6.9	0.0	0.0	0.0	0.0	3.4	9	71.4	17	27	
	SOUTHAMPTON	BLUE ISLANDS LIMITED	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	
	SOUTHAMPTON	FLYBE LTD	S	A	110	0	7	5.1	53.8	20.5	2.6	7.7	1.7	0.9	1.7	0.0	0.0	6.0	12	51.8	40	108	
	SOUTHAMPTON	FLYBE LTD	S	D	109	0	5	0.0	44.7	33.3	4.4	7.0	3.5	2.6	0.0	0.0	0.0	4.4	13	55.4	36	108	
<b>TOTAL JERSEY</b>					<b>1045</b>	<b>0</b>	<b>56</b>	<b>6.9</b>	<b>38.1</b>	<b>29.1</b>	<b>8.3</b>	<b>7.4</b>	<b>3.5</b>	<b>1.0</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>5.1</b>	<b>14</b>	<b>73.4</b>	<b>18</b>	<b>1064</b>	
JOHANNESBURG																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	32.1	28.6	19.6	5.4	7.1	5.4	0.0	0.0	1.8	0.0	0.0	22	91.4	11	70	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	0.0	21.4	37.5	14.3	7.1	12.5	3.6	0.0	3.6	0.0	0.0	59	65.7	18	70	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	29	0	0	3.4	13.8	34.5	24.1	17.2	6.9	0.0	0.0	0.0	0.0	0.0	20	57.1	16	28	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	29	0	0	6.9	69.0	10.3	6.9	3.4	0.0	3.4	0.0	0.0	0.0	0.0	9	92.9	3	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	57	0	0	12.3	22.8	38.6	19.3	3.5	3.5	0.0	0.0	0.0	0.0	0.0	12	91.1	5	56	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	57	0	0	0.0	59.6	36.8	0.0	1.8	0.0	1.8	0.0	0.0	0.0	0.0	5	85.7	9	56	
<b>TOTAL JOHANNESBURG</b>					<b>284</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>34.9</b>	<b>31.0</b>	<b>10.9</b>	<b>6.0</b>	<b>4.9</b>	<b>1.4</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>81.5</b>	<b>11</b>	<b>308</b>	



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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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
KARACHI	HEATHROW	PAKISTAN INTL AIRLINES	S	A	4	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	55	25.0	26	7
	HEATHROW	PAKISTAN INTL AIRLINES	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	5	50.0	15	7	
<b>TOTAL KARACHI</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>0.0</b>	<b>22.2</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>37.5</b>	<b>21</b>	<b>14</b>
KARLSRUHE/BADEN BADEN	STANSTED	RYANAIR	S	A	28	0	2	3.3	33.3	40.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	6.7	6	92.9	3	28
	STANSTED	RYANAIR	S	D	28	0	1	0.0	24.1	58.6	6.9	3.4	0.0	0.0	3.4	0.0	0.0	3.4	16	89.3	5	28
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>56</b>	<b>0</b>	<b>3</b>	<b>1.7</b>	<b>28.8</b>	<b>49.2</b>	<b>11.9</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>11</b>	<b>91.1</b>	<b>4</b>	<b>56</b>
KATOWICE	BIRMINGHAM	RYANAIR	S	A	8	0	0	25.0	12.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	8
	BIRMINGHAM	RYANAIR	S	D	8	0	0	0.0	37.5	12.5	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	18	87.5	7	8
	BRISTOL	WIZZ AIR	S	A	9	0	0	0.0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	14	8
	BRISTOL	WIZZ AIR	S	D	9	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	17	8
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	17	0	0	11.8	47.1	35.3	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	7	87.5	7	16
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	17	0	0	0.0	35.3	23.5	29.4	5.9	5.9	0.0	0.0	0.0	0.0	0.0	15	87.5	8	16
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	12.5	37.5	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	71	87.5	8	8
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	64	87.5	10	8
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	9	0	0	0.0	22.2	66.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	100.0	1	8
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	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	19	100.0	1	8
	LUTON	WIZZ AIR	S	A	48	0	4	3.8	28.8	28.8	23.1	1.9	3.8	1.9	0.0	0.0	0.0	7.7	18	91.2	4	68
	LUTON	WIZZ AIR	S	D	48	0	4	0.0	19.2	42.3	15.4	7.7	5.8	1.9	0.0	0.0	0.0	7.7	19	86.8	8	68
	STANSTED	RYANAIR	S	A	37	0	0	5.4	59.5	21.6	2.7	5.4	2.7	0.0	2.7	0.0	0.0	0.0	15	85.7	10	28
	STANSTED	RYANAIR	S	D	37	0	0	0.0	37.8	48.6	8.1	2.7	2.7	0.0	0.0	0.0	0.0	0.0	8	96.4	4	28
	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	13	0	0	15.4	61.5	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	61.5	23.1	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL KATOWICE</b>					<b>299</b>	<b>0</b>	<b>8</b>	<b>3.3</b>	<b>36.5</b>	<b>34.2</b>	<b>13.0</b>	<b>3.9</b>	<b>4.2</b>	<b>0.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>17</b>	<b>89.6</b>	<b>7</b>	<b>288</b>
KAUNAS	BRISTOL	RYANAIR	S	A	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	37.5	23	8
	BRISTOL	RYANAIR	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	8	8
	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	7	0.0	0	0
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	LUTON	RYANAIR	S	A	28	0	1	10.3	55.2	20.7	6.9	3.4	0.0	0.0	0.0	0.0	0.0	3.4	5	100.0	1	28
	LUTON	RYANAIR	S	D	28	0	1	0.0	31.0	55.2	3.4	6.9	0.0	0.0	0.0	0.0	0.0	3.4	6	96.4	4	28

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	WIZZ AIR UK LTD	S	A	21	0	1	4.5	31.8	40.9	13.6	0.0	4.5	0.0	0.0	0.0	0.0	4.5	9	88.9	7	27	
	LUTON	WIZZ AIR UK LTD	S	D	21	0	0	0.0	33.3	61.9	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	7	27		
	STANSTED	RYANAIR	S	A	21	0	0	0.0	19.0	47.6	28.6	4.8	0.0	0.0	0.0	0.0	0.0	11	90.0	9	20		
	STANSTED	RYANAIR	S	D	21	0	0	0.0	14.3	57.1	19.0	4.8	4.8	0.0	0.0	0.0	0.0	15	75.0	15	20		
<b>TOTAL KAUNAS</b>					<b>174</b>	<b>0</b>	<b>3</b>	<b>2.3</b>	<b>35.0</b>	<b>45.8</b>	<b>11.3</b>	<b>2.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>7</b>	<b>88.0</b>	<b>7</b>	<b>166</b>	
KEFLAVIK																							
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	7	0	0	0.0	28.6	14.3	42.9	0.0	14.3	0.0	0.0	0.0	0.0	0.0	23	87.5	5	8	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	7	0	0	0.0	28.6	28.6	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	23	100.0	4	8	
	BRISTOL	EASYJET UK LTD	S	A	11	0	1	8.3	33.3	25.0	25.0	0.0	0.0	0.0	0.0	0.0	8.3	9	75.0	10	12		
	BRISTOL	EASYJET UK LTD	S	D	11	0	1	0.0	58.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	8.3	2	100.0	0	12		
	BRISTOL	TUI AIRWAYS LTD	C	A	8	0	0	0.0	0.0	25.0	0.0	62.5	12.5	0.0	0.0	0.0	0.0	34	0.0	0	0		
	BRISTOL	TUI AIRWAYS LTD	C	D	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	9	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	87.5	5	8		
	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	87.5	2	8		
	EDINBURGH	EASYJET UK LTD	S	A	17	0	0	0.0	29.4	29.4	11.8	17.6	11.8	0.0	0.0	0.0	0.0	21	75.0	14	20		
	EDINBURGH	EASYJET UK LTD	S	D	17	0	0	0.0	35.3	23.5	17.6	17.6	5.9	0.0	0.0	0.0	0.0	20	80.0	13	20		
	EDINBURGH	FINNAIR	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
	GLASGOW	ICELANDAIR	S	A	25	0	1	11.5	30.8	30.8	3.8	3.8	11.5	3.8	0.0	0.0	3.8	22	65.2	17	23		
	GLASGOW	ICELANDAIR	S	D	24	0	1	4.0	44.0	24.0	20.0	0.0	4.0	0.0	0.0	0.0	4.0	8	100.0	0	23		
	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	100.0	0	2		
	GLASGOW	JET2.COM LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	2		
	LEEDS BRADFORD	JET2.COM LTD	S	A	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	98	100.0	6	2		
	LEEDS BRADFORD	JET2.COM LTD	S	D	2	0	0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	74	100.0	0	2		
	GATWICK	EASYJET UK LTD	S	A	33	0	6	5.1	35.9	15.4	5.1	10.3	7.7	2.6	2.6	0.0	0.0	15.4	26	69.4	13	36	
	GATWICK	EASYJET UK LTD	S	D	33	0	4	0.0	8.1	54.1	10.8	8.1	2.7	2.7	2.7	0.0	0.0	10.8	23	72.2	14	36	
	GATWICK	ICELANDAIR	S	A	27	0	0	11.1	25.9	25.9	3.7	14.8	7.4	3.7	0.0	7.4	0.0	56	64.5	18	31		
	GATWICK	ICELANDAIR	S	D	27	0	1	0.0	25.0	28.6	10.7	10.7	10.7	3.6	0.0	7.1	0.0	59	48.4	29	31		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	88	0.0	0	0		
	GATWICK	TUI AIRWAYS LTD	C	A	7	0	1	0.0	0.0	37.5	25.0	25.0	0.0	0.0	0.0	0.0	12.5	21	50.0	33	8		
	GATWICK	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	7	62.5	25	8		
	GATWICK	WOW AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.5	12	40		
	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	75.0	12	40		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	1	13.8	34.5	10.3	10.3	20.7	6.9	0.0	0.0	0.0	0.0	3.4	19	86.4	7	43	

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FEB 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	BRITISH AIRWAYS PLC	S	D	28	0	1	0.0	37.9	31.0	10.3	10.3	6.9	0.0	0.0	0.0	0.0	3.4	13	86.4	5	43	
	HEATHROW	ICELANDAIR	S	A	57	0	0	22.8	19.3	22.8	14.0	10.5	7.0	1.8	0.0	1.8	0.0	0.0	26	94.6	5	56	
	HEATHROW	ICELANDAIR	S	D	57	0	0	1.8	21.1	45.6	8.8	14.0	5.3	1.8	0.0	1.8	0.0	0.0	26	82.1	8	56	
	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	87.5	10	8	
	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	62.5	15	8	
	LUTON	EASYJET UK LTD	S	A	51	0	5	10.7	23.2	32.1	3.6	8.9	5.4	3.6	3.6	0.0	0.0	8.9	27	85.7	10	56	
	LUTON	EASYJET UK LTD	S	D	51	0	4	0.0	36.4	30.9	9.1	5.5	7.3	3.6	0.0	0.0	0.0	7.3	22	89.3	8	56	
	LUTON	WIZZ AIR UK LTD	S	A	16	0	1	23.5	29.4	11.8	0.0	11.8	11.8	0.0	5.9	0.0	0.0	5.9	31	37.5	35	16	
	LUTON	WIZZ AIR UK LTD	S	D	17	0	0	0.0	41.2	29.4	11.8	0.0	5.9	5.9	5.9	0.0	0.0	0.0	30	37.5	31	16	
	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	75.0	14	12	
	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	83.3	12	12	
	STANSTED	TUI AIRWAYS LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	A	36	0	1	18.9	37.8	29.7	5.4	5.4	0.0	0.0	0.0	0.0	0.0	2.7	5	91.7	3	36	
	MANCHESTER	EASYJET UK LTD	S	D	36	0	1	0.0	48.6	32.4	10.8	5.4	0.0	0.0	0.0	0.0	0.0	2.7	7	94.4	3	36	
	MANCHESTER	ICELANDAIR	S	A	28	0	1	31.0	31.0	10.3	6.9	3.4	6.9	3.4	0.0	3.4	0.0	3.4	34	92.9	3	28	
	MANCHESTER	ICELANDAIR	S	D	28	0	1	3.4	37.9	31.0	3.4	6.9	6.9	3.4	0.0	3.4	0.0	3.4	33	96.2	2	26	
	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	3	100.0	0	1	
	MANCHESTER	TUI AIRWAYS LTD	C	A	8	0	0	25.0	25.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	19	8	
	MANCHESTER	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	7	75.0	22	8	
	NEWCASTLE	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	1	2	
	NEWCASTLE	JET2.COM LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	2	
<b>TOTAL KEFLAVIK</b>					<b>735</b>	<b>0</b>	<b>32</b>	<b>8.0</b>	<b>29.6</b>	<b>29.9</b>	<b>9.3</b>	<b>9.4</b>	<b>5.9</b>	<b>2.1</b>	<b>0.8</b>	<b>1.0</b>	<b>0.0</b>	<b>4.2</b>	<b>24</b>	<b>80.7</b>	<b>11</b>	<b>909</b>	
KERRY COUNTY																							
	BELFAST INTERNATIONAL	STOBART AIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	LUTON	RYANAIR	S	A	24	0	1	12.0	40.0	32.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	5	91.7	6	24	
	LUTON	RYANAIR	S	D	24	0	1	0.0	60.0	24.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	5	91.7	7	24	
	STANSTED	RYANAIR	S	A	20	0	1	4.8	57.1	14.3	4.8	4.8	9.5	0.0	0.0	0.0	0.0	4.8	14	90.0	5	20	
	STANSTED	RYANAIR	S	D	20	0	1	0.0	61.9	19.0	0.0	9.5	4.8	0.0	0.0	0.0	0.0	4.8	9	95.0	3	20	
<b>TOTAL KERRY COUNTY</b>					<b>89</b>	<b>0</b>	<b>4</b>	<b>4.3</b>	<b>53.8</b>	<b>23.7</b>	<b>6.5</b>	<b>4.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>8</b>	<b>92.0</b>	<b>5</b>	<b>88</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	33.3	36	3	
	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	33.3	28	3	
<b>TOTAL KHARKOV OSNOVA INTL</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>32</b>	<b>6</b>	

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

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										FEB 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		
KIEV (BORISPOL)																						
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	50	0	0	2.0	24.0	26.0	18.0	18.0	8.0	2.0	0.0	2.0	0.0	0.0	32	56.3	21	48
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	50	0	0	0.0	32.0	16.0	22.0	18.0	10.0	0.0	0.0	2.0	0.0	0.0	37	50.0	29	48
	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	85.0	5	20
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	4	20
	STANSTED	RYANAIR	S	A	21	0	0	4.8	9.5	23.8	23.8	28.6	4.8	0.0	4.8	0.0	0.0	0.0	32	85.0	6	20
	STANSTED	RYANAIR	S	D	21	0	0	0.0	47.6	33.3	9.5	4.8	0.0	0.0	4.8	0.0	0.0	0.0	15	100.0	3	20
	STANSTED	UKRAINE INTERNATIONAL AIRLINES	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	MANCHESTER	RYANAIR	S	A	8	0	0	0.0	0.0	12.5	37.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL KIEV (BORISPOL)</b>					<b>159</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>25.8</b>	<b>25.8</b>	<b>18.9</b>	<b>17.6</b>	<b>7.5</b>	<b>0.6</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>69.9</b>	<b>16</b>	<b>176</b>
KIEV (ZHULYANY)																						
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	1	11
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	3	11
	LUTON	WIZZ AIR 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	5	0.0	0	0
	LUTON	WIZZ AIR 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	1	0.0	0	0
<b>TOTAL KIEV (ZHULYANY)</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>54.2</b>	<b>41.7</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.5</b>	<b>2</b>	<b>22</b>
KIGALI																						
	GATWICK	RWANDAIR EXPRESS	S	A	13	0	0	38.5	15.4	7.7	7.7	15.4	15.4	0.0	0.0	0.0	0.0	0.0	19	91.7	5	12
	GATWICK	RWANDAIR EXPRESS	S	D	13	0	0	7.7	7.7	38.5	23.1	7.7	15.4	0.0	0.0	0.0	0.0	0.0	23	91.7	5	12
<b>TOTAL KIGALI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>11.5</b>	<b>23.1</b>	<b>15.4</b>	<b>11.5</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>91.7</b>	<b>5</b>	<b>24</b>
KINGSTON																						
	DONCASTER SHEFFIELD	EVELOP	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	15.4	15.4	38.5	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	19	33.3	35	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	0.0	16.7	41.7	25.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	58.3	18	12
	GATWICK	EVELOP	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
	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	148	1
<b>TOTAL KINGSTON</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>14.8</b>	<b>37.0</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>0.0</b>	<b>19</b>	<b>44.0</b>	<b>31</b>	<b>25</b>
KIRKWALL																						
	ABERDEEN	LOGANAIR LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	ABERDEEN	LOGANAIR LTD	C	D	0	0	0	0.0	0.0	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 FEBRUARY 2020

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					FEB 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			
	ABERDEEN	LOGANAIR LTD	S	A	76	0	2	30.8	38.5	14.1	5.1	1.3	5.1	1.3	1.3	0.0	0.0	2.6	13	85.3	7	75			
	ABERDEEN	LOGANAIR LTD	S	D	76	0	2	2.6	53.8	26.9	3.8	3.8	5.1	1.3	0.0	0.0	0.0	2.6	10	88.2	9	76			
	EDINBURGH	LOGANAIR LTD	S	A	63	0	0	11.1	41.3	22.2	11.1	9.5	3.2	0.0	1.6	0.0	0.0	0.0	15	83.6	10	63			
	EDINBURGH	LOGANAIR LTD	S	D	63	0	0	1.6	46.0	27.0	12.7	11.1	0.0	0.0	1.6	0.0	0.0	0.0	14	83.1	13	63			
	GLASGOW	LOGANAIR LTD	S	A	28	0	1	10.3	37.9	31.0	6.9	6.9	3.4	0.0	0.0	0.0	0.0	3.4	9	82.1	7	28			
	GLASGOW	LOGANAIR LTD	S	D	29	0	0	0.0	37.9	34.5	10.3	3.4	10.3	0.0	3.4	0.0	0.0	0.0	20	89.3	6	28			
<b>TOTAL KIRKWALL</b>					<b>335</b>	<b>0</b>	<b>5</b>	<b>10.9</b>	<b>43.8</b>	<b>24.1</b>	<b>7.9</b>	<b>5.9</b>	<b>4.1</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>13</b>	<b>85.3</b>	<b>9</b>	<b>335</b>			
KIRUNA																									
	HEATHROW	SAS	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	13	75.0	24	4			
	HEATHROW	SAS	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	11	75.0	35	4			
<b>TOTAL KIRUNA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>30</b>	<b>8</b>			
KITTILA																									
	BRISTOL	EASYJET UK LTD	C	A	4	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	62	0.0	0	0			
	BRISTOL	EASYJET UK 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	2	0.0	0	0			
	BRISTOL	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	28	3			
	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	100.0	0	4			
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0			
	GATWICK	EASYJET UK LTD	C	A	3	0	1	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	17	100.0	0	4			
	GATWICK	EASYJET UK LTD	C	D	4	0	0	0.0	75.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	21	75.0	13	4			
	GATWICK	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	63	0.0	0	0			
	GATWICK	FINNAIR	S	A	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	25.0	29	4			
	GATWICK	FINNAIR	S	D	4	0	0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	32	50.0	21	4			
	GATWICK	TUI AIRWAYS LTD	C	A	3	0	2	0.0	0.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	40.0	32	100.0	1	4			
	GATWICK	TUI AIRWAYS LTD	C	D	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	3			
	STANSTED	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
	STANSTED	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
	MANCHESTER	JET2.COM LTD	C	A	4	0	0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	58	75.0	18	4			
	MANCHESTER	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	1	100.0	6	4			
<b>TOTAL KITTILA</b>					<b>39</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>21.4</b>	<b>21.4</b>	<b>14.3</b>	<b>19.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>27</b>	<b>80.0</b>	<b>11</b>	<b>40</b>			
KLAGENFURT																									
	GATWICK	EASYJET UK LTD	S	A	7	0	0	28.6	28.6	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	22	8			
	GATWICK	EASYJET UK LTD	S	D	8	0	0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	27	8			
	STANSTED	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
<b>TOTAL KLAGENFURT</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>31.3</b>	<b>31.3</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>75.0</b>	<b>24</b>	<b>16</b>			
KOSICE																									
	LUTON	WIZZ AIR UK LTD	S	A	21	0	0	9.5	42.9	19.0	9.5	4.8	9.5	0.0	4.8	0.0	0.0	0.0	25	92.9	8	28			
	LUTON	WIZZ AIR UK LTD	S	D	21	0	0	0.0	28.6	52.4	4.8	0.0	9.5	0.0	4.8	0.0	0.0	0.0	25	89.3	6	28			
<b>TOTAL KOSICE</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>35.7</b>	<b>35.7</b>	<b>7.1</b>	<b>2.4</b>	<b>9.5</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>91.1</b>	<b>7</b>	<b>56</b>			

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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
KRAKOW	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	11	0	0	0.0	45.5	18.2	9.1	9.1	18.2	0.0	0.0	0.0	0.0	0.0	24	100.0	2	12
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	11	0	0	0.0	54.5	27.3	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	19	91.7	2	12
	BELFAST INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	37.5	0.0	25.0	25.0	0.0	0.0	12.5	0.0	0.0	0.0	41	100.0	1	12
	BELFAST INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	0.0	37.5	12.5	25.0	12.5	0.0	12.5	0.0	0.0	0.0	51	83.3	9	12
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	12.5	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	8
	BIRMINGHAM	JET2.COM LTD	S	D	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	13	100.0	3	8
	BIRMINGHAM	RYANAIR	S	A	12	0	0	8.3	25.0	33.3	8.3	8.3	0.0	0.0	16.7	0.0	0.0	0.0	39	100.0	0	8
	BIRMINGHAM	RYANAIR	S	D	12	0	0	0.0	66.7	16.7	0.0	8.3	0.0	0.0	8.3	0.0	0.0	0.0	19	100.0	3	8
	BIRMINGHAM	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	BIRMINGHAM	WIZZ AIR	S	A	13	0	0	7.7	7.7	76.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	BIRMINGHAM	WIZZ AIR	S	D	13	0	0	0.0	0.0	15.4	61.5	23.1	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
	BOURNEMOUTH	RYANAIR	S	A	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	13	8
	BOURNEMOUTH	RYANAIR	S	D	8	0	0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	8
	BRISTOL	EASYJET UK LTD	S	A	15	0	0	6.7	26.7	20.0	13.3	6.7	13.3	13.3	0.0	0.0	0.0	0.0	36	50.0	15	18
	BRISTOL	EASYJET UK LTD	S	D	15	0	0	0.0	33.3	33.3	0.0	13.3	13.3	6.7	0.0	0.0	0.0	0.0	29	94.4	4	18
	BRISTOL	RYANAIR	S	A	16	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	9	15
	BRISTOL	RYANAIR	S	D	16	0	0	0.0	56.3	37.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	15
	CARDIFF WALES	JET2.COM LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	CARDIFF WALES	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	9	0	0	0.0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	12	0	1	7.7	46.2	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7.7	2	100.0	2	12
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	7.7	61.5	15.4	7.7	0.0	0.0	7.7	0.0	0.0	0.0	24	91.7	5	12
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
	EDINBURGH	EASYJET UK LTD	S	A	14	0	0	7.1	28.6	50.0	0.0	7.1	0.0	7.1	0.0	0.0	0.0	0.0	17	85.7	8	14
	EDINBURGH	EASYJET UK LTD	S	D	14	0	0	0.0	64.3	21.4	7.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	13	92.9	6	14

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	RYANAIR	S A	21	0	0	0	4.8	28.6	23.8	14.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	18	95.0	2	20		
EDINBURGH	RYANAIR	S D	21	0	0	0	0.0	9.5	33.3	19.0	19.0	19.0	0.0	0.0	0.0	0.0	0.0	26	95.0	2	20		
EXETER	THOMAS COOK AIRLINES LTD	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
EXETER	THOMAS COOK AIRLINES LTD	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
GLASGOW	JET2.COM LTD	S A	8	0	0	0	12.5	0.0	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
GLASGOW	JET2.COM LTD	S D	8	0	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
GLASGOW	RYANAIR	S A	8	0	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	3	8		
GLASGOW	RYANAIR	S D	8	0	0	0	0.0	0.0	50.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	23	75.0	9	8		
LEEDS BRADFORD	JET2.COM LTD	S A	7	0	1	12.5	25.0	12.5	0.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	12.5	40	100.0	0	4		
LEEDS BRADFORD	JET2.COM LTD	S D	8	0	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	100.0	3	4		
LEEDS BRADFORD	RYANAIR	S A	15	0	1	0.0	18.8	43.8	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6.3	14	81.3	10	16		
LEEDS BRADFORD	RYANAIR	S D	15	0	1	0.0	31.3	37.5	12.5	0.0	6.3	0.0	0.0	6.3	0.0	6.3	0.0	37	81.3	10	16		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	12	0	0	0	0.0	33.3	41.7	16.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	13	83.3	6	12		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	12	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	1	100.0	1	12		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	16	0	0	6.3	18.8	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	5	12		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	16	0	0	0.0	43.8	56.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.7	8	12		
GATWICK	EASYJET UK LTD	S A	50	0	0	4.0	24.0	32.0	12.0	16.0	8.0	0.0	2.0	2.0	0.0	0.0	0.0	32	58.3	29	36		
GATWICK	EASYJET UK LTD	S D	50	0	0	0.0	12.0	64.0	4.0	12.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	17	72.2	17	36		
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	0.0	47	1		
GATWICK	THOMAS COOK AIRLINES LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
GATWICK	TITAN AIRWAYS LTD	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
GATWICK	TITAN AIRWAYS LTD	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
GATWICK	WIZZ AIR	S A	7	0	0	14.3	14.3	57.1	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
GATWICK	WIZZ AIR	S D	7	0	0	0.0	14.3	57.1	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S A	28	0	0	10.7	17.9	32.1	14.3	14.3	7.1	3.6	0.0	0.0	0.0	0.0	0.0	20	89.3	17	28		
HEATHROW	BRITISH AIRWAYS PLC	S D	28	0	0	0.0	25.0	53.6	10.7	3.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	14	71.4	9	28		
LUTON	EASYJET UK LTD	S A	24	0	0	4.2	41.7	41.7	0.0	8.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	9	64.7	20	16		
LUTON	EASYJET UK LTD	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	0.0	5	93.8	8	16		
LUTON	RYANAIR	S A	15	0	1	6.3	25.0	31.3	18.8	6.3	0.0	0.0	6.3	0.0	0.0	6.3	0.0	22	0.0	0	0		

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										FEB 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
	LUTON	RYANAIR	S	D	15	0	1	0.0	62.5	18.8	6.3	0.0	0.0	0.0	6.3	0.0	0.0	6.3	16	0.0	0	0
	LUTON	WIZZ AIR	S	A	41	0	0	12.2	34.1	29.3	22.0	2.4	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	LUTON	WIZZ AIR	S	D	41	0	0	0.0	36.6	46.3	7.3	7.3	2.4	0.0	0.0	0.0	0.0	9	0.0	0	0	
	STANSTED	RYANAIR	S	A	78	0	0	3.8	29.5	38.5	11.5	6.4	3.8	1.3	0.0	5.1	0.0	0.0	87	75.3	16	77
	STANSTED	RYANAIR	S	D	79	0	0	0.0	30.4	36.7	10.1	19.0	3.8	0.0	0.0	0.0	0.0	15	78.9	11	76	
	MANCHESTER	EASYJET UK LTD	S	A	17	0	0	29.4	29.4	11.8	17.6	11.8	0.0	0.0	0.0	0.0	0.0	10	85.7	6	14	
	MANCHESTER	EASYJET UK LTD	S	D	17	0	0	0.0	41.2	47.1	0.0	5.9	5.9	0.0	0.0	0.0	0.0	10	92.9	6	14	
	MANCHESTER	JET2.COM LTD	S	A	17	0	0	0.0	17.6	58.8	23.5	0.0	0.0	0.0	0.0	0.0	0.0	8	84.6	4	13	
	MANCHESTER	JET2.COM LTD	S	D	16	0	0	0.0	25.0	62.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	8	92.3	4	13	
	MANCHESTER	RYANAIR	S	A	22	0	0	0.0	18.2	31.8	18.2	22.7	9.1	0.0	0.0	0.0	0.0	23	70.0	52	20	
	MANCHESTER	RYANAIR	S	D	21	0	0	0.0	4.8	28.6	23.8	33.3	9.5	0.0	0.0	0.0	0.0	31	70.0	22	20	
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	8	62.5	11	8	
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	0.0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	7	87.5	8	8	
<b>TOTAL KRAKOW</b>					<b>1047</b>	<b>0</b>	<b>6</b>	<b>2.9</b>	<b>29.0</b>	<b>39.3</b>	<b>12.1</b>	<b>9.6</b>	<b>4.5</b>	<b>0.7</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>22</b>	<b>82.5</b>	<b>11</b>	<b>789</b>
KRISTIANSAND (KJEVIK)																						
	STANSTED	WIDEROE FLYVESELSKAP A/S	S	A	15	0	2	0.0	58.8	11.8	5.9	11.8	0.0	0.0	0.0	0.0	11.8	6	87.5	4	15	
	STANSTED	WIDEROE FLYVESELSKAP A/S	S	D	15	0	2	0.0	35.3	41.2	5.9	5.9	0.0	0.0	0.0	0.0	11.8	6	87.5	4	15	
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>30</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>47.1</b>	<b>26.5</b>	<b>5.9</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.8</b>	<b>6</b>	<b>87.5</b>	<b>4</b>	<b>30</b>	
KUALA LUMPUR (SEPANG)																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	3.4	20.7	34.5	24.1	6.9	6.9	0.0	0.0	3.4	0.0	0.0	43	85.7	7	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	24.1	55.2	3.4	6.9	3.4	3.4	0.0	3.4	0.0	0.0	50	75.0	11	28
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	58	0	0	10.3	24.1	27.6	15.5	19.0	3.4	0.0	0.0	0.0	0.0	16	82.1	9	56	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	57	0	0	0.0	56.1	38.6	1.8	1.8	0.0	1.8	0.0	0.0	0.0	4	96.4	2	56	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>173</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>34.1</b>	<b>37.0</b>	<b>10.4</b>	<b>9.2</b>	<b>2.9</b>	<b>1.2</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>86.3</b>	<b>7</b>	<b>168</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	75.0	26	4	
	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	75.0	31	4	
	LUTON	WIZZ AIR UK LTD	S	A	8	0	1	11.1	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	11.1	10	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	8	0	1	0.0	11.1	33.3	11.1	33.3	0.0	0.0	0.0	0.0	11.1	23	0.0	0	0	
<b>TOTAL KUTAISI</b>					<b>16</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>22.2</b>	<b>22.2</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>11.1</b>	<b>17</b>	<b>75.0</b>	<b>28</b>	<b>8</b>	



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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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																						
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	414	50.0	10	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	3
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	C	A	3	0	1	0.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	44	75.0	15	4
	GATWICK	TUI AIRWAYS LTD	C	D	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	3
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	36	50.0	16	4
	MANCHESTER	TUI AIRWAYS LTD	C	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	15	3
<b>TOTAL KUUSAMO</b>					<b>21</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>13.6</b>	<b>27.3</b>	<b>18.2</b>	<b>22.7</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>4.5</b>	<b>97</b>	<b>71.4</b>	<b>10</b>	<b>21</b>
KUWAIT																						
	GATWICK	JAZEERA AIRWAYS K.S.C.P	S	A	28	0	1	10.3	13.8	31.0	24.1	17.2	0.0	0.0	0.0	0.0	0.0	3.4	15	0.0	0	0
	GATWICK	JAZEERA AIRWAYS K.S.C.P	S	D	28	0	1	0.0	10.3	62.1	10.3	6.9	6.9	0.0	0.0	0.0	0.0	3.4	15	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	0.0	3.6	17.9	32.1	42.9	3.6	0.0	0.0	0.0	0.0	0.0	32	100.0	1	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	0.0	35.7	46.4	7.1	10.7	0.0	0.0	0.0	0.0	0.0	0.0	9	82.1	9	28
	HEATHROW	KUWAIT AIRWAYS	S	A	49	0	0	16.3	18.4	34.7	18.4	8.2	0.0	0.0	0.0	4.1	0.0	0.0	33	87.5	7	40
	HEATHROW	KUWAIT AIRWAYS	S	D	49	0	0	2.0	10.2	55.1	16.3	10.2	2.0	0.0	0.0	4.1	0.0	0.0	36	77.5	11	40
<b>TOTAL KUWAIT</b>					<b>210</b>	<b>0</b>	<b>2</b>	<b>5.7</b>	<b>15.1</b>	<b>42.0</b>	<b>17.9</b>	<b>14.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.9</b>	<b>25</b>	<b>86.0</b>	<b>7</b>	<b>136</b>

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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
LA ROCHELLE	STANSTED	RYANAIR	S	A	8	0	0	12.5	37.5	25.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	47	87.5	24	8
	STANSTED	RYANAIR	S	D	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	24	8
<b>TOTAL LA ROCHELLE</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>31.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>87.5</b>	<b>24</b>	<b>16</b>
LA ROMANA	MANCHESTER	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	6	0.0	0	0
<b>TOTAL LA ROMANA</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LAGOS	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	4	0.0	20.7	27.6	17.2	10.3	0.0	0.0	6.9	3.4	0.0	13.8	48	85.7	8	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	2	0.0	3.6	39.3	14.3	21.4	10.7	0.0	0.0	3.6	0.0	7.1	49	53.6	33	28
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	37.9	51.7	3.4	0.0	0.0	3.4	3.4	0.0	0.0	0.0	0.0	8	89.3	17	28
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	3.4	37.9	48.3	3.4	6.9	0.0	0.0	0.0	0.0	0.0	0.0	5	96.4	2	28
<b>TOTAL LAGOS</b>					<b>109</b>	<b>0</b>	<b>6</b>	<b>10.4</b>	<b>28.7</b>	<b>29.6</b>	<b>8.7</b>	<b>9.6</b>	<b>3.5</b>	<b>0.9</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>5.2</b>	<b>26</b>	<b>81.3</b>	<b>15</b>	<b>112</b>
LAHORE	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	7.7	0.0	23.1	23.1	46.2	0.0	0.0	0.0	0.0	0.0	0.0	29	41.7	59	11
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	12	0	0	0.0	25.0	58.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	25	11
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	0	0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	25.0	30	7
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	12.5	32	7
<b>TOTAL LAHORE</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>9.8</b>	<b>43.9</b>	<b>22.0</b>	<b>22.0</b>	<b>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>40.0</b>	<b>38</b>	<b>36</b>
LAMETIA-TERME	STANSTED	RYANAIR	S	A	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	8	8
	STANSTED	RYANAIR	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	5	8
<b>TOTAL LAMETIA-TERME</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>62.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.3</b>	<b>6</b>	<b>16</b>
LANGKAWI	BIRMINGHAM	TUI AIRWAYS LTD	C	A	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	40	50.0	39	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	6	100.0	7	2
	GATWICK	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	56	0.0	21	1
	GATWICK	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	2
	MANCHESTER	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	104	2
	MANCHESTER	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	53	2
<b>TOTAL LANGKAWI</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>50.0</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>25</b>	<b>54.5</b>	<b>39</b>	<b>11</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	0.0	0	75.0	6	12

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	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	25.0	19	12	
	BRISTOL	EASYJET UK LTD	S	A	8	0	0	25.0	12.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	19	8	
	BRISTOL	EASYJET UK LTD	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	4	8	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	6	0	0	0.0	33.3	16.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	8	8	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	6	0	0	0.0	16.7	83.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	5	8	
	GATWICK	EASYJET UK LTD	S	A	22	0	1	0.0	30.4	21.7	8.7	30.4	4.3	0.0	0.0	0.0	0.0	4.3	22	81.8	16	22	
	GATWICK	EASYJET UK LTD	S	D	22	0	1	0.0	8.7	56.5	13.0	13.0	4.3	0.0	0.0	0.0	0.0	4.3	18	59.1	23	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	50	0	0	4.0	18.0	40.0	18.0	8.0	6.0	0.0	0.0	6.0	0.0	0.0	77	77.5	33	40	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	50	0	0	0.0	14.0	62.0	6.0	12.0	6.0	0.0	0.0	0.0	0.0	0.0	14	82.5	16	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	0.0	0	100.0	1	16	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	27	16	
	LUTON	WIZZ AIR UK LTD	S	A	25	0	0	4.0	44.0	24.0	16.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	14	24	
	LUTON	WIZZ AIR UK LTD	S	D	24	0	0	0.0	37.5	54.2	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	17	24	
	STANSTED	JET2.COM LTD	S	A	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	STANSTED	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	6	0.0	0	0	
<b>TOTAL LARNACA</b>					<b>227</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>23.1</b>	<b>45.4</b>	<b>12.2</b>	<b>11.4</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.9</b>	<b>27</b>	<b>75.4</b>	<b>17</b>	<b>260</b>	
LAS PALMAS																							
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	7	0	0	42.9	14.3	14.3	0.0	0.0	14.3	14.3	0.0	0.0	0.0	0.0	33	100.0	2	4	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	7	0	0	0.0	42.9	42.9	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	4	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	7	3	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	3	
	BIRMINGHAM	JET2.COM LTD	S	A	19	0	1	35.0	10.0	15.0	10.0	10.0	5.0	0.0	0.0	10.0	0.0	5.0	220	91.7	7	12	
	BIRMINGHAM	JET2.COM LTD	S	D	19	0	1	0.0	25.0	50.0	5.0	10.0	0.0	0.0	0.0	5.0	0.0	5.0	162	100.0	3	12	
	BIRMINGHAM	NORWEGIAN AIR INTERNATIONAL	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
	BIRMINGHAM	RYANAIR	S	A	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	8	
	BIRMINGHAM	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	4	100.0	4	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	100.0	4	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	6	3	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	6	0	0	16.7	50.0	0.0	0.0	0.0	0.0	16.7	0.0	16.7	0.0	0.0	497	80.0	17	10	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										FEB 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)
BIRMINGHAM	TUI AIRWAYS LTD	C D	7	0	0	0.0	14.3	57.1	0.0	14.3	0.0	0.0	0.0	0.0	14.3	0.0	0.0	64	80.0	20	10
BOURNEMOUTH	RYANAIR	S A	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
BOURNEMOUTH	RYANAIR	S D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
BOURNEMOUTH	TUI AIRWAYS LTD	C A	4	0	0	0.0	50.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	63	100.0	1	4
BOURNEMOUTH	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	46	100.0	0	4
BRISTOL	EASYJET UK LTD	S A	7	0	3	0.0	30.0	10.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	30.0	24	42.9	53	7
BRISTOL	EASYJET UK LTD	S D	8	0	1	0.0	33.3	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11.1	19	62.5	34	8
BRISTOL	RYANAIR	S A	5	0	0	0.0	20.0	20.0	20.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	205	50.0	21	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	13	75.0	7	4	
BRISTOL	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	168	100.0	9	4	
BRISTOL	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	164	100.0	3	4	
CARDIFF WALES	TUI AIRWAYS LTD	C A	5	1	0	0.0	16.7	33.3	16.7	0.0	16.7	0.0	0.0	0.0	0.0	16.7	0.0	18	75.0	4	4
CARDIFF WALES	TUI AIRWAYS LTD	C D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	4	
DONCASTER SHEFFIELD	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	100.0	2	4	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	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	16	100.0	0	4	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	14	0	2	25.0	31.3	12.5	0.0	6.3	6.3	0.0	6.3	0.0	0.0	12.5	26	90.0	5	10	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	14	0	1	0.0	40.0	33.3	6.7	13.3	0.0	0.0	0.0	0.0	0.0	6.7	10	90.0	4	10	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	2	0	1	0.0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	33.3	84	100.0	0	4	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	4	0	1	0.0	0.0	40.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	20.0	64	100.0	2	4	
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	100.0	5	6	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4	
EDINBURGH	JET2.COM LTD	S A	8	0	1	11.1	44.4	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	11.1	13	87.5	6	8	
EDINBURGH	JET2.COM LTD	S D	8	0	1	0.0	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11.1	5	87.5	6	8	
EDINBURGH	RYANAIR	S A	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	8	8	
EDINBURGH	RYANAIR	S D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	3	8	
EDINBURGH	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	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	75.0	10	4	
EXETER	TUI AIRWAYS LTD	C A	4	0	0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	47	100.0	1	4	
EXETER	TUI AIRWAYS LTD	C D	4	0	0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	47	100.0	0	4	
GLASGOW	JET2.COM LTD	S A	17	0	0	23.5	29.4	5.9	23.5	5.9	5.9	5.9	0.0	0.0	0.0	0.0	23	91.7	4	12	

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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	JET2.COM LTD	S D	17	0	0	0.0	35.3	47.1	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	7	91.7	3	12			
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	1	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	0	4			
GLASGOW	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	30	0.0	0	0			
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0			
LEEDS BRADFORD	JET2.COM LTD	S A	13	0	1	0.0	21.4	35.7	14.3	7.1	7.1	7.1	0.0	0.0	0.0	7.1	24	80.0	15	10			
LEEDS BRADFORD	JET2.COM LTD	S D	13	0	1	0.0	7.1	50.0	14.3	14.3	7.1	0.0	0.0	0.0	0.0	7.1	17	90.0	10	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	75.0	7	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	62.5	10	8			
GATWICK	BRITISH AIRWAYS PLC	S A	14	0	0	28.6	28.6	0.0	14.3	0.0	7.1	0.0	7.1	14.3	0.0	0.0	294	0.0	0	0			
GATWICK	BRITISH AIRWAYS PLC	S D	14	0	0	0.0	21.4	42.9	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0			
GATWICK	EASYJET UK LTD	S A	26	0	6	3.1	18.8	18.8	3.1	21.9	9.4	3.1	3.1	0.0	0.0	18.8	38	56.7	22	30			
GATWICK	EASYJET UK LTD	S D	27	0	4	0.0	16.1	41.9	19.4	3.2	3.2	3.2	0.0	0.0	0.0	12.9	18	63.3	19	30			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	7	0	1	12.5	12.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	10	50.0	23	8			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	8	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	13	8			
GATWICK	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	27	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	37	4			
GATWICK	TUI AIRWAYS LTD	C A	13	0	1	7.1	14.3	0.0	21.4	21.4	7.1	7.1	14.3	0.0	0.0	7.1	71	37.5	23	16			
GATWICK	TUI AIRWAYS LTD	C D	14	0	2	0.0	0.0	50.0	12.5	0.0	6.3	6.3	12.5	0.0	0.0	12.5	55	50.0	26	16			
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	11	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	6	8			
LUTON	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2			
LUTON	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	10	3			
STANSTED	JET2.COM LTD	S A	17	0	2	0.0	31.6	21.1	10.5	10.5	10.5	0.0	5.3	0.0	0.0	10.5	32	60.0	13	15			
STANSTED	JET2.COM LTD	S D	17	0	2	0.0	42.1	36.8	5.3	0.0	5.3	0.0	0.0	0.0	0.0	10.5	7	86.7	5	15			
STANSTED	RYANAIR	S A	22	0	0	9.1	27.3	22.7	18.2	9.1	9.1	4.5	0.0	0.0	0.0	0.0	23	87.5	5	24			
STANSTED	RYANAIR	S D	21	0	0	0.0	38.1	52.4	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	79.2	10	24			
STANSTED	TUI AIRWAYS LTD	C A	4	0	1	20.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	24	100.0	5	4			
STANSTED	TUI AIRWAYS LTD	C D	4	0	1	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	6	100.0	1	4			
MANCHESTER	EASYJET UK LTD	S A	7	0	1	25.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	1	87.5	6	8			

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	8	0	1	0.0	0.0	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	6	87.5	9	8		
MANCHESTER	JET2.COM LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0		
MANCHESTER	JET2.COM LTD	S	A	21	0	2	21.7	47.8	0.0	4.3	4.3	8.7	0.0	4.3	0.0	0.0	8.7	22	81.3	6	16		
MANCHESTER	JET2.COM LTD	S	D	20	0	1	0.0	19.0	66.7	9.5	0.0	0.0	0.0	0.0	0.0	0.0	4.8	3	75.0	6	16		
MANCHESTER	RYANAIR	S	A	9	0	0	0.0	11.1	11.1	22.2	33.3	0.0	11.1	0.0	11.1	0.0	0.0	81	75.0	5	12		
MANCHESTER	RYANAIR	S	D	9	0	0	0.0	11.1	44.4	22.2	0.0	0.0	11.1	0.0	11.1	0.0	0.0	67	75.0	9	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	80.0	6	10		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	13	10		
MANCHESTER	TUI AIRWAYS LTD	C	A	12	0	0	8.3	16.7	0.0	25.0	25.0	8.3	0.0	8.3	8.3	0.0	0.0	141	75.0	12	16		
MANCHESTER	TUI AIRWAYS LTD	C	D	14	0	0	0.0	0.0	42.9	7.1	21.4	14.3	14.3	0.0	0.0	0.0	0.0	53	62.5	11	16		
MANCHESTER	TUI AIRWAYS LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
NEWCASTLE	JET2.COM LTD	S	A	8	0	1	0.0	33.3	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	11.1	19	100.0	1	8		
NEWCASTLE	JET2.COM LTD	S	D	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	2	8		
NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	80	75.0	16	4		
NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	78	100.0	5	4		
<b>TOTAL LAS PALMAS</b>				<b>615</b>	<b>1</b>	<b>42</b>	<b>6.1</b>	<b>25.7</b>	<b>31.2</b>	<b>10.8</b>	<b>7.8</b>	<b>5.5</b>	<b>2.3</b>	<b>2.3</b>	<b>2.0</b>	<b>0.2</b>	<b>6.4</b>	<b>51</b>	<b>78.8</b>	<b>10</b>	<b>669</b>		
LAS VEGAS																							
BELFAST CITY (GEORGE BEST)	FAI FLIGHT-AMBULANCE 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		
GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	41.7	0.0	25.0	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	21	58.3	27	12		
GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	30.8	46.2	15.4	0.0	0.0	7.7	0.0	0.0	0.0	0.0	19	58.3	26	12		
GATWICK	NORWEGIAN AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	7	16		
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	68.8	15	16		
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	56.3	30	16		
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	43.8	30	16		
HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	1	35.7	14.3	10.7	17.9	3.6	7.1	3.6	0.0	3.6	0.0	3.6	69	75.0	48	28		
HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	1	0.0	3.6	53.6	10.7	14.3	3.6	10.7	0.0	0.0	0.0	3.6	31	75.0	13	28		
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	1	34.5	24.1	24.1	0.0	10.3	3.4	0.0	0.0	0.0	0.0	3.4	8	0.0	0	0		
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	1	0.0	27.6	55.2	6.9	0.0	3.4	3.4	0.0	0.0	0.0	3.4	12	0.0	0	0		
<b>TOTAL LAS VEGAS</b>				<b>135</b>	<b>0</b>	<b>4</b>	<b>18.0</b>	<b>17.3</b>	<b>36.0</b>	<b>10.1</b>	<b>5.8</b>	<b>5.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>2.9</b>	<b>28</b>	<b>66.9</b>	<b>25</b>	<b>145</b>		

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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
LASHAM	BOURNEMOUTH	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1
<b>TOTAL LASHAM</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
LEEDS BRADFORD	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	96	0	3	16.2	48.5	20.2	1.0	3.0	4.0	4.0	0.0	0.0	0.0	3.0	12	93.5	6	106
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	97	0	2	2.0	54.5	30.3	3.0	2.0	4.0	2.0	0.0	0.0	0.0	2.0	9	91.6	5	106
	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	2	1
	BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	2	0	0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	62	0.0	0	0
	BRISTOL	LOGANAIR LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
	BRISTOL	LOGANAIR 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
	CARDIFF WALES	EASTERN AIRWAYS	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	CARDIFF WALES	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	40	100.0	0	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	37	0	4	2.4	14.6	17.1	14.6	24.4	9.8	7.3	0.0	0.0	0.0	9.8	39	75.0	11	39
	HEATHROW	BRITISH AIRWAYS PLC	S	D	37	0	4	0.0	17.1	31.7	14.6	14.6	9.8	2.4	0.0	0.0	0.0	9.8	28	90.0	6	39
	SOUTHAMPTON	FLYBE LTD	S	A	52	0	7	10.2	40.7	16.9	6.8	5.1	5.1	0.0	3.4	0.0	0.0	11.9	21	63.4	29	39
	SOUTHAMPTON	FLYBE LTD	S	D	53	0	6	0.0	35.6	33.9	6.8	3.4	6.8	0.0	3.4	0.0	0.0	10.2	21	63.6	26	39
<b>TOTAL LEEDS BRADFORD</b>					<b>380</b>	<b>0</b>	<b>26</b>	<b>6.4</b>	<b>39.9</b>	<b>24.9</b>	<b>6.4</b>	<b>6.7</b>	<b>5.7</b>	<b>2.7</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.4</b>	<b>18</b>	<b>68.4</b>	<b>10</b>	<b>371</b>
LEIPZIG	GATWICK	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	STANSTED	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	41	0.0	0	0
	STANSTED	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
	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	91.7	6	12
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	6	12
	STANSTED	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	97	0.0	0	0
<b>TOTAL LEIPZIG</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>91.7</b>	<b>6</b>	<b>24</b>
LIBERIA	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	46	100.0	0	4

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										FEB 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	4	0	0	0.0	0.0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	59	75.0	10	4
<b>TOTAL LIBERIA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>87.5</b>	<b>5</b>	<b>8</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	101	4	
	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	50.0	15	4	
	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	60	4	
	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	82	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	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	4	4	
	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	75.0	6	4	
	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	4	
	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	50.0	13	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	100.0	0	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</b>	<b>47.5</b>	<b>32</b>	<b>40</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	87.5	14	8	
	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	75.0	12	8	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	12.5	25.0	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	17	37.5	50	8	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	7	0	0	0.0	28.6	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	25.0	50	8	
	STANSTED	RYANAIR	S	A	15	0	2	17.6	41.2	17.6	11.8	0.0	0.0	0.0	0.0	0.0	11.8	4	93.8	3	16	
	STANSTED	RYANAIR	S	D	15	0	1	0.0	56.3	18.8	6.3	12.5	0.0	0.0	0.0	0.0	6.3	8	100.0	4	16	
	MANCHESTER	RYANAIR	S	A	8	0	0	0.0	0.0	37.5	0.0	37.5	25.0	0.0	0.0	0.0	0.0	35	87.5	8	8	
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	12.5	37.5	0.0	37.5	12.5	0.0	0.0	0.0	0.0	27	62.5	16	8	
<b>TOTAL LIMOGES</b>					<b>61</b>	<b>0</b>	<b>3</b>	<b>6.3</b>	<b>32.8</b>	<b>32.8</b>	<b>4.7</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>4.7</b>	<b>14</b>	<b>76.3</b>	<b>16</b>	<b>80</b>
LINZ																						
	GATWICK	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	153	0.0	0	0	
<b>TOTAL LINZ</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>153</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LISBON																						
	BIRMINGHAM	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BRISTOL	EASYJET UK LTD	S	A	21	0	0	4.8	23.8	28.6	9.5	4.8	14.3	4.8	4.8	4.8	0.0	104	68.4	14	19	
	BRISTOL	EASYJET UK LTD	S	D	20	0	0	0.0	35.0	30.0	5.0	20.0	10.0	0.0	0.0	0.0	0.0	20	94.7	2	19	
	EDINBURGH	EASYJET UK LTD	S	A	12	0	0	8.3	16.7	41.7	0.0	25.0	8.3	0.0	0.0	0.0	0.0	22	72.7	18	11	
	EDINBURGH	EASYJET UK LTD	S	D	12	0	0	0.0	33.3	33.3	25.0	8.3	0.0	0.0	0.0	0.0	0.0	10	90.9	8	11	
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	12.5	37.5	0.0	25.0	25.0	0.0	0.0	0.0	0.0	32	75.0	11	8	



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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					FEB 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			
EDINBURGH	RYANAIR	S D	8	0	0	0.0	12.5	25.0	12.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	44	50.0	27	8					
GATWICK	AIR PORTUGAL	S A	48	0	1	14.3	30.6	34.7	10.2	4.1	2.0	2.0	0.0	0.0	0.0	2.0	12	77.8	10	45					
GATWICK	AIR PORTUGAL	S D	48	0	1	0.0	20.4	44.9	18.4	8.2	4.1	2.0	0.0	0.0	0.0	2.0	17	61.4	16	44					
GATWICK	EASYJET UK LTD	S A	48	0	2	18.0	36.0	16.0	6.0	8.0	10.0	2.0	0.0	0.0	0.0	4.0	17	67.3	32	52					
GATWICK	EASYJET UK LTD	S D	48	0	2	0.0	20.0	52.0	6.0	8.0	10.0	0.0	0.0	0.0	0.0	4.0	16	55.8	23	52					
HEATHROW	AIR PORTUGAL	S A	154	0	4	11.4	32.9	19.0	14.6	14.6	4.4	0.6	0.0	0.0	0.0	2.5	15	86.8	8	152					
HEATHROW	AIR PORTUGAL	S D	154	0	4	0.0	31.0	32.9	13.3	12.0	8.2	0.0	0.0	0.0	0.0	2.5	18	86.2	8	152					
HEATHROW	BRITISH AIRWAYS PLC	S A	91	0	2	7.5	28.0	19.4	15.1	12.9	15.1	0.0	0.0	0.0	0.0	2.2	24	87.6	7	89					
HEATHROW	BRITISH AIRWAYS PLC	S D	91	0	2	0.0	26.9	47.3	8.6	9.7	5.4	0.0	0.0	0.0	0.0	2.2	13	85.4	6	89					
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	77.5	12	39					
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	0.0	0	56.1	21	39					
LUTON	EASYJET UK LTD	S A	46	0	2	4.2	22.9	25.0	16.7	10.4	14.6	0.0	2.1	0.0	0.0	4.2	31	83.0	8	52					
LUTON	EASYJET UK LTD	S D	46	0	1	0.0	19.1	51.1	14.9	8.5	4.3	0.0	0.0	0.0	0.0	2.1	14	80.8	10	52					
LUTON	WIZZ AIR UK LTD	S A	20	0	0	5.0	35.0	25.0	15.0	15.0	0.0	5.0	0.0	0.0	0.0	0.0	21	75.0	14	28					
LUTON	WIZZ AIR UK LTD	S D	20	0	0	0.0	40.0	25.0	20.0	5.0	5.0	0.0	5.0	0.0	0.0	0.0	23	82.1	12	28					
STANSTED	JET2.COM LTD	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	25	1					
STANSTED	JET2.COM LTD	C D	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	1					
STANSTED	RYANAIR	S A	112	0	0	8.0	30.4	29.5	13.4	6.3	8.0	3.6	0.9	0.0	0.0	0.0	22	74.7	10	83					
STANSTED	RYANAIR	S D	112	0	0	0.0	29.5	48.2	11.6	4.5	3.6	1.8	0.9	0.0	0.0	0.0	15	79.8	12	84					
STANSTED	TITAN AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					
STANSTED	TITAN AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1					
MANCHESTER	AIR PORTUGAL	S A	29	0	0	10.3	24.1	37.9	13.8	10.3	0.0	3.4	0.0	0.0	0.0	0.0	15	83.3	6	42					
MANCHESTER	AIR PORTUGAL	S D	29	0	1	0.0	10.0	50.0	13.3	16.7	3.3	3.3	0.0	0.0	0.0	3.3	23	71.4	13	42					
MANCHESTER	EASYJET UK LTD	S A	9	0	0	22.2	0.0	22.2	0.0	44.4	0.0	11.1	0.0	0.0	0.0	0.0	34	75.0	20	12					
MANCHESTER	EASYJET UK LTD	S D	9	0	0	0.0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	83.3	19	12					
MANCHESTER	RYANAIR	S A	29	0	1	20.0	26.7	16.7	6.7	13.3	10.0	3.3	0.0	0.0	0.0	3.3	23	85.7	8	28					
MANCHESTER	RYANAIR	S D	29	0	0	0.0	27.6	48.3	3.4	10.3	10.3	0.0	0.0	0.0	0.0	0.0	17	78.6	9	28					
<b>TOTAL LISBON</b>			<b>1257</b>	<b>0</b>	<b>23</b>	<b>5.2</b>	<b>27.9</b>	<b>33.5</b>	<b>12.2</b>	<b>10.5</b>	<b>7.2</b>	<b>1.3</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>1.8</b>	<b>20</b>	<b>78.9</b>	<b>11</b>	<b>1325</b>					
LIVERPOOL (JOHN LENNON)																									
BELFAST INTERNATIONAL	EASYJET UK LTD	S A	167	0	0	7.2	54.5	21.0	6.6	7.8	1.8	0.6	0.6	0.0	0.0	0.0	9	93.2	5	162					
BELFAST INTERNATIONAL	EASYJET UK LTD	S D	167	0	0	3.6	52.1	22.2	9.0	7.8	2.4	1.8	1.2	0.0	0.0	0.0	13	90.8	7	163					
BELFAST INTERNATIONAL	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	8	1					
BOURNEMOUTH	BMI REGIONAL	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	32	1					
BOURNEMOUTH	BMI REGIONAL	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	100.0	0	1		
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	43	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	1	0.0	0	0		
	BRISTOL	EASYJET UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	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	12	1		
	ISLE OF MAN	EASYJET UK LTD	S	A	40	0	6	15.2	43.5	17.4	6.5	4.3	0.0	0.0	0.0	0.0	13.0	6	86.7	11	44		
	ISLE OF MAN	EASYJET UK LTD	S	D	40	0	6	4.3	47.8	15.2	13.0	4.3	2.2	0.0	0.0	0.0	13.0	8	84.4	46	44		
	ISLE OF MAN	FLYBE LTD	S	A	75	0	3	1.3	59.0	25.6	2.6	7.7	0.0	0.0	0.0	0.0	3.8	5	86.7	9	94		
	ISLE OF MAN	FLYBE LTD	S	D	75	0	3	1.3	19.2	65.4	3.8	6.4	0.0	0.0	0.0	0.0	3.8	7	83.5	9	94		
	JERSEY	EASYJET UK LTD	S	A	34	0	2	8.3	55.6	13.9	8.3	5.6	0.0	0.0	2.8	0.0	0.0	5.6	10	93.0	2	43	
	JERSEY	EASYJET UK LTD	S	D	34	0	2	0.0	36.1	25.0	22.2	8.3	0.0	0.0	2.8	0.0	0.0	5.6	16	93.0	3	43	
	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	100.0	15	1		
	LUTON	EASYJET UK LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	LUTON	WIZZ AIR UK LTD	S	A	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	40	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	33	1		
	SOUTHAMPTON	JOTA AVIATION LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>					<b>638</b>	<b>0</b>	<b>22</b>	<b>5.0</b>	<b>47.9</b>	<b>26.2</b>	<b>7.9</b>	<b>7.0</b>	<b>1.4</b>	<b>0.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>9</b>	<b>89.0</b>	<b>9</b>	<b>696</b>	
LJUBLJANA																							
	GATWICK	EASYJET UK LTD	S	A	14	0	1	20.0	26.7	20.0	13.3	0.0	13.3	0.0	0.0	0.0	0.0	6.7	16	75.0	10	16	
	GATWICK	EASYJET UK LTD	S	D	14	0	1	0.0	13.3	46.7	26.7	0.0	6.7	0.0	0.0	0.0	0.0	6.7	16	68.8	15	16	
	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	100.0	0	16		
	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	16		
	STANSTED	EASYJET UK LTD	S	A	26	0	2	14.3	35.7	25.0	7.1	10.7	0.0	0.0	0.0	0.0	0.0	7.1	8	96.2	2	26	
	STANSTED	EASYJET UK LTD	S	D	26	0	2	0.0	67.9	14.3	10.7	0.0	0.0	0.0	0.0	0.0	0.0	7.1	4	96.2	4	26	
<b>TOTAL LJUBLJANA</b>					<b>80</b>	<b>0</b>	<b>6</b>	<b>8.1</b>	<b>40.7</b>	<b>24.4</b>	<b>12.8</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>7.0</b>	<b>10</b>	<b>90.5</b>	<b>5</b>	<b>116</b>	
LODZ LUBLINEK																							
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	16	8		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	14	8		
	STANSTED	RYANAIR	S	A	25	0	0	24.0	36.0	36.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.0	16	24		
	STANSTED	RYANAIR	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	2	79.2	10	24		
<b>TOTAL LODZ LUBLINEK</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>47.0</b>	<b>36.4</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>4</b>	<b>73.8</b>	<b>13</b>	<b>64</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	45.8	34	43		
	ABERDEEN	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	19	44		

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

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FEB 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 A	129	0	4	25.6	40.6	17.3	9.8	2.3	1.5	0.0	0.0	0.0	0.0	0.0	3.0	6	76.9	14	130		
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S D	130	0	4	0.0	42.5	41.0	8.2	4.5	0.7	0.0	0.0	0.0	0.0	0.0	3.0	7	73.5	12	133		
BIRMINGHAM	BRITISH AIRWAYS PLC	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	182	1		
EDINBURGH	BA CITYFLYER LTD	S A	220	0	8	2.6	37.3	32.9	11.8	6.6	4.4	0.9	0.0	0.0	0.0	0.0	3.5	13	75.1	10	203		
EDINBURGH	BA CITYFLYER LTD	S D	215	0	8	0.9	41.3	31.4	10.3	8.1	3.1	1.3	0.0	0.0	0.0	0.0	3.6	13	77.4	12	203		
EDINBURGH	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	66.7	49	3		
EDINBURGH	BRITISH AIRWAYS PLC	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	56	3		
EDINBURGH	FLYBE LTD	S A	91	0	6	8.2	18.6	36.1	13.4	12.4	4.1	1.0	0.0	0.0	0.0	0.0	6.2	16	74.0	14	91		
EDINBURGH	FLYBE LTD	S D	91	0	6	0.0	26.8	44.3	12.4	6.2	4.1	0.0	0.0	0.0	0.0	0.0	6.2	11	74.0	13	93		
EXETER	FLYBE LTD	S A	20	0	0	5.0	55.0	35.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	9	65.4	12	25		
EXETER	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	10	69.2	14	24		
GLASGOW	BA CITYFLYER LTD	S A	149	0	0	4.7	42.3	26.2	12.8	10.1	3.4	0.7	0.0	0.0	0.0	0.0	0.0	12	80.2	10	131		
GLASGOW	BA CITYFLYER LTD	S D	148	0	3	0.7	48.3	22.5	12.6	9.9	3.3	0.7	0.0	0.0	0.0	0.0	2.0	12	75.0	14	132		
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	0.0	0	100.0	4	1		
GLASGOW	LOGANAIR LTD	C A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	66	0.0	0	0		
GLASGOW	LOGANAIR LTD	C D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0		
ISLE OF MAN	BA CITYFLYER LTD	S A	67	0	6	6.8	13.7	15.1	16.4	11.0	21.9	2.7	4.1	0.0	0.0	0.0	8.2	44	81.9	7	70		
ISLE OF MAN	BA CITYFLYER LTD	S D	68	0	5	0.0	9.6	38.4	20.5	11.0	9.6	2.7	1.4	0.0	0.0	0.0	6.8	28	83.1	8	70		
JERSEY	BLUE ISLANDS LIMITED	S A	43	0	1	2.3	11.4	22.7	22.7	25.0	9.1	2.3	2.3	0.0	0.0	0.0	2.3	35	59.1	20	42		
JERSEY	BLUE ISLANDS LIMITED	S D	43	0	1	0.0	9.1	34.1	25.0	18.2	6.8	2.3	2.3	0.0	0.0	0.0	2.3	30	63.6	19	42		
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	0.0	0	100.0	0	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	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	0.0	0.0	0	100.0	0	1		
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	0.0	0.0	0	100.0	15	1		
MANCHESTER	BRITISH AIRWAYS PLC	S A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	7	3		
MANCHESTER	BRITISH AIRWAYS PLC	S D	3	0	1	0.0	0.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	27	75.0	16	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	0.0	0	43.2	38	43		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		Origin/Destinations: L		PERCENTAGE OF FLIGHTS LATE										FEB 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)
	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	61.4	23	42		
<b>TOTAL LONDON CITY</b>					<b>1424</b>	<b>0</b>	<b>53</b>	<b>4.4</b>	<b>34.3</b>	<b>30.4</b>	<b>12.6</b>	<b>8.5</b>	<b>4.7</b>	<b>1.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>15</b>	<b>73.0</b>	<b>14</b>	<b>1580</b>		
LORIENT																								
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
<b>TOTAL LORIENT</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>			
LOS ANGELES INTERNATIONAL																								
	GATWICK	NORWEGIAN AIR UK LTD	S	A	24	0	1	36.0	32.0	16.0	4.0	4.0	0.0	4.0	0.0	0.0	0.0	4.0	10	89.3	4	28		
	GATWICK	NORWEGIAN AIR UK LTD	S	D	25	0	0	0.0	20.0	64.0	8.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	14	82.1	10	28		
	HEATHROW	AMERICAN AIRLINES	S	A	51	0	3	64.8	13.0	5.6	1.9	5.6	0.0	3.7	0.0	0.0	0.0	5.6	9	94.1	2	50		
	HEATHROW	AMERICAN AIRLINES	S	D	51	0	3	0.0	64.8	22.2	1.9	3.7	0.0	0.0	0.0	1.9	0.0	5.6	30	80.4	9	50		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	83	0	2	37.6	14.1	17.6	10.6	12.9	0.0	3.5	1.2	0.0	0.0	2.4	17	80.3	17	76		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	83	0	2	0.0	14.1	48.2	17.6	8.2	5.9	2.4	1.2	0.0	0.0	2.4	22	76.3	14	76		
	HEATHROW	UNITED AIRLINES	S	A	29	0	0	65.5	27.6	3.4	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	89.3	3	28		
	HEATHROW	UNITED AIRLINES	S	D	29	0	0	0.0	69.0	27.6	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	3	92.9	5	28		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	55	0	1	60.7	16.1	14.3	5.4	0.0	0.0	1.8	0.0	0.0	0.0	1.8	5	87.0	12	54		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	55	0	1	0.0	48.2	32.1	8.9	5.4	1.8	0.0	1.8	0.0	0.0	1.8	11	85.2	15	54		
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>485</b>	<b>0</b>	<b>13</b>	<b>25.9</b>	<b>28.7</b>	<b>25.3</b>	<b>7.6</b>	<b>5.8</b>	<b>1.2</b>	<b>2.0</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>2.6</b>	<b>14</b>	<b>84.4</b>	<b>11</b>	<b>472</b>		
LOS CABOS																								
	GATWICK	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	6	0.0	0	0		
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
<b>TOTAL LOS CABOS</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>11.1</b>	<b>11.1</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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
LUBLIN (PORT LOTNICZY)																								
	LUTON	WIZZ AIR UK LTD	S	A	21	0	0	33.3	38.1	14.3	0.0	9.5	4.8	0.0	0.0	0.0	0.0	0.0	8	87.5	12	24		
	LUTON	WIZZ AIR UK LTD	S	D	20	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	83.3	12	24		
	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	81.3	32	16		
	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	87.5	4	16		
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>17.1</b>	<b>53.7</b>	<b>17.1</b>	<b>0.0</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>7</b>	<b>85.0</b>	<b>14</b>	<b>80</b>		
LUTON																								
	ABERDEEN	EASYJET UK LTD	S	A	21	0	1	4.5	40.9	36.4	9.1	4.5	0.0	0.0	0.0	0.0	4.5	6	85.7	8	21			
	ABERDEEN	EASYJET UK LTD	S	D	21	0	1	0.0	22.7	50.0	13.6	4.5	0.0	4.5	0.0	0.0	4.5	15	81.0	12	21			
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	92	0	0	5.4	40.2	25.0	9.8	13.0	5.4	1.1	0.0	0.0	0.0	15	88.5	7	96			

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	EASYJET UK LTD	S	D	92	0	0	0.0	38.0	27.2	12.0	8.7	12.0	2.2	0.0	0.0	0.0	0.0	21	78.1	11	96	
	BELFAST INTERNATIONAL	RYANAIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	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	0.0	139	1	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	159	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	A	81	0	4	8.2	31.8	17.6	12.9	15.3	7.1	1.2	1.2	0.0	0.0	4.7	22	79.1	16	86	
	EDINBURGH	EASYJET UK LTD	S	D	81	0	4	1.2	30.6	30.6	9.4	14.1	7.1	2.4	0.0	0.0	0.0	4.7	20	75.6	15	86	
	EDINBURGH	JOTA AVIATION LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EXETER	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
	GLASGOW	EASYJET UK LTD	S	A	62	0	3	13.8	36.9	16.9	12.3	3.1	9.2	0.0	3.1	0.0	0.0	4.6	21	89.2	9	65	
	GLASGOW	EASYJET UK LTD	S	D	62	0	3	0.0	50.8	20.0	7.7	13.8	1.5	0.0	0.0	1.5	0.0	4.6	20	93.8	4	65	
	LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	1	
	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	4	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	0.0	37	1	
	MANCHESTER	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	85	1	
	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	0.0	98	1	
	NEWCASTLE	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	100.0	0	1	
	NEWCASTLE	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	36	100.0	9	1	
<b>TOTAL LUTON</b>					<b>523</b>	<b>0</b>	<b>16</b>	<b>4.3</b>	<b>37.1</b>	<b>25.0</b>	<b>10.6</b>	<b>11.3</b>	<b>6.5</b>	<b>1.5</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>3.0</b>	<b>19</b>	<b>82.6</b>	<b>11</b>	<b>545</b>	
LUXEMBOURG																							
	BIRMINGHAM	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
	EDINBURGH	RYANAIR	S	A	12	0	0	8.3	16.7	41.7	8.3	8.3	16.7	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	12	0	0	0.0	50.0	16.7	8.3	8.3	16.7	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	19	0	1	0.0	15.0	25.0	5.0	20.0	20.0	10.0	0.0	0.0	5.0	47	31.6	33	19		
	GATWICK	EASYJET UK LTD	S	D	19	0	1	0.0	20.0	20.0	15.0	25.0	5.0	5.0	5.0	0.0	0.0	5.0	39	42.1	28	19	
	GATWICK	LUXAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	77	0	5	7.3	32.9	31.7	2.4	11.0	4.9	2.4	1.2	0.0	0.0	6.1	19	82.1	7	56	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	BRITISH AIRWAYS PLC	S	D	76	0	5	0.0	37.0	34.6	7.4	7.4	3.7	3.7	0.0	0.0	0.0	6.2	16	83.9	7	56	
	LONDON CITY	LUXAIR	S	A	131	0	10	0.0	27.7	39.0	14.2	7.8	3.5	0.0	0.7	0.0	0.0	7.1	14	85.3	6	131	
	LONDON CITY	LUXAIR	S	D	131	0	11	0.0	11.3	45.1	18.3	12.7	4.2	0.0	0.7	0.0	0.0	7.7	19	72.1	11	131	
	LUTON	LUXAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1	
	LUTON	LUXAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	STANSTED	LUXAIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	STANSTED	RYANAIR	S	A	29	0	0	31.0	27.6	20.7	3.4	13.8	3.4	0.0	0.0	0.0	0.0	0.0	12	85.7	6	28	
	STANSTED	RYANAIR	S	D	29	0	0	0.0	51.7	20.7	13.8	10.3	3.4	0.0	0.0	0.0	0.0	0.0	12	82.1	8	28	
	MANCHESTER	FLYBE LTD	S	A	14	0	1	6.7	46.7	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	6.7	20	81.3	20	16	
	MANCHESTER	FLYBE LTD	S	D	14	0	1	0.0	20.0	60.0	0.0	0.0	13.3	0.0	0.0	0.0	0.0	6.7	15	81.3	9	16	
	SOUTHEND	LUXAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	3		
	SOUTHEND	LUXAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	119	2		
<b>TOTAL LUXEMBOURG</b>					<b>565</b>	<b>0</b>	<b>35</b>	<b>2.8</b>	<b>26.7</b>	<b>35.8</b>	<b>10.8</b>	<b>10.3</b>	<b>5.7</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.8</b>	<b>18</b>	<b>77.0</b>	<b>10</b>	<b>508</b>	
LUXOR																							
	HEATHROW	EGYPT AIR	S	A	4	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	50	25.0	34	4	
	HEATHROW	EGYPT AIR	S	D	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	34	50.0	22	4	
<b>TOTAL LUXOR</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>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>42</b>	<b>37.5</b>	<b>28</b>	<b>8</b>	
LVOV																							
	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	11.1	33.3	22.2	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	29	81.8	9	11	
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	55.6	22.2	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	20	100.0	4	11	
	STANSTED	RYANAIR	S	A	12	0	1	0.0	15.4	15.4	30.8	30.8	0.0	0.0	0.0	0.0	7.7	24	83.3	6	12		
	STANSTED	RYANAIR	S	D	12	0	0	0.0	25.0	50.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	91.7	5	12	
<b>TOTAL LVOV</b>					<b>42</b>	<b>0</b>	<b>1</b>	<b>2.3</b>	<b>30.2</b>	<b>27.9</b>	<b>14.0</b>	<b>14.0</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>20</b>	<b>89.1</b>	<b>6</b>	<b>46</b>	
LYON																							
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	5	0	0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	104	0.0	48	4	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	5	0	0	0.0	40.0	20.0	0.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	97	0.0	49	4	
	BIRMINGHAM	EASYJET SWITZERLAND	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	1		
	BIRMINGHAM	FLYBE LTD	S	A	9	0	0	0.0	22.2	44.4	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	23	77.3	8	22	
	BIRMINGHAM	FLYBE 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	15	77.3	14	22	
	BOURNEMOUTH	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	7	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	44.4	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	36	50.0	63	4	
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	0.0	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	32	75.0	30	4	
	BRISTOL	ENTER AIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	BRISTOL	ENTER AIR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	CARDIFF WALES	AIR MALTA	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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)
CARDIFF WALES	AIR MALTA	C D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
CARDIFF WALES	ALBA STAR	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	14	0.0	0	0	
CARDIFF WALES	ALBA STAR	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	
CARDIFF WALES	ENTER AIR	C A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
CARDIFF WALES	ENTER AIR	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	0.0	0	0	
EDINBURGH	EASYJET UK LTD	S A	5	0	0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	28	6	
EDINBURGH	EASYJET UK LTD	S D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	6	
GLASGOW	ENTER AIR	C A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	81	0.0	36	1	
GLASGOW	ENTER AIR	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	16	1	
GATWICK	BRITISH AIRWAYS PLC	C A	10	0	0	10.0	40.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	25.0	47	4	
GATWICK	BRITISH AIRWAYS PLC	C 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	3	100.0	2	4	
GATWICK	BRITISH AIRWAYS PLC	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	14	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	87.5	11	8	
GATWICK	EASYJET UK LTD	S A	64	0	3	11.9	40.3	14.9	10.4	11.9	1.5	1.5	3.0	0.0	0.0	4.5	18	74.2	13	66	
GATWICK	EASYJET UK LTD	S D	63	0	2	0.0	20.0	36.9	15.4	20.0	3.1	0.0	1.5	0.0	0.0	3.1	21	66.7	18	66	
GATWICK	ENTER AIR	C A	5	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
GATWICK	ENTER AIR	C D	5	0	0	0.0	20.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	30	0.0	17	1	
GATWICK	ENTER AIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
GATWICK	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	154	1	
GATWICK	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	24	1	
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	9	0	0	0.0	11.1	22.2	44.4	0.0	11.1	0.0	0.0	11.1	0.0	0.0	66	25.0	36	4	
GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	9	0	0	0.0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	4	
GATWICK	TITAN AIRWAYS LTD	C A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
GATWICK	TUI AIRWAYS LTD	C A	0	0	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	94	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	40.0	92	5	
HEATHROW	BRITISH AIRWAYS PLC	S A	84	0	5	2.2	16.9	25.8	14.6	21.3	11.2	2.2	0.0	0.0	0.0	5.6	30	82.4	8	91	
HEATHROW	BRITISH AIRWAYS PLC	S D	85	0	5	0.0	34.4	36.7	8.9	7.8	5.6	1.1	0.0	0.0	0.0	5.6	14	90.1	7	91	
LUTON	EASYJET EUROPE	S A	1	0	1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	5	0.0	0	0	
LUTON	EASYJET EUROPE	S D	1	0	1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	3	0.0	0	0	
LUTON	EASYJET UK LTD	S A	36	0	2	2.6	31.6	36.8	7.9	7.9	7.9	0.0	0.0	0.0	0.0	5.3	16	64.9	18	37	
LUTON	EASYJET UK LTD	S D	36	0	2	0.0	47.4	28.9	7.9	10.5	0.0	0.0	0.0	0.0	0.0	5.3	9	78.4	12	37	
STANSTED	EASYJET UK LTD	S A	8	0	0	0.0	12.5	50.0	0.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	27	100.0	0	7	
STANSTED	EASYJET UK LTD	S D	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	7	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	JET2.COM LTD	S A	5	0	0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	10	4		
STANSTED	JET2.COM LTD	S D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
STANSTED	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	0.0	159	0.0	0	0		
STANSTED	STOBART AIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1		
STANSTED	TITAN AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
STANSTED	TITAN AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1		
MANCHESTER	EASYJET UK LTD	S A	5	0	0	40.0	0.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	24	100.0	0	4		
MANCHESTER	EASYJET UK LTD	S D	5	0	0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	2	4		
MANCHESTER	FLYBE LTD	S A	12	0	0	8.3	33.3	33.3	8.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	15	71.4	20	14		
MANCHESTER	FLYBE LTD	S D	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	0.0	12	85.7	15	14		
MANCHESTER	JET2.COM LTD	S A	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	3	4		
MANCHESTER	JET2.COM LTD	S D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	4		
MANCHESTER	TUI AIRWAYS LTD	C A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	35	2		
MANCHESTER	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	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	72.7	22	21		
SOUTHEND	STOBART AIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.7	18	21		
<b>TOTAL LYON</b>			<b>562</b>	<b>0</b>	<b>21</b>	<b>2.9</b>	<b>29.3</b>	<b>33.3</b>	<b>10.5</b>	<b>12.3</b>	<b>5.7</b>	<b>1.2</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>3.6</b>	<b>21</b>	<b>75.9</b>	<b>15</b>	<b>623</b>			



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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	IBERIA EXPRESS	S	A	11	0	0	45.5	36.4	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.7	4	12
	BIRMINGHAM	IBERIA EXPRESS	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	9	50.0	15	12	
	BIRMINGHAM	RYANAIR	S	A	17	0	0	17.6	41.2	17.6	5.9	0.0	11.8	0.0	0.0	5.9	0.0	0.0	34	81.3	5	16
	BIRMINGHAM	RYANAIR	S	D	15	0	1	0.0	31.3	43.8	6.3	6.3	0.0	0.0	6.3	0.0	0.0	6.3	20	50.0	16	16
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1	
	BRISTOL	EASYJET UK LTD	S	A	25	0	0	12.0	24.0	12.0	24.0	8.0	20.0	0.0	0.0	0.0	0.0	0.0	29	58.6	25	29
	BRISTOL	EASYJET UK LTD	S	D	25	0	0	0.0	28.0	16.0	24.0	16.0	16.0	0.0	0.0	0.0	0.0	0.0	27	75.9	14	29
	EDINBURGH	EASYJET UK LTD	S	A	32	0	0	18.8	18.8	18.8	18.8	12.5	3.1	3.1	6.3	0.0	0.0	0.0	29	80.0	11	30
	EDINBURGH	EASYJET UK LTD	S	D	32	0	0	0.0	31.3	31.3	15.6	6.3	9.4	3.1	3.1	0.0	0.0	0.0	25	76.7	11	30
	LIVERPOOL (JOHN LENNON)	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
	LIVERPOOL (JOHN LENNON)	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	15	0	0	20.0	33.3	13.3	20.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	14	80.0	10	20
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	15	0	0	0.0	46.7	40.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5	85.0	8	20
	LIVERPOOL (JOHN LENNON)	ENTER AIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	LIVERPOOL (JOHN LENNON)	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
	LIVERPOOL (JOHN LENNON)	MALETH AERO	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	LIVERPOOL (JOHN LENNON)	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
	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	11	0.0	0	0
	LIVERPOOL (JOHN LENNON)	RYANAIR	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	195	0.0	0	0
	LIVERPOOL (JOHN LENNON)	VUELING AIRLINES	C	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	LIVERPOOL (JOHN LENNON)	VUELING AIRLINES	C	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	GATWICK	AIR EUROPA	S	A	57	0	1	8.6	53.4	17.2	8.6	5.2	3.4	0.0	1.7	0.0	0.0	1.7	14	75.0	14	56
	GATWICK	AIR EUROPA	S	D	57	0	1	0.0	27.6	50.0	5.2	6.9	6.9	0.0	1.7	0.0	0.0	1.7	18	66.1	19	56
	GATWICK	EASYJET UK LTD	S	A	90	0	5	10.5	34.7	18.9	7.4	11.6	9.5	2.1	0.0	0.0	0.0	5.3	21	72.5	12	102
	GATWICK	EASYJET UK LTD	S	D	90	0	5	0.0	25.3	35.8	14.7	10.5	5.3	3.2	0.0	0.0	0.0	5.3	19	74.5	14	102

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	IBERIA EXPRESS	S A	54	0	1	9.1	49.1	29.1	7.3	0.0	1.8	1.8	0.0	0.0	0.0	1.8	7	79.6	9	53	
GATWICK	IBERIA EXPRESS	S D	54	0	1	0.0	16.4	43.6	18.2	16.4	1.8	1.8	0.0	0.0	0.0	1.8	18	64.8	17	53	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	24	0	1	12.0	20.0	36.0	12.0	8.0	8.0	0.0	0.0	0.0	0.0	4.0	15	87.5	7	48	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	24	0	0	0.0	54.2	25.0	12.5	4.2	4.2	0.0	0.0	0.0	0.0	0.0	8	77.1	9	48	
HEATHROW	BRITISH AIRWAYS PLC	S A	159	0	9	1.2	22.0	28.6	11.3	17.3	11.9	1.8	0.0	0.6	0.0	5.4	33	80.4	8	137	
HEATHROW	BRITISH AIRWAYS PLC	S D	159	0	9	0.0	22.0	51.8	10.1	7.1	1.8	0.6	1.2	0.0	0.0	5.4	14	79.7	7	137	
HEATHROW	IBERIA	S A	214	0	11	19.6	29.3	25.8	10.2	4.9	4.9	0.4	0.0	0.0	0.0	4.9	11	85.6	7	213	
HEATHROW	IBERIA	S D	214	0	11	0.0	32.0	38.7	11.1	6.7	6.7	0.0	0.0	0.0	0.0	4.9	14	78.7	10	212	
LUTON	EASYJET UK LTD	S A	26	0	1	11.1	25.9	25.9	14.8	14.8	0.0	3.7	0.0	0.0	0.0	3.7	16	66.7	13	27	
LUTON	EASYJET UK LTD	S D	26	0	1	0.0	14.8	55.6	18.5	7.4	0.0	0.0	0.0	0.0	0.0	3.7	10	85.2	10	27	
STANSTED	RYANAIR	S A	116	0	0	31.0	33.6	14.7	3.4	6.9	7.8	0.9	0.9	0.9	0.0	0.0	18	86.6	6	112	
STANSTED	RYANAIR	S D	116	0	0	0.0	45.7	32.8	6.9	4.3	8.6	0.9	0.9	0.0	0.0	0.0	17	80.4	10	112	
MANCHESTER	EASYJET UK LTD	S A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
MANCHESTER	ENTER AIR	C A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
MANCHESTER	ENTER AIR	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
MANCHESTER	GAINJET AVIATION	C A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0	
MANCHESTER	GAINJET AVIATION	C D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
MANCHESTER	IBERIA EXPRESS	S A	12	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	87.5	9	8	
MANCHESTER	IBERIA EXPRESS	S D	12	0	0	0.0	25.0	58.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	13	8	
MANCHESTER	JET2.COM 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	2	0.0	0	0	
MANCHESTER	JET2.COM LTD	C D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
MANCHESTER	JOTA AVIATION LTD	C A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	53	0.0	0	0	
MANCHESTER	JOTA AVIATION LTD	C D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
MANCHESTER	RYANAIR	S A	32	0	1	6.1	30.3	27.3	6.1	12.1	6.1	6.1	3.0	0.0	0.0	3.0	31	75.0	10	28	
MANCHESTER	RYANAIR	S D	32	0	0	0.0	28.1	46.9	6.3	3.1	9.4	3.1	3.1	0.0	0.0	0.0	22	82.1	7	28	
MANCHESTER	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	5	0.0	0	0	
MANCHESTER	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	1	0.0	0	0	
<b>TOTAL MADRID MAHON</b>			<b>1794</b>	<b>0</b>	<b>60</b>	<b>7.2</b>	<b>30.5</b>	<b>32.5</b>	<b>10.4</b>	<b>8.1</b>	<b>6.1</b>	<b>1.1</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>3.2</b>	<b>17</b>	<b>78.4</b>	<b>10</b>	<b>1782</b>	
GATWICK	EASYJET UK LTD	S A	9	0	0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	62.5	17	8	
GATWICK	EASYJET UK LTD	S D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	62.5	22	8	
<b>TOTAL MAHON</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>9</b>	<b>62.5</b>	<b>19</b>	<b>16</b>	

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

		Origin/Destinations: M																	FEB 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
MALAGA	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	15	0	0	6.7	26.7	20.0	13.3	20.0	6.7	6.7	0.0	0.0	0.0	0.0	29	81.3	15	16
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	15	0	0	0.0	33.3	26.7	6.7	20.0	13.3	0.0	0.0	0.0	0.0	0.0	21	81.3	13	16
	BELFAST INTERNATIONAL	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	BELFAST INTERNATIONAL	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	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	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	0	0
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	55.6	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	87.5	5	16
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	11.1	44.4	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	25	93.8	3	16
	BIRMINGHAM	JET2.COM LTD	S	A	23	0	0	17.4	43.5	17.4	13.0	0.0	0.0	8.7	0.0	0.0	0.0	0.0	15	94.7	3	19
	BIRMINGHAM	JET2.COM LTD	S	D	22	0	0	0.0	31.8	54.5	4.5	0.0	4.5	0.0	4.5	0.0	0.0	0.0	16	100.0	2	19
	BIRMINGHAM	RYANAIR	S	A	25	0	0	32.0	24.0	20.0	12.0	0.0	8.0	4.0	0.0	0.0	0.0	0.0	17	100.0	1	24
	BIRMINGHAM	RYANAIR	S	D	25	0	0	0.0	60.0	24.0	8.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	7	91.7	10	24
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	4
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	1
	BOURNEMOUTH	DEUTSCHE RETTUNGSFLUGWACHT	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
	BOURNEMOUTH	RYANAIR	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	7	87.5	6	8
	BOURNEMOUTH	RYANAIR	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	11	75.0	9	8
	BRISTOL	EASYJET UK LTD	S	A	33	0	1	23.5	32.4	17.6	8.8	5.9	5.9	2.9	0.0	0.0	0.0	2.9	15	100.0	2	27
	BRISTOL	EASYJET UK LTD	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	7	96.4	0	27
	BRISTOL	RYANAIR	S	A	25	0	0	36.0	32.0	8.0	12.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	15	87.5	5	24
	BRISTOL	RYANAIR	S	D	25	0	0	0.0	48.0	28.0	4.0	12.0	8.0	0.0	0.0	0.0	0.0	0.0	13	83.3	7	24
	BRISTOL	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	100.0	0	1
	BRISTOL	TUI AIRWAYS LTD	C	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	247	100.0	0	2
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	58	100.0	4	4
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	49	100.0	6	4
	CARDIFF WALES	VUELING AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	17	8
	CARDIFF WALES	VUELING AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	23	8
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	63	100.0	6	4

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	240	100.0	0	4	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	17	0	0	70.6	11.8	0.0	0.0	0.0	17.6	0.0	0.0	0.0	0.0	0.0	15	100.0	0	12	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	15	0	0	0.0	40.0	46.7	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	11	100.0	2	12	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	19	0	0	5.3	47.4	15.8	10.5	15.8	0.0	5.3	0.0	0.0	0.0	0.0	19	81.3	4	15	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	21	0	0	0.0	38.1	38.1	4.8	19.0	0.0	0.0	0.0	0.0	0.0	0.0	9	93.8	5	16	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	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	93	100.0	2	3	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	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	52	75.0	12	4	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS 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	184	0.0	0	0	
	EDINBURGH	JET2.COM LTD	S	A	7	0	0	14.3	28.6	28.6	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	17	100.0	0	6	
	EDINBURGH	JET2.COM LTD	S	D	7	0	0	0.0	42.9	42.9	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	6	
	EDINBURGH	RYANAIR	S	A	21	0	0	14.3	14.3	33.3	19.0	14.3	4.8	0.0	0.0	0.0	0.0	0.0	18	95.0	5	20	
	EDINBURGH	RYANAIR	S	D	21	0	0	0.0	33.3	42.9	4.8	9.5	9.5	0.0	0.0	0.0	0.0	0.0	17	85.0	4	20	
	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	12	8	
	EXETER	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	8	
	EXETER	RYANAIR	S	A	8	0	0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	EXETER	RYANAIR	S	D	8	0	0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	GLASGOW	EASYJET UK LTD	S	A	16	0	0	0.0	43.8	31.3	6.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	15	75.0	15	16	
	GLASGOW	EASYJET UK LTD	S	D	16	0	0	0.0	6.3	75.0	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	17	16	
	GLASGOW	JET2.COM LTD	S	A	7	0	0	14.3	28.6	28.6	14.3	0.0	0.0	0.0	14.3	0.0	0.0	0.0	31	83.3	7	6	
	GLASGOW	JET2.COM LTD	S	D	7	0	0	0.0	42.9	42.9	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	13	100.0	2	6	
	GLASGOW	RYANAIR	S	A	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	GLASGOW	RYANAIR	S	D	9	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
	GLASGOW	TUI AIRWAYS LTD	C	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	14	2	
	GLASGOW	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	38	100.0	1	3	
	LEEDS BRADFORD	JET2.COM LTD	S	A	21	0	0	23.8	28.6	14.3	14.3	9.5	9.5	0.0	0.0	0.0	0.0	0.0	18	95.0	2	20	
	LEEDS BRADFORD	JET2.COM LTD	S	D	21	0	0	0.0	14.3	52.4	14.3	0.0	19.0	0.0	0.0	0.0	0.0	0.0	20	95.0	4	20	
	LEEDS BRADFORD	RYANAIR	S	A	12	0	0	16.7	16.7	33.3	0.0	25.0	0.0	0.0	8.3	0.0	0.0	0.0	28	91.7	6	12	
	LEEDS BRADFORD	RYANAIR	S	D	12	0	0	0.0	25.0	41.7	8.3	8.3	8.3	0.0	8.3	0.0	0.0	0.0	31	91.7	6	12	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					FEB 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			
LIVERPOOL (JOHN LENNON)	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1							
LIVERPOOL (JOHN LENNON)	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	1							
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4							
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	3	4							
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	23	0	0	26.1	21.7	30.4	8.7	8.7	4.3	0.0	0.0	0.0	0.0	0.0	10	95.8	2	24							
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	23	0	0	0.0	52.2	39.1	4.3	0.0	4.3	0.0	0.0	0.0	0.0	0.0	7	87.5	4	24							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	17	0	0	23.5	35.3	23.5	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	7	93.8	4	16							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	16	0	0	0.0	37.5	43.8	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	16							
GATWICK	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1							
GATWICK	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
GATWICK	BRITISH AIRWAYS PLC	S	A	47	0	1	12.5	33.3	20.8	6.3	12.5	6.3	4.2	0.0	2.1	0.0	2.1	43	89.4	7	47							
GATWICK	BRITISH AIRWAYS PLC	S	D	47	0	1	0.0	31.3	45.8	14.6	4.2	0.0	2.1	0.0	0.0	0.0	2.1	9	85.1	7	47							
GATWICK	EASYJET UK LTD	S	A	69	0	5	4.1	28.4	27.0	9.5	6.8	8.1	4.1	5.4	0.0	0.0	6.8	32	72.8	11	81							
GATWICK	EASYJET UK LTD	S	D	69	0	2	0.0	19.7	50.7	11.3	8.5	2.8	2.8	1.4	0.0	0.0	2.8	20	77.8	12	81							
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	46	0	1	6.4	31.9	29.8	19.1	4.3	2.1	0.0	4.3	0.0	0.0	2.1	18	59.0	18	60							
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	47	0	1	0.0	25.0	43.8	10.4	12.5	6.3	0.0	0.0	0.0	0.0	2.1	15	71.7	19	60							
GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	61	75.0	8	4							
GATWICK	TUI AIRWAYS LTD	C	D	3	0	1	0.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	34	50.0	13	4							
HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	1	5.3	26.3	26.3	5.3	15.8	5.3	0.0	5.3	5.3	0.0	5.3	84	83.3	8	24							

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					FEB 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	
HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	1	0.0	29.4	29.4	11.8	17.6	0.0	5.9	0.0	0.0	0.0	5.9	25	78.3	7	23					
LONDON CITY	BA CITYFLYER LTD	S	A	7	0	1	0.0	25.0	0.0	12.5	25.0	25.0	0.0	0.0	0.0	0.0	12.5	35	70.8	19	24					
LONDON CITY	BA CITYFLYER LTD	S	D	7	0	1	0.0	0.0	37.5	0.0	37.5	12.5	0.0	0.0	0.0	0.0	12.5	34	50.0	24	23					
LUTON	EASYJET UK LTD	S	A	36	0	3	7.7	25.6	28.2	2.6	15.4	5.1	7.7	0.0	0.0	0.0	7.7	26	90.3	6	31					
LUTON	EASYJET UK LTD	S	D	36	0	1	0.0	29.7	43.2	8.1	10.8	2.7	2.7	0.0	0.0	0.0	2.7	16	87.1	6	31					
LUTON	RYANAIR	S	A	24	0	1	16.0	40.0	12.0	8.0	8.0	8.0	4.0	0.0	0.0	0.0	4.0	18	88.0	3	25					
LUTON	RYANAIR	S	D	24	0	1	0.0	24.0	60.0	8.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	9	91.7	5	24					
STANSTED	EASYJET UK LTD	S	A	11	0	2	23.1	30.8	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.4	2	93.3	10	15					
STANSTED	EASYJET UK LTD	S	D	12	0	1	0.0	30.8	46.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	7.7	6	80.0	13	15					
STANSTED	JET2.COM LTD	S	A	13	0	0	30.8	23.1	15.4	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	20	92.3	2	13					
STANSTED	JET2.COM LTD	S	D	13	0	0	0.0	38.5	46.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	13					
STANSTED	RYANAIR	S	A	57	0	1	17.2	19.0	34.5	3.4	13.8	3.4	3.4	3.4	0.0	0.0	1.7	25	76.8	8	56					
STANSTED	RYANAIR	S	D	58	0	0	0.0	44.8	29.3	6.9	12.1	1.7	1.7	3.4	0.0	0.0	0.0	19	73.2	10	56					
MANCHESTER	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0					
MANCHESTER	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
MANCHESTER	EASYJET UK LTD	S	A	24	0	0	25.0	33.3	4.2	16.7	4.2	12.5	4.2	0.0	0.0	0.0	0.0	24	88.0	4	25					
MANCHESTER	EASYJET UK LTD	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	0.0	6	87.5	5	24					
MANCHESTER	JET2.COM LTD	S	A	24	0	0	4.2	54.2	16.7	0.0	12.5	8.3	4.2	0.0	0.0	0.0	0.0	18	89.5	3	19					
MANCHESTER	JET2.COM LTD	S	D	24	0	0	0.0	4.2	79.2	4.2	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	89.5	5	19					
MANCHESTER	RYANAIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0					
MANCHESTER	RYANAIR	S	A	30	0	0	0.0	26.7	43.3	16.7	6.7	0.0	6.7	0.0	0.0	0.0	0.0	22	86.1	6	36					
MANCHESTER	RYANAIR	S	D	30	0	0	0.0	13.3	60.0	13.3	3.3	6.7	0.0	3.3	0.0	0.0	0.0	19	91.7	6	36					
MANCHESTER	TUI AIRWAYS LTD	C	A	8	0	0	0.0	0.0	37.5	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	43	87.5	4	8					
MANCHESTER	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	3	8					
NEWCASTLE	EASYJET UK LTD	S	A	16	0	0	12.5	31.3	18.8	6.3	18.8	12.5	0.0	0.0	0.0	0.0	0.0	21	94.7	2	19					
NEWCASTLE	EASYJET UK LTD	S	D	16	0	0	0.0	37.5	37.5	6.3	12.5	6.3	0.0	0.0	0.0	0.0	0.0	15	89.5	4	19					
NEWCASTLE	JET2.COM LTD	S	A	5	0	0	40.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	0	6					
NEWCASTLE	JET2.COM LTD	S	D	5	0	0	0.0	20.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	16	100.0	0	6					
NEWCASTLE	RYANAIR	S	A	16	0	0	25.0	25.0	25.0	0.0	6.3	12.5	6.3	0.0	0.0	0.0	0.0	24	100.0	2	16					
NEWCASTLE	RYANAIR	S	D	16	0	0	0.0	18.8	37.5	6.3	12.5	18.8	6.3	0.0	0.0	0.0	0.0	35	62.5	21	16					

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										FEB 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		
	SOUTHEND	EASYJET UK LTD	S	A	21	0	2	26.1	39.1	8.7	4.3	8.7	4.3	0.0	0.0	0.0	0.0	8.7	9	81.0	13	21
	SOUTHEND	EASYJET UK LTD	S	D	21	0	2	0.0	60.9	26.1	0.0	4.3	0.0	0.0	0.0	0.0	0.0	8.7	4	85.7	15	21
	SOUTHEND	RYANAIR	S	A	16	0	1	0.0	5.9	52.9	11.8	11.8	0.0	0.0	11.8	0.0	0.0	5.9	38	0.0	0	0
	SOUTHEND	RYANAIR	S	D	17	0	0	0.0	58.8	35.3	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL MALAGA</b>					<b>1660</b>	<b>0</b>	<b>32</b>	<b>7.7</b>	<b>30.7</b>	<b>33.2</b>	<b>8.9</b>	<b>8.8</b>	<b>5.1</b>	<b>2.1</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>1.9</b>	<b>20</b>	<b>84.1</b>	<b>8</b>	<b>1707</b>
MALE INTERNATIONAL																						
	BELFAST INTERNATIONAL	AIR HAMBURG	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BELFAST INTERNATIONAL	AIR HAMBURG	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	1
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	0.0	0.0	0.0	7.7	38.5	53.8	0.0	0.0	0.0	0.0	0.0	57	16.7	25	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	12
<b>TOTAL MALE INTERNATIONAL</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.0</b>	<b>32.0</b>	<b>4.0</b>	<b>20.0</b>	<b>28.0</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>57.7</b>	<b>14</b>	<b>26</b>
MALMO																						
	GATWICK	GAINJET AVIATION	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GATWICK	GAINJET AVIATION	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	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	24	1
	GATWICK	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LUTON	BRAATHENS REGIONAL AVIATION	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LUTON	BRAATHENS REGIONAL AVIATION	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	53	1
<b>TOTAL MALMO</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>13</b>	<b>6</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	100.0	3	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	62.5	11	8
	BIRMINGHAM	JET2.COM LTD	S	A	3	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	BIRMINGHAM	JET2.COM LTD	S	D	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	1	2
	BIRMINGHAM	RYANAIR	S	A	12	0	1	0.0	30.8	46.2	15.4	0.0	0.0	0.0	0.0	0.0	7.7	9	75.0	13	12	
	BIRMINGHAM	RYANAIR	S	D	11	0	1	0.0	33.3	33.3	8.3	8.3	8.3	0.0	0.0	0.0	8.3	14	75.0	9	12	
	BOURNEMOUTH	RYANAIR	S	A	8	0	0	12.5	0.0	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	16	100.0	3	8	
	BOURNEMOUTH	RYANAIR	S	D	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	8	
	BRISTOL	RYANAIR	S	A	12	0	0	0.0	8.3	25.0	41.7	8.3	16.7	0.0	0.0	0.0	0.0	25	50.0	25	12	
	BRISTOL	RYANAIR	S	D	12	0	0	0.0	16.7	41.7	25.0	16.7	0.0	0.0	0.0	0.0	0.0	17	75.0	17	12	

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FEB 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	RYANAIR	S A	8	0	0	0.0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0		
CARDIFF WALES	RYANAIR	S D	8	0	0	0.0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	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	0.0	16	75.0	8	12		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	12	0	0	0.0	33.3	58.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	8	12		
EDINBURGH	RYANAIR	S A	9	0	0	0.0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	62.5	24	8		
EDINBURGH	RYANAIR	S D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	8		
EXETER	RYANAIR	S A	8	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
EXETER	RYANAIR	S D	9	0	0	0.0	0.0	33.3	33.3	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	47	0.0	0	0		
LEEDS BRADFORD	JET2.COM LTD	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	0.0	11	100.0	1	2		
LEEDS BRADFORD	JET2.COM LTD	S D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	2		
LEEDS BRADFORD	RYANAIR	S A	9	0	0	0.0	22.2	22.2	11.1	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	33	37.5	40	8		
LEEDS BRADFORD	RYANAIR	S D	9	0	0	0.0	33.3	33.3	22.2	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	61	87.5	5	8		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	7	0	1	0.0	12.5	50.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	12.5	32	87.5	6	8		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	8	0	0	0.0	0.0	50.0	12.5	0.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	51	75.0	9	8		
GATWICK	AIR MALTA	S A	38	0	2	0.0	7.5	35.0	32.5	17.5	2.5	0.0	0.0	0.0	0.0	0.0	5.0	20	65.5	18	29		
GATWICK	AIR MALTA	S D	38	0	2	0.0	7.5	37.5	30.0	12.5	7.5	0.0	0.0	0.0	0.0	0.0	5.0	22	64.3	20	28		
GATWICK	BRITISH AIRWAYS PLC	S A	18	0	1	5.3	15.8	31.6	15.8	15.8	5.3	5.3	0.0	0.0	0.0	0.0	5.3	31	87.5	5	16		
GATWICK	BRITISH AIRWAYS PLC	S D	18	0	1	0.0	15.8	47.4	5.3	15.8	5.3	0.0	5.3	0.0	0.0	0.0	5.3	25	93.8	3	16		
GATWICK	EASYJET UK LTD	S A	32	0	2	2.9	17.6	23.5	8.8	32.4	5.9	2.9	0.0	0.0	0.0	0.0	5.9	28	64.7	16	34		
GATWICK	EASYJET UK LTD	S D	32	0	1	0.0	12.1	60.6	12.1	6.1	3.0	3.0	0.0	0.0	0.0	0.0	3.0	19	73.5	11	34		
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	100.0	6	2		
GATWICK	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	3		
HEATHROW	AIR MALTA	S A	59	0	2	1.6	4.9	14.8	32.8	31.1	8.2	3.3	0.0	0.0	0.0	0.0	3.3	34	54.5	23	55		
HEATHROW	AIR MALTA	S D	59	0	2	0.0	21.3	13.1	27.9	23.0	9.8	1.6	0.0	0.0	0.0	0.0	3.3	29	63.6	21	55		
LUTON	RYANAIR	S A	16	0	0	6.3	18.8	31.3	25.0	6.3	6.3	0.0	0.0	6.3	0.0	0.0	0.0	41	62.5	20	16		
LUTON	RYANAIR	S D	16	0	0	0.0	37.5	56.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	8	16		
STANSTED	JET2.COM LTD	S A	3	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
STANSTED	JET2.COM LTD	S D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
STANSTED	RYANAIR	S A	17	0	0	0.0	0.0	64.7	17.6	11.8	0.0	5.9	0.0	0.0	0.0	0.0	0.0	21	50.0	21	16		
STANSTED	RYANAIR	S D	17	0	0	0.0	47.1	23.5	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	37.5	23	16		
MANCHESTER	EASYJET UK LTD	S A	17	0	0	5.9	35.3	41.2	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	11	68.8	12	16		
MANCHESTER	EASYJET UK LTD	S D	17	0	0	0.0	47.1	41.2	0.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	11	16		



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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	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	100.0	3	2		
	MANCHESTER	JET2.COM LTD	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	2		
	MANCHESTER	RYANAIR	S	A	16	0	0	0.0	25.0	25.0	25.0	18.8	6.3	0.0	0.0	0.0	0.0	21	91.7	4	12		
	MANCHESTER	RYANAIR	S	D	16	0	0	0.0	25.0	56.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	5	91.7	3	12		
	MANCHESTER	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	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	100.0	2	4		
	NEWCASTLE	EASYJET UK LTD	S	A	5	0	0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	8		
	NEWCASTLE	EASYJET UK LTD	S	D	5	0	0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	12	100.0	4	8		
	SOUTHEND	AIR MALTA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	51	3		
	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	70	3		
	SOUTHEND	EASYJET UK LTD	S	A	7	0	1	0.0	12.5	25.0	37.5	0.0	12.5	0.0	0.0	0.0	12.5	27	87.5	5	8		
	SOUTHEND	EASYJET UK LTD	S	D	7	0	1	0.0	12.5	50.0	12.5	0.0	12.5	0.0	0.0	0.0	12.5	15	87.5	8	8		
<b>TOTAL MALTA</b>					<b>644</b>	<b>0</b>	<b>18</b>	<b>1.4</b>	<b>18.1</b>	<b>35.3</b>	<b>21.3</b>	<b>14.4</b>	<b>4.7</b>	<b>1.4</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>22</b>	<b>71.7</b>	<b>14</b>	<b>602</b>		
MANAUS-EDUARDO GOMES																							
	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	25	1		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	1135	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>580</b>	<b>2</b>		
MANCHESTER																							
	ABERDEEN	FLYBE LTD	S	A	122	0	1	13.8	62.6	17.9	1.6	2.4	0.8	0.0	0.0	0.0	0.0	0.8	3	86.9	10	120	
	ABERDEEN	FLYBE LTD	S	D	122	0	1	0.0	72.4	18.7	5.7	1.6	0.8	0.0	0.0	0.0	0.0	0.8	3	87.7	8	120	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	180	0	3	3.3	53.6	31.7	6.0	3.3	0.5	0.0	0.0	0.0	1.6	5	86.3	9	160		
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	180	0	2	0.5	43.4	45.6	6.0	3.3	0.0	0.0	0.0	0.0	1.1	4	82.7	11	162		
	BELFAST INTERNATIONAL	AER LINGUS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	110	0	0	18.2	40.9	15.5	10.0	9.1	5.5	0.9	0.0	0.0	0.0	13	82.8	7	99		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	110	0	0	0.9	51.8	20.0	10.0	13.6	2.7	0.9	0.0	0.0	0.0	13	82.0	8	100		
	BELFAST INTERNATIONAL	FLYBE LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1		
	BELFAST INTERNATIONAL	RYANAIR	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BELFAST INTERNATIONAL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	56		
	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	100.0	1	56		
	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	4	2		
	BIRMINGHAM	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	BIRMINGHAM	JET2.COM LTD	S	A	2	0	1	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	33.3	7	0.0	0	0		

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

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PERCENTAGE OF FLIGHTS LATE

FEB 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	RYANAIR	S A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0		
BIRMINGHAM	RYANAIR	S D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	112	0.0	0	0		
BIRMINGHAM	TUI AIRWAYS LTD	S A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34	50.0	49	2		
BIRMINGHAM	TUI AIRWAYS 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	66.7	8	3		
BOURNEMOUTH	LOGANAIR LTD	C D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	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	0.0	0.0	5	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	0	0.0	18	1		
BRISTOL	RYANAIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1		
CARDIFF WALES	EASTERN AIRWAYS	C A	0	3	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
CARDIFF WALES	EASTERN AIRWAYS	C D	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
CARDIFF WALES	FLYBE LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	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	0.0	0.0	0	100.0	9	1		
CARDIFF WALES	KLASJET UAB	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
EAST MIDLANDS INTERNATIONAL	RYANAIR	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	0.0	256	0.0	0	0		
EDINBURGH	FLYBE LTD	S A	71	0	0	25.4	52.1	16.9	1.4	1.4	1.4	1.4	0.0	0.0	0.0	0.0	5	84.2	6	76			
EDINBURGH	FLYBE LTD	S D	71	0	0	0.0	38.0	49.3	7.0	2.8	1.4	1.4	0.0	0.0	0.0	0.0	7	85.5	10	76			
EXETER	FLYBE LTD	S A	71	0	0	22.5	59.2	12.7	2.8	1.4	1.4	0.0	0.0	0.0	0.0	0.0	3	85.4	9	80			
EXETER	FLYBE LTD	S D	71	0	0	0.0	49.3	43.7	0.0	2.8	2.8	0.0	1.4	0.0	0.0	0.0	8	84.0	12	81			
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	78.4	10	48			
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	80.0	8	47			
ISLE OF MAN	FLYBE LTD	S A	106	0	4	14.5	40.9	25.5	7.3	6.4	1.8	0.0	0.0	0.0	0.0	3.6	8	80.0	10	123			
ISLE OF MAN	FLYBE LTD	S D	107	0	4	0.0	18.9	61.3	8.1	6.3	1.8	0.0	0.0	0.0	0.0	3.6	8	78.6	11	124			
JERSEY	EASYJET UK LTD	S A	12	0	1	38.5	46.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0	0.0	0	0			
JERSEY	EASYJET UK LTD	S D	12	0	1	30.8	38.5	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	1	0.0	0	0			
JERSEY	FLYBE LTD	S A	27	0	2	24.1	55.2	6.9	0.0	0.0	6.9	0.0	0.0	0.0	0.0	6.9	5	71.4	16	27			
JERSEY	FLYBE LTD	S D	27	0	2	3.4	72.4	10.3	0.0	0.0	6.9	0.0	0.0	0.0	0.0	6.9	6	67.9	20	27			
GATWICK	BMI REGIONAL	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	117	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	0.0	47	1			
GATWICK	EASTERN AIRWAYS	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1			
GATWICK	EASYJET UK LTD	S D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0			
GATWICK	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	54	1			
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	50	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			

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	175	0	12	6.4	33.7	19.3	15.5	11.8	5.9	1.1	0.0	0.0	0.0	6.4	17	76.5	10	183	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	177	0	11	0.0	25.5	45.2	9.6	10.1	3.2	0.5	0.0	0.0	0.0	5.9	13	81.3	9	185	
	LONDON CITY	BA CITYFLYER LTD	S	A	3	0	1	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	20	75.0	16	4	
	LONDON CITY	BA CITYFLYER LTD	S	D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	13	3	
	LUTON	EASYJET UK LTD	S	A	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	84	0.0	119	2	
	LUTON	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	57	1	
	LUTON	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	23	1	
	LUTON	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	90	1	
	LUTON	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0	
	SOUTHAMPTON	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	0.0	20	0.0	0	0	
	SOUTHAMPTON	FLYBE LTD	S	A	140	0	2	18.3	56.3	18.3	3.5	0.0	2.1	0.0	0.0	0.0	0.0	1.4	3	74.1	9	104	
	SOUTHAMPTON	FLYBE LTD	S	D	139	0	2	0.7	52.5	37.6	3.5	1.4	1.4	0.7	0.7	0.0	0.0	1.4	6	72.8	12	105	
	SOUTHAMPTON	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	SOUTHAMPTON	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	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	0.0	15	0.0	0	0	
<b>TOTAL MANCHESTER</b>					<b>2056</b>	<b>4</b>	<b>51</b>	<b>7.2</b>	<b>46.0</b>	<b>29.6</b>	<b>6.5</b>	<b>5.3</b>	<b>2.3</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>2.4</b>	<b>8</b>	<b>81.5</b>	<b>10</b>	<b>2192</b>	
MANILA																							
	HEATHROW	PHILIPPINE AIRLINES	S	A	21	0	0	23.8	14.3	38.1	19.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	8	25.0	29	20	
	HEATHROW	PHILIPPINE AIRLINES	S	D	21	0	0	28.6	61.9	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	4	20	
<b>TOTAL MANILA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>26.2</b>	<b>38.1</b>	<b>23.8</b>	<b>9.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>57.5</b>	<b>17</b>	<b>40</b>	
MARRAKESH																							
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	22.2	22.2	44.4	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	18	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	66.7	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	15	0.0	0	0	
	BIRMINGHAM	CORENDON AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BIRMINGHAM	CORENDON AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	26	2	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	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	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	62.5	25.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	11	100.0	2	8	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	37.5	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12	100.0	2	8	
	GATWICK	AIR ARABIA MAROC	S	A	7	0	1	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	1	71.4	5	6	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					FEB 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	AIR ARABIA MAROC	S	D	7	0	1	0.0	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	1	85.7	0	6						
GATWICK	BRITISH AIRWAYS PLC	S	A	32	0	1	24.2	27.3	9.1	12.1	18.2	3.0	3.0	0.0	0.0	0.0	3.0	19	71.4	11	28							
GATWICK	BRITISH AIRWAYS PLC	S	D	32	0	1	0.0	24.2	54.5	6.1	12.1	0.0	0.0	0.0	0.0	0.0	3.0	10	67.9	18	28							
GATWICK	EASYJET UK LTD	S	A	53	0	3	17.9	26.8	17.9	10.7	8.9	7.1	1.8	3.6	0.0	0.0	5.4	28	81.1	8	53							
GATWICK	EASYJET UK LTD	S	D	53	0	2	0.0	7.3	52.7	12.7	14.5	5.5	1.8	0.0	1.8	0.0	3.6	25	69.8	13	53							
GATWICK	TUI AIRWAYS LTD	S	A	8	0	0	0.0	0.0	50.0	25.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	41	83.3	16	6							
GATWICK	TUI AIRWAYS LTD	S	D	8	0	0	0.0	12.5	62.5	0.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	31	100.0	2	6							
HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	0.0	17.6	35.3	5.9	11.8	11.8	5.9	5.9	5.9	0.0	0.0	94	37.5	25	16							
HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	0.0	5.9	35.3	29.4	11.8	17.6	0.0	0.0	0.0	0.0	0.0	30	81.3	10	16							
LUTON	RYANAIR	S	A	8	0	0	0.0	12.5	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	23	37.5	27	8							
LUTON	RYANAIR	S	D	8	0	0	0.0	37.5	25.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	75.0	14	8							
STANSTED	CORENDON AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1							
STANSTED	CORENDON AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2							
STANSTED	CORENDON AIRLINES EUROPE	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							
STANSTED	CORENDON AIRLINES EUROPE	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	48	0.0	0	0							
STANSTED	RYANAIR	S	A	34	0	0	8.8	23.5	32.4	17.6	8.8	5.9	0.0	2.9	0.0	0.0	0.0	20	71.4	12	28							
STANSTED	RYANAIR	S	D	34	0	0	0.0	35.3	55.9	0.0	5.9	2.9	0.0	0.0	0.0	0.0	0.0	9	96.4	5	28							
MANCHESTER	CORENDON AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	2							
MANCHESTER	CORENDON AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	2							
MANCHESTER	CORENDON AIRLINES EUROPE	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0							
MANCHESTER	CORENDON AIRLINES EUROPE	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							
MANCHESTER	EASYJET UK LTD	S	A	17	0	0	23.5	29.4	17.6	11.8	11.8	0.0	5.9	0.0	0.0	0.0	0.0	18	100.0	0	11							
MANCHESTER	EASYJET UK LTD	S	D	17	0	0	0.0	11.8	52.9	17.6	17.6	0.0	0.0	0.0	0.0	0.0	0.0	14	90.9	6	11							
MANCHESTER	RYANAIR	S	A	8	0	0	0.0	0.0	12.5	25.0	12.5	37.5	0.0	12.5	0.0	0.0	0.0	81	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	0.0	12	0.0	0	0							
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	4	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	100.0	2	8							
MANCHESTER	TUI AIRWAYS LTD	S	A	6	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	75.0	9	8							
MANCHESTER	TUI AIRWAYS LTD	S	D	7	0	0	0.0	0.0	85.7	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	6	8							
<b>TOTAL MARRAKESH</b>				<b>421</b>	<b>0</b>	<b>9</b>	<b>8.4</b>	<b>22.1</b>	<b>37.0</b>	<b>11.2</b>	<b>9.8</b>	<b>5.8</b>	<b>1.9</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>2.1</b>	<b>23</b>	<b>76.7</b>	<b>10</b>	<b>372</b>							

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

		Origin/Destinations: M																	FEB 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	
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	1	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	50.0	15	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	50.0	11	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	13	4	
	GATWICK	TUI AIRWAYS LTD	S	A	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	21	100.0	0	6	
	GATWICK	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	83.3	7	6	
	MANCHESTER	TUI AIRWAYS LTD	S	A	4	0	0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL MARSA ALAM</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>50.0</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>20</b>	<b>75.0</b>	<b>7</b>	<b>28</b>	
MARSEILLE																							
	CARDIFF WALES	AIR HORIZONT	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	CARDIFF WALES	AIR HORIZONT	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	8	
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	1	8	
	GATWICK	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	31	0	3	2.9	11.8	32.4	14.7	11.8	11.8	2.9	2.9	0.0	0.0	8.8	38	58.6	26	29	
	GATWICK	EASYJET UK LTD	S	D	31	0	1	0.0	15.6	50.0	9.4	12.5	6.3	0.0	3.1	0.0	0.0	3.1	27	75.9	11	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	73	0	1	5.4	14.9	29.7	20.3	16.2	6.8	2.7	2.7	0.0	0.0	1.4	30	80.0	11	64	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	73	0	1	0.0	33.8	39.2	9.5	9.5	4.1	2.7	0.0	0.0	0.0	1.4	17	84.6	7	64	
	LUTON	EASYJET UK LTD	S	A	8	0	0	0.0	25.0	37.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	23	87.5	9	8	
	LUTON	EASYJET UK LTD	S	D	8	0	0	0.0	25.0	50.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	17	75.0	15	8	
	STANSTED	RYANAIR	S	A	29	0	0	3.4	27.6	31.0	17.2	10.3	6.9	0.0	3.4	0.0	0.0	0.0	22	67.9	21	28	
	STANSTED	RYANAIR	S	D	29	0	0	0.0	51.7	37.9	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	12	89.3	6	28	
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	11.1	33.3	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	33.3	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL MARSEILLE</b>					<b>319</b>	<b>0</b>	<b>6</b>	<b>1.8</b>	<b>24.3</b>	<b>37.2</b>	<b>13.8</b>	<b>10.8</b>	<b>7.1</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>23</b>	<b>79.3</b>	<b>12</b>	<b>274</b>	
MAURITIUS																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	42.9	38.1	14.3	0.0	0.0	0.0	0.0	4.8	0.0	0.0	0.0	15	85.0	14	20	
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	42.9	38.1	9.5	9.5	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	30	20	
	GATWICK	TUI AIRWAYS LTD	S	A	4	0	0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	5	4	
	GATWICK	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	20	4	
	HEATHROW	AIR MAURITIUS LTD	S	A	13	0	0	15.4	30.8	23.1	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	58.3	14	12	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: M										FEB 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 MAURITIUS LTD	S	D	12	0	0	0.0	50.0	41.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	6	83.3	12	12						
<b>TOTAL MAURITIUS</b>						<b>75</b>	<b>0</b>	<b>0</b>	<b>16.0</b>	<b>38.7</b>	<b>26.7</b>	<b>12.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.0</b>	<b>18</b>	<b>72</b>						
		MELBOURNE																										
		HEATHROW	QANTAS	S	A	27	0	2	3.4	0.0	34.5	31.0	17.2	3.4	0.0	0.0	6.9	36	42.9	22	28							
		HEATHROW	QANTAS	S	D	27	0	2	0.0	31.0	44.8	6.9	6.9	3.4	0.0	0.0	6.9	12	92.9	7	28							
<b>TOTAL MELBOURNE</b>						<b>54</b>	<b>0</b>	<b>4</b>	<b>1.7</b>	<b>15.5</b>	<b>39.7</b>	<b>19.0</b>	<b>12.1</b>	<b>3.4</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>67.9</b>	<b>14</b>	<b>56</b>						
		MEMMINGEN ALLGAU																										
		BELFAST INTERNATIONAL	RYANAIR	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
		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	66.7	8	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	87.5	4	8							
		STANSTED	RYANAIR	S	A	23	0	1	4.2	58.3	25.0	4.2	4.2	0.0	0.0	0.0	4.2	4	70.0	18	20							
		STANSTED	RYANAIR	S	D	23	0	0	0.0	43.5	47.8	8.7	0.0	0.0	0.0	0.0	0.0	4	90.0	10	20							
<b>TOTAL MEMMINGEN ALLGAU</b>						<b>47</b>	<b>0</b>	<b>1</b>	<b>2.1</b>	<b>52.1</b>	<b>35.4</b>	<b>6.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>4</b>	<b>78.9</b>	<b>12</b>	<b>56</b>						
		METZ																										
		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	100.0	4	1							
<b>TOTAL METZ</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>1</b>							
		MEXICO CITY																										
		HEATHROW	AEROMEXICO	S	A	29	0	0	24.1	10.3	37.9	13.8	6.9	0.0	3.4	3.4	0.0	0.0	21	92.9	4	28						
		HEATHROW	AEROMEXICO	S	D	29	0	0	0.0	51.7	44.8	3.4	0.0	0.0	0.0	0.0	0.0	3	96.4	2	28							
		HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	47.6	23.8	9.5	4.8	9.5	0.0	0.0	0.0	4.8	66	80.0	17	20							
		HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	4.8	71.4	19.0	0.0	4.8	0.0	0.0	0.0	12	70.0	27	20							
<b>TOTAL MEXICO CITY</b>						<b>100</b>	<b>0</b>	<b>0</b>	<b>17.0</b>	<b>24.0</b>	<b>41.0</b>	<b>10.0</b>	<b>4.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>86.5</b>	<b>11</b>	<b>96</b>					
		MIAMI INTERNATIONAL																										
		GATWICK	NORWEGIAN AIR UK LTD	S	A	23	0	0	30.4	21.7	26.1	4.3	8.7	4.3	0.0	4.3	0.0	0.0	18	0.0	0	0						
		GATWICK	NORWEGIAN AIR UK LTD	S	D	23	0	0	0.0	13.0	52.2	21.7	4.3	8.7	0.0	0.0	0.0	0.0	17	0.0	0	0						
		HEATHROW	AMERICAN AIRLINES	S	A	57	0	1	41.4	15.5	22.4	8.6	5.2	5.2	0.0	0.0	0.0	1.7	10	82.1	7	28						
		HEATHROW	AMERICAN AIRLINES	S	D	57	0	1	0.0	56.9	36.2	1.7	1.7	1.7	0.0	0.0	0.0	1.7	4	89.3	6	28						
		HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	2	36.2	34.5	13.8	5.2	1.7	1.7	3.4	0.0	0.0	3.4	9	82.1	8	84						
		HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	2	0.0	15.5	53.4	15.5	6.9	3.4	0.0	1.7	0.0	0.0	17	69.0	15	84						
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	49	0	0	67.3	20.4	6.1	2.0	0.0	4.1	0.0	0.0	0.0	5	97.8	2	46							

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: M		PERCENTAGE OF FLIGHTS LATE										FEB 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
TOTAL MIAMI INTERNATIONAL		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	50	0	0	0.0	32.0	48.0	16.0	0.0	4.0	0.0	0.0	0.0	0.0	10	83.0	6	47	
								<b>371</b>	<b>0</b>	<b>6</b>	<b>22.5</b>	<b>27.9</b>	<b>31.3</b>	<b>8.8</b>	<b>3.2</b>	<b>3.7</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>10</b>	<b>81.7</b>	<b>8</b>	<b>317</b>
MILAN (LINATE)		BIRMINGHAM		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	42	3		
		BIRMINGHAM		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	66.7	29	3		
		BIRMINGHAM		BRITISH AIRWAYS PLC		S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1		
		GATWICK		EASYJET UK LTD		S	A	80	0	4	4.8	29.8	34.5	15.5	2.4	4.8	0.0	3.6	0.0	4.8	19	81.7	11	82	
		GATWICK		EASYJET UK LTD		S	D	80	0	4	0.0	33.3	40.5	7.1	6.0	4.8	1.2	2.4	0.0	4.8	18	70.7	17	82	
		HEATHROW		ALITALIA (CAI)		S	A	57	0	0	10.5	33.3	38.6	3.5	12.3	1.8	0.0	0.0	0.0	10	89.3	4	56		
		HEATHROW		ALITALIA (CAI)		S	D	56	0	0	0.0	50.0	25.0	3.6	16.1	5.4	0.0	0.0	0.0	14	87.5	5	56		
		HEATHROW		BRITISH AIRWAYS PLC		S	A	192	0	19	10.0	19.9	24.6	14.2	12.3	7.6	0.9	1.4	0.0	9.0	23	84.0	8	183	
		HEATHROW		BRITISH AIRWAYS PLC		S	D	192	0	19	0.0	33.2	32.7	14.7	4.3	3.8	1.9	0.5	0.0	9.0	15	81.3	7	183	
		LONDON CITY		ALITALIA (CAI)		S	A	131	0	5	8.1	39.7	29.4	7.4	11.0	0.7	0.0	0.0	3.7	9	86.6	5	132		
		LONDON CITY		ALITALIA (CAI)		S	D	131	0	5	0.0	20.6	45.6	11.0	15.4	3.7	0.0	0.0	3.7	14	77.4	11	132		
		LONDON CITY		BA CITYFLYER LTD		S	A	90	0	7	8.2	48.5	18.6	11.3	4.1	1.0	1.0	0.0	7.2	8	81.7	14	92		
		LONDON CITY		BA CITYFLYER LTD		S	D	88	0	10	0.0	13.3	50.0	12.2	11.2	2.0	1.0	0.0	10.2	15	67.4	19	93		
		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	18	1		
<b>TOTAL MILAN (LINATE)</b>								<b>1098</b>	<b>0</b>	<b>73</b>	<b>4.3</b>	<b>30.3</b>	<b>33.2</b>	<b>11.3</b>	<b>9.3</b>	<b>3.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>6.2</b>	<b>15</b>	<b>80.3</b>	<b>10</b>	<b>1099</b>
MILAN (MALPENSA)		BIRMINGHAM		FLYBE LTD		S	A	13	0	0	0.0	69.2	7.7	7.7	15.4	0.0	0.0	0.0	0.0	9	75.9	11	29		
		BIRMINGHAM		FLYBE LTD		S	D	13	0	0	0.0	15.4	69.2	7.7	0.0	7.7	0.0	0.0	0.0	10	62.1	15	29		
		BRISTOL		EASYJET UK LTD		S	A	12	0	0	8.3	25.0	25.0	16.7	25.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
		BRISTOL		EASYJET UK LTD		S	D	12	0	0	0.0	58.3	25.0	8.3	8.3	0.0	0.0	0.0	0.0	7	0.0	0	0		
		BRISTOL		RYANAIR		S	A	8	0	0	87.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	5	0.0	0	0		
		BRISTOL		RYANAIR		S	D	8	0	0	0.0	62.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	12	0.0	0	0		
		CARDIFF WALES		FLYBE LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	25	7		
		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	85.7	21	7		
		EDINBURGH		EASYJET EUROPE		S	A	39	0	0	7.7	33.3	30.8	20.5	2.6	5.1	0.0	0.0	0.0	12	0.0	0	0		
		EDINBURGH		EASYJET EUROPE		S	D	39	0	0	2.6	28.2	35.9	15.4	12.8	5.1	0.0	0.0	0.0	15	0.0	0	0		
		EDINBURGH		EASYJET UK LTD		S	A	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	39	84.6	6	39		
		EDINBURGH		EASYJET UK LTD		S	D	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	32	79.5	21	39		
		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	75.0	10	12		

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	8	12	
	GATWICK	EASYJET UK LTD	S	A	128	0	4	4.5	33.3	29.5	11.4	12.1	4.5	0.8	0.0	0.8	0.0	3.0	18	72.4	16	145	
	GATWICK	EASYJET UK LTD	S	D	128	0	3	0.0	23.7	45.8	12.2	10.7	4.6	0.8	0.0	0.0	0.0	2.3	16	75.9	13	145	
	GATWICK	VUELING AIRLINES	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	GATWICK	VUELING AIRLINES	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	49	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	44	0	8	1.9	19.2	30.8	15.4	7.7	7.7	0.0	0.0	1.9	0.0	15.4	39	83.3	11	71	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	8	0.0	42.3	32.7	3.8	3.8	1.9	0.0	0.0	0.0	0.0	15.4	6	88.9	4	71	
	LUTON	EASYJET UK LTD	S	A	33	0	5	5.3	18.4	23.7	21.1	13.2	5.3	0.0	0.0	0.0	0.0	13.2	19	75.0	19	36	
	LUTON	EASYJET UK LTD	S	D	33	0	4	0.0	29.7	40.5	8.1	5.4	5.4	0.0	0.0	0.0	0.0	10.8	10	77.8	12	36	
	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	0.0	28	1	
	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	100.0	14	1	
	STANSTED	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	
	STANSTED	RYANAIR	S	A	78	0	1	5.1	26.6	32.9	24.1	8.9	0.0	0.0	1.3	0.0	0.0	1.3	14	62.5	19	56	
	STANSTED	RYANAIR	S	D	78	0	1	0.0	44.3	39.2	8.9	5.1	0.0	0.0	1.3	0.0	0.0	1.3	9	57.1	20	56	
	MANCHESTER	EASYJET EUROPE	S	A	27	0	0	7.4	22.2	40.7	25.9	0.0	3.7	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	MANCHESTER	EASYJET EUROPE	S	D	27	0	0	0.0	22.2	59.3	11.1	3.7	3.7	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	9	27	
	MANCHESTER	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	51.9	21	27	
	MANCHESTER	FLYBE 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	11	77.3	11	22	
	MANCHESTER	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	7	68.2	13	22	
	MANCHESTER	RYANAIR	S	A	21	0	0	0.0	9.5	33.3	14.3	33.3	9.5	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	21	0	0	0.0	52.4	42.9	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	NEWCASTLE	EASYJET UK LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
<b>TOTAL MILAN (MALPENSA)</b>					<b>821</b>	<b>0</b>	<b>35</b>	<b>3.2</b>	<b>29.9</b>	<b>35.9</b>	<b>13.1</b>	<b>9.7</b>	<b>3.5</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>4.1</b>	<b>15</b>	<b>74.4</b>	<b>14</b>	<b>890</b>	
MINNEAPOLIS-ST PAUL																							
	HEATHROW	DELTA AIRLINES	S	A	28	0	1	72.4	10.3	3.4	0.0	0.0	6.9	0.0	3.4	0.0	0.0	3.4	17	82.1	8	27	
	HEATHROW	DELTA AIRLINES	S	D	28	0	1	0.0	79.3	10.3	3.4	0.0	0.0	3.4	0.0	0.0	0.0	3.4	6	89.3	4	27	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>56</b>	<b>0</b>	<b>2</b>	<b>36.2</b>	<b>44.8</b>	<b>6.9</b>	<b>1.7</b>	<b>0.0</b>	<b>3.4</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>12</b>	<b>85.7</b>	<b>6</b>	<b>54</b>	
MINSK INT'L																							
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	16	0	0	0.0	6.3	50.0	18.8	12.5	12.5	0.0	0.0	0.0	0.0	0.0	25	75.0	18	12	



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										FEB 2019					
																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
		GATWICK		BELAVIA (BELARUSSIAN AIRLINES)		S D				16 0		0 0		0.0 12.5		43.8 12.5		18.8 12.5		0.0 0.0		0.0 0.0		0.0 0.0		26 58.3		24 12			
<b>TOTAL MINSK INT'L</b>										<b>32 0</b>		<b>0 0</b>		<b>0.0 9.4</b>		<b>46.9 15.6</b>		<b>15.6 12.5</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>25 66.7</b>		<b>21 24</b>					
		MOENCHENGLADBACH		SOUTHAMPTON		BLUE ISLANDS LIMITED		S A		0 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					
<b>TOTAL MOENCHENGLADBACH</b>										<b>0 0</b>		<b>2 0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 100.0</b>		<b>0 0</b>		<b>0 0</b>		<b>0 0</b>					
		MOLDE		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		100.0 6		1 1					
		MOLDE		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		100.0 0		1 1					
<b>TOTAL MOLDE</b>										<b>0 0</b>		<b>0 0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0 0</b>		<b>100.0 3</b>		<b>2 2</b>					
		MONTEGO BAY		BIRMINGHAM		TUI AIRWAYS LTD		C A		4 0		0 0		0.0 50.0		50.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		4 100.0		5 4					
		MONTEGO BAY		BIRMINGHAM		TUI AIRWAYS LTD		C D		4 0		0 0		0.0 0.0		0.0 100.0		0.0 0.0		0.0 0.0		0.0 0.0		5 100.0		8 4					
		MONTEGO BAY		CARDIFF WALES		TUI AIRWAYS 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		30 0		0 0					
		MONTEGO BAY		CARDIFF WALES		TUI AIRWAYS LTD		C D		1 0		0 0		0.0 0.0		0.0 100.0		0.0 0.0		0.0 0.0		0.0 0.0		60 100.0		0 1					
		MONTEGO BAY		DONCASTER SHEFFIELD		TUI AIRWAYS LTD		C A		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0		0 0		18 1					
		MONTEGO BAY		DONCASTER SHEFFIELD		TUI AIRWAYS LTD		C D		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0		0 0		25 1					
		MONTEGO BAY		GLASGOW		TUI AIRWAYS 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		59 0		0 0					
		MONTEGO BAY		GLASGOW		TUI AIRWAYS LTD		C D		1 0		0 0		0.0 0.0		0.0 100.0		0.0 0.0		0.0 0.0		0.0 0.0		41 0		0 0					
		MONTEGO BAY		GATWICK		TUI AIRWAYS LTD		C A		14 0		0 0		0.0 14.3		21.4 28.6		14.3 14.3		7.1 0.0		0.0 0.0		0.0 0.0		38 23.1		59 13			
		MONTEGO BAY		GATWICK		TUI AIRWAYS LTD		C D		13 0		0 0		0.0 0.0		38.5 23.1		23.1 7.7		7.7 0.0		0.0 0.0		0.0 0.0		37 41.7		42 12			
		MONTEGO BAY		GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S A		13 0		0 0		38.5 30.8		23.1 0.0		0.0 0.0		7.7 0.0		0.0 0.0		0.0 0.0		14 66.7		21 12			
		MONTEGO BAY		GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S D		12 0		0 0		0.0 41.7		25.0 25.0		0.0 0.0		0.0 8.3		0.0 0.0		0.0 0.0		24 75.0		26 12			
		MONTEGO BAY		MANCHESTER		TUI AIRWAYS LTD		C A		13 0		0 0		0.0 46.2		15.4 7.7		23.1 7.7		0.0 0.0		0.0 0.0		0.0 0.0		16 61.5		18 13			
		MONTEGO BAY		MANCHESTER		TUI AIRWAYS LTD		C D		12 0		0 0		0.0 8.3		25.0 50.0		8.3 8.3		0.0 0.0		0.0 0.0		0.0 0.0		23 76.9		15 13			
		MONTEGO BAY		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		0 100.0		0 1					
		MONTEGO BAY		NEWCASTLE		TUI AIRWAYS LTD		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 0.0		85 0		29 1			
<b>TOTAL MONTEGO BAY</b>										<b>90 0</b>		<b>0 0</b>		<b>5.6 22.2</b>		<b>27.8 20.0</b>		<b>13.3 6.7</b>		<b>3.3 1.1</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>25 60.2</b>		<b>27 88</b>			
		MONTPELLIER		GATWICK		EASYJET UK LTD		S A		25 0		1 7.7		26.9 30.8		11.5 3.8		3.8 3.8		0.0 11.5		0.0 0.0		3.8 3.8		41 88.9		9 27			
		MONTPELLIER		GATWICK		EASYJET UK LTD		S D		25 0		1 0.0		30.8 46.2		7.7 3.8		3.8 3.8		0.0 3.8		0.0 0.0		3.8 3.8		18 77.8		11 27			
<b>TOTAL MONTPELLIER</b>										<b>50 0</b>		<b>2 3.8</b>		<b>28.8 38.5</b>		<b>9.6 3.8</b>		<b>3.8 3.8</b>		<b>0.0 7.7</b>		<b>0.0 0.0</b>		<b>3.8 3.8</b>		<b>29 83.3</b>		<b>10 54</b>			



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Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	AIR INDIA	S	A	5	0	0	0.0	0.0	0.0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	121	0.0	0	0	
	STANSTED	AIR INDIA	S	D	5	0	0	0.0	0.0	0.0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	126	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	95.0	2	20	
	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	65.0	16	20	
<b>TOTAL MUMBAI</b>					<b>261</b>	<b>0</b>	<b>2</b>	<b>0.8</b>	<b>8.7</b>	<b>25.9</b>	<b>11.0</b>	<b>18.3</b>	<b>19.0</b>	<b>9.9</b>	<b>4.2</b>	<b>1.5</b>	<b>0.0</b>	<b>0.8</b>	<b>63</b>	<b>78.0</b>	<b>11</b>	<b>376</b>	
MUNICH	BELFAST INTERNATIONAL	LUFTHANSA	C	A	0	0	0	0.0	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	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	LUFTHANSA	S	A	76	0	4	2.5	21.3	48.8	20.0	2.5	0.0	0.0	0.0	0.0	5.0	9	84.6	5	74		
	BIRMINGHAM	LUFTHANSA	S	D	76	0	4	0.0	27.5	46.3	17.5	3.8	0.0	0.0	0.0	0.0	5.0	8	82.1	7	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	18.5	59	26		
	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	61.5	20	26		
	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	83.3	19	6		
	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	83.3	18	6		
	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		
	EDINBURGH	EASYJET UK LTD	S	A	24	0	1	4.0	16.0	32.0	20.0	12.0	4.0	8.0	0.0	0.0	4.0	29	77.8	25	27		
	EDINBURGH	EASYJET UK LTD	S	D	24	0	1	0.0	32.0	40.0	4.0	12.0	0.0	8.0	0.0	0.0	4.0	21	81.5	22	27		
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	3	0	0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	27	85.7	19	14		
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	20	71.4	23	14		
	EDINBURGH	LUFTHANSA	S	A	13	0	0	0.0	38.5	53.8	0.0	0.0	7.7	0.0	0.0	0.0	0.0	8	87.5	6	8		
	EDINBURGH	LUFTHANSA	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	11	100.0	6	8		
	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	80.0	9	14		
	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	80.0	8	14		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	LIVERPOOL (JOHN LENNON)	SUN EXPRESS DEUTSCHLAND	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1		
	LIVERPOOL (JOHN LENNON)	SUN EXPRESS DEUTSCHLAND	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1		
	LIVERPOOL (JOHN LENNON)	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	21	1		
	LIVERPOOL (JOHN LENNON)	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	29	1		
	GATWICK	EASYJET UK LTD	S	A	59	0	5	4.7	10.9	32.8	17.2	14.1	10.9	0.0	1.6	0.0	7.8	28	61.8	22	68		
	GATWICK	EASYJET UK LTD	S	D	59	0	4	0.0	30.2	41.3	9.5	7.9	4.8	0.0	0.0	0.0	6.3	12	82.4	11	68		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	167	0	17	7.1	22.8	26.1	12.5	13.6	4.3	2.2	1.6	0.5	9.2	24	78.3	10	200		

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								More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late									
	HEATHROW	BRITISH AIRWAYS PLC	S	D	166	0	16	0.0	28.0	44.0	6.6	9.3	2.2	0.5	0.5	0.0	0.0	8.8	12	85.7	6	200	
	HEATHROW	LUFTHANSA	S	A	230	0	20	5.6	22.8	30.0	15.6	11.2	6.4	0.4	0.0	0.0	0.0	8.0	17	78.1	11	209	
	HEATHROW	LUFTHANSA	S	D	230	0	20	0.4	22.4	38.8	14.4	8.8	6.4	0.8	0.0	0.0	0.0	8.0	18	77.2	12	209	
	LONDON CITY	AIR DOLOMITI	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	A	66	0	6	1.4	45.8	29.2	8.3	4.2	1.4	0.0	1.4	0.0	0.0	8.3	12	80.6	7	30	
	LONDON CITY	BA CITYFLYER LTD	S	D	67	0	6	0.0	9.6	61.6	9.6	4.1	6.8	0.0	0.0	0.0	0.0	8.2	14	69.7	12	31	
	LUTON	EASYJET UK LTD	S	A	19	0	2	0.0	23.8	23.8	23.8	9.5	9.5	0.0	0.0	0.0	0.0	9.5	22	56.5	25	23	
	LUTON	EASYJET UK LTD	S	D	19	0	2	0.0	19.0	52.4	4.8	9.5	4.8	0.0	0.0	0.0	0.0	9.5	11	87.0	10	23	
	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	32	0.0	0	0	
	STANSTED	EASYJET UK LTD	S	A	19	0	1	0.0	20.0	50.0	15.0	5.0	5.0	0.0	0.0	0.0	0.0	5.0	12	87.0	15	23	
	STANSTED	EASYJET UK LTD	S	D	19	0	1	0.0	45.0	45.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	2	95.7	4	23	
	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	71.4	16	28	
	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	67.9	16	28	
	STANSTED	LUFTHANSA	S	A	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	3	3	
	STANSTED	LUFTHANSA	S	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	3	
	MANCHESTER	CONDOR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1	
	MANCHESTER	CONDOR	C	D	0	0	0	0.0	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	A	19	0	1	5.0	35.0	25.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	5.0	14	78.9	13	19	
	MANCHESTER	EASYJET UK LTD	S	D	19	0	1	0.0	30.0	45.0	5.0	10.0	5.0	0.0	0.0	0.0	0.0	5.0	13	84.2	6	19	
	MANCHESTER	EUROPE AIRPOST	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	MANCHESTER	EUROPE AIRPOST	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	LUFTHANSA	S	A	98	0	6	2.9	32.7	40.4	9.6	7.7	1.0	0.0	0.0	0.0	0.0	5.8	9	79.3	9	80	
	MANCHESTER	LUFTHANSA	S	D	99	0	6	0.0	31.4	43.8	12.4	3.8	2.9	0.0	0.0	0.0	0.0	5.7	8	82.9	9	79	
	NEWCASTLE	LUFTHANSA	S	A	21	0	2	0.0	4.3	56.5	21.7	4.3	4.3	0.0	0.0	0.0	0.0	8.7	17	0.0	0	0	
	NEWCASTLE	LUFTHANSA	S	D	21	0	2	0.0	8.7	43.5	21.7	8.7	8.7	0.0	0.0	0.0	0.0	8.7	20	0.0	0	0	
<b>TOTAL MUNICH</b>					<b>1641</b>	<b>0</b>	<b>128</b>	<b>2.2</b>	<b>24.8</b>	<b>38.9</b>	<b>12.8</b>	<b>8.7</b>	<b>4.2</b>	<b>0.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>7.2</b>	<b>15</b>	<b>78.1</b>	<b>12</b>	<b>1712</b>	
MUNSTER-OSNABRUCK																							
	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	11	1	
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>11</b>	<b>1</b>	
MURCIA INTERNATIONAL																							
	BIRMINGHAM	RYANAIR	S	A	9	0	0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	5	8	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	5	8	
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	38.5	46.2	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	3	72.7	32	11	

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	13	0	0	0.0	30.8	61.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	81.8	8	11	
	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	5	4	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2	
	LEEDS BRADFORD	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	23	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	75.0	20	8	
	GATWICK	EASYJET UK LTD	S	A	24	0	2	15.4	30.8	11.5	7.7	19.2	7.7	0.0	0.0	0.0	0.0	7.7	17	76.9	12	26	
	GATWICK	EASYJET UK LTD	S	D	24	0	1	0.0	24.0	56.0	8.0	8.0	0.0	0.0	0.0	0.0	4.0	9	80.8	8	26		
	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	58.3	12	12		
	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	91.7	4	12		
	STANSTED	RYANAIR	S	A	16	0	1	47.1	35.3	11.8	0.0	0.0	0.0	0.0	0.0	0.0	5.9	1	85.0	7	20		
	STANSTED	RYANAIR	S	D	16	0	1	0.0	47.1	35.3	11.8	0.0	0.0	0.0	0.0	0.0	5.9	5	95.0	3	20		
	MANCHESTER	RYANAIR	S	A	13	0	0	15.4	38.5	23.1	7.7	0.0	15.4	0.0	0.0	0.0	0.0	15	91.7	5	12		
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	61.5	23.1	7.7	0.0	7.7	0.0	0.0	0.0	0.0	8	83.3	4	12		
	SOUTHEND	EASYJET UK LTD	S	A	10	0	0	40.0	30.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	7	87.5	16	8		
	SOUTHEND	EASYJET UK LTD	S	D	10	0	0	0.0	70.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	20	8		
<b>TOTAL MURCIA INTERNATIONAL</b>					<b>170</b>	<b>0</b>	<b>5</b>	<b>14.3</b>	<b>41.7</b>	<b>26.3</b>	<b>6.3</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>8</b>	<b>82.4</b>	<b>10</b>	<b>216</b>	
MUSCAT																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	0.0	0.0	5.9	23.5	41.2	29.4	0.0	0.0	0.0	0.0	0.0	47	81.3	26	16	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	0.0	29.4	58.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	7	93.8	4	16		
	HEATHROW	OMAN AIR	S	A	58	0	0	15.5	29.3	22.4	17.2	12.1	3.4	0.0	0.0	0.0	0.0	12	92.9	4	56		
	HEATHROW	OMAN AIR	S	D	58	0	0	1.7	51.7	37.9	5.2	1.7	1.7	0.0	0.0	0.0	0.0	5	87.5	6	56		
	MANCHESTER	OMAN AIR	S	A	25	0	0	12.0	20.0	16.0	24.0	24.0	0.0	0.0	4.0	0.0	0.0	30	67.9	23	28		
	MANCHESTER	OMAN AIR	S	D	25	0	0	0.0	36.0	24.0	28.0	8.0	0.0	0.0	4.0	0.0	0.0	24	71.4	22	28		
<b>TOTAL MUSCAT</b>					<b>200</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>33.0</b>	<b>28.0</b>	<b>15.5</b>	<b>12.0</b>	<b>4.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>84.0</b>	<b>11</b>	<b>200</b>	

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	10.3	24.1	41.4	6.9	17.2	0.0	0.0	0.0	0.0	0.0	0.0	12	96.4	3	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	10.3	58.6	20.7	10.3	0.0	0.0	0.0	0.0	0.0	12	92.9	6	28	
	HEATHROW	KENYA AIRWAYS	S	A	29	0	0	3.4	13.8	17.2	37.9	10.3	13.8	3.4	0.0	0.0	0.0	33	82.1	17	28	
	HEATHROW	KENYA AIRWAYS	S	D	28	0	1	0.0	24.1	44.8	6.9	6.9	10.3	3.4	0.0	0.0	3.4	22	89.3	14	28	
<b>TOTAL NAIROBI</b>					<b>115</b>	<b>0</b>	<b>1</b>	<b>3.4</b>	<b>18.1</b>	<b>40.5</b>	<b>18.1</b>	<b>11.2</b>	<b>6.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>90.2</b>	<b>10</b>	<b>112</b>	
NANTES																						
	CARDIFF WALES	ENTER AIR	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	29	0.0	0	0	
	CARDIFF WALES	ENTER AIR	C	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	12.5	37.5	12.5	25.0	0.0	12.5	0.0	0.0	0.0	40	50.0	13	8	
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	12.5	37.5	25.0	12.5	0.0	12.5	0.0	0.0	0.0	31	87.5	6	8	
	GATWICK	EASYJET UK LTD	S	A	38	0	3	12.2	19.5	17.1	19.5	9.8	14.6	0.0	0.0	0.0	7.3	24	63.9	19	36	
	GATWICK	EASYJET UK LTD	S	D	38	0	3	0.0	12.2	43.9	12.2	14.6	9.8	0.0	0.0	0.0	7.3	22	66.7	18	36	
	GATWICK	ROYAL AIR MAROC	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	
	LUTON	EASYJET UK LTD	S	A	14	0	1	6.7	53.3	20.0	6.7	6.7	0.0	0.0	0.0	0.0	6.7	6	92.9	4	14	
	LUTON	EASYJET UK LTD	S	D	14	0	1	0.0	20.0	60.0	6.7	6.7	0.0	0.0	0.0	0.0	6.7	5	92.9	3	14	
	STANSTED	RYANAIR	S	A	29	0	0	0.0	13.8	44.8	13.8	20.7	0.0	3.4	0.0	3.4	0.0	33	50.0	18	16	
	STANSTED	RYANAIR	S	D	29	0	0	0.0	48.3	37.9	10.3	3.4	0.0	0.0	0.0	0.0	0.0	5	100.0	2	16	
	MANCHESTER	RYANAIR	S	A	8	0	0	0.0	12.5	50.0	0.0	12.5	25.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	50.0	0.0	12.5	12.5	25.0	0.0	0.0	0.0	0.0	27	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	25.0	28	8	
	SOUTHAMPTON	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	28	8	
<b>TOTAL NANTES</b>					<b>199</b>	<b>0</b>	<b>8</b>	<b>2.9</b>	<b>23.7</b>	<b>35.3</b>	<b>13.0</b>	<b>12.6</b>	<b>6.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>21</b>	<b>68.9</b>	<b>14</b>	<b>164</b>	
NAPLES																						
	BRISTOL	EASYJET UK LTD	S	A	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	15	85.7	10	7	
	BRISTOL	EASYJET UK LTD	S	D	5	0	0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	14	100.0	0	7	
	EDINBURGH	EASYJET EUROPE	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	13	0.0	0	0	
	EDINBURGH	EASYJET EUROPE	S	D	3	0	0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	29	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	75.0	8	8	
	EDINBURGH	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	12	8	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	32	0	1	3.0	15.2	42.4	18.2	15.2	0.0	0.0	3.0	0.0	3.0	20	70.4	17	27	
	GATWICK	BRITISH AIRWAYS PLC	S	D	32	0	1	0.0	18.2	57.6	18.2	0.0	3.0	0.0	0.0	0.0	3.0	10	88.9	11	27	

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GATWICK	EASYJET UK LTD	S	A	28	0	2	0.0	20.0	30.0	20.0	20.0	3.3	0.0	0.0	0.0	0.0	6.7	16	71.4	17	28	
	GATWICK	EASYJET UK LTD	S	D	28	0	1	0.0	17.2	62.1	6.9	10.3	0.0	0.0	0.0	0.0	0.0	3.4	10	78.6	8	28	
	LUTON	EASYJET UK LTD	S	A	25	0	0	0.0	16.0	40.0	28.0	12.0	0.0	0.0	4.0	0.0	0.0	0.0	29	80.0	15	25	
	LUTON	EASYJET UK LTD	S	D	25	0	0	0.0	40.0	40.0	12.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	7	84.0	14	25	
	STANSTED	EASYJET UK LTD	S	A	22	0	0	4.5	31.8	45.5	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	7	88.5	6	26	
	STANSTED	EASYJET UK LTD	S	D	22	0	0	0.0	68.2	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	4	26	
	STANSTED	RYANAIR	S	A	42	0	0	2.4	21.4	45.2	16.7	9.5	2.4	2.4	0.0	0.0	0.0	0.0	15	64.3	16	28	
	STANSTED	RYANAIR	S	D	42	0	0	0.0	59.5	33.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	89.3	8	28	
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	31	25.0	24	8	
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	7	8	
<b>TOTAL NAPLES</b>					<b>342</b>	<b>0</b>	<b>5</b>	<b>0.9</b>	<b>28.0</b>	<b>43.2</b>	<b>15.3</b>	<b>9.5</b>	<b>0.9</b>	<b>0.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>13</b>	<b>79.3</b>	<b>11</b>	<b>314</b>	
NASHVILLE METROPOLITAN																							
	CARDIFF WALES	BRITISH AIRWAYS PLC	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	0	0	55.0	10.0	5.0	0.0	15.0	10.0	5.0	0.0	0.0	0.0	0.0	21	93.8	7	16	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	19.0	33.3	28.6	9.5	9.5	0.0	0.0	0.0	0.0	0.0	23	87.5	13	16	
<b>TOTAL NASHVILLE METROPOLITAN</b>					<b>41</b>	<b>1</b>	<b>0</b>	<b>26.2</b>	<b>14.3</b>	<b>19.0</b>	<b>14.3</b>	<b>11.9</b>	<b>9.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>22</b>	<b>90.6</b>	<b>10</b>	<b>32</b>	
NEW ORLEANS																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	47.6	14.3	23.8	4.8	4.8	0.0	4.8	0.0	0.0	0.0	0.0	13	80.0	7	20	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	28.6	61.9	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	12	20	
<b>TOTAL NEW ORLEANS</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>23.8</b>	<b>21.4</b>	<b>42.9</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.5</b>	<b>10</b>	<b>40</b>	
NEW YORK (JF KENNEDY)																							
	CARDIFF WALES	BRITISH AIRWAYS PLC	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	0	
	EDINBURGH	DELTA AIRLINES	S	A	16	0	0	81.3	6.3	0.0	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	EDINBURGH	DELTA AIRLINES	S	D	16	0	0	6.3	56.3	25.0	0.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	1	55.6	16.7	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	5.6	4	69.2	22	26	
	GATWICK	BRITISH AIRWAYS PLC	S	D	19	0	0	0.0	31.6	47.4	5.3	15.8	0.0	0.0	0.0	0.0	0.0	0.0	11	72.0	24	25	
	GATWICK	NORWEGIAN AIR UK LTD	S	A	69	0	3	50.0	27.8	13.9	2.8	1.4	0.0	0.0	0.0	0.0	0.0	4.2	2	60.6	16	66	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	71	0	1	0.0	48.6	38.9	8.3	1.4	0.0	0.0	1.4	0.0	0.0	1.4	8	81.5	13	65	
	HEATHROW	ALITALIA (CAI)	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	HEATHROW	AMERICAN AIRLINES	S	A	104	0	1	57.1	26.7	6.7	5.7	0.0	1.0	1.0	0.0	1.0	0.0	1.0	10	86.3	8	100	
	HEATHROW	AMERICAN AIRLINES	S	D	104	0	2	1.9	58.5	28.3	3.8	1.9	1.9	0.9	0.9	0.0	0.0	1.9	9	90.2	4	99	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											FEB 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	More than 150 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
												59.7	22.3	7.3	2.9	2.4	1.5	1.0	0.5	0.0	0.0	2.4	6	87.4	9	212		
HEATHROW	BRITISH AIRWAYS PLC	S	A	201	0	5	59.7	22.3	7.3	2.9	2.4	1.5	1.0	0.5	0.0	0.0	2.4	6	87.4	9	212							
HEATHROW	BRITISH AIRWAYS PLC	S	D	200	0	5	0.0	20.0	42.0	15.6	9.8	6.3	2.9	1.0	0.0	0.0	2.4	22	74.9	12	213							
HEATHROW	DELTA AIRLINES	S	A	56	0	2	67.2	17.2	6.9	1.7	3.4	0.0	0.0	0.0	0.0	0.0	3.4	2	85.7	9	55							
HEATHROW	DELTA AIRLINES	S	D	56	0	3	0.0	62.7	28.8	3.4	0.0	0.0	0.0	0.0	0.0	0.0	5.1	2	92.9	4	55							
HEATHROW	ETIHAD AIRWAYS	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0							
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	134	0	2	68.4	18.4	8.1	1.5	1.5	0.0	0.7	0.0	0.0	0.0	1.5	3	85.6	11	158							
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	134	0	2	0.0	36.0	49.3	5.1	2.9	4.4	0.7	0.0	0.0	0.0	1.5	10	88.1	6	159							
LONDON CITY	BRITISH AIRWAYS PLC	S	A	24	0	1	76.0	8.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1	90.9	6	22							
LONDON CITY	BRITISH AIRWAYS PLC	S	D	23	0	1	0.0	33.3	54.2	4.2	0.0	4.2	0.0	0.0	0.0	0.0	4.2	9	91.7	9	24							
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	13	12							
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	58.3	16	12							
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	58.3	28	12							
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	10.3	72.4	13.8	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	12	12							
<b>TOTAL NEW YORK (JF KENNEDY)</b>				<b>1303</b>	<b>1</b>	<b>30</b>	<b>32.1</b>	<b>30.2</b>	<b>23.3</b>	<b>5.5</b>	<b>3.1</b>	<b>2.1</b>	<b>0.9</b>	<b>0.4</b>	<b>0.1</b>	<b>0.1</b>	<b>2.2</b>	<b>8</b>	<b>82.7</b>	<b>10</b>	<b>1327</b>							
NEW YORK (NEWARK)																												
BIRMINGHAM	UNITED AIRLINES	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
EDINBURGH	UNITED AIRLINES	S	A	29	0	0	27.6	41.4	10.3	6.9	6.9	6.9	0.0	0.0	0.0	0.0	0.0	12	71.4	26	28							
EDINBURGH	UNITED AIRLINES	S	D	29	0	0	6.9	58.6	17.2	6.9	3.4	6.9	0.0	0.0	0.0	0.0	0.0	10	71.4	22	28							
HEATHROW	BRITISH AIRWAYS PLC	S	A	54	0	0	31.5	37.0	14.8	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	9	82.7	11	51							
HEATHROW	BRITISH AIRWAYS PLC	S	D	54	0	0	0.0	22.2	51.9	9.3	7.4	9.3	0.0	0.0	0.0	0.0	0.0	15	83.3	9	52							
HEATHROW	UNITED AIRLINES	S	A	129	0	8	45.3	19.0	12.4	4.4	3.6	5.8	1.5	1.5	0.7	0.0	5.8	19	84.0	14	131							
HEATHROW	UNITED AIRLINES	S	D	130	0	7	2.9	72.3	10.9	2.2	1.5	2.9	0.7	0.0	1.5	0.0	5.1	18	97.7	1	130							
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	25	0	1	42.3	38.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	3.8	3	84.0	8	23							
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	25	0	1	0.0	46.2	46.2	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3.8	2	88.0	2	24							
MANCHESTER	UNITED AIRLINES	S	A	28	0	1	37.9	24.1	17.2	6.9	6.9	0.0	0.0	3.4	0.0	0.0	3.4	15	85.7	16	28							
MANCHESTER	UNITED AIRLINES	S	D	29	0	1	20.0	60.0	13.3	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.3	9	82.1	13	28							
<b>TOTAL NEW YORK (NEWARK)</b>				<b>533</b>	<b>0</b>	<b>19</b>	<b>21.9</b>	<b>42.4</b>	<b>17.9</b>	<b>4.7</b>	<b>3.4</b>	<b>4.3</b>	<b>0.5</b>	<b>0.7</b>	<b>0.5</b>	<b>0.0</b>	<b>3.4</b>	<b>14</b>	<b>86.0</b>	<b>10</b>	<b>523</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	0.0	0	93.8	1	16							



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: N		PERCENTAGE OF FLIGHTS LATE													FEB 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	
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	4	16				
<b>TOTAL NEWBURGH/USA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>90.6</b>	<b>3</b>	<b>32</b>				
NEWCASTLE																										
	ABERDEEN	EASTERN AIRWAYS	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
	ABERDEEN	FLYBE LTD	S	A	24	0	9	39.4	15.2	6.1	0.0	6.1	3.0	3.0	0.0	0.0	0.0	27.3	14	27.8	18	30				
	ABERDEEN	FLYBE LTD	S	D	22	0	11	0.0	27.3	21.2	12.1	0.0	3.0	0.0	3.0	0.0	0.0	33.3	19	34.0	24	27				
	ABERDEEN	LOGANAIR LTD	S	A	44	0	0	2.3	61.4	29.5	2.3	0.0	0.0	0.0	4.5	0.0	0.0	0.0	11	0.0	0	0				
	ABERDEEN	LOGANAIR LTD	S	D	44	0	1	0.0	55.6	35.6	0.0	2.2	0.0	0.0	4.4	0.0	0.0	2.2	12	0.0	0	0				
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	70	0	0	8.6	42.9	28.6	8.6	2.9	5.7	1.4	0.0	1.4	0.0	0.0	19	97.1	2	70				
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	70	0	0	0.0	42.9	32.9	10.0	5.7	2.9	4.3	0.0	1.4	0.0	0.0	21	88.6	6	70				
	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	50.0	19	2				
	BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
	BRISTOL	EASYJET UK LTD	S	A	49	0	4	9.4	45.3	17.0	5.7	9.4	0.0	5.7	0.0	0.0	0.0	7.5	15	93.9	3	49				
	BRISTOL	EASYJET UK LTD	S	D	49	0	4	1.9	45.3	24.5	9.4	7.5	0.0	3.8	0.0	0.0	0.0	7.5	13	93.9	2	49				
	CARDIFF WALES	EASTERN AIRWAYS	S	A	6	0	1	14.3	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	3	82.6	11	23				
	CARDIFF WALES	EASTERN AIRWAYS	S	D	2	1	0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0	75.0	15	24				
	CARDIFF WALES	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
	EXETER	FLYBE LTD	S	A	21	0	0	14.3	71.4	9.5	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	4	85.7	9	21				
	EXETER	FLYBE LTD	S	D	21	0	0	0.0	76.2	19.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	5	87.0	5	22				
	JERSEY	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	31	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	68	0.0	0	0				
	HEATHROW	BRITISH AIRWAYS PLC	S	A	118	0	5	7.3	27.6	23.6	15.4	11.4	8.1	1.6	0.8	0.0	0.0	4.1	22	78.6	11	115				
	HEATHROW	BRITISH AIRWAYS PLC	S	D	118	0	5	0.0	32.5	34.1	12.2	10.6	4.1	1.6	0.8	0.0	0.0	4.1	17	83.8	8	115				
	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	36.4	40	43				
	LUTON	WIZZ AIR UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0				
	SOUTHAMPTON	FLYBE LTD	S	A	63	0	1	6.3	65.6	17.2	3.1	3.1	1.6	1.6	0.0	0.0	0.0	1.6	7	75.4	12	66				
	SOUTHAMPTON	FLYBE LTD	S	D	63	0	0	0.0	49.2	41.3	6.3	0.0	3.2	0.0	0.0	0.0	0.0	0.0	5	76.1	11	68				
<b>TOTAL NEWCASTLE</b>					<b>788</b>	<b>1</b>	<b>41</b>	<b>5.2</b>	<b>43.0</b>	<b>26.6</b>	<b>8.0</b>	<b>5.8</b>	<b>3.5</b>	<b>1.8</b>	<b>0.8</b>	<b>0.2</b>	<b>0.1</b>	<b>4.9</b>	<b>15</b>	<b>74.1</b>	<b>11</b>	<b>796</b>				
NEWQUAY																										
	LEEDS BRADFORD	FLYBE LTD	S	A	7	0	1	12.5	50.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	12.5	19	75.0	25	12				
	LEEDS BRADFORD	FLYBE LTD	S	D	8	0	0	0.0	50.0	25.0	0.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	30	66.7	30	12				

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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)	EASYJET UK LTD	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	GATWICK	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	73	
	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	61.8	20	73	
	HEATHROW	FLYBE LTD	S	A	106	0	10	7.8	34.5	19.0	12.1	8.6	6.0	2.6	0.9	0.0	0.0	8.6	20	0.0	0	0	
	HEATHROW	FLYBE LTD	S	D	106	0	10	0.0	38.8	31.0	6.9	6.9	6.9	0.0	0.9	0.0	0.0	8.6	15	0.0	0	0	
	MANCHESTER	FLYBE LTD	S	A	26	0	2	3.6	53.6	25.0	3.6	7.1	0.0	0.0	0.0	0.0	0.0	7.1	7	75.0	16	27	
	MANCHESTER	FLYBE LTD	S	D	26	0	1	0.0	37.0	48.1	0.0	7.4	0.0	3.7	0.0	0.0	0.0	3.7	11	75.0	19	27	
<b>TOTAL NEWQUAY</b>					<b>279</b>	<b>0</b>	<b>25</b>	<b>3.6</b>	<b>38.8</b>	<b>26.3</b>	<b>7.9</b>	<b>7.2</b>	<b>5.6</b>	<b>1.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>8.2</b>	<b>16</b>	<b>70.3</b>	<b>18</b>	<b>224</b>	
NICE																							
	BRISTOL	EASYJET UK LTD	S	A	8	0	1	0.0	33.3	33.3	0.0	11.1	11.1	0.0	0.0	0.0	0.0	11.1	22	50.0	67	8	
	BRISTOL	EASYJET UK LTD	S	D	8	0	1	0.0	44.4	11.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	11.1	22	50.0	34	8	
	BRISTOL	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	15	0	0	13.3	26.7	40.0	0.0	6.7	13.3	0.0	0.0	0.0	0.0	0.0	14	94.7	7	19	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	15	0	0	0.0	46.7	33.3	13.3	0.0	6.7	0.0	0.0	0.0	0.0	0.0	8	100.0	2	19	
	GATWICK	BRITISH AIRWAYS PLC	S	A	36	0	2	5.3	39.5	21.1	10.5	15.8	2.6	0.0	0.0	0.0	0.0	5.3	13	82.2	13	45	
	GATWICK	BRITISH AIRWAYS PLC	S	D	36	0	1	0.0	45.9	32.4	10.8	5.4	0.0	2.7	0.0	0.0	0.0	2.7	11	82.2	8	45	
	GATWICK	EASYJET UK LTD	S	A	64	0	5	8.7	29.0	27.5	5.8	5.8	10.1	4.3	1.4	0.0	0.0	7.2	26	72.4	19	76	
	GATWICK	EASYJET UK LTD	S	D	65	0	3	0.0	20.6	51.5	10.3	5.9	5.9	0.0	1.5	0.0	0.0	4.4	19	73.7	13	76	
	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	2	1	
	GATWICK	NETJETS TRANSPORTES AEREOS	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	GATWICK	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	122	0	5	3.1	23.6	22.0	14.2	21.3	8.7	2.4	0.8	0.0	0.0	3.9	28	80.2	9	118	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	122	0	5	0.0	26.8	36.2	11.0	14.2	5.5	2.4	0.0	0.0	0.0	3.9	19	85.1	8	118	
	LONDON CITY	BA CITYFLYER LTD	S	A	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	62.5	7	7	
	LONDON CITY	BA CITYFLYER LTD	S	D	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	37.5	22	7	
	LUTON	EASYJET UK LTD	S	A	20	0	1	0.0	23.8	33.3	4.8	23.8	9.5	0.0	0.0	0.0	0.0	4.8	22	63.6	21	22	
	LUTON	EASYJET UK LTD	S	D	20	0	1	0.0	52.4	19.0	4.8	14.3	4.8	0.0	0.0	0.0	0.0	4.8	10	77.3	11	22	
	STANSTED	EASYJET UK LTD	S	A	22	0	3	0.0	36.0	28.0	16.0	4.0	4.0	0.0	0.0	0.0	0.0	12.0	11	68.4	16	19	
	STANSTED	EASYJET UK LTD	S	D	23	0	2	0.0	48.0	28.0	8.0	0.0	4.0	4.0	0.0	0.0	0.0	8.0	14	78.9	15	19	
	STANSTED	RYANAIR	S	A	16	0	1	0.0	17.6	23.5	23.5	23.5	5.9	0.0	0.0	0.0	0.0	5.9	25	82.1	8	28	

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					FEB 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	17	0	0	0.0	41.2	41.2	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	92.9	5	28			
	MANCHESTER	EASYJET UK LTD	S	A	8	0	0	0.0	25.0	12.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	9	1			
	MANCHESTER	EASYJET UK 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	0.0	5	0.0	0	0			
<b>TOTAL NICE</b>					<b>643</b>	<b>0</b>	<b>31</b>	<b>2.1</b>	<b>31.0</b>	<b>31.2</b>	<b>11.0</b>	<b>12.0</b>	<b>6.1</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>19</b>	<b>79.0</b>	<b>12</b>	<b>687</b>			
NIMES																									
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	19	8			
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	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>0.0</b>	<b>0</b>	<b>81.3</b>	<b>13</b>	<b>16</b>			
NORWICH																									
	ABERDEEN	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	67.7	16	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	0.0	0	77.9	10	62			
	ABERDEEN	LOGANAIR LTD	S	A	57	0	3	5.0	40.0	35.0	5.0	6.7	1.7	0.0	1.7	0.0	0.0	5.0	11	0.0	0	0			
	ABERDEEN	LOGANAIR LTD	S	D	58	0	1	0.0	57.6	23.7	1.7	10.2	3.4	0.0	1.7	0.0	0.0	1.7	12	0.0	0	0			
	BIRMINGHAM	LOGANAIR LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
	EDINBURGH	LOGANAIR LTD	S	A	44	0	0	2.3	22.7	43.2	13.6	9.1	4.5	2.3	2.3	0.0	0.0	0.0	22	95.2	7	42			
	EDINBURGH	LOGANAIR LTD	S	D	44	0	0	0.0	40.9	34.1	9.1	11.4	4.5	0.0	0.0	0.0	0.0	0.0	12	95.2	6	42			
	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	62.5	41	16			
	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	81.3	5	16			
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0			
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
	MANCHESTER	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	97.5	2	40			
	MANCHESTER	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	97.5	1	40			
	NEWCASTLE	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			
<b>TOTAL NORWICH</b>					<b>207</b>	<b>0</b>	<b>4</b>	<b>2.8</b>	<b>40.8</b>	<b>33.2</b>	<b>7.1</b>	<b>9.0</b>	<b>3.3</b>	<b>0.5</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>14</b>	<b>84.5</b>	<b>9</b>	<b>317</b>			
NUREMBERG																									
	STANSTED	RYANAIR	S	A	44	0	1	15.6	46.7	17.8	8.9	6.7	2.2	0.0	0.0	0.0	0.0	2.2	8	84.4	6	45			
	STANSTED	RYANAIR	S	D	44	0	1	0.0	35.6	42.2	11.1	6.7	0.0	2.2	0.0	0.0	0.0	2.2	12	81.8	9	44			
	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	85.0	9	20			
	MANCHESTER	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.0	16	20			
<b>TOTAL NUREMBERG</b>					<b>88</b>	<b>0</b>	<b>2</b>	<b>7.8</b>	<b>41.1</b>	<b>30.0</b>	<b>10.0</b>	<b>6.7</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>10</b>	<b>80.6</b>	<b>9</b>	<b>129</b>			

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

		Origin/Destinations: O																	FEB 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	0.0
OAKLAND		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	66.7	23	12	
		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	91.7	4	12	
<b>TOTAL OAKLAND</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>79.2</b>	<b>13</b>	<b>24</b>	
OHRID		LUTON	WIZZ AIR UK LTD	S	A	8	0	0	0.0	37.5	25.0	25.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	34	0.0	0	0
		LUTON	WIZZ AIR UK LTD	S	D	8	0	0	0.0	25.0	62.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	30	0.0	0	0
<b>TOTAL OHRID</b>						<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>43.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
OLBIA		GATWICK	EASYJET UK LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	8	
		GATWICK	EASYJET UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8	
<b>TOTAL OLBIA</b>						<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>12</b>	<b>16</b>	
OPORTO (PORTUGAL)		BIRMINGHAM	AIR PORTUGAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1	
		BIRMINGHAM	AIR PORTUGAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1	
		BIRMINGHAM	RYANAIR	S	A	8	0	0	12.5	50.0	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	11	0.0	0	0	
		BIRMINGHAM	RYANAIR	S	D	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
		BRISTOL	EASYJET UK LTD	S	A	11	0	0	0.0	36.4	9.1	36.4	9.1	9.1	0.0	0.0	0.0	0.0	20	63.6	14	11	
		BRISTOL	EASYJET UK LTD	S	D	11	0	0	0.0	9.1	45.5	36.4	9.1	0.0	0.0	0.0	0.0	0.0	16	90.9	5	11	
		EAST MIDLANDS INTERNATIONAL	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	125	0.0	109	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	87.5	6	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	75.0	6	8	
		GLASGOW	ENTER AIR	C	A	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0	
		GLASGOW	ENTER AIR	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	4	0.0	0	0	
		GLASGOW	HI FLY MALTA	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
		GLASGOW	HI FLY MALTA	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
		GLASGOW	JET2.COM LTD	C	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
		GLASGOW	JET2.COM LTD	C	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
		GLASGOW	SMARTLYNX AIRLINES (LATVIA)	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	33	0.0	0	0	
		GLASGOW	SMARTLYNX AIRLINES (LATVIA)	C	D	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
		GLASGOW	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
		GLASGOW	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
		LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	25.0	37.5	0.0	25.0	0.0	0.0	12.5	0.0	0.0	0.0	21	75.0	11	8	

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										FEB 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
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	62.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	7	8
	GATWICK	AIR PORTUGAL	S	A	51	0	2	7.5	43.4	20.8	11.3	5.7	7.5	0.0	0.0	0.0	0.0	3.8	13	78.6	17	56
	GATWICK	AIR PORTUGAL	S	D	51	0	2	0.0	45.3	32.1	7.5	3.8	5.7	1.9	0.0	0.0	0.0	3.8	15	73.2	20	56
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	1	20.7	44.8	3.4	6.9	13.8	6.9	0.0	0.0	0.0	0.0	3.4	13	85.0	8	20
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	1	0.0	27.6	34.5	13.8	10.3	10.3	0.0	0.0	0.0	0.0	3.4	18	90.0	7	20
	GATWICK	EASYJET UK LTD	S	A	22	0	2	0.0	33.3	29.2	8.3	12.5	4.2	4.2	0.0	0.0	0.0	8.3	21	48.0	26	25
	GATWICK	EASYJET UK LTD	S	D	22	0	2	0.0	20.8	50.0	8.3	8.3	4.2	0.0	0.0	0.0	0.0	8.3	12	50.0	24	24
	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	82.6	10	23
	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	0.0	0	75.0	15	23
	LUTON	EASYJET UK LTD	S	A	11	0	0	27.3	27.3	9.1	0.0	9.1	18.2	0.0	9.1	0.0	0.0	0.0	53	90.0	6	10
	LUTON	EASYJET UK LTD	S	D	11	0	0	0.0	18.2	63.6	0.0	9.1	9.1	0.0	0.0	0.0	0.0	0.0	17	81.8	8	11
	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	0.0	44.4	22.2	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	44.4	33.3	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	STANSTED	RYANAIR	S	A	83	0	0	19.3	41.0	20.5	6.0	4.8	6.0	1.2	1.2	0.0	0.0	0.0	15	81.9	12	72
	STANSTED	RYANAIR	S	D	83	0	0	0.0	27.7	42.2	9.6	16.9	1.2	2.4	0.0	0.0	0.0	0.0	16	66.7	14	72
	MANCHESTER	EASYJET UK 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	6	100.0	0	11
	MANCHESTER	EASYJET UK LTD	S	D	10	0	0	0.0	40.0	50.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	11
	MANCHESTER	RYANAIR	S	A	13	0	0	7.7	38.5	23.1	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	15	91.7	6	12
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	46.2	46.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	12
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>525</b>	<b>0</b>	<b>10</b>	<b>6.4</b>	<b>36.3</b>	<b>29.7</b>	<b>9.2</b>	<b>9.3</b>	<b>5.6</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>16</b>	<b>76.6</b>	<b>13</b>	<b>515</b>
ORLANDO																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	1	17.2	20.7	17.2	20.7	13.8	6.9	0.0	0.0	0.0	0.0	3.4	18	71.4	9	28
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	0.0	35.7	39.3	10.7	10.7	3.6	0.0	0.0	0.0	0.0	0.0	12	78.6	8	28
	GATWICK	NORWEGIAN AIR UK LTD	S	A	16	0	0	12.5	6.3	50.0	6.3	12.5	12.5	0.0	0.0	0.0	0.0	0.0	20	75.0	11	20
	GATWICK	NORWEGIAN AIR UK LTD	S	D	16	0	0	0.0	18.8	68.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	90.0	6	20
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	36.7	30.0	23.3	0.0	0.0	3.3	0.0	6.7	0.0	0.0	0.0	20	56.3	28	32
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	16.7	43.3	30.0	3.3	3.3	0.0	3.3	0.0	0.0	0.0	24	54.5	27	33
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	42.9	32.1	7.1	0.0	10.7	3.6	0.0	3.6	0.0	0.0	0.0	16	88.0	6	25
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	0.0	25.0	46.4	3.6	7.1	10.7	3.6	3.6	0.0	0.0	0.0	31	76.0	23	25
<b>TOTAL ORLANDO</b>					<b>204</b>	<b>0</b>	<b>1</b>	<b>14.6</b>	<b>24.4</b>	<b>34.1</b>	<b>10.2</b>	<b>7.8</b>	<b>5.4</b>	<b>0.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>19</b>	<b>72.0</b>	<b>16</b>	<b>211</b>

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: O		PERCENTAGE OF FLIGHTS LATE										FEB 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)
OSAKA (KANSAI)		HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	0.0	7.7	38.5	23.1	15.4	7.7	0.0	0.0	7.7	0.0	0.0	92	0.0	0	0	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	0.0	16.7	75.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL OSAKA (KANSAI)</b>						<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.0</b>	<b>56.0</b>	<b>16.0</b>	<b>8.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</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	33.3	23	9		
		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	50.0	12	9		
		ABERDEEN	SAS	S	A	18	0	2	0.0	55.0	30.0	5.0	0.0	0.0	0.0	0.0	0.0	10.0	3	70.0	12	20		
		ABERDEEN	SAS	S	D	18	0	2	0.0	40.0	40.0	5.0	5.0	0.0	0.0	0.0	0.0	10.0	5	70.0	9	20		
		EAST MIDLANDS INTERNATIONAL	WIDEROE FLYVESELSKAP A/S	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0		
		EAST MIDLANDS INTERNATIONAL	WIDEROE FLYVESELSKAP A/S	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
		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	50.0	17	16		
		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	81.3	7	16		
		EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	29	0	0	0.0	41.4	51.7	3.4	3.4	0.0	0.0	0.0	0.0	0.0	6	91.7	6	12		
		EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	29	0	1	0.0	36.7	40.0	16.7	3.3	0.0	0.0	0.0	0.0	3.3	6	75.0	8	12		
		LIVERPOOL (JOHN LENNON)	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	12	1		
		LIVERPOOL (JOHN LENNON)	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	100.0	0	1		
		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	32	1		
		GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	108	0	4	8.9	25.0	25.0	18.8	14.3	2.7	0.9	0.9	0.0	0.0	3.6	18	62.0	18	100	
		GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	106	0	4	0.0	32.7	26.4	13.6	14.5	6.4	1.8	0.9	0.0	0.0	3.6	22	75.0	17	100	
		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	61.9	28	20		
		GATWICK	NORWEGIAN AIR SHUTTLE	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	19	40.0	35	20		
		GATWICK	NORWEGIAN AIR 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	15	0.0	0	0		
		HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	3	17.2	31.2	15.1	11.8	10.8	7.5	3.2	0.0	0.0	0.0	3.2	19	80.7	15	88	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	91	0	2	0.0	25.8	39.8	14.0	10.8	6.5	1.1	0.0	0.0	0.0	2.2	17	88.8	9	89	
		HEATHROW	SAS	S	A	80	0	2	7.3	32.9	15.9	13.4	19.5	6.1	2.4	0.0	0.0	0.0	2.4	24	62.8	19	111	
		HEATHROW	SAS	S	D	77	0	2	0.0	44.3	22.8	11.4	11.4	5.1	1.3	1.3	0.0	0.0	2.5	19	79.6	12	112	

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	49	0	0	6.1	24.5	24.5	14.3	18.4	10.2	2.0	0.0	0.0	0.0	0.0	0.0	23	50.0	24	14
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	52	0	0	0.0	38.5	30.8	5.8	15.4	9.6	0.0	0.0	0.0	0.0	0.0	17	64.3	14	14	
	LUTON	WIZZ AIR UK LTD	S	A	21	0	0	4.8	14.3	38.1	23.8	4.8	4.8	4.8	4.8	0.0	0.0	0.0	34	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	21	0	0	0.0	61.9	28.6	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	STANSTED	RYANAIR	S	A	79	0	0	7.6	43.0	24.1	10.1	11.4	2.5	1.3	0.0	0.0	0.0	0.0	12	63.8	17	80	
	STANSTED	RYANAIR	S	D	79	0	0	0.0	38.0	44.3	10.1	5.1	2.5	0.0	0.0	0.0	0.0	0.0	9	90.0	6	80	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	12	0	0	8.3	33.3	33.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	58.3	23	12	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	12	0	0	0.0	25.0	50.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	10	41.7	26	12	
	MANCHESTER	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	88	1	
	MANCHESTER	SAS	S	A	29	0	2	0.0	29.0	41.9	16.1	3.2	3.2	0.0	0.0	0.0	0.0	6.5	10	70.8	16	24	
	MANCHESTER	SAS	S	D	29	0	2	0.0	32.3	29.0	25.8	3.2	3.2	0.0	0.0	0.0	0.0	6.5	12	66.7	15	24	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>1034</b>	<b>0</b>	<b>26</b>	<b>4.1</b>	<b>34.0</b>	<b>29.2</b>	<b>13.0</b>	<b>10.8</b>	<b>4.8</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>16</b>	<b>71.3</b>	<b>15</b>	<b>1018</b>	
OSTEND																							
	MANCHESTER	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
	MANCHESTER	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	BRUSSELS AIRLINES	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	MANCHESTER	BRUSSELS AIRLINES	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
	MANCHESTER	GREAT DANE AIRLINES	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
	MANCHESTER	GREAT DANE AIRLINES	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	JETAIRFLY	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	JETAIRFLY	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0	
<b>TOTAL OSTEND</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</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	0.0	0	75.0	23	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	0.0	0	100.0	0	4	
	GATWICK	EASYJET UK LTD	S	A	8	0	1	0.0	33.3	22.2	0.0	33.3	0.0	0.0	0.0	0.0	0.0	11.1	19	62.5	16	8	

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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				
	GATWICK	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	100.0	3	8
<b>TOTAL OSTERSUND / FROSON</b>					<b>16</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>29.4</b>	<b>41.2</b>	<b>5.9</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>13</b>	<b>83.3</b>	<b>10</b>	<b>24</b>
OSTRAVA																						
	STANSTED	RYANAIR	S	A	12	0	0	0.0	50.0	25.0	8.3	8.3	0.0	8.3	0.0	0.0	0.0	0.0	17	100.0	1	16
	STANSTED	RYANAIR	S	D	12	0	0	0.0	50.0	41.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	93.8	3	16
<b>TOTAL OSTRAVA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>33.3</b>	<b>4.2</b>	<b>8.3</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>11</b>	<b>96.9</b>	<b>2</b>	<b>32</b>
OTTAWA INTERNATIONAL																						
	HEATHROW	AIR CANADA	S	A	23	0	1	66.7	12.5	4.2	0.0	8.3	4.2	0.0	0.0	0.0	0.0	4.2	8	56.5	35	21
	HEATHROW	AIR CANADA	S	D	23	0	1	0.0	54.2	37.5	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4.2	3	78.3	15	21
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>46</b>	<b>0</b>	<b>2</b>	<b>33.3</b>	<b>33.3</b>	<b>20.8</b>	<b>2.1</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>4.2</b>	<b>5</b>	<b>67.4</b>	<b>25</b>	<b>42</b>
OVDA																						
	LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	8
	LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	8
<b>TOTAL OVDA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>81.3</b>	<b>9</b>	<b>16</b>
OXFORD (KIDLINGTON)																						
	NEWCASTLE	EASTERN AIRWAYS	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL OXFORD (KIDLINGTON)</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>



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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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
PALANGA																						
	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	0.0	55.6	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	83.3	26	12
	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	2	83.3	25	12	
	STANSTED	RYANAIR	S	A	9	0	0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	7	87.5	5	8	
	STANSTED	RYANAIR	S	D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	8	
<b>TOTAL PALANGA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>63.9</b>	<b>25.0</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>0.0</b>	<b>5</b>	<b>87.5</b>	<b>16</b>	<b>40</b>	
PALERMO																						
	GATWICK	EASYJET UK LTD	S	A	7	0	0	14.3	0.0	42.9	28.6	14.3	0.0	0.0	0.0	0.0	0.0	17	50.0	35	8	
	GATWICK	EASYJET UK LTD	S	D	7	0	0	0.0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	21	8	
	STANSTED	RYANAIR	S	A	25	0	0	4.0	24.0	48.0	16.0	4.0	4.0	0.0	0.0	0.0	0.0	12	62.5	15	16	
	STANSTED	RYANAIR	S	D	25	0	0	0.0	68.0	28.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	2	81.3	9	16	
<b>TOTAL PALERMO</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>37.5</b>	<b>42.2</b>	<b>12.5</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>8</b>	<b>70.8</b>	<b>17</b>	<b>48</b>	
PALMA DE MALLORCA																						
	BIRMINGHAM	JET2.COM LTD	S	A	5	0	0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4	
	BIRMINGHAM	JET2.COM LTD	S	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	4	
	BOURNEMOUTH	DEUTSCHE RETTUNGSFLUGW ACHT	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	2	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	A	14	0	1	40.0	13.3	13.3	0.0	13.3	13.3	0.0	0.0	0.0	0.0	6.7	19	76.5	11	17
	BRISTOL	EASYJET UK LTD	S	D	14	0	1	0.0	46.7	13.3	13.3	6.7	13.3	0.0	0.0	0.0	0.0	6.7	18	76.5	12	17
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	4	
	EDINBURGH	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	EDINBURGH	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	
	GLASGOW	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	GLASGOW	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
	LEEDS BRADFORD	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	7	0	0	42.9	28.6	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	9	100.0	0	8	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	7	0	0	0.0	71.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	8	
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	1	15.4	15.4	23.1	23.1	0.0	15.4	0.0	0.0	0.0	0.0	7.7	23	81.3	10	16
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	1	0.0	0.0	76.9	0.0	7.7	7.7	0.0	0.0	0.0	0.0	7.7	13	81.3	8	16
	GATWICK	EASYJET UK LTD	S	A	43	0	2	11.1	37.8	22.2	6.7	11.1	4.4	2.2	0.0	0.0	0.0	4.4	14	74.5	14	51
	GATWICK	EASYJET UK LTD	S	D	43	0	1	0.0	15.9	54.5	15.9	11.4	0.0	0.0	0.0	0.0	0.0	2.3	12	80.4	14	51

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	14	24	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	24	
	LONDON CITY	BA CITYFLYER LTD	S	A	9	0	1	10.0	10.0	30.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	13	50.0	21	11	
	LONDON CITY	BA CITYFLYER LTD	S	D	8	0	2	0.0	20.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	20.0	11	66.7	15	12	
	LUTON	EASYJET UK LTD	S	A	11	0	1	25.0	25.0	25.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	8.3	5	81.8	4	11	
	LUTON	EASYJET UK LTD	S	D	11	0	1	0.0	25.0	58.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	8.3	5	81.8	9	11	
	STANSTED	EASYJET UK LTD	S	A	13	0	0	30.8	23.1	23.1	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0	12	85.7	5	14	
	STANSTED	EASYJET UK LTD	S	D	13	0	0	0.0	46.2	38.5	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	7	78.6	8	14	
	STANSTED	RYANAIR	S	A	21	0	0	9.5	47.6	14.3	4.8	14.3	9.5	0.0	0.0	0.0	0.0	0.0	15	80.0	8	20	
	STANSTED	RYANAIR	S	D	21	0	0	0.0	61.9	23.8	9.5	0.0	4.8	0.0	0.0	0.0	0.0	0.0	7	95.0	2	20	
	MANCHESTER	EASYJET UK LTD	S	A	13	0	0	0.0	23.1	53.8	0.0	0.0	15.4	7.7	0.0	0.0	0.0	0.0	23	91.7	3	12	
	MANCHESTER	EASYJET UK 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	16	91.7	8	12	
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	0.0	40.0	20.0	0.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	73	80.0	5	5	
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	4	5	
	MANCHESTER	RYANAIR	S	A	13	0	0	0.0	23.1	30.8	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	18	93.8	3	16	
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	30.8	38.5	0.0	23.1	7.7	0.0	0.0	0.0	0.0	0.0	14	100.0	1	16	
<b>TOTAL PALMA DE MALLORCA</b>					<b>346</b>	<b>0</b>	<b>12</b>	<b>8.4</b>	<b>29.6</b>	<b>35.2</b>	<b>8.7</b>	<b>9.2</b>	<b>4.5</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>13</b>	<b>81.9</b>	<b>9</b>	<b>435</b>	
<b>PAPHOS</b>																							
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	12.5	12.5	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	6	
	BIRMINGHAM	JET2.COM LTD	S	D	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	5	6	
	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	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	100.0	3	4	
	BOURNEMOUTH	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	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	0.0	0	50.0	23	8	
	BOURNEMOUTH	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	
	BRISTOL	EASYJET UK LTD	S	A	9	0	1	10.0	30.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	10.0	8	81.8	4	11		
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.9	4	11	
	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	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	110	100.0	0	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	10	1	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	46	50.0	110	2	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	56	50.0	138	2	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	9	1	

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	EASYJET UK LTD	S A	9	0	0	0	33.3	22.2	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	25	8		
EDINBURGH	EASYJET UK 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	9	62.5	27	8		
EDINBURGH	JET2.COM LTD	S A	3	0	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	8	3		
EDINBURGH	JET2.COM 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	66.7	7	3		
EDINBURGH	TUI AIRWAYS LTD	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3		
EDINBURGH	TUI AIRWAYS LTD	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4		
GLASGOW	JET2.COM LTD	S A	4	0	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	41	100.0	5	3		
GLASGOW	JET2.COM LTD	S D	4	0	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	4	3		
GLASGOW	TUI AIRWAYS LTD	C D	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	14	1		
LEEDS BRADFORD	JET2.COM LTD	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	5	50.0	24	2		
LEEDS BRADFORD	JET2.COM LTD	S D	2	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	2		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	7	0	0	0	0.0	14.3	28.6	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	20	50.0	16	8		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	7	0	0	0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	8		
GATWICK	BRITISH AIRWAYS PLC	S A	5	0	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	87.5	9	8		
GATWICK	BRITISH AIRWAYS PLC	S D	5	0	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	62.5	21	8		
GATWICK	EASYJET UK LTD	S A	23	0	2	8.0	40.0	20.0	8.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	8.0	11	92.0	5	25		
GATWICK	EASYJET UK LTD	S D	23	0	0	0.0	13.0	56.5	17.4	8.7	4.3	0.0	0.0	0.0	0.0	0.0	0.0	12	88.0	10	25		
GATWICK	TUI AIRWAYS LTD	C A	8	0	0	0.0	37.5	37.5	12.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	143	90.0	5	10		
GATWICK	TUI AIRWAYS LTD	C D	8	0	0	0.0	25.0	50.0	12.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	137	54.5	11	11		
LUTON	EASYJET UK LTD	S A	15	0	1	6.3	43.8	12.5	12.5	6.3	12.5	0.0	0.0	0.0	0.0	0.0	6.3	19	92.9	3	14		
LUTON	EASYJET UK LTD	S D	15	0	0	0.0	20.0	60.0	6.7	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	15	64.3	12	14		
LUTON	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
LUTON	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	4		
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	0.0	4	83.3	9	6		
STANSTED	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	4	83.3	15	6		
STANSTED	RYANAIR	S A	29	0	0	13.8	24.1	24.1	27.6	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	96.4	1	28		
STANSTED	RYANAIR	S D	29	0	0	0.0	6.9	58.6	10.3	20.7	3.4	0.0	0.0	0.0	0.0	0.0	0.0	18	71.4	13	28		
STANSTED	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
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	1	3		
MANCHESTER	EASYJET UK LTD	S A	22	0	0	31.8	18.2	18.2	13.6	4.5	13.6	0.0	0.0	0.0	0.0	0.0	0.0	18	87.5	8	24		
MANCHESTER	EASYJET UK LTD	S D	22	0	0	0.0	13.6	63.6	4.5	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	17	80.0	12	25		
MANCHESTER	JET2.COM LTD	S A	11	0	0	9.1	18.2	36.4	18.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	80.0	9	5		
MANCHESTER	JET2.COM LTD	S D	11	0	0	0.0	9.1	72.7	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	7	5		
MANCHESTER	TUI AIRWAYS LTD	C A	11	0	0	9.1	9.1	27.3	27.3	9.1	18.2	0.0	0.0	0.0	0.0	0.0	0.0	28	100.0	0	10		

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	C	D	12	0	0	0.0	16.7	50.0	8.3	8.3	16.7	0.0	0.0	0.0	0.0	0.0	29	100.0	0	11
	NEWCASTLE	JET2.COM 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	20	100.0	3	2	
	NEWCASTLE	JET2.COM LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	2	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	13	75.0	260	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	4	75.0	71	4	
<b>TOTAL PAPHOS</b>					<b>381</b>	<b>0</b>	<b>4</b>	<b>6.5</b>	<b>20.8</b>	<b>43.9</b>	<b>12.5</b>	<b>9.6</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>1.0</b>	<b>19</b>	<b>83.5</b>	<b>13</b>	<b>411</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	75.0	12	12	
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	8	12	
<b>TOTAL PARDUBICE</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>10</b>	<b>24</b>	
PARIS (CHARLES DE GAULLE)																						
	ABERDEEN	AIR FRANCE	S	A	51	0	2	7.5	39.6	37.7	5.7	5.7	0.0	0.0	0.0	0.0	0.0	3.8	6	94.6	3	56
	ABERDEEN	AIR FRANCE	S	D	51	0	2	0.0	66.0	22.6	1.9	5.7	0.0	0.0	0.0	0.0	0.0	3.8	4	76.8	9	56
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	24	0	0	0.0	41.7	41.7	0.0	12.5	4.2	0.0	0.0	0.0	0.0	10	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	20	0	0	0.0	5.0	45.0	20.0	25.0	5.0	0.0	0.0	0.0	0.0	25	68.2	14	22	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	20	0	0	0.0	35.0	40.0	15.0	5.0	5.0	0.0	0.0	0.0	0.0	11	81.8	11	22	
	BIRMINGHAM	AIR FRANCE	S	A	72	0	1	5.5	61.6	21.9	2.7	6.8	0.0	0.0	0.0	0.0	0.0	1.4	5	83.6	9	73
	BIRMINGHAM	AIR FRANCE	S	D	72	0	1	0.0	42.5	43.8	5.5	5.5	1.4	0.0	0.0	0.0	0.0	1.4	7	80.8	10	73
	BIRMINGHAM	FLYBE LTD	S	A	80	0	3	20.5	45.8	22.9	1.2	6.0	0.0	0.0	0.0	0.0	0.0	3.6	4	82.1	10	84
	BIRMINGHAM	FLYBE LTD	S	D	80	0	3	0.0	25.3	56.6	7.2	6.0	1.2	0.0	0.0	0.0	0.0	3.6	7	54.8	19	84
	BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	28	
	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	78.6	12	28	
	BRISTOL	EASYJET UK LTD	S	A	53	0	0	0.0	26.4	37.7	15.1	13.2	5.7	1.9	0.0	0.0	0.0	18	48.1	26	27	
	BRISTOL	EASYJET UK LTD	S	D	53	0	0	0.0	50.9	24.5	11.3	7.5	3.8	1.9	0.0	0.0	0.0	13	74.1	12	27	
	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	37	1	
	CARDIFF WALES	BRUSSELS AIRLINES	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	CARDIFF WALES	BRUSSELS AIRLINES	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	
	CARDIFF WALES	ENTER AIR	C	A	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
	CARDIFF WALES	ENTER AIR	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	17	0.0	0	0	
	CARDIFF WALES	EUROPE AIRPOST	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	CARDIFF WALES	EUROPE AIRPOST	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	CARDIFF WALES	FLYBE LTD	S	A	33	0	0	0.0	12.1	54.5	18.2	6.1	9.1	0.0	0.0	0.0	0.0	15	90.0	10	29	
	CARDIFF WALES	FLYBE LTD	S	D	33	0	0	0.0	18.2	57.6	3.0	18.2	3.0	0.0	0.0	0.0	0.0	13	83.3	19	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	90.9	7	11	

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	81.8	8	11		
	EDINBURGH	AIR FRANCE	S	A	58	0	0	8.6	51.7	29.3	6.9	3.4	0.0	0.0	0.0	0.0	0.0	5	91.7	4	60		
	EDINBURGH	AIR FRANCE	S	D	58	0	0	0.0	55.2	36.2	8.6	0.0	0.0	0.0	0.0	0.0	0.0	4	85.0	6	60		
	EDINBURGH	EASYJET UK LTD	S	A	44	0	0	0.0	18.2	29.5	25.0	22.7	2.3	0.0	2.3	0.0	0.0	26	69.8	20	43		
	EDINBURGH	EASYJET UK LTD	S	D	44	0	0	0.0	25.0	54.5	11.4	9.1	0.0	0.0	0.0	0.0	0.0	9	74.4	16	43		
	EDINBURGH	FLYBE LTD	S	D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
	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	100.0	0	1		
	EDINBURGH	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	EXETER	FLYBE LTD	S	A	51	0	0	3.9	43.1	31.4	15.7	2.0	2.0	2.0	0.0	0.0	0.0	10	82.7	9	52		
	EXETER	FLYBE LTD	S	D	51	0	0	0.0	49.0	43.1	3.9	2.0	0.0	2.0	0.0	0.0	0.0	5	80.8	7	52		
	GLASGOW	EASYJET UK LTD	S	A	26	0	1	0.0	29.6	29.6	11.1	11.1	7.4	3.7	3.7	0.0	0.0	33	67.9	14	28		
	GLASGOW	EASYJET UK LTD	S	D	26	0	1	0.0	29.6	33.3	11.1	3.7	11.1	3.7	3.7	0.0	0.0	31	82.1	13	28		
	JERSEY	EUROPE AIRPOST	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	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	19	1		
	LEEDS BRADFORD	JET2.COM LTD	S	A	16	0	0	0.0	31.3	25.0	25.0	12.5	6.3	0.0	0.0	0.0	0.0	20	100.0	3	16		
	LEEDS BRADFORD	JET2.COM LTD	S	D	16	0	0	0.0	25.0	31.3	31.3	6.3	6.3	0.0	0.0	0.0	0.0	17	93.8	2	16		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	21	0	0	0.0	33.3	38.1	9.5	19.0	0.0	0.0	0.0	0.0	0.0	12	77.8	14	18		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	21	0	0	0.0	57.1	33.3	4.8	4.8	0.0	0.0	0.0	0.0	0.0	4	83.3	16	18		
	GATWICK	EASYJET UK LTD	S	A	76	0	2	7.7	39.7	16.7	10.3	14.1	2.6	1.3	5.1	0.0	0.0	25	82.5	8	80		
	GATWICK	EASYJET UK LTD	S	D	76	0	2	0.0	33.3	32.1	10.3	10.3	6.4	2.6	2.6	0.0	0.0	24	73.8	13	80		
	GATWICK	VUELING AIRLINES	S	A	80	0	1	6.2	43.2	25.9	4.9	11.1	4.9	1.2	0.0	1.2	0.0	20	73.5	20	49		
	GATWICK	VUELING AIRLINES	S	D	79	0	1	0.0	32.5	40.0	5.0	10.0	6.3	2.5	1.3	1.3	0.0	25	65.3	25	49		
	HEATHROW	AIR FRANCE	S	A	169	0	2	11.7	26.3	27.5	15.2	10.5	7.0	0.6	0.0	0.0	1.2	16	79.5	10	175		
	HEATHROW	AIR FRANCE	S	D	169	0	2	1.2	40.4	33.3	11.1	8.2	4.7	0.0	0.0	0.0	1.2	11	84.6	7	174		
	HEATHROW	BRITISH AIRWAYS PLC	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	186	0	16	3.0	25.2	29.7	12.4	11.9	6.4	1.5	1.5	0.5	0.0	25	84.4	8	176		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	188	0	15	0.0	21.7	38.9	13.3	12.3	5.4	1.0	0.0	0.0	0.0	17	88.3	7	177		
	HEATHROW	DELTA AIRLINES	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	LUTON	EASYJET UK LTD	S	A	76	0	4	2.5	26.3	28.8	20.0	11.3	3.8	1.3	0.0	1.3	0.0	23	63.2	14	87		
	LUTON	EASYJET UK LTD	S	D	76	0	4	0.0	42.5	33.8	13.8	2.5	2.5	0.0	0.0	0.0	0.0	9	75.9	11	87		
	STANSTED	EASYJET UK LTD	S	A	18	0	0	11.1	50.0	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
	STANSTED	EASYJET UK LTD	S	D	18	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										FEB 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)
MANCHESTER	AER LINGUS	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
MANCHESTER	AIR FRANCE	S A	87	0	0	0	5.7	52.9	27.6	3.4	6.9	3.4	0.0	0.0	0.0	0.0	0.0	8	90.6	5	85
MANCHESTER	AIR FRANCE	S D	87	0	0	0	0.0	52.9	28.7	9.2	4.6	4.6	0.0	0.0	0.0	0.0	0.0	9	88.1	7	84
MANCHESTER	EASYJET UK LTD	S A	53	0	0	0	15.1	28.3	24.5	11.3	9.4	11.3	0.0	0.0	0.0	0.0	0.0	16	76.1	13	46
MANCHESTER	EASYJET UK LTD	S D	53	0	0	0	1.9	37.7	43.4	3.8	3.8	9.4	0.0	0.0	0.0	0.0	0.0	11	84.8	12	46
MANCHESTER	FLYBE LTD	S A	104	0	3	15.0	40.2	37.4	1.9	1.9	0.0	0.0	0.9	0.0	0.0	2.8	6	83.2	10	106	
MANCHESTER	FLYBE LTD	S D	105	0	2	0.0	38.3	52.3	5.6	1.9	0.0	0.0	0.0	0.0	0.0	1.9	4	72.9	13	106	
MANCHESTER	TITAN AIRWAYS LTD	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1	
MANCHESTER	TITAN AIRWAYS LTD	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	52	1	
MANCHESTER	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	50.0	45	2	
MANCHESTER	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	50.0	49	2	
NEWCASTLE	AIR FRANCE	S A	81	0	1	17.1	47.6	23.2	7.3	3.7	0.0	0.0	0.0	0.0	0.0	1.2	5	92.6	2	81	
NEWCASTLE	AIR FRANCE	S D	81	0	1	0.0	30.5	56.1	7.3	2.4	2.4	0.0	0.0	0.0	0.0	1.2	7	87.7	6	81	
NEWCASTLE	FLYBE LTD	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
SOUTHAMPTON	FLYBE LTD	S A	59	0	0	10.2	45.8	28.8	10.2	1.7	1.7	0.0	1.7	0.0	0.0	0.0	9	75.5	14	47	
SOUTHAMPTON	FLYBE LTD	S D	59	0	0	0.0	42.4	47.5	1.7	6.8	1.7	0.0	0.0	0.0	0.0	0.0	6	83.7	6	47	
SOUTHEND	EASYJET UK LTD	S A	13	0	2	6.7	33.3	20.0	13.3	13.3	0.0	0.0	0.0	0.0	0.0	13.3	11	80.0	4	14	
SOUTHEND	EASYJET UK LTD	S D	13	0	2	0.0	40.0	33.3	0.0	6.7	6.7	0.0	0.0	0.0	0.0	13.3	10	86.7	2	14	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>3100</b>	<b>0</b>	<b>74</b>	<b>4.0</b>	<b>36.9</b>	<b>34.9</b>	<b>9.4</b>	<b>7.8</b>	<b>3.5</b>	<b>0.6</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>2.3</b>	<b>13</b>	<b>80.4</b>	<b>10</b>	<b>2995</b>	
PARIS (LE BOURGET)																					
CARDIFF WALES	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	37	0.0	0	0	
<b>TOTAL PARIS (LE BOURGET)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PARIS (ORLY)																					
CARDIFF WALES	AIR FRANCE	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	3	0.0	0	0	
CARDIFF WALES	AIR FRANCE	C D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0	
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	73.1	15	63	
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	66.2	18	64	
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	27	1	
SOUTHEND	BA CITYFLYER LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	28	3	
<b>TOTAL PARIS (ORLY)</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>14</b>	<b>68.3</b>	<b>17</b>	<b>131</b>	
PERUGIA																					
STANSTED	RYANAIR	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	17	75.0	12	16	

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										FEB 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	D	16	0	0	0.0	50.0	37.5	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	10	87.5	3	16
<b>TOTAL PERUGIA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>46.9</b>	<b>31.3</b>	<b>6.3</b>	<b>6.3</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>13</b>	<b>81.3</b>	<b>7</b>	<b>32</b>
PESCARA																						
	STANSTED	RYANAIR	S	A	21	0	0	19.0	42.9	28.6	0.0	4.8	0.0	0.0	4.8	0.0	0.0	0.0	16	100.0	0	20
	STANSTED	RYANAIR	S	D	21	0	0	0.0	33.3	47.6	9.5	4.8	0.0	0.0	4.8	0.0	0.0	0.0	21	100.0	3	20
<b>TOTAL PESCARA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>38.1</b>	<b>38.1</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>2</b>	<b>40</b>
PHILADELPHIA INTERNATIONAL																						
	HEATHROW	AMERICAN AIRLINES	S	A	28	0	1	75.9	3.4	6.9	0.0	0.0	6.9	0.0	3.4	0.0	0.0	3.4	14	83.9	8	56
	HEATHROW	AMERICAN AIRLINES	S	D	28	0	1	0.0	55.2	27.6	6.9	0.0	3.4	3.4	0.0	0.0	0.0	3.4	11	94.5	3	55
	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	3	58.7	15.2	8.7	0.0	4.3	2.2	2.2	0.0	2.2	0.0	6.5	25	85.7	7	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	42	0	3	0.0	15.6	51.1	15.6	2.2	6.7	2.2	0.0	0.0	0.0	6.7	18	75.0	9	28
	MANCHESTER	AMERICAN AIRLINES	S	A	25	0	0	72.0	16.0	4.0	0.0	4.0	0.0	4.0	0.0	0.0	0.0	8	87.5	7	24	
	MANCHESTER	AMERICAN AIRLINES	S	D	25	0	2	14.8	55.6	11.1	0.0	3.7	7.4	0.0	0.0	0.0	7.4	9	91.7	3	22	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>191</b>	<b>0</b>	<b>10</b>	<b>35.3</b>	<b>24.9</b>	<b>20.4</b>	<b>4.5</b>	<b>2.5</b>	<b>4.5</b>	<b>2.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>5.0</b>	<b>15</b>	<b>87.0</b>	<b>6</b>	<b>213</b>
PHOENIX																						
	BIRMINGHAM	AMERICAN AIRLINES	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	HEATHROW	AMERICAN AIRLINES	S	A	28	0	1	55.2	10.3	10.3	3.4	3.4	3.4	3.4	6.9	0.0	0.0	3.4	31	0.0	0	0
	HEATHROW	AMERICAN AIRLINES	S	D	28	0	1	0.0	79.3	6.9	6.9	0.0	3.4	0.0	0.0	0.0	0.0	3.4	5	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	50.0	15.4	19.2	3.8	7.7	0.0	3.8	0.0	0.0	0.0	10	78.6	8	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	3.7	51.9	29.6	11.1	3.7	0.0	0.0	0.0	0.0	18	71.4	13	28	
<b>TOTAL PHOENIX</b>					<b>110</b>	<b>0</b>	<b>2</b>	<b>25.9</b>	<b>28.6</b>	<b>21.4</b>	<b>10.7</b>	<b>5.4</b>	<b>2.7</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>16</b>	<b>75.0</b>	<b>10</b>	<b>56</b>
PHU QUOC INTERNATIONAL																						
	GATWICK	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	10	50.0	27	4	
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	22	4	
<b>TOTAL PHU QUOC INTERNATIONAL</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>75.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>62.5</b>	<b>24</b>	<b>8</b>	
PHUKET																						
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	21	25.0	94	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	11	75.0	42	4	
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	36	50.0	67	4	

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

		Origin/Destinations: P																	FEB 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	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	23	25.0	54	4
<b>TOTAL PHUKET</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>58.8</b>	<b>17.6</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>22</b>	<b>43.8</b>	<b>64</b>	<b>16</b>
PISA																						
	BRISTOL	EASYJET UK LTD	S	A	6	0	0	0.0	16.7	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	17	66.7	16	6
	BRISTOL	EASYJET UK LTD	S	D	6	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.7	5	7
	GATWICK	EASYJET UK LTD	S	A	33	0	3	0.0	16.7	30.6	16.7	16.7	8.3	2.8	0.0	0.0	0.0	8.3	25	74.4	16	43
	GATWICK	EASYJET UK LTD	S	D	33	0	1	0.0	14.7	61.8	5.9	11.8	2.9	0.0	0.0	0.0	0.0	2.9	14	76.7	11	43
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	7.7	19.2	34.6	11.5	11.5	3.8	7.7	0.0	3.8	0.0	0.0	59	83.3	8	23
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	34.6	50.0	3.8	3.8	0.0	7.7	0.0	0.0	0.0	0.0	14	83.3	8	23
	LUTON	EASYJET UK LTD	S	A	7	0	0	0.0	14.3	42.9	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	19	91.7	33	12
	LUTON	EASYJET UK LTD	S	D	7	0	0	0.0	0.0	85.7	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	10	81.8	6	11
	STANSTED	RYANAIR	S	A	58	0	0	15.5	44.8	22.4	6.9	6.9	1.7	1.7	0.0	0.0	0.0	0.0	8	85.7	13	56
	STANSTED	RYANAIR	S	D	58	0	0	0.0	31.0	43.1	10.3	10.3	3.4	1.7	0.0	0.0	0.0	0.0	14	76.8	12	56
	MANCHESTER	EASYJET UK LTD	S	A	6	0	0	0.0	16.7	16.7	16.7	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	62.5	20	8
	MANCHESTER	EASYJET UK LTD	S	D	6	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	62.5	17	8
<b>TOTAL PISA</b>					<b>272</b>	<b>0</b>	<b>4</b>	<b>4.0</b>	<b>28.3</b>	<b>39.5</b>	<b>10.1</b>	<b>10.5</b>	<b>3.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>1.4</b>	<b>18</b>	<b>79.2</b>	<b>13</b>	<b>296</b>
PITTSBURGH																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	29.4	23.5	23.5	5.9	0.0	5.9	5.9	0.0	5.9	0.0	0.0	51	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	0.0	37.5	31.3	18.8	0.0	6.3	0.0	6.3	0.0	0.0	0.0	26	0.0	0	0
<b>TOTAL PITTSBURGH</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>30.3</b>	<b>27.3</b>	<b>12.1</b>	<b>0.0</b>	<b>6.1</b>	<b>3.0</b>	<b>3.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PLOVDIV																						
	BELFAST INTERNATIONAL	JET2.COM LTD	C	A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	BELFAST INTERNATIONAL	JET2.COM LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	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	100.0	2	4
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4
	STANSTED	RYANAIR	S	A	17	0	0	5.9	23.5	23.5	17.6	17.6	11.8	0.0	0.0	0.0	0.0	0.0	22	66.7	35	12
	STANSTED	RYANAIR	S	D	17	0	0	0.0	35.3	35.3	17.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	15	83.3	9	12
<b>TOTAL PLOVDIV</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>26.2</b>	<b>35.7</b>	<b>14.3</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>81.3</b>	<b>17</b>	<b>32</b>
PODGORICA																						
	STANSTED	RYANAIR	S	A	9	0	0	0.0	11.1	11.1	33.3	22.2	0.0	0.0	22.2	0.0	0.0	0.0	77	75.0	9	8
	STANSTED	RYANAIR	S	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	8	8
<b>TOTAL PODGORICA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>50.0</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>75.0</b>	<b>8</b>	<b>16</b>



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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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							
POITIERS																							
	STANSTED	RYANAIR	S	A	8	0	0	0.0	12.5	50.0	0.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	34	100.0	0	8	
	STANSTED	RYANAIR	S	D	8	0	0	0.0	25.0	37.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	20	100.0	2	8	
<b>TOTAL POITIERS</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>43.8</b>	<b>6.3</b>	<b>12.5</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>100.0</b>	<b>1</b>	<b>16</b>	
PORT OF SPAIN																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	19	0	1	35.0	40.0	5.0	10.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	7	80.0	19	20	
	GATWICK	BRITISH AIRWAYS PLC	S	D	19	0	0	0.0	21.1	36.8	26.3	15.8	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	40	20	
<b>TOTAL PORT OF SPAIN</b>					<b>38</b>	<b>0</b>	<b>1</b>	<b>17.9</b>	<b>30.8</b>	<b>20.5</b>	<b>17.9</b>	<b>7.7</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>10</b>	<b>65.0</b>	<b>29</b>	<b>40</b>	
PORTSMOUTH (USA)																							
	BELFAST INTERNATIONAL	JOURNEY AVIATION	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	8	2	
<b>TOTAL PORTSMOUTH (USA)</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>8</b>	<b>2</b>	
POZNAN																							
	BIRMINGHAM	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	BIRMINGHAM	WIZZ AIR	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	12	0.0	0	0	
	BIRMINGHAM	WIZZ AIR	S	D	9	0	0	0.0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	BRISTOL	RYANAIR	S	A	13	0	0	7.7	30.8	46.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	11	12	
	BRISTOL	RYANAIR	S	D	13	0	0	0.0	15.4	53.8	23.1	0.0	0.0	0.0	7.7	0.0	0.0	0.0	25	75.0	8	12	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	13	0	0	15.4	38.5	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	91.7	2	12	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	13	0	0	0.0	53.8	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	91.7	2	12	
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	8	
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	12.5	25.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	75.0	12	8	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	0.0	0.0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	1	8	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	0.0	62.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	23	100.0	0	8	
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	36	
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	8	36	
	LUTON	WIZZ AIR UK LTD	S	A	24	0	1	24.0	44.0	24.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	3	0.0	0	0		
	LUTON	WIZZ AIR UK LTD	S	D	25	0	0	0.0	72.0	24.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	STANSTED	RYANAIR	S	A	37	0	0	13.5	48.6	27.0	0.0	2.7	2.7	5.4	0.0	0.0	0.0	0.0	13	86.5	5	36	
	STANSTED	RYANAIR	S	D	37	0	0	0.0	37.8	27.0	10.8	8.1	8.1	2.7	2.7	2.7	0.0	0.0	37	86.1	7	36	
	NEWCASTLE	WIZZ AIR UK LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL POZNAN</b>					<b>227</b>	<b>0</b>	<b>1</b>	<b>7.0</b>	<b>37.7</b>	<b>33.8</b>	<b>10.1</b>	<b>6.1</b>	<b>2.2</b>	<b>1.3</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>15</b>	<b>86.7</b>	<b>6</b>	<b>224</b>	
PRAGUE																							
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	21	8	

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										FEB 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	
BELFAST INTERNATIONAL	EASYJET UK LTD	S D	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	6	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	0.0	0	33.3	33	15
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	0.0	0	33.3	40	15
BIRMINGHAM	JET2.COM LTD	S A	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	5	8
BIRMINGHAM	JET2.COM LTD	S D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	11	8
BOURNEMOUTH	RYANAIR	S A	7	0	0	0.0	14.3	28.6	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
BOURNEMOUTH	RYANAIR	S D	7	0	1	0.0	0.0	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	20	0.0	0	0
BRISTOL	EASYJET UK LTD	S A	25	0	0	0.0	24.0	40.0	16.0	8.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	20	44.0	28	25
BRISTOL	EASYJET UK LTD	S D	25	0	0	0.0	28.0	52.0	8.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	11	88.0	6	25
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	8	0	0	12.5	50.0	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	16	4
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	8	0	0	0.0	62.5	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	18	75.0	11	4
EDINBURGH	EASYJET UK LTD	S A	13	0	0	0.0	38.5	23.1	15.4	15.4	0.0	0.0	7.7	0.0	0.0	0.0	0.0	33	64.7	19	16
EDINBURGH	EASYJET UK LTD	S D	13	0	0	0.0	53.8	23.1	0.0	15.4	0.0	0.0	7.7	0.0	0.0	0.0	0.0	23	100.0	2	16
EDINBURGH	RYANAIR	S A	16	0	0	6.3	31.3	31.3	12.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	11	12
EDINBURGH	RYANAIR	S D	16	0	0	0.0	43.8	25.0	12.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	13	12
GLASGOW	JET2.COM LTD	S A	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	5	8
GLASGOW	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	0.0	0.0	6	87.5	6	8
LEEDS BRADFORD	JET2.COM LTD	S A	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	40.0	42	5
LEEDS BRADFORD	JET2.COM LTD	S D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	5
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	8	0	0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	95.0	9	20
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	1	20
GATWICK	EASYJET UK LTD	S A	49	0	4	1.9	22.6	26.4	20.8	13.2	7.5	0.0	0.0	0.0	0.0	0.0	7.5	18	69.6	18	55
GATWICK	EASYJET UK LTD	S D	49	0	2	0.0	15.7	66.7	3.9	7.8	2.0	0.0	0.0	0.0	0.0	0.0	3.9	10	51.8	23	55
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	0.0	0	50.0	32	16
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	0.0	0	43.8	36	16
HEATHROW	BRITISH AIRWAYS PLC	S A	128	0	4	12.9	28.0	21.2	10.6	16.7	7.6	0.0	0.0	0.0	0.0	0.0	3.0	18	85.6	13	131
HEATHROW	BRITISH AIRWAYS PLC	S D	128	0	4	0.0	34.1	35.6	11.4	9.8	5.3	0.8	0.0	0.0	0.0	0.0	3.0	14	89.4	6	131
LONDON CITY	BA CITYFLYER LTD	S A	26	0	1	11.1	25.9	44.4	3.7	3.7	7.4	0.0	0.0	0.0	0.0	0.0	3.7	13	63.0	14	25
LONDON CITY	BA CITYFLYER LTD	S D	27	0	1	0.0	17.9	50.0	14.3	10.7	3.6	0.0	0.0	0.0	0.0	0.0	3.6	15	53.6	22	26
LUTON	EASYJET UK LTD	S A	26	0	1	11.1	29.6	33.3	7.4	11.1	3.7	0.0	0.0	0.0	0.0	0.0	3.7	12	0.0	0	0
LUTON	EASYJET UK LTD	S D	26	0	1	0.0	29.6	48.1	3.7	7.4	7.4	0.0	0.0	0.0	0.0	0.0	3.7	12	0.0	0	0

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	WIZZ AIR UK LTD	S	A	20	0	0	15.0	45.0	20.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	10	68.4	22	19
	LUTON	WIZZ AIR UK LTD	S	D	20	0	0	0.0	70.0	25.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	5	73.7	16	19	
	STANSTED	EASYJET UK LTD	S	A	19	0	1	0.0	25.0	25.0	15.0	5.0	20.0	5.0	0.0	0.0	0.0	5.0	31	71.4	11	27
	STANSTED	EASYJET UK LTD	S	D	19	0	1	0.0	30.0	30.0	5.0	15.0	10.0	5.0	0.0	0.0	0.0	5.0	26	82.1	20	27
	STANSTED	RYANAIR	S	A	79	0	0	7.6	35.4	26.6	16.5	8.9	2.5	1.3	0.0	1.3	0.0	0.0	18	79.4	14	68
	STANSTED	RYANAIR	S	D	79	0	0	0.0	27.8	41.8	8.9	13.9	5.1	1.3	0.0	1.3	0.0	0.0	22	73.5	18	68
	MANCHESTER	EASYJET UK LTD	S	A	35	0	0	5.7	28.6	34.3	17.1	5.7	8.6	0.0	0.0	0.0	0.0	0.0	15	63.9	18	35
	MANCHESTER	EASYJET UK LTD	S	D	35	0	0	0.0	60.0	28.6	5.7	0.0	5.7	0.0	0.0	0.0	0.0	0.0	6	77.8	10	35
	MANCHESTER	JET2.COM LTD	S	A	16	0	0	12.5	56.3	6.3	12.5	0.0	6.3	6.3	0.0	0.0	0.0	0.0	16	93.8	12	16
	MANCHESTER	JET2.COM LTD	S	D	16	0	0	0.0	37.5	37.5	12.5	0.0	6.3	6.3	0.0	0.0	0.0	0.0	18	100.0	4	16
	MANCHESTER	RYANAIR	S	A	37	0	0	29.7	45.9	16.2	2.7	2.7	2.7	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	MANCHESTER	RYANAIR	S	D	37	0	0	0.0	59.5	27.0	5.4	5.4	2.7	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	0.0	37.5	25.0	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	25	100.0	0	4
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	0.0	50.0	37.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	20	100.0	2	4
	SOUTHEND	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	76	0.0	32	1
	SOUTHEND	EASYJET UK LTD	S	A	8	0	0	0.0	62.5	25.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	62	81.3	3	14
	SOUTHEND	EASYJET UK LTD	S	D	8	0	0	0.0	37.5	37.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	26	81.3	4	14
<b>TOTAL PRAGUE</b>					<b>1116</b>	<b>0</b>	<b>21</b>	<b>4.4</b>	<b>34.3</b>	<b>33.4</b>	<b>10.6</b>	<b>9.0</b>	<b>5.1</b>	<b>0.9</b>	<b>0.2</b>	<b>0.3</b>	<b>0.0</b>	<b>1.8</b>	<b>15</b>	<b>75.4</b>	<b>14</b>	<b>1064</b>
PRESTWICK																						
	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	117	1
<b>TOTAL PRESTWICK</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>117</b>	<b>1</b>
PRISTINA																						
	LUTON	WIZZ AIR UK LTD	S	A	12	0	0	16.7	8.3	50.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	11	86.7	11	15
	LUTON	WIZZ AIR UK LTD	S	D	12	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	86.7	11	15
<b>TOTAL PRISTINA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>37.5</b>	<b>41.7</b>	<b>8.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>86.7</b>	<b>11</b>	<b>30</b>
PROVIDENCIALES																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	4	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	34	8
<b>TOTAL PROVIDENCIALES</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>31.3</b>	<b>18.8</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>68.8</b>	<b>19</b>	<b>16</b>
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	0.0	78	4
	GATWICK	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	70	4
	MANCHESTER	TUI AIRWAYS LTD	C	A	8	0	0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	6	4
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	21	4
<b>TOTAL PUERTO VALLARTA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>29.4</b>	<b>5.9</b>	<b>52.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>31.3</b>	<b>43</b>	<b>16</b>



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

Origin/Destinations: Q

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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	
QINGDAO	HEATHROW	BEIJING CAPITAL AIRLINES	S	A	6	0	0	66.7	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	8
	HEATHROW	BEIJING CAPITAL AIRLINES	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	8	87.5	3	8
<b>TOTAL QINGDAO</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>25.0</b>	<b>25.0</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>93.8</b>	<b>1</b>	<b>16</b>

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	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	22	100.0	3	7
	HEATHROW	ROYAL AIR MAROC	S	D	9	0	0	0.0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	85.7	4	7
	STANSTED	RYANAIR	S	A	13	0	1	0.0	14.3	35.7	35.7	0.0	7.1	0.0	0.0	0.0	0.0	7.1	22	66.7	15	12
	STANSTED	RYANAIR	S	D	13	0	0	0.0	23.1	61.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	9	12
<b>TOTAL RABAT</b>					<b>44</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>24.4</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>2.2</b>	<b>17</b>	<b>81.6</b>	<b>9</b>	<b>38</b>
RALEIGH	HEATHROW	AMERICAN AIRLINES	S	A	28	0	1	58.6	17.2	3.4	3.4	6.9	3.4	3.4	0.0	0.0	0.0	3.4	13	82.1	8	26
	HEATHROW	AMERICAN AIRLINES	S	D	28	0	1	3.4	82.8	6.9	3.4	0.0	0.0	0.0	0.0	0.0	0.0	3.4	1	82.1	9	26
<b>TOTAL RALEIGH</b>					<b>56</b>	<b>0</b>	<b>2</b>	<b>31.0</b>	<b>50.0</b>	<b>5.2</b>	<b>3.4</b>	<b>3.4</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>7</b>	<b>82.1</b>	<b>9</b>	<b>52</b>
RENNES	JERSEY	BLUE ISLANDS LIMITED	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	144	0.0	0	0
	SOUTHEND	STOBART AIR	S	A	36	0	1	0.0	37.8	18.9	18.9	10.8	2.7	8.1	0.0	0.0	0.0	2.7	25	75.0	24	27
	SOUTHEND	STOBART AIR	S	D	36	1	0	2.7	37.8	29.7	8.1	10.8	5.4	0.0	2.7	0.0	2.7	0.0	19	78.6	25	27
<b>TOTAL RENNES</b>					<b>73</b>	<b>1</b>	<b>1</b>	<b>1.3</b>	<b>37.3</b>	<b>24.0</b>	<b>13.3</b>	<b>10.7</b>	<b>4.0</b>	<b>5.3</b>	<b>1.3</b>	<b>0.0</b>	<b>1.3</b>	<b>1.3</b>	<b>24</b>	<b>76.8</b>	<b>24</b>	<b>54</b>
REUS	STANSTED	RYANAIR	S	A	9	0	0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	5	8
	STANSTED	RYANAIR	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	62.5	10	8
<b>TOTAL REUS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>81.3</b>	<b>7</b>	<b>16</b>
RIGA	DONCASTER SHEFFIELD	WIZZ AIR	S	A	9	0	0	33.3	11.1	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	4	8
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	9	0	0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	87.5	6	8
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	12	0	0	0.0	41.7	41.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	11	12
	EAST MIDLANDS INTERNATIONAL	RYANAIR	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	91.7	4	12
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	6	4
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	4
	LEEDS BRADFORD	RYANAIR	S	A	7	0	1	25.0	12.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	5	87.5	3	8
	LEEDS BRADFORD	RYANAIR	S	D	7	0	1	0.0	37.5	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12.5	7	100.0	0	8
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GATWICK	AIR BALTIC	S	A	38	0	1	10.3	23.1	35.9	20.5	5.1	2.6	0.0	0.0	0.0	0.0	2.6	11	72.7	9	44
	GATWICK	AIR BALTIC	S	D	38	0	1	0.0	35.9	28.2	17.9	12.8	2.6	0.0	0.0	0.0	0.0	2.6	13	68.2	15	44
	LUTON	WIZZ AIR	S	A	28	0	1	6.9	27.6	41.4	13.8	6.9	0.0	0.0	0.0	0.0	0.0	3.4	8	87.5	14	40

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		Origin/Destinations: R		PERCENTAGE OF FLIGHTS LATE										FEB 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)
LUTON	WIZZ AIR	S	D	28	0	1	0.0	24.1	48.3	17.2	3.4	3.4	0.0	0.0	0.0	0.0	3.4	12	72.5	22	40			
STANSTED	RYANAIR	S	A	67	0	0	16.4	31.3	29.9	4.5	11.9	3.0	0.0	1.5	1.5	0.0	0.0	21	76.8	11	56			
STANSTED	RYANAIR	S	D	67	0	0	0.0	53.7	28.4	10.4	3.0	3.0	0.0	1.5	0.0	0.0	0.0	11	82.1	6	56			
MANCHESTER	RYANAIR	S	A	8	0	0	0.0	12.5	25.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	26	100.0	2	8			
MANCHESTER	RYANAIR	S	D	8	0	0	0.0	50.0	12.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	19	100.0	1	8			
<b>TOTAL RIGA</b>				<b>354</b>	<b>0</b>	<b>6</b>	<b>6.1</b>	<b>34.2</b>	<b>34.7</b>	<b>12.5</b>	<b>7.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>1.7</b>	<b>13</b>	<b>79.5</b>	<b>10</b>	<b>361</b>			
RIMINI																								
HEATHROW	IRAN AIR	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	1249	0.0	0	0			
<b>TOTAL RIMINI</b>				<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1249</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
RIO DE JANEIRO (GALEAO)																								
GATWICK	NORWEGIAN AIR UK LTD	S	A	17	0	0	17.6	47.1	11.8	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
GATWICK	NORWEGIAN AIR UK LTD	S	D	16	0	0	0.0	12.5	56.3	12.5	12.5	0.0	6.3	0.0	0.0	0.0	0.0	21	0.0	0	0			
HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	29.6	22.2	22.2	14.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	64.3	22	28			
HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	18.5	66.7	3.7	3.7	7.4	0.0	0.0	0.0	0.0	0.0	12	60.7	28	28			
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>				<b>87</b>	<b>0</b>	<b>0</b>	<b>12.6</b>	<b>24.1</b>	<b>40.2</b>	<b>10.3</b>	<b>9.2</b>	<b>2.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>62.5</b>	<b>25</b>	<b>56</b>			
RIYADH																								
HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	13.8	27.6	20.7	24.1	6.9	0.0	0.0	6.9	0.0	0.0	0.0	22	96.4	2	28			
HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	3.4	48.3	17.2	24.1	0.0	0.0	6.9	0.0	0.0	0.0	31	82.1	10	28			
HEATHROW	SAUDI ARABIAN AIRLINES	S	A	29	0	0	0.0	10.3	17.2	27.6	31.0	10.3	0.0	3.4	0.0	0.0	0.0	33	37.0	22	27			
HEATHROW	SAUDI ARABIAN AIRLINES	S	D	28	0	1	0.0	58.6	20.7	3.4	10.3	0.0	0.0	3.4	0.0	0.0	3.4	14	100.0	2	27			
<b>TOTAL RIYADH</b>				<b>115</b>	<b>0</b>	<b>1</b>	<b>3.4</b>	<b>25.0</b>	<b>26.7</b>	<b>18.1</b>	<b>18.1</b>	<b>2.6</b>	<b>0.0</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>25</b>	<b>79.1</b>	<b>9</b>	<b>110</b>			
ROME (CIAMPINO)																								
EDINBURGH	RYANAIR	S	A	21	0	0	0.0	33.3	47.6	4.8	4.8	9.5	0.0	0.0	0.0	0.0	0.0	13	80.0	11	20			
EDINBURGH	RYANAIR	S	D	21	0	0	0.0	38.1	42.9	4.8	9.5	4.8	0.0	0.0	0.0	0.0	0.0	10	90.0	6	20			
STANSTED	RYANAIR	S	A	143	0	2	9.0	46.9	28.3	9.0	4.1	0.0	0.0	1.4	0.0	0.0	1.4	10	87.9	28	132			
STANSTED	RYANAIR	S	D	143	0	2	0.0	39.3	37.2	13.1	5.5	2.8	0.0	0.7	0.0	0.0	1.4	11	70.2	15	131			
MANCHESTER	RYANAIR	S	A	29	0	0	0.0	31.0	44.8	10.3	10.3	0.0	0.0	3.4	0.0	0.0	0.0	17	78.6	22	28			
MANCHESTER	RYANAIR	S	D	29	0	0	0.0	51.7	37.9	6.9	0.0	0.0	3.4	0.0	0.0	0.0	0.0	8	96.4	3	28			
<b>TOTAL ROME (CIAMPINO)</b>				<b>386</b>	<b>0</b>	<b>4</b>	<b>3.3</b>	<b>42.1</b>	<b>35.4</b>	<b>10.0</b>	<b>5.1</b>	<b>1.8</b>	<b>0.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>11</b>	<b>81.1</b>	<b>19</b>	<b>359</b>			
ROME (FIUMICINO)																								
BELFAST INTERNATIONAL	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
BELFAST INTERNATIONAL	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1			
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			

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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									
BIRMINGHAM	JET2.COM LTD	S A	15	0	0	0.0	33.3	40.0	13.3	6.7	0.0	0.0	0.0	6.7	0.0	0.0	35	92.9	5	14			
BIRMINGHAM	JET2.COM LTD	S D	14	0	0	0.0	21.4	64.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	4	14			
BRISTOL	EASYJET UK LTD	S A	28	0	1	3.4	31.0	41.4	10.3	6.9	3.4	0.0	0.0	0.0	0.0	3.4	10	74.1	12	27			
BRISTOL	EASYJET UK LTD	S D	28	0	1	0.0	55.2	24.1	10.3	6.9	0.0	0.0	0.0	0.0	0.0	3.4	6	96.3	3	27			
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	100.0	0	1			
CARDIFF WALES	AIR CONTRACTORS	C A	0	0	0	0.0	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			
CARDIFF WALES	AIR CONTRACTORS	C D	0	0	0	0.0	0.0	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	AIREXPLORE	C D	0	0	0	0.0	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			
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	50.0	25	10			
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	70.0	10	10			
CARDIFF WALES	JET2.COM LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	21	4			
CARDIFF WALES	JET2.COM LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4			
CARDIFF WALES	MALETH AERO	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	2			
CARDIFF WALES	MALETH AERO	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
EDINBURGH	JET2.COM LTD	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	0.0	11	0.0	0	0			
EDINBURGH	JET2.COM LTD	C D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
EDINBURGH	VUELING AIRLINES	S A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0			
EDINBURGH	VUELING AIRLINES	S D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
GLASGOW	ALBA STAR	C A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0			
GLASGOW	EUROPE AIRPOST	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0			
GLASGOW	JET2.COM LTD	S A	10	0	0	20.0	20.0	40.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	15	100.0	3	6			
GLASGOW	JET2.COM 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	0.0	5	100.0	0	6			
LEEDS BRADFORD	JET2.COM LTD	S A	5	0	0	0.0	40.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	2	5			
LEEDS BRADFORD	JET2.COM LTD	S D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	5			
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	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	0.0	0	100.0	0	16			
GATWICK	BRITISH AIRWAYS PLC	S A	25	0	3	7.1	25.0	35.7	14.3	3.6	3.6	0.0	0.0	0.0	0.0	10.7	14	71.4	15	28			
GATWICK	BRITISH AIRWAYS PLC	S D	25	0	3	0.0	25.0	46.4	10.7	3.6	3.6	0.0	0.0	0.0	0.0	10.7	12	67.9	11	28			



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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	83	0	4	3.4	28.7	31.0	12.6	9.2	3.4	3.4	3.4	0.0	0.0	4.6	27	67.7	19	96	
	GATWICK	EASYJET UK LTD	S	D	83	0	3	0.0	29.1	46.5	7.0	7.0	3.5	1.2	2.3	0.0	0.0	3.5	18	79.2	12	96	
	GATWICK	VUELING AIRLINES	S	A	64	0	1	6.2	40.0	32.3	16.9	1.5	0.0	1.5	0.0	0.0	0.0	1.5	9	78.4	11	50	
	GATWICK	VUELING AIRLINES	S	D	65	0	1	0.0	19.7	42.4	27.3	6.1	0.0	1.5	1.5	0.0	0.0	1.5	16	49.0	22	51	
	HEATHROW	ALITALIA (CAI)	S	A	85	0	0	11.8	30.6	29.4	5.9	18.8	3.5	0.0	0.0	0.0	0.0	0.0	14	88.4	6	112	
	HEATHROW	ALITALIA (CAI)	S	D	85	0	0	1.2	54.1	24.7	7.1	7.1	5.9	0.0	0.0	0.0	0.0	0.0	10	83.0	8	112	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	135	0	7	3.5	16.2	28.2	12.0	19.7	11.3	1.4	1.4	1.4	0.0	4.9	54	78.7	9	146	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	135	0	7	0.0	26.1	43.7	9.9	5.6	6.3	0.7	2.8	0.0	0.0	4.9	20	87.3	5	147	
	LONDON CITY	BA CITYFLYER LTD	S	A	20	0	4	8.3	20.8	25.0	12.5	8.3	8.3	0.0	0.0	0.0	0.0	16.7	17	79.2	15	24	
	LONDON CITY	BA CITYFLYER LTD	S	D	20	0	4	0.0	12.5	50.0	8.3	8.3	4.2	0.0	0.0	0.0	0.0	16.7	14	66.7	17	24	
	LUTON	EASYJET UK LTD	S	A	23	0	1	12.5	8.3	54.2	8.3	4.2	4.2	4.2	0.0	0.0	0.0	4.2	17	76.9	13	26	
	LUTON	EASYJET UK LTD	S	D	23	0	1	0.0	25.0	45.8	16.7	0.0	8.3	0.0	0.0	0.0	0.0	4.2	14	92.6	9	27	
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	214	4	
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	15	5	
	MANCHESTER	EASYJET UK LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	16.7	55.6	11.1	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	94.4	3	18	
	MANCHESTER	JET2.COM LTD	S	D	19	0	0	0.0	26.3	73.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	18	
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	40.0	20.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	39	100.0	0	4	
	NEWCASTLE	JET2.COM 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	46	100.0	2	4	
<b>TOTAL ROME (FIUMICINO)</b>					<b>1045</b>	<b>0</b>	<b>42</b>	<b>3.5</b>	<b>28.9</b>	<b>36.8</b>	<b>11.1</b>	<b>8.8</b>	<b>4.5</b>	<b>1.0</b>	<b>1.2</b>	<b>0.3</b>	<b>0.0</b>	<b>3.9</b>	<b>21</b>	<b>79.8</b>	<b>11</b>	<b>1196</b>	
ROTTERDAM																							
	EDINBURGH	TRANSAVIA	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
	EDINBURGH	TRANSAVIA	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	
	GATWICK	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LONDON CITY	BA CITYFLYER LTD	S	A	104	0	5	6.4	41.3	27.5	9.2	8.3	1.8	0.9	0.0	0.0	0.0	4.6	11	76.0	11	141	
	LONDON CITY	BA CITYFLYER LTD	S	D	103	0	5	0.0	25.9	51.9	3.7	8.3	5.6	0.0	0.0	0.0	0.0	4.6	13	68.9	15	143	
	STANSTED	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	1	
	MANCHESTER	TRANSAVIA	C	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL ROTTERDAM</b>					<b>211</b>	<b>0</b>	<b>10</b>	<b>3.2</b>	<b>33.0</b>	<b>39.4</b>	<b>7.2</b>	<b>8.6</b>	<b>3.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>12</b>	<b>72.3</b>	<b>13</b>	<b>286</b>	
ROVANIEMI																							
	GATWICK	EASYJET UK LTD	S	A	8	0	1	22.2	33.3	11.1	0.0	0.0	11.1	11.1	0.0	0.0	0.0	11.1	32	87.5	4	8	
	GATWICK	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	8	

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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	NORWEGIAN AIR INTERNATIONAL	S	A	11	0	0	27.3	45.5	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	91.7	9	12
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	1	100.0	2	12	
<b>TOTAL ROVANIEMI</b>					<b>38</b>	<b>0</b>	<b>1</b>	<b>12.8</b>	<b>53.8</b>	<b>17.9</b>	<b>5.1</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>2.6</b>	<b>10</b>	<b>95.0</b>	<b>4</b>	<b>40</b>
RZESZOW																						
	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	22	1	
	BRISTOL	RYANAIR	S	A	8	0	0	0.0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	16	100.0	5	8	
	BRISTOL	RYANAIR	S	D	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	3	8	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	12	0	0	8.3	25.0	50.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	9	72.7	14	10	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	12	0	0	0.0	50.0	33.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	7	91.7	4	12	
	LUTON	RYANAIR	S	A	11	0	1	8.3	16.7	16.7	33.3	16.7	0.0	0.0	0.0	0.0	8.3	16	66.7	12	12	
	LUTON	RYANAIR	S	D	13	0	0	0.0	23.1	46.2	15.4	0.0	0.0	7.7	7.7	0.0	0.0	36	91.7	7	12	
	STANSTED	RYANAIR	S	A	22	0	0	9.1	22.7	13.6	18.2	4.5	4.5	4.5	0.0	22.7	0.0	344	90.0	5	20	
	STANSTED	RYANAIR	S	D	21	0	0	0.0	42.9	38.1	4.8	9.5	0.0	4.8	0.0	0.0	0.0	12	95.0	3	20	
	MANCHESTER	RYANAIR	S	A	8	0	0	12.5	25.0	12.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	18	75.0	9	8	
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	8	
<b>TOTAL RZESZOW</b>					<b>123</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>32.3</b>	<b>30.6</b>	<b>16.9</b>	<b>7.3</b>	<b>0.8</b>	<b>2.4</b>	<b>0.8</b>	<b>4.0</b>	<b>0.0</b>	<b>0.8</b>	<b>73</b>	<b>86.7</b>	<b>6</b>	<b>119</b>

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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																						
	LIVERPOOL (JOHN LENNON)	WIZZ AIR UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	21	0	2	0.0	30.4	30.4	17.4	13.0	0.0	0.0	0.0	0.0	0.0	8.7	14	78.9	8	19
	GATWICK	EASYJET UK LTD	S	D	21	0	2	0.0	13.0	52.2	17.4	4.3	4.3	0.0	0.0	0.0	0.0	8.7	13	47.4	14	19
	LUTON	WIZZ AIR UK LTD	S	A	8	0	1	0.0	22.2	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	11.1	15	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	44.4	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	STANSTED	RYANAIR	S	A	25	0	0	0.0	4.0	36.0	32.0	20.0	0.0	0.0	4.0	4.0	0.0	0.0	49	75.0	10	24
	STANSTED	RYANAIR	S	D	25	0	0	0.0	20.0	56.0	16.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	18	83.3	6	24
	MANCHESTER	EASYJET UK LTD	S	A	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	6	8
	MANCHESTER	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	9	8
	MANCHESTER	RYANAIR	S	A	8	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL SALONIKA</b>					<b>142</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>21.8</b>	<b>42.9</b>	<b>19.0</b>	<b>9.5</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>3.4</b>	<b>19</b>	<b>74.5</b>	<b>9</b>	<b>102</b>
SALT LAKE CITY																						
	HEATHROW	DELTA AIRLINES	S	A	24	0	1	68.0	12.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	4	0.0	0	0
	HEATHROW	DELTA AIRLINES	S	D	24	0	1	0.0	76.0	12.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	3	0.0	0	0
<b>TOTAL SALT LAKE CITY</b>					<b>48</b>	<b>0</b>	<b>2</b>	<b>34.0</b>	<b>44.0</b>	<b>6.0</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>3</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	0.0	0	100.0	6	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	0.0	0	75.0	13	4
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	6	0	0	0.0	0.0	33.3	16.7	16.7	16.7	0.0	0.0	16.7	0.0	0.0	96	75.0	33	8
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	6	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	9	8
	BELFAST INTERNATIONAL	JET2.COM LTD	C	A	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	4	4
	BELFAST INTERNATIONAL	JET2.COM LTD	C	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	4
	BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BIRMINGHAM	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1
	BIRMINGHAM	JET2.COM LTD	S	A	7	0	0	0.0	28.6	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	4	6
	BIRMINGHAM	JET2.COM LTD	S	D	7	0	0	0.0	42.9	42.9	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	5	6
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	4
	BRISTOL	EASYJET UK LTD	S	A	8	0	2	0.0	30.0	0.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	20.0	24	33.3	54	9
	BRISTOL	EASYJET UK LTD	S	D	8	0	2	0.0	20.0	50.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	20.0	18	55.6	41	9
	BRISTOL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	19	25.0	64	4
	BRISTOL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	76	25.0	71	4

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										FEB 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	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
	EAST MIDLANDS INTERNATIONAL	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	12	1
	EAST MIDLANDS INTERNATIONAL	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	10	1
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	5	4
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	4
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	5	0	0	20.0	20.0	40.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	25	100.0	3	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	5	4
	EDINBURGH	BA CITYFLYER LTD	C	A	5	0	0	0.0	40.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	25	75.0	30	4
	EDINBURGH	BA CITYFLYER LTD	C	D	5	0	0	0.0	20.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	22	75.0	34	4
	EDINBURGH	JET2.COM LTD	S	A	5	0	0	20.0	0.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	4
	EDINBURGH	JET2.COM LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	5	4
	EXETER	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
	GLASGOW	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	4	4
	GLASGOW	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	4
	ISLE OF MAN	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
	ISLE OF MAN	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
	LEEDS BRADFORD	JET2.COM LTD	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	11	66.7	29	6
	LEEDS BRADFORD	JET2.COM LTD	S	D	7	0	0	0.0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	20	6
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	7	4
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	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	100.0	1	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	75.0	13	4
	GATWICK	BRITISH AIRWAYS PLC	S	A	51	0	1	9.6	38.5	17.3	17.3	7.7	5.8	0.0	0.0	1.9	0.0	1.9	39	75.0	15	40
	GATWICK	BRITISH AIRWAYS PLC	S	D	51	0	1	0.0	34.6	44.2	9.6	3.8	5.8	0.0	0.0	0.0	0.0	1.9	11	77.5	10	40
	GATWICK	EASYJET UK LTD	S	A	22	0	3	0.0	28.0	20.0	24.0	12.0	4.0	0.0	0.0	0.0	0.0	12.0	16	50.0	28	24
	GATWICK	EASYJET UK LTD	S	D	23	0	1	0.0	20.8	54.2	4.2	8.3	8.3	0.0	0.0	0.0	0.0	4.2	16	62.5	24	24
	GATWICK	ENTER AIR	C	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	32	0.0	0	0
	GATWICK	ENTER AIR	C	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	33.3	22.2	11.1	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	37.5	33	8

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	TUI AIRWAYS LTD	C	D	10	0	0	0.0	10.0	70.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	20	8		
HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	5.9	41.2	5.9	17.6	11.8	5.9	0.0	5.9	5.9	0.0	0.0	85	81.3	7	16		
HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	0.0	11.8	35.3	29.4	5.9	11.8	5.9	0.0	0.0	0.0	0.0	30	68.8	9	16		
LUTON	EASYJET UK LTD	S	A	6	0	0	0.0	0.0	50.0	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	57.1	17	7		
LUTON	EASYJET UK LTD	S	D	7	0	0	0.0	14.3	42.9	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	12	6		
LUTON	TRANSAVIA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1		
LUTON	TRANSAVIA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1		
LUTON	TUI AIRWAYS LTD	C	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	22	100.0	0	4		
LUTON	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	14	4		
STANSTED	BA CITYFLYER LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	120	2		
STANSTED	BA CITYFLYER LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	2		
STANSTED	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	33	1		
STANSTED	EUROWINGS LUFTVERKEHRS	S	A	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	20	87.5	5	8		
STANSTED	EUROWINGS LUFTVERKEHRS	S	D	4	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	87.5	6	8		
STANSTED	JET2.COM LTD	S	A	9	0	0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	9	10		
STANSTED	JET2.COM LTD	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	10		
STANSTED	RYANAIR	S	A	26	0	0	7.7	30.8	30.8	23.1	0.0	3.8	0.0	3.8	0.0	0.0	0.0	20	75.0	11	24		
STANSTED	RYANAIR	S	D	26	0	0	0.0	53.8	42.3	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	4	100.0	3	24		
STANSTED	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1		
STANSTED	TUI AIRWAYS LTD	C	A	5	0	0	20.0	20.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	24	100.0	5	4		
STANSTED	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	28	100.0	0	4		
MANCHESTER	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	32	0.0	0	0		
MANCHESTER	BRITISH AIRWAYS PLC	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	21	0.0	0	0		
MANCHESTER	BRITISH AIRWAYS PLC	S	A	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	18	4		
MANCHESTER	BRITISH AIRWAYS PLC	S	D	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	27	4		
MANCHESTER	FLYBE LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
MANCHESTER	FLYBE LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2		
MANCHESTER	JET2.COM LTD	S	A	12	0	0	0.0	16.7	50.0	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	10	8		
MANCHESTER	JET2.COM 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	100.0	2	8		
MANCHESTER	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										FEB 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
MANCHESTER		TUI AIRWAYS LTD		C	A	8	0	0	0.0	12.5	12.5	62.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	36	62.5	15	8					
MANCHESTER		TUI AIRWAYS LTD		C	D	8	0	0	0.0	12.5	62.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	32	87.5	6	8					
NEWCASTLE		TUI AIRWAYS LTD		S	A	5	0	0	0.0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	26	50.0	27	4					
NEWCASTLE		TUI AIRWAYS LTD		S	D	5	0	0	0.0	20.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	5	4						
<b>TOTAL SALZBURG</b>						<b>513</b>	<b>0</b>	<b>10</b>	<b>3.3</b>	<b>31.4</b>	<b>36.1</b>	<b>14.1</b>	<b>6.3</b>	<b>5.2</b>	<b>0.6</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>1.9</b>	<b>20</b>	<b>75.7</b>	<b>15</b>	<b>502</b>					
SAN DIEGO																												
HEATHROW		BRITISH AIRWAYS PLC		S	A	28	0	1	51.7	13.8	17.2	6.9	0.0	3.4	3.4	0.0	0.0	0.0	3.4	10	92.9	7	28					
HEATHROW		BRITISH AIRWAYS PLC		S	D	28	0	1	0.0	20.7	34.5	24.1	10.3	0.0	6.9	0.0	0.0	0.0	3.4	23	67.9	13	28					
<b>TOTAL SAN DIEGO</b>						<b>56</b>	<b>0</b>	<b>2</b>	<b>25.9</b>	<b>17.2</b>	<b>25.9</b>	<b>15.5</b>	<b>5.2</b>	<b>1.7</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>17</b>	<b>80.4</b>	<b>10</b>	<b>56</b>					
SAN FRANCISCO																												
GATWICK		NORWEGIAN AIR UK LTD		S	A	17	0	0	41.2	23.5	23.5	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0					
GATWICK		NORWEGIAN AIR UK LTD		S	D	16	0	0	0.0	18.8	43.8	31.3	6.3	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0						
HEATHROW		BRITISH AIRWAYS PLC		S	A	56	0	1	38.6	33.3	10.5	8.8	3.5	1.8	1.8	0.0	0.0	1.8	8	83.9	9	56						
HEATHROW		BRITISH AIRWAYS PLC		S	D	56	0	1	0.0	12.3	52.6	19.3	8.8	3.5	1.8	0.0	0.0	1.8	17	76.8	11	56						
HEATHROW		UNITED AIRLINES		S	A	58	0	0	65.5	15.5	12.1	1.7	1.7	1.7	0.0	0.0	1.7	0.0	0.0	14	85.7	9	56					
HEATHROW		UNITED AIRLINES		S	D	58	0	1	1.7	64.4	18.6	1.7	8.5	1.7	1.7	0.0	0.0	1.7	8	83.9	8	56						
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	A	35	0	1	41.7	22.2	25.0	5.6	2.8	0.0	0.0	0.0	0.0	2.8	5	90.4	4	51						
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	36	0	1	0.0	51.4	35.1	2.7	5.4	2.7	0.0	0.0	0.0	2.7	6	70.6	16	51						
<b>TOTAL SAN FRANCISCO</b>						<b>332</b>	<b>0</b>	<b>5</b>	<b>24.6</b>	<b>31.8</b>	<b>25.8</b>	<b>8.0</b>	<b>5.3</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>1.5</b>	<b>10</b>	<b>82.0</b>	<b>10</b>	<b>326</b>					
SAN JOSE																												
HEATHROW		BRITISH AIRWAYS PLC		S	A	22	0	0	40.9	50.0	4.5	0.0	0.0	4.5	0.0	0.0	0.0	0.0	3	73.7	9	19						
HEATHROW		BRITISH AIRWAYS PLC		S	D	22	0	0	0.0	13.6	59.1	9.1	13.6	4.5	0.0	0.0	0.0	0.0	17	94.7	5	19						
<b>TOTAL SAN JOSE</b>						<b>44</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>31.8</b>	<b>31.8</b>	<b>4.5</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>10</b>	<b>84.2</b>	<b>7</b>	<b>38</b>					
SAN JOSE COST RICA																												
GATWICK		BRITISH AIRWAYS PLC		S	A	12	0	0	50.0	25.0	8.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	4	41.7	38	12						
GATWICK		BRITISH AIRWAYS PLC		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	75.0	19	12						
<b>TOTAL SAN JOSE COST RICA</b>						<b>25</b>	<b>0</b>	<b>0</b>	<b>24.0</b>	<b>32.0</b>	<b>32.0</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>58.3</b>	<b>29</b>	<b>24</b>					
SANDEFJORD(TORP)																												
STANSTED		RYANAIR		S	A	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	14	100.0	4	12						
STANSTED		RYANAIR		S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.7	2	12						
MANCHESTER		RYANAIR		S	A	16	0	0	37.5	25.0	31.3	0.0	0.0	6.3	0.0	0.0	0.0	0.0	8	70.6	18	16						

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

		Origin/Destinations: S																		FEB 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	
								12.5	41.7	33.3	6.3	2.1	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	MANCHESTER	RYANAIR	S	D	16	0	0	0.0	56.3	31.3	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	7	87.5	5	16	
<b>TOTAL SANDEFJORD (TORP)</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>41.7</b>	<b>33.3</b>	<b>6.3</b>	<b>2.1</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.0</b>	<b>8</b>	<b>56</b>	
SANTA CRUZ DE LA PALMA																							
	GATWICK	EASYJET UK LTD	S	A	9	0	1	10.0	20.0	20.0	10.0	10.0	20.0	0.0	0.0	0.0	0.0	10.0	24	87.5	15	8	
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	19	87.5	7	8	
	GATWICK	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	28	100.0	5	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	18	75.0	10	4	
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	1	5	
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	6	
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>34</b>	<b>0</b>	<b>1</b>	<b>2.9</b>	<b>20.0</b>	<b>40.0</b>	<b>11.4</b>	<b>11.4</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>21</b>	<b>91.4</b>	<b>7</b>	<b>35</b>	
SANTANDER																							
	EDINBURGH	RYANAIR	S	A	8	0	0	12.5	25.0	12.5	0.0	0.0	37.5	12.5	0.0	0.0	0.0	0.0	50	75.0	23	8	
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	37.5	25.0	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	33	100.0	2	8	
	STANSTED	RYANAIR	S	A	19	0	1	0.0	50.0	10.0	5.0	15.0	10.0	0.0	5.0	0.0	0.0	5.0	31	95.0	3	20	
	STANSTED	RYANAIR	S	D	19	0	1	0.0	40.0	35.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	5.0	13	95.0	3	20	
<b>TOTAL SANTANDER</b>					<b>54</b>	<b>0</b>	<b>2</b>	<b>1.8</b>	<b>41.1</b>	<b>21.4</b>	<b>5.4</b>	<b>7.1</b>	<b>16.1</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>28</b>	<b>92.9</b>	<b>6</b>	<b>56</b>	
SANTIAGO DE CHILE																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	61.9	14.3	14.3	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	17	20	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	38.1	38.1	9.5	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	85.0	5	20	
<b>TOTAL SANTIAGO DE CHILE</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>31.0</b>	<b>26.2</b>	<b>26.2</b>	<b>9.5</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.0</b>	<b>11</b>	<b>40</b>	
SANTIAGO DE COMPOSTELA (SPAIN)																							
	EAST MIDLANDS INTERNATIONAL	TYROL AIR AMBULANCE	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	RYANAIR	S	A	13	0	0	0.0	46.2	38.5	7.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	20	100.0	1	12	
	STANSTED	RYANAIR	S	D	13	0	0	0.0	0.0	46.2	15.4	23.1	7.7	0.0	7.7	0.0	0.0	0.0	41	83.3	6	12	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>22.2</b>	<b>40.7</b>	<b>11.1</b>	<b>11.1</b>	<b>3.7</b>	<b>0.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>91.7</b>	<b>4</b>	<b>24</b>	
SAO PAULO (GUARULHOS)																							
	BELFAST INTERNATIONAL	AIR HAMBURG	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	75.9	3.4	3.4	6.9	0.0	3.4	0.0	3.4	3.4	0.0	0.0	36	94.4	1	36	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	17.2	37.9	17.2	13.8	10.3	0.0	0.0	3.4	0.0	0.0	63	80.6	12	36	
	HEATHROW	TAM LINHAS AEREAS	S	A	28	0	1	44.8	17.2	13.8	6.9	10.3	3.4	0.0	0.0	0.0	0.0	3.4	10	89.3	6	28	

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

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PERCENTAGE OF FLIGHTS LATE

FEB 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	TAM LINHAS AEREAS	S	D	28	0	1	0.0	55.2	24.1	10.3	0.0	6.9	0.0	0.0	0.0	0.0	3.4	10	96.4	1	28	
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>114</b>	<b>0</b>	<b>2</b>	<b>30.2</b>	<b>23.3</b>	<b>19.8</b>	<b>10.3</b>	<b>6.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.9</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>30</b>	<b>89.1</b>	<b>6</b>	<b>129</b>	
SARAJEVO																							
	LUTON	FLYBOSNIA	S	A	6	0	0	0.0	0.0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
	LUTON	FLYBOSNIA	S	D	6	0	0	0.0	0.0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL SARAJEVO</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>41.7</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SATU MARE																							
	LUTON	WIZZ AIR UK 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	100.0	1	8	
	LUTON	WIZZ AIR 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	6	100.0	2	8	
<b>TOTAL SATU MARE</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>100.0</b>	<b>2</b>	<b>16</b>	
SCANDINAVIAN MOUNTAINS AIRPORT																							
	HEATHROW	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	0.0	5	0.0	0	0	
	HEATHROW	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	2	0.0	0	0	
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	4	0	0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	59	0.0	0	0	
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND 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	0.0	0	0	
<b>TOTAL SCANDINAVIAN MOUNTAINS AIRPORT</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>70.0</b>	<b>10.0</b>	<b>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>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SEATTLE (TACOMA)																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	40	0	0	42.5	40.0	10.0	2.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	67.5	50	40	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	39	0	0	0.0	20.5	53.8	15.4	7.7	2.6	0.0	0.0	0.0	0.0	0.0	12	77.5	10	40	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	27.6	27.6	34.5	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	78.6	18	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	0.0	44.8	44.8	6.9	0.0	3.4	0.0	0.0	0.0	0.0	0.0	7	92.9	7	28	
<b>TOTAL SEATTLE (TACOMA)</b>					<b>137</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>32.8</b>	<b>35.0</b>	<b>8.8</b>	<b>3.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>77.9</b>	<b>23</b>	<b>136</b>	
SEOUL (INCHEON)																							
	HEATHROW	ASIANA AIRLINES	S	A	21	0	1	27.3	13.6	27.3	13.6	0.0	4.5	0.0	9.1	0.0	0.0	4.5	30	89.3	7	28	
	HEATHROW	ASIANA AIRLINES	S	D	21	0	1	0.0	31.8	40.9	0.0	13.6	0.0	4.5	0.0	4.5	0.0	4.5	58	82.1	14	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	41.4	31.0	17.2	3.4	3.4	3.4	0.0	0.0	0.0	0.0	0.0	6	82.1	5	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	10.3	48.3	24.1	10.3	6.9	0.0	0.0	0.0	0.0	0.0	18	64.3	9	28	
	HEATHROW	KOREAN AIR	S	A	29	0	0	27.6	24.1	17.2	17.2	10.3	0.0	0.0	3.4	0.0	0.0	0.0	16	78.6	7	28	



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FEB 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	KOREAN AIR	S	D	29	0	0	0.0	58.6	34.5	0.0	3.4	0.0	3.4	0.0	0.0	0.0	0.0	9	96.4	3	28	
<b>TOTAL SEOUL (INCHEON)</b>					<b>158</b>	<b>0</b>	<b>2</b>	<b>16.3</b>	<b>28.8</b>	<b>30.6</b>	<b>10.0</b>	<b>6.9</b>	<b>2.5</b>	<b>1.3</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>1.3</b>	<b>21</b>	<b>82.1</b>	<b>8</b>	<b>168</b>	
SEVILLE																							
	BRISTOL	EASYJET UK LTD	S	A	10	0	1	45.5	27.3	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	9.1	5	75.0	20	12	
	BRISTOL	EASYJET UK LTD	S	D	10	0	1	0.0	54.5	18.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	9.1	4	83.3	18	12	
	BRISTOL	RYANAIR	S	A	8	0	0	0.0	37.5	25.0	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	27	71.4	9	7	
	BRISTOL	RYANAIR	S	D	8	0	0	0.0	25.0	25.0	0.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	35	85.7	9	7	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	75.0	9	8	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8	
	EDINBURGH	EASYJET UK LTD	S	A	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	4	8	
	EDINBURGH	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	8	
	EDINBURGH	RYANAIR	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	4	100.0	0	8	
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	20	87.5	7	8	
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	1	18.5	33.3	18.5	0.0	11.1	14.8	0.0	0.0	0.0	0.0	3.7	20	81.5	9	27	
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	1	0.0	29.6	51.9	3.7	3.7	3.7	3.7	0.0	0.0	0.0	3.7	14	85.2	8	27	
	GATWICK	EASYJET UK LTD	S	A	29	0	3	25.0	21.9	25.0	6.3	6.3	3.1	0.0	3.1	0.0	0.0	9.4	16	72.4	27	29	
	GATWICK	EASYJET UK LTD	S	D	29	0	1	0.0	13.3	56.7	6.7	13.3	3.3	0.0	3.3	0.0	0.0	3.3	20	72.4	19	29	
	LUTON	EASYJET UK LTD	S	A	16	0	1	11.8	52.9	5.9	5.9	11.8	0.0	0.0	5.9	0.0	0.0	5.9	18	81.8	10	11	
	LUTON	EASYJET UK LTD	S	D	16	0	0	0.0	37.5	56.3	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	11	90.9	10	11	
	LUTON	RYANAIR	S	A	9	0	0	0.0	11.1	44.4	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
	LUTON	RYANAIR	S	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	STANSTED	RYANAIR	S	A	33	0	0	0.0	30.3	39.4	3.0	15.2	9.1	3.0	0.0	0.0	0.0	0.0	23	66.7	12	36	
	STANSTED	RYANAIR	S	D	33	0	0	0.0	48.5	27.3	9.1	6.1	9.1	0.0	0.0	0.0	0.0	0.0	15	69.4	12	36	
	MANCHESTER	RYANAIR	S	A	16	0	0	12.5	25.0	25.0	18.8	6.3	6.3	6.3	0.0	0.0	0.0	0.0	25	87.5	5	8	
	MANCHESTER	RYANAIR	S	D	16	0	0	0.0	18.8	50.0	12.5	6.3	12.5	0.0	0.0	0.0	0.0	0.0	21	75.0	9	8	
<b>TOTAL SEVILLE</b>					<b>329</b>	<b>0</b>	<b>9</b>	<b>6.8</b>	<b>31.7</b>	<b>34.9</b>	<b>7.7</b>	<b>8.3</b>	<b>5.6</b>	<b>1.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>17</b>	<b>78.1</b>	<b>12</b>	<b>308</b>	
SEYCHELLES																							
	GATWICK	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	15	8	
	HEATHROW	BRITISH AIRWAYS PLC	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	62.5	22	8	
<b>TOTAL SEYCHELLES</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>52.9</b>	<b>35.3</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>76.5</b>	<b>17</b>	<b>17</b>	
SHANGHAI (PU DONG)																							
	GATWICK	AIR CHINA	S	A	6	0	0	16.7	16.7	33.3	16.7	0.0	0.0	0.0	16.7	0.0	0.0	0.0	52	0.0	0	0	

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GATWICK	AIR CHINA	S	D	6	0	0	0.0	16.7	50.0	16.7	0.0	0.0	0.0	16.7	0.0	0.0	0.0	51	0.0	0	0	
	GATWICK	CHINA EASTERN AIRLINES	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	4	83.3	8	12		
	GATWICK	CHINA EASTERN AIRLINES	S	D	3	0	0	0.0	33.3	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	51	91.7	6	12		
	HEATHROW	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	88.9	7	36	
	HEATHROW	BRITISH AIRWAYS PLC	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	77.8	8	36	
	HEATHROW	CHINA EASTERN AIRLINES	S	A	23	0	0	39.1	8.7	17.4	21.7	13.0	0.0	0.0	0.0	0.0	0.0	14	75.0	10	28		
	HEATHROW	CHINA EASTERN AIRLINES	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	4	89.3	9	28		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	1	0	3	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	21	89.3	5	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	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	85.7	7	28	
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>65</b>	<b>0</b>	<b>14</b>	<b>12.7</b>	<b>27.8</b>	<b>22.8</b>	<b>10.1</b>	<b>5.1</b>	<b>0.0</b>	<b>1.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>17.7</b>	<b>19</b>	<b>84.6</b>	<b>8</b>	<b>208</b>	
SHANNON																							
	BIRMINGHAM	STOBART AIR	S	A	29	0	0	51.7	31.0	10.3	3.4	0.0	3.4	0.0	0.0	0.0	0.0	4	92.9	5	28		
	BIRMINGHAM	STOBART AIR	S	D	29	0	0	0.0	58.6	31.0	6.9	0.0	0.0	3.4	0.0	0.0	0.0	13	89.3	6	28		
	EAST MIDLANDS INTERNATIONAL	JET2.COM 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		
	EDINBURGH	AER LINGUS	S	A	15	0	1	37.5	25.0	12.5	6.3	12.5	0.0	0.0	0.0	0.0	6.3	8	100.0	1	16		
	EDINBURGH	AER LINGUS	S	D	14	0	2	0.0	62.5	12.5	6.3	6.3	0.0	0.0	0.0	0.0	12.5	5	100.0	3	16		
	GATWICK	RYANAIR	S	A	25	0	0	20.0	48.0	16.0	8.0	4.0	4.0	0.0	0.0	0.0	0.0	8	79.2	8	24		
	GATWICK	RYANAIR	S	D	25	0	0	0.0	48.0	36.0	8.0	4.0	4.0	0.0	0.0	0.0	0.0	10	62.5	15	24		
	HEATHROW	AER LINGUS	S	A	80	0	2	17.1	26.8	20.7	12.2	11.0	9.8	0.0	0.0	0.0	2.4	18	86.3	9	79		
	HEATHROW	AER LINGUS	S	D	80	0	2	3.7	42.7	22.0	8.5	9.8	11.0	0.0	0.0	0.0	2.4	17	82.5	12	79		
	STANSTED	RYANAIR	S	A	51	0	1	30.8	34.6	19.2	5.8	3.8	0.0	1.9	0.0	1.9	0.0	16	76.0	13	50		
	STANSTED	RYANAIR	S	D	50	0	0	0.0	38.0	44.0	10.0	6.0	0.0	2.0	0.0	0.0	0.0	10	79.2	11	48		
	MANCHESTER	RYANAIR	S	A	21	0	0	14.3	57.1	9.5	9.5	0.0	4.8	0.0	4.8	0.0	0.0	17	95.0	4	20		
	MANCHESTER	RYANAIR	S	D	21	0	0	0.0	47.6	28.6	9.5	4.8	4.8	0.0	4.8	0.0	0.0	20	95.0	6	20		
	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	112	1		
<b>TOTAL SHANNON</b>					<b>440</b>	<b>0</b>	<b>9</b>	<b>13.8</b>	<b>40.1</b>	<b>23.2</b>	<b>8.5</b>	<b>6.2</b>	<b>4.9</b>	<b>0.4</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>2.0</b>	<b>14</b>	<b>84.1</b>	<b>9</b>	<b>433</b>	
SHARM EL SHEIKH (OPHIRA)																							
	BIRMINGHAM	ENTER AIR	C	A	4	0	0	25.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	23	0.0	0	0		
	BIRMINGHAM	ENTER AIR	C	D	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0		
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	57	0.0	0	0		
	GATWICK	ENTER AIR	S	A	4	0	0	0.0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	86	0.0	0	0		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		Origin/Destinations: S		PERCENTAGE OF FLIGHTS LATE										FEB 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)
GATWICK	ENTER AIR	S	D	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0		
GATWICK	TUI AIRWAYS 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	43	0.0	0	0			
GATWICK	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0			
MANCHESTER	TUI AIRWAYS 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	18	0.0	0	0			
MANCHESTER	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	5	0.0	0	0			
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>				<b>31</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>9.7</b>	<b>32.3</b>	<b>16.1</b>	<b>12.9</b>	<b>22.6</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>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
SHENZHEN (HUANGTIAN)																								
HEATHROW	SHENZHEN AIRLINES	S	A	7	0	0	28.6	14.3	0.0	14.3	28.6	0.0	0.0	0.0	14.3	0.0	0.0	174	50.0	21	12			
HEATHROW	SHENZHEN AIRLINES	S	D	7	0	0	0.0	42.9	42.9	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	158	75.0	12	12			
<b>TOTAL SHENZHEN (HUANGTIAN)</b>				<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>28.6</b>	<b>21.4</b>	<b>7.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>166</b>	<b>62.5</b>	<b>17</b>	<b>24</b>			
SIALKOT																								
HEATHROW	PAKISTAN INTL AIRLINES	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
HEATHROW	PAKISTAN INTL AIRLINES	S	D	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0			
<b>TOTAL SIALKOT</b>				<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>62.5</b>	<b>0.0</b>	<b>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>17</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	91.3	3	23			
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	82.6	7	23			
SOUTHEND	EASYJET UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
SOUTHEND	WIZZ AIR	S	A	22	0	0	22.7	40.9	13.6	18.2	0.0	0.0	0.0	4.5	0.0	0.0	0.0	14	0.0	0	0			
SOUTHEND	WIZZ AIR	S	D	21	0	0	4.8	42.9	33.3	4.8	4.8	9.5	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0			
<b>TOTAL SIBIU</b>				<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>43.2</b>	<b>22.7</b>	<b>11.4</b>	<b>2.3</b>	<b>4.5</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>87.0</b>	<b>5</b>	<b>46</b>			
SINGAPORE																								
HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	1	0.0	31.0	20.7	34.5	6.9	3.4	0.0	0.0	0.0	0.0	3.4	13	76.9	10	26			
HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	1	0.0	6.9	51.7	13.8	13.8	10.3	0.0	0.0	0.0	0.0	3.4	21	61.5	14	26			
HEATHROW	SINGAPORE AIRLINES	S	A	115	0	0	3.5	14.8	42.6	20.0	12.2	6.1	0.9	0.0	0.0	0.0	0.0	18	70.5	18	112			
HEATHROW	SINGAPORE AIRLINES	S	D	115	0	0	0.9	52.2	38.3	3.5	3.5	0.9	0.9	0.0	0.0	0.0	0.0	6	88.4	7	112			
MANCHESTER	SINGAPORE AIRLINES	S	A	21	0	0	28.6	42.9	23.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	95.0	6	20			
MANCHESTER	SINGAPORE AIRLINES	S	D	21	0	0	0.0	66.7	28.6	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	3	100.0	1	20			
<b>TOTAL SINGAPORE</b>				<b>328</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>33.6</b>	<b>37.9</b>	<b>12.7</b>	<b>7.3</b>	<b>3.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>80.1</b>	<b>12</b>	<b>316</b>		
SION																								
HEATHROW	SWISS AIRLINES	S	A	5	0	1	16.7	0.0	0.0	0.0	33.3	16.7	16.7	0.0	0.0	0.0	16.7	65	25.0	53	4			
HEATHROW	SWISS AIRLINES	S	D	4	0	1	0.0	20.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	33	50.0	32	4			

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	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	0.0	75	1	
	LONDON CITY	SWISS 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	57	0.0	48	1	
<b>TOTAL SION</b>					<b>10</b>	<b>0</b>	<b>2</b>	<b>8.3</b>	<b>8.3</b>	<b>8.3</b>	<b>8.3</b>	<b>25.0</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>51</b>	<b>30.0</b>	<b>46</b>	<b>10</b>	
SKOPJE																							
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	12		
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	19	12		
	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	11.1	22.2	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	100.0	0	1		
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	28	100.0	15	1		
<b>TOTAL SKOPJE</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>33.3</b>	<b>27.8</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>88.5</b>	<b>11</b>	<b>26</b>		
SOFIA																							
	BELFAST INTERNATIONAL	BH AIR	C	A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
	BELFAST INTERNATIONAL	BH 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	7	0.0	0	0		
	BELFAST INTERNATIONAL	JET2.COM LTD	C	A	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
	BELFAST INTERNATIONAL	JET2.COM LTD	C	D	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
	BIRMINGHAM	RYANAIR	S	A	13	0	0	7.7	46.2	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	8	12		
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	7.7	61.5	15.4	7.7	7.7	0.0	0.0	0.0	0.0	16	33.3	25	12		
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	5	0	0	20.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	25	75.0	11	4		
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	42	75.0	5	4		
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	11.1	11.1	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	18	0.0	31	7		
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	55.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	10	87.5	8	8		
	BRISTOL	ENTER AIR	C	A	6	0	0	16.7	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	40.0	31	5		
	BRISTOL	ENTER AIR	C	D	6	0	0	0.0	0.0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	29	6		
	BRISTOL	RYANAIR	S	A	5	0	0	0.0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	28	0.0	63	4		
	BRISTOL	RYANAIR	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	37	4		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	C	A	5	0	0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	6	4		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	C	D	5	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	4		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	5	0	0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	0.0	44.4	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	14	87.5	4	8		
	EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	8	100.0	2	8		
	EDINBURGH	RYANAIR	S	A	13	0	0	0.0	15.4	7.7	15.4	46.2	0.0	15.4	0.0	0.0	0.0	48	87.5	5	8		
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	30.8	38.5	7.7	7.7	7.7	7.7	0.0	0.0	0.0	23	100.0	4	8		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	14	87.5	4	8		

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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)	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	21	87.5	5	8
	GATWICK	EASYJET UK LTD	S	A	43	0	4	2.1	29.8	23.4	6.4	21.3	6.4	0.0	2.1	0.0	0.0	8.5	24	74.4	17	43
	GATWICK	EASYJET UK LTD	S	D	43	0	2	0.0	22.2	57.8	4.4	2.2	8.9	0.0	0.0	0.0	0.0	4.4	12	76.7	11	43
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	5	0	0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	20	50.0	38	4
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	1	100.0	1	4
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	40.0	0.0	0.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	45	50.0	18	4
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	40.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	58	25.0	41	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	9.7	29.0	22.6	19.4	16.1	3.2	0.0	0.0	0.0	0.0	0.0	16	90.6	4	32
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	25.8	51.6	12.9	9.7	0.0	0.0	0.0	0.0	0.0	0.0	10	93.8	5	32
	HEATHROW	BULGARIA AIR	S	A	20	0	0	15.0	15.0	20.0	15.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	19	76.2	13	21
	HEATHROW	BULGARIA AIR	S	D	20	0	0	0.0	20.0	30.0	10.0	35.0	5.0	0.0	0.0	0.0	0.0	0.0	22	61.9	20	21
	LUTON	WIZZ AIR	S	A	63	0	2	3.1	29.2	32.3	15.4	12.3	3.1	1.5	0.0	0.0	0.0	3.1	17	89.1	6	64
	LUTON	WIZZ AIR	S	D	63	0	2	0.0	7.7	46.2	18.5	13.8	7.7	3.1	0.0	0.0	0.0	3.1	25	81.3	12	64
	STANSTED	RYANAIR	S	A	80	0	3	1.2	21.7	36.1	24.1	8.4	3.6	1.2	0.0	0.0	0.0	3.6	17	80.0	8	60
	STANSTED	RYANAIR	S	D	80	0	0	0.0	38.8	40.0	7.5	7.5	5.0	1.3	0.0	0.0	0.0	0.0	12	90.0	6	60
	STANSTED	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	0.0	4	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	A	24	0	0	4.2	29.2	37.5	25.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	11	100.0	2	20
	MANCHESTER	EASYJET UK LTD	S	D	24	0	0	0.0	37.5	45.8	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	95.0	3	20
	MANCHESTER	JET2.COM LTD	C	A	5	0	0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	4
	MANCHESTER	JET2.COM LTD	C	D	5	0	0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	13	75.0	8	4
	MANCHESTER	TUI AIRWAYS LTD	C	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	16	4
	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	12	50.0	19	4
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	20.0	40.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	19	75.0	10	4
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	17	100.0	0	4
	SOUTHEND	EASYJET UK LTD	S	A	6	0	2	12.5	12.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	25.0	6	87.5	9	8
	SOUTHEND	EASYJET UK LTD	S	D	6	0	2	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0	100.0	4	8
<b>TOTAL SOFIA</b>					<b>754</b>	<b>0</b>	<b>17</b>	<b>2.9</b>	<b>25.4</b>	<b>38.0</b>	<b>13.7</b>	<b>11.3</b>	<b>5.3</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>17</b>	<b>80.4</b>	<b>10</b>	<b>658</b>
<b>SOUTHAMPTON</b>																						
	ABERDEEN	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	50	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	25.0	40	4
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	61	0	1	1.6	41.9	40.3	8.1	4.8	1.6	0.0	0.0	0.0	0.0	1.6	7	89.9	7	69
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	61	0	1	1.6	30.6	53.2	4.8	6.5	1.6	0.0	0.0	0.0	0.0	1.6	8	75.7	14	69
	BIRMINGHAM	FLYBE LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	0	0	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

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					FEB 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			
	BOURNEMOUTH	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	58	1			
	BRISTOL	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	2				
	EDINBURGH	FLYBE LTD	S	A	103	0	0	25.2	44.7	22.3	1.9	2.9	2.9	0.0	0.0	0.0	0.0	0.0	5	78.0	12	119			
	EDINBURGH	FLYBE LTD	S	D	103	0	0	0.0	52.4	35.9	5.8	3.9	1.9	0.0	0.0	0.0	0.0	0.0	6	73.2	15	121			
	GLASGOW	FLYBE LTD	S	A	99	0	1	16.0	59.0	18.0	1.0	2.0	3.0	0.0	0.0	0.0	0.0	1.0	4	80.3	12	112			
	GLASGOW	FLYBE LTD	S	D	99	0	1	0.0	59.0	32.0	3.0	3.0	2.0	0.0	0.0	0.0	0.0	1.0	4	78.3	11	111			
	JERSEY	BLUE ISLANDS LIMITED	S	A	78	0	3	8.6	48.1	18.5	2.5	8.6	6.2	3.7	0.0	0.0	0.0	3.7	17	45.3	46	72			
	JERSEY	BLUE ISLANDS LIMITED	S	D	82	0	3	1.2	50.6	25.9	5.9	4.7	3.5	2.4	2.4	0.0	0.0	3.5	15	47.4	46	77			
	JERSEY	FLYBE LTD	S	A	29	0	3	9.4	59.4	18.8	0.0	3.1	0.0	0.0	0.0	0.0	0.0	9.4	2	75.0	16	31			
	JERSEY	FLYBE LTD	S	D	29	0	3	3.1	56.3	28.1	0.0	3.1	0.0	0.0	0.0	0.0	0.0	9.4	3	63.6	25	31			
	LEEDS BRADFORD	EASTERN AIRWAYS	S	A	51	0	7	19.0	43.1	13.8	3.4	3.4	1.7	0.0	3.4	0.0	0.0	12.1	16	71.4	24	39			
	LEEDS BRADFORD	EASTERN AIRWAYS	S	D	51	0	7	0.0	32.8	34.5	6.9	6.9	3.4	0.0	3.4	0.0	0.0	12.1	21	69.8	25	41			
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
	MANCHESTER	FLYBE LTD	S	A	139	0	2	9.9	56.7	26.2	2.1	1.4	0.7	1.4	0.0	0.0	0.0	1.4	6	72.8	10	105			
	MANCHESTER	FLYBE LTD	S	D	139	0	2	0.0	56.0	36.2	4.3	0.7	1.4	0.0	0.0	0.0	0.0	1.4	3	70.2	11	106			
	NEWCASTLE	FLYBE LTD	S	A	63	0	0	4.8	65.1	19.0	6.3	1.6	3.2	0.0	0.0	0.0	0.0	0.0	5	78.9	9	68			
	NEWCASTLE	FLYBE LTD	S	D	63	0	1	0.0	60.9	25.0	6.3	3.1	3.1	0.0	0.0	0.0	0.0	1.6	8	70.4	16	68			
	TEESSIDE INTERNATIONAL AIRPORT	EASTERN AIRWAYS	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
	TEESSIDE INTERNATIONAL AIRPORT	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	8	0.0	0	0			
<b>TOTAL SOUTHAMPTON</b>					<b>1254</b>	<b>0</b>	<b>35</b>	<b>6.5</b>	<b>51.6</b>	<b>28.5</b>	<b>3.9</b>	<b>3.4</b>	<b>2.3</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>8</b>	<b>71.8</b>	<b>17</b>	<b>1255</b>			
SOUTHEND																									
	ABERDEEN	LOGANAIR LTD	S	A	45	0	2	19.1	46.8	19.1	6.4	0.0	2.1	2.1	0.0	0.0	0.0	4.3	8	0.0	0	0			
	ABERDEEN	LOGANAIR LTD	S	D	45	0	2	0.0	70.2	12.8	10.6	2.1	0.0	0.0	0.0	0.0	0.0	4.3	4	0.0	0	0			
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	233	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	100.0	0	1			
	LUTON	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
	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	3	1			
<b>TOTAL SOUTHEND</b>					<b>90</b>	<b>0</b>	<b>4</b>	<b>9.6</b>	<b>58.5</b>	<b>16.0</b>	<b>8.5</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>6</b>	<b>75.0</b>	<b>59</b>	<b>4</b>			
ST ATHAN																									
	BRISTOL	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	92	0.0	0	0			
	BRISTOL	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	67	0.0	0	0			
<b>TOTAL ST ATHAN</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>80</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										FEB 2019												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										FEB 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								
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	0.0	76	7															
		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	75.0	13	7																
<b>TOTAL ST JOHNS</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>37.5</b>	<b>45</b>	<b>14</b>																
ST KITTS		GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	62.5	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	7	100.0	0	8																
		GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	10	100.0	6	8																
<b>TOTAL ST KITTS</b>						<b>17</b>	<b>0</b>	<b>0</b>	<b>29.4</b>	<b>23.5</b>	<b>23.5</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>8</b>	<b>100.0</b>	<b>3</b>	<b>16</b>																
ST LUCIA (HEWANORRA)		GATWICK	BRITISH AIRWAYS PLC	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1																
		GATWICK	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	100.0	2	6																
		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	15	100.0	7	6																
		GATWICK	TUI AIRWAYS LTD	S	A	4	0	0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0																
		GATWICK	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	4	0.0	0	0																
		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	5	0	0	20.0	40.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	26	100.0	0	4																
		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	8	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	75.0	16	4																
<b>TOTAL ST LUCIA (HEWANORRA)</b>						<b>23</b>	<b>0</b>	<b>0</b>	<b>30.4</b>	<b>26.1</b>	<b>26.1</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>9</b>	<b>92.0</b>	<b>6</b>	<b>25</b>																
ST PETERSBURG		GATWICK	ROSSIYA AIRLINES	S	A	29	0	0	3.4	34.5	34.5	13.8	10.3	3.4	0.0	0.0	0.0	0.0	12	71.4	10	28																
		GATWICK	ROSSIYA AIRLINES	S	D	29	0	0	6.9	69.0	17.2	0.0	6.9	0.0	0.0	0.0	0.0	0.0	4	89.3	5	28																
		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	92.6	3	27																
		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	88.9	4	27																
		LUTON	WIZZ AIR UK LTD	S	A	28	0	1	0.0	24.1	34.5	20.7	13.8	3.4	0.0	0.0	0.0	3.4	17	0.0	0	0																
		LUTON	WIZZ AIR UK LTD	S	D	29	0	0	0.0	62.1	27.6	3.4	0.0	6.9	0.0	0.0	0.0	0.0	10	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	81.3	7	16																
		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	75.0	12	16																
		STANSTED	WIZZ AIR 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	3	0.0	0	0																
<b>TOTAL ST PETERSBURG</b>						<b>116</b>	<b>0</b>	<b>1</b>	<b>2.6</b>	<b>47.0</b>	<b>29.1</b>	<b>9.4</b>	<b>7.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.8</b>	<b>7</b>	<b>142</b>																
STANSTED		BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	122	0	0	8.2	42.6	17.2	12.3	9.8	4.9	2.5	2.5	0.0	0.0	21	78.7	13	122																

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	EASYJET UK LTD	S D	122	0	0	0.0	48.4	20.5	9.0	13.9	5.7	0.8	1.6	0.0	0.0	0.0	19	78.9	13	123			
BELFAST INTERNATIONAL	RYANAIR	S A	8	0	0	0.0	12.5	50.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	19	96.4	2	84			
BELFAST INTERNATIONAL	RYANAIR	S D	8	0	0	0.0	0.0	37.5	12.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	97.6	5	84			
BIRMINGHAM	AIR INDIA	S D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0			
BIRMINGHAM	JET2.COM LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1			
BIRMINGHAM	RYANAIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1			
BIRMINGHAM	RYANAIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	1			
BRISTOL	EASYJET UK LTD	S D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
BRISTOL	RYANAIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	2			
BRISTOL	RYANAIR	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	267	100.0	0	2			
BRISTOL	TITAN AIRWAYS LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1			
EDINBURGH	EASYJET UK LTD	S A	98	0	5	4.9	41.7	26.2	8.7	4.9	5.8	2.9	0.0	0.0	0.0	4.9	16	78.2	14	110			
EDINBURGH	EASYJET UK LTD	S D	99	0	4	0.0	41.7	28.2	7.8	7.8	7.8	1.0	1.9	0.0	0.0	3.9	20	83.6	12	110			
EDINBURGH	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			
EDINBURGH	JET2.COM LTD	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
EDINBURGH	LOGANAIR LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
EDINBURGH	LOGANAIR LTD	S D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
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	86.4	6	131			
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	89.4	6	132			
GLASGOW	EASYJET UK LTD	S A	73	0	2	10.7	42.7	28.0	2.7	8.0	2.7	1.3	1.3	0.0	0.0	2.7	12	84.2	14	76			
GLASGOW	EASYJET UK LTD	S D	73	0	2	0.0	45.3	25.3	10.7	8.0	4.0	1.3	2.7	0.0	0.0	2.7	18	76.3	14	76			
GLASGOW	RYANAIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1			
LIVERPOOL (JOHN LENNON)	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0			
LIVERPOOL (JOHN LENNON)	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0			
GATWICK	TITAN AIRWAYS LTD	C D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
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			
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	RYANAIR	S A	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0			
LUTON	RYANAIR	S D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	80	0.0	0	0			



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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	WIZZ AIR UK LTD	S	A	4	0	0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	207	100.0	0	1	
	LUTON	WIZZ AIR UK LTD	S	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	16	1	
	MANCHESTER	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	MANCHESTER	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	15	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	SOUTHEND	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
<b>TOTAL STANSTED STAVANGER</b>					<b>625</b>	<b>0</b>	<b>17</b>	<b>3.9</b>	<b>41.4</b>	<b>24.0</b>	<b>9.3</b>	<b>9.8</b>	<b>5.1</b>	<b>1.7</b>	<b>1.9</b>	<b>0.2</b>	<b>0.0</b>	<b>2.6</b>	<b>20</b>	<b>84.2</b>	<b>10</b>	<b>1061</b>	
	ABERDEEN	SAS	S	A	41	0	3	0.0	15.9	40.9	18.2	9.1	4.5	4.5	0.0	0.0	0.0	6.8	23	80.8	9	50	
	ABERDEEN	SAS	S	D	41	0	3	0.0	34.1	34.1	6.8	13.6	0.0	4.5	0.0	0.0	0.0	6.8	18	80.8	8	50	
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	A	56	0	5	0.0	42.6	37.7	1.6	3.3	4.9	0.0	1.6	0.0	0.0	8.2	12	85.4	8	48	
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	D	56	0	5	1.6	49.2	29.5	0.0	6.6	3.3	0.0	1.6	0.0	0.0	8.2	12	83.3	8	48	
	EDINBURGH	LOGANAIR LTD	S	A	16	0	0	0.0	12.5	25.0	37.5	12.5	6.3	6.3	0.0	0.0	0.0	0.0	29	0.0	0	0	
	EDINBURGH	LOGANAIR LTD	S	D	16	0	0	12.5	43.8	25.0	0.0	12.5	6.3	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	EDINBURGH	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	0.0	5	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1	
	LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	23	0	1	25.0	12.5	45.8	4.2	8.3	0.0	0.0	0.0	0.0	0.0	4.2	6	83.3	9	24	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	23	0	1	0.0	62.5	20.8	8.3	4.2	0.0	0.0	0.0	0.0	0.0	4.2	5	79.2	10	24	
	HEATHROW	SAS	S	A	23	0	1	12.5	8.3	33.3	8.3	29.2	4.2	0.0	0.0	0.0	0.0	4.2	20	65.1	15	43	
	HEATHROW	SAS	S	D	22	0	2	0.0	45.8	20.8	8.3	16.7	0.0	0.0	0.0	0.0	0.0	8.3	11	86.0	5	43	
	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	0.0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	12	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	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	91.7	4	12	

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	SAS	S	A	1	0	1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	7	0.0	0	0
	MANCHESTER	SAS	S	D	1	0	1	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0	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	71.4	13	11
	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	71.4	15	11
	NEWCASTLE	LOGANAIR LTD	S	A	23	0	0	4.3	60.9	26.1	0.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	NEWCASTLE	LOGANAIR LTD	S	D	23	0	0	0.0	56.5	34.8	0.0	0.0	8.7	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL STAVANGER</b>					<b>400</b>	<b>0</b>	<b>23</b>	<b>3.1</b>	<b>39.7</b>	<b>32.4</b>	<b>6.1</b>	<b>8.5</b>	<b>3.1</b>	<b>1.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>12</b>	<b>80.7</b>	<b>9</b>	<b>378</b>
STOCKHOLM (ARLANDA)																						
	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	85.7	9	7
	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	100.0	1	7
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	87.5	14	8
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	87.5	17	8
	EDINBURGH	SAS	S	A	10	0	0	0.0	20.0	50.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	16	80.0	4	9
	EDINBURGH	SAS	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	8	80.0	3	9
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	99	0	3	16.7	25.5	29.4	15.7	4.9	4.9	0.0	0.0	0.0	0.0	2.9	11	58.9	22	122
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	98	0	3	0.0	49.5	28.7	8.9	6.9	3.0	0.0	0.0	0.0	0.0	3.0	9	68.0	17	122
	GATWICK	NORWEGIAN AIR SHUTTLE	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	0.0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	113	0	5	6.8	22.0	21.2	18.6	17.8	7.6	1.7	0.0	0.0	0.0	4.2	23	76.1	15	109
	HEATHROW	BRITISH AIRWAYS PLC	S	D	114	0	4	0.0	33.1	39.0	7.6	9.3	5.9	1.7	0.0	0.0	0.0	3.4	16	83.2	10	110
	HEATHROW	SAS	S	A	108	0	2	4.5	21.8	29.1	12.7	19.1	10.0	0.9	0.0	0.0	0.0	1.8	25	54.4	27	52
	HEATHROW	SAS	S	D	108	0	2	0.0	47.3	27.3	6.4	8.2	8.2	0.9	0.0	0.0	0.0	1.8	15	68.4	20	51
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	42	0	0	4.8	19.0	21.4	16.7	21.4	14.3	2.4	0.0	0.0	0.0	0.0	30	65.3	26	98
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	42	0	0	0.0	28.6	38.1	9.5	9.5	9.5	2.4	2.4	0.0	0.0	0.0	24	73.2	20	97
	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	37.5	36	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	62.5	14	8
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	0.0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	62.5	16	8
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	8	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	25.0	41	8
	MANCHESTER	SAS	S	A	46	0	1	0.0	23.4	44.7	19.1	10.6	0.0	0.0	0.0	0.0	0.0	2.1	12	72.9	10	46

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					FEB 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	SAS	S	D	46	0	1	0.0	31.9	34.0	14.9	10.6	6.4	0.0	0.0	0.0	0.0	2.1	14	75.0	12	46			
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>863</b>	<b>0</b>	<b>21</b>	<b>3.6</b>	<b>30.9</b>	<b>30.9</b>	<b>13.1</b>	<b>11.7</b>	<b>6.4</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>17</b>	<b>69.9</b>	<b>18</b>	<b>933</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	12.5	29	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	50.0	16	8				
	STANSTED	RYANAIR	S	A	50	0	1	11.8	47.1	19.6	9.8	3.9	2.0	0.0	2.0	2.0	0.0	2.0	23	86.7	10	60			
	STANSTED	RYANAIR	S	D	50	0	0	0.0	34.0	46.0	6.0	10.0	4.0	0.0	0.0	0.0	0.0	11	81.7	9	60				
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>100</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>40.6</b>	<b>32.7</b>	<b>7.9</b>	<b>6.9</b>	<b>3.0</b>	<b>0.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>17</b>	<b>77.9</b>	<b>11</b>	<b>136</b>			
STORNOWAY	EDINBURGH	LOGANAIR LTD	S	A	32	0	0	21.9	31.3	12.5	9.4	3.1	15.6	6.3	0.0	0.0	0.0	0.0	27	86.7	8	29			
	EDINBURGH	LOGANAIR LTD	S	D	32	0	0	0.0	25.0	40.6	9.4	3.1	15.6	6.3	0.0	0.0	0.0	0.0	29	83.3	7	29			
	GLASGOW	LOGANAIR LTD	S	A	84	0	0	3.6	36.9	26.2	13.1	11.9	6.0	2.4	0.0	0.0	0.0	0.0	20	76.2	14	84			
	GLASGOW	LOGANAIR LTD	S	D	84	0	0	1.2	44.0	29.8	4.8	16.7	3.6	0.0	0.0	0.0	0.0	0.0	13	77.6	13	84			
<b>TOTAL STORNOWAY</b>					<b>232</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>37.1</b>	<b>27.6</b>	<b>9.1</b>	<b>11.2</b>	<b>7.8</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>79.0</b>	<b>12</b>	<b>226</b>			
STUTT GART	BIRMINGHAM	FLYBE LTD	S	A	40	0	0	20.0	42.5	25.0	7.5	2.5	2.5	0.0	0.0	0.0	0.0	0.0	6	86.7	6	45			
	BIRMINGHAM	FLYBE LTD	S	D	40	0	0	0.0	35.0	55.0	7.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	5	64.4	12	45			
	GATWICK	EASYJET UK LTD	S	A	29	0	1	13.3	20.0	26.7	13.3	13.3	10.0	0.0	0.0	0.0	0.0	3.3	20	51.5	21	33			
	GATWICK	EASYJET UK LTD	S	D	29	0	1	0.0	26.7	40.0	10.0	13.3	6.7	0.0	0.0	0.0	0.0	3.3	17	78.8	12	33			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	47	0	2	10.2	30.6	26.5	14.3	2.0	10.2	2.0	0.0	0.0	0.0	4.1	18	82.7	7	51			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	47	0	2	0.0	32.7	42.9	6.1	8.2	4.1	2.0	0.0	0.0	0.0	4.1	14	90.4	3	51			
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	69	0	4	8.2	27.4	24.7	20.5	8.2	4.1	1.4	0.0	0.0	0.0	5.5	16	90.3	5	72			
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	69	0	4	0.0	28.8	32.9	19.2	6.8	4.1	1.4	1.4	0.0	0.0	5.5	18	88.9	7	72			
	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	87.5	7	16				
	MANCHESTER	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	16				
<b>TOTAL STUTT GART</b>					<b>370</b>	<b>0</b>	<b>14</b>	<b>6.0</b>	<b>30.5</b>	<b>33.3</b>	<b>13.5</b>	<b>6.8</b>	<b>4.9</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>14</b>	<b>82.6</b>	<b>8</b>	<b>434</b>			
SUCEAVA	LUTON	WIZZ AIR UK LTD	S	A	29	0	0	13.8	31.0	24.1	17.2	10.3	3.4	0.0	0.0	0.0	0.0	0.0	12	75.0	14	24			
	LUTON	WIZZ AIR UK LTD	S	D	29	0	0	3.4	69.0	13.8	6.9	3.4	3.4	0.0	0.0	0.0	0.0	0.0	7	83.3	11	24			
<b>TOTAL SUCEAVA</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>50.0</b>	<b>19.0</b>	<b>12.1</b>	<b>6.9</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.2</b>	<b>13</b>	<b>48</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	1	4			

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	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	100.0	0	4	
<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>100.0</b>	<b>0</b>	<b>8</b>	
SUMBURGH																							
	ABERDEEN	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	30.0	2	6		
	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	15.4	0	2		
	ABERDEEN	LOGANAIR LTD	S	A	102	0	0	16.7	44.1	20.6	8.8	4.9	3.9	1.0	0.0	0.0	0.0	10	86.5	9	101		
	ABERDEEN	LOGANAIR LTD	S	D	102	0	0	0.0	46.1	34.3	10.8	2.9	4.9	0.0	1.0	0.0	0.0	12	80.8	13	103		
	EDINBURGH	LOGANAIR LTD	S	A	53	0	0	28.3	37.7	13.2	13.2	3.8	1.9	0.0	1.9	0.0	0.0	12	78.0	9	56		
	EDINBURGH	LOGANAIR LTD	S	D	53	0	1	0.0	44.4	27.8	11.1	7.4	7.4	0.0	0.0	0.0	1.9	15	88.3	7	59		
	GLASGOW	LOGANAIR LTD	S	A	29	0	0	20.7	34.5	20.7	10.3	3.4	6.9	3.4	0.0	0.0	0.0	14	81.8	16	33		
	GLASGOW	LOGANAIR LTD	S	D	28	0	1	0.0	41.4	37.9	3.4	3.4	6.9	3.4	0.0	0.0	3.4	15	84.4	10	32		
<b>TOTAL SUMBURGH</b>					<b>367</b>	<b>0</b>	<b>2</b>	<b>10.3</b>	<b>42.8</b>	<b>25.7</b>	<b>10.0</b>	<b>4.3</b>	<b>4.9</b>	<b>0.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>78.8</b>	<b>10</b>	<b>392</b>		
SYDNEY																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	3.4	17.2	48.3	17.2	6.9	0.0	0.0	6.9	0.0	0.0	29	82.1	6	28		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	24.1	41.4	10.3	13.8	6.9	3.4	0.0	0.0	0.0	19	75.0	9	28		
	HEATHROW	QANTAS	S	A	29	0	0	0.0	0.0	6.9	37.9	34.5	0.0	10.3	6.9	3.4	0.0	110	25.0	42	28		
	HEATHROW	QANTAS	S	D	29	0	0	0.0	24.1	55.2	6.9	6.9	0.0	0.0	3.4	3.4	0.0	40	85.7	59	28		
<b>TOTAL SYDNEY</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>16.4</b>	<b>37.9</b>	<b>18.1</b>	<b>15.5</b>	<b>1.7</b>	<b>3.4</b>	<b>4.3</b>	<b>1.7</b>	<b>0.0</b>	<b>50</b>	<b>67.0</b>	<b>29</b>	<b>112</b>		
SZCZECIN (GOLENOW)																							
	LIVERPOOL (JOHN LENNON)	RYANAIR	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	15	87.5	9	8		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	7	0	0	0.0	71.4	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	9	87.5	5	8		
	STANSTED	RYANAIR	S	A	20	0	0	10.0	55.0	15.0	15.0	0.0	5.0	0.0	0.0	0.0	0.0	10	90.0	5	20		
	STANSTED	RYANAIR	S	D	20	0	0	0.0	65.0	30.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	4	95.0	4	20		
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>55</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>54.5</b>	<b>27.3</b>	<b>7.3</b>	<b>0.0</b>	<b>7.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>91.1</b>	<b>5</b>	<b>56</b>		
SZYMANY (MAZURY)																							
	LUTON	WIZZ AIR UK LTD	S	A	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	6	10		
	LUTON	WIZZ AIR UK LTD	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	10	10		
	STANSTED	RYANAIR	S	A	9	0	0	0.0	22.2	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	24	91.7	8	12		
	STANSTED	RYANAIR	S	D	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	13	91.7	5	12		
<b>TOTAL SZYMANY (MAZURY)</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.4</b>	<b>39.4</b>	<b>6.1</b>	<b>9.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>90.9</b>	<b>7</b>	<b>44</b>		

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

		Origin/Destinations: T																	FEB 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	
TAIPEI																							
	GATWICK	CHINA AIRLINES	S	A	17	0	0	11.8	23.5	41.2	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	11	78.6	9	13	
	GATWICK	CHINA AIRLINES	S	D	17	0	0	17.6	47.1	29.4	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	9	75.0	6	13	
	HEATHROW	EVA AIR	S	A	29	0	0	3.4	17.2	27.6	13.8	34.5	3.4	0.0	0.0	0.0	0.0	0.0	23	71.4	55	28	
	HEATHROW	EVA AIR	S	D	29	0	0	0.0	27.6	24.1	17.2	27.6	0.0	3.4	0.0	0.0	0.0	0.0	22	67.9	60	28	
<b>TOTAL TAIPEI</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>27.2</b>	<b>29.3</b>	<b>12.0</b>	<b>21.7</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>72.1</b>	<b>41</b>	<b>82</b>	
TALLIN																							
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	22	62.5	14	8	
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	25.0	37.5	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	20	87.5	10	8	
	GATWICK	AIR BALTIC	S	A	13	0	0	0.0	23.1	23.1	7.7	30.8	7.7	7.7	0.0	0.0	0.0	0.0	31	85.7	6	7	
	GATWICK	AIR BALTIC	S	D	13	0	0	0.0	23.1	23.1	15.4	23.1	7.7	7.7	0.0	0.0	0.0	0.0	31	85.7	6	7	
	GATWICK	EASYJET UK LTD	S	A	10	0	0	0.0	30.0	30.0	30.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	52	91.7	4	12	
	GATWICK	EASYJET UK LTD	S	D	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	10	100.0	4	12	
	GATWICK	TUI AIRWAYS LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	19	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	12	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	81.8	6	11	
	LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	11	
	STANSTED	RYANAIR	S	A	16	0	0	0.0	31.3	43.8	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	81.3	10	16	
	STANSTED	RYANAIR	S	D	16	0	0	0.0	81.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	7	16	
<b>TOTAL TALLIN</b>					<b>94</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>34.7</b>	<b>30.5</b>	<b>11.6</b>	<b>14.7</b>	<b>4.2</b>	<b>2.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>21</b>	<b>86.3</b>	<b>8</b>	<b>124</b>	
TAMPA																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	24	0	1	16.0	28.0	36.0	8.0	4.0	0.0	4.0	0.0	0.0	0.0	4.0	13	87.5	6	24	
	GATWICK	BRITISH AIRWAYS PLC	S	D	24	0	0	0.0	41.7	33.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	79.2	6	24	
	GATWICK	NORWEGIAN AIR UK LTD	S	A	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	25.0	25	8	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	8	8	
<b>TOTAL TAMPA</b>					<b>65</b>	<b>0</b>	<b>1</b>	<b>6.1</b>	<b>36.4</b>	<b>36.4</b>	<b>12.1</b>	<b>6.1</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>10</b>	<b>75.0</b>	<b>9</b>	<b>64</b>	
TANGIERS (IBN BATUTA)																							
	GATWICK	AIR ARABIA MAROC	S	A	7	0	1	0.0	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	12.5	9	75.0	9	8	
	GATWICK	AIR ARABIA MAROC	S	D	7	0	1	0.0	0.0	37.5	37.5	0.0	12.5	0.0	0.0	0.0	0.0	12.5	23	62.5	19	8	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>14</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>18.8</b>	<b>31.3</b>	<b>25.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>16</b>	<b>68.8</b>	<b>14</b>	<b>16</b>	
TARBES-LOURDES INTERNATIONAL																							
	STANSTED	RYANAIR	S	A	9	0	0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	3	8	

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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						
	STANSTED	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	3	100.0	3	8	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>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>	
TASHKENT																							
	HEATHROW	UZBEKISTAN AIRLINES	S	A	8	0	0	25.0	12.5	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	5	8	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	8	0	0	0.0	37.5	0.0	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	18	87.5	5	8	
<b>TOTAL TASHKENT</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>6.3</b>	<b>25.0</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>17</b>	<b>93.8</b>	<b>5</b>	<b>16</b>	
TATRY-POPRAD																							
	LUTON	WIZZ AIR UK LTD	S	A	8	0	0	0.0	12.5	50.0	12.5	12.5	0.0	0.0	0.0	12.5	0.0	0.0	63	91.7	5	12	
	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	83.3	12	12	
<b>TOTAL TATRY-POPRAD</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</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>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>87.5</b>	<b>8</b>	<b>24</b>	
TBILISI																							
	GATWICK	GEORGIAN 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	72.7	1	8	
	GATWICK	GEORGIAN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	0	8	
<b>TOTAL TBILISI</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>69.6</b>	<b>0</b>	<b>16</b>	
TEESSIDE INTERNATIONAL AIRPORT																							
	ABERDEEN	FLYBE LTD	S	A	57	0	2	20.3	50.8	18.6	1.7	3.4	1.7	0.0	0.0	0.0	0.0	3.4	4	75.5	6	46	
	ABERDEEN	FLYBE LTD	S	D	55	0	2	3.5	63.2	19.3	0.0	7.0	3.5	0.0	0.0	0.0	0.0	3.5	8	75.5	10	44	
	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	0.0	51	1	
	CARDIFF WALES	EASTERN AIRWAYS	S	A	14	0	0	28.6	64.3	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	CARDIFF WALES	EASTERN AIRWAYS	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL TEESSIDE INTERNATIONAL AIRPORT</b>					<b>129</b>	<b>0</b>	<b>4</b>	<b>13.5</b>	<b>57.9</b>	<b>17.3</b>	<b>0.8</b>	<b>5.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>6</b>	<b>74.8</b>	<b>8</b>	<b>91</b>	
TEHRAN IMAM KHOMEINI																							
	HEATHROW	IRAN AIR	S	A	12	0	0	8.3	8.3	8.3	16.7	41.7	8.3	8.3	0.0	0.0	0.0	0.0	43	91.7	3	12	
	HEATHROW	IRAN AIR	S	D	11	0	0	9.1	36.4	27.3	9.1	9.1	0.0	9.1	0.0	0.0	0.0	0.0	21	100.0	1	12	
<b>TOTAL TEHRAN IMAM KHOMEINI</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>21.7</b>	<b>17.4</b>	<b>13.0</b>	<b>26.1</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>33</b>	<b>95.8</b>	<b>2</b>	<b>24</b>	
TEL AVIV																							
	CARDIFF WALES	BRITISH AIRWAYS PLC	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
	GATWICK	EASYJET UK LTD	S	A	12	0	0	0.0	25.0	25.0	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	28	91.7	3	12	
	GATWICK	EASYJET UK LTD	S	D	12	0	0	0.0	8.3	58.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	58.3	13	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	6.9	12.1	12.1	15.5	31.0	19.0	3.4	0.0	0.0	0.0	0.0	40	83.9	12	56	

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

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NUMBER OF FLIGHTS

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FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	58	0	0	0.0	20.7	50.0	13.8	6.9	8.6	0.0	0.0	0.0	0.0	0.0	17	76.8	14	56
	HEATHROW	EL AL	S	A	45	0	0	15.6	22.2	37.8	11.1	6.7	6.7	0.0	0.0	0.0	0.0	0.0	13	93.2	5	44
	HEATHROW	EL AL	S	D	45	0	0	2.2	37.8	44.4	0.0	13.3	2.2	0.0	0.0	0.0	0.0	0.0	9	90.9	7	44
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	0.0	0.0	24.1	31.0	24.1	20.7	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	0.0	20.7	69.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	LUTON	EASYJET UK LTD	S	A	53	0	3	5.4	8.9	23.2	16.1	26.8	12.5	1.8	0.0	0.0	0.0	5.4	32	67.3	14	52
	LUTON	EASYJET UK LTD	S	D	54	0	0	0.0	9.3	59.3	13.0	13.0	5.6	0.0	0.0	0.0	0.0	0.0	16	76.9	11	52
	LUTON	EL AL	S	A	13	0	0	15.4	15.4	53.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	9	91.7	4	12
	LUTON	EL AL	S	D	13	0	0	0.0	38.5	23.1	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	13	12
	LUTON	WIZZ AIR UK LTD	S	A	23	0	1	25.0	16.7	29.2	4.2	20.8	0.0	0.0	0.0	0.0	0.0	4.2	13	74.1	8	27
	LUTON	WIZZ AIR UK LTD	S	D	25	0	0	0.0	36.0	48.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	14	27
	STANSTED	ARKIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	26	3
	STANSTED	ARKIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	25	3
	STANSTED	EASYJET UK LTD	S	A	8	0	1	0.0	0.0	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	11.1	24	50.0	18	8
	STANSTED	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	8	8
	STANSTED	WIZZ AIR UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	A	12	0	0	0.0	0.0	16.7	50.0	25.0	8.3	0.0	0.0	0.0	0.0	0.0	28	50.0	17	8
	MANCHESTER	EASYJET UK LTD	S	D	12	0	0	0.0	8.3	66.7	8.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	10	8
	MANCHESTER	EL AL	S	A	5	0	0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	MANCHESTER	EL AL	S	D	5	0	0	0.0	0.0	20.0	20.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	68	0.0	0	0
<b>TOTAL TEL AVIV</b>					<b>521</b>	<b>1</b>	<b>5</b>	<b>4.6</b>	<b>17.3</b>	<b>39.5</b>	<b>13.5</b>	<b>15.4</b>	<b>7.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.9</b>	<b>20</b>	<b>78.4</b>	<b>11</b>	<b>444</b>
TENERIFE (SURREINA SOFIA)																						
	ABERDEEN	TUI AIRWAYS LTD	C	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	1	62.5	12	8
	ABERDEEN	TUI AIRWAYS LTD	C	D	8	0	0	0.0	37.5	12.5	12.5	12.5	0.0	0.0	0.0	25.0	0.0	0.0	283	100.0	0	8
	BELFAST INTERNATIONAL	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	19	0	1	40.0	25.0	15.0	5.0	0.0	5.0	5.0	0.0	0.0	0.0	5.0	15	90.0	4	10
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	20	0	0	0.0	40.0	50.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	11	80.0	4	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	100.0	1	8
	BELFAST INTERNATIONAL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	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	66.7	15	6
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	6
	BIRMINGHAM	JET2.COM LTD	S	A	48	0	0	54.2	10.4	10.4	2.1	4.2	8.3	4.2	0.0	6.3	0.0	0.0	138	90.0	3	30

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

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FEB 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	50	0	1	0.0	21.6	41.2	19.6	5.9	3.9	0.0	0.0	5.9	0.0	2.0	131	90.0	6	30			
BIRMINGHAM	NORWEGIAN AIR INTERNATIONAL	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1			
BIRMINGHAM	RYANAIR	S A	16	0	0	6.3	37.5	18.8	18.8	6.3	6.3	6.3	0.0	0.0	0.0	0.0	22	87.5	8	16			
BIRMINGHAM	RYANAIR	S D	17	0	0	0.0	35.3	58.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	93.8	8	16			
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.3	95	15			
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	19	16			
BIRMINGHAM	TUI AIRWAYS LTD	C A	16	0	0	12.5	25.0	25.0	6.3	18.8	6.3	0.0	0.0	6.3	0.0	0.0	109	75.0	14	16			
BIRMINGHAM	TUI AIRWAYS LTD	C D	16	0	0	0.0	6.3	56.3	18.8	6.3	6.3	0.0	0.0	6.3	0.0	0.0	108	76.5	97	17			
BOURNEMOUTH	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	51	1			
BOURNEMOUTH	RYANAIR	S A	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	4			
BOURNEMOUTH	RYANAIR	S D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	4			
BOURNEMOUTH	TUI AIRWAYS LTD	C A	8	0	0	25.0	12.5	12.5	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	23	62.5	17	8			
BOURNEMOUTH	TUI AIRWAYS LTD	C D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	10	8			
BRISTOL	EASYJET UK LTD	S A	19	0	2	23.8	28.6	19.0	9.5	0.0	4.8	4.8	0.0	0.0	0.0	9.5	18	80.0	13	15			
BRISTOL	EASYJET UK LTD	S D	20	0	1	0.0	28.6	33.3	14.3	14.3	0.0	4.8	0.0	0.0	0.0	4.8	22	93.8	10	16			
BRISTOL	RYANAIR	S A	13	0	0	15.4	15.4	30.8	15.4	15.4	0.0	7.7	0.0	0.0	0.0	0.0	24	50.0	20	12			
BRISTOL	RYANAIR	S D	13	0	0	0.0	69.2	15.4	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	9	83.3	8	12			
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	77.8	9	9			
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	55.6	13	9			
BRISTOL	TUI AIRWAYS LTD	C A	12	0	0	8.3	25.0	16.7	0.0	25.0	0.0	0.0	16.7	8.3	0.0	0.0	196	87.5	16	8			
BRISTOL	TUI AIRWAYS LTD	C D	12	0	0	0.0	16.7	33.3	16.7	16.7	0.0	0.0	8.3	8.3	0.0	0.0	180	100.0	0	7			
CARDIFF WALES	RYANAIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8			
CARDIFF WALES	RYANAIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	8			
CARDIFF WALES	TUI AIRWAYS LTD	C A	12	0	0	8.3	8.3	16.7	8.3	41.7	8.3	0.0	8.3	0.0	0.0	0.0	47	66.7	13	12			
CARDIFF WALES	TUI AIRWAYS LTD	C D	12	0	0	0.0	16.7	16.7	25.0	25.0	8.3	0.0	8.3	0.0	0.0	0.0	49	91.7	3	12			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	12	0	0	0.0	50.0	25.0	0.0	8.3	8.3	0.0	8.3	0.0	0.0	0.0	30	83.3	7	12			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	12	0	0	0.0	50.0	16.7	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	14	100.0	1	12			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	33	0	3	47.2	19.4	2.8	2.8	5.6	5.6	2.8	5.6	0.0	0.0	8.3	26	85.0	21	20			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	35	0	1	0.0	38.9	38.9	5.6	11.1	0.0	0.0	2.8	0.0	0.0	2.8	16	85.0	11	20			



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FEB 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							
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	20	0	2	18.2	18.2	31.8	9.1	0.0	4.5	4.5	4.5	0.0	0.0	9.1	30	87.5	13	24			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	21	0	0	0.0	38.1	38.1	4.8	14.3	0.0	0.0	4.8	0.0	0.0	0.0	21	83.3	7	24			
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	76.5	15	17			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.4	17	17			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	12	0	0	8.3	33.3	8.3	0.0	0.0	33.3	16.7	0.0	0.0	0.0	0.0	58	75.0	8	12			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	12	0	0	0.0	0.0	50.0	0.0	8.3	25.0	16.7	0.0	0.0	0.0	0.0	55	100.0	2	12			
EDINBURGH	EASYJET UK LTD	S A	12	0	0	25.0	16.7	41.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	8	12			
EDINBURGH	EASYJET UK LTD	S D	12	0	0	0.0	8.3	50.0	16.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	18	91.7	8	12			
EDINBURGH	JET2.COM LTD	S A	22	0	3	12.0	36.0	12.0	8.0	4.0	12.0	0.0	4.0	0.0	0.0	12.0	25	93.3	4	15			
EDINBURGH	JET2.COM LTD	S D	24	0	1	0.0	32.0	40.0	8.0	12.0	4.0	0.0	0.0	0.0	0.0	4.0	11	100.0	2	15			
EDINBURGH	RYANAIR	S A	16	0	1	5.9	5.9	23.5	23.5	17.6	17.6	0.0	0.0	0.0	0.0	5.9	32	50.0	17	16			
EDINBURGH	RYANAIR	S D	17	0	0	0.0	0.0	64.7	11.8	11.8	11.8	0.0	0.0	0.0	0.0	0.0	18	87.5	8	16			
EDINBURGH	TUI AIRWAYS LTD	C A	8	0	0	25.0	12.5	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	87.5	7	8			
EDINBURGH	TUI AIRWAYS LTD	C D	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	8			
EDINBURGH	TUI AIRWAYS LTD	S A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
EXETER	TUI AIRWAYS LTD	C A	12	0	0	25.0	41.7	16.7	8.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	11	91.7	14	12			
EXETER	TUI AIRWAYS LTD	C D	12	0	0	8.3	50.0	25.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	24	12			
GLASGOW	JET2.COM LTD	S A	42	0	1	25.6	30.2	18.6	9.3	7.0	2.3	4.7	0.0	0.0	0.0	2.3	17	90.5	11	21			
GLASGOW	JET2.COM LTD	S D	43	0	0	0.0	32.6	44.2	14.0	9.3	0.0	0.0	0.0	0.0	0.0	0.0	9	95.2	3	21			
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	57.9	18	19			
GLASGOW	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	7	19			
GLASGOW	TUI AIRWAYS LTD	C A	3	0	0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	24	50.0	25	4			
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	8	4			
JERSEY	SMARTWINGS	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2			
JERSEY	SMARTWINGS	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3			
JERSEY	VOLOTEA	C A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0			
JERSEY	VOLOTEA	C D	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	63	0.0	0	0			
LEEDS BRADFORD	JET2.COM LTD	S A	33	0	4	13.5	40.5	13.5	2.7	13.5	2.7	2.7	0.0	0.0	0.0	10.8	15	79.2	10	24			
LEEDS BRADFORD	JET2.COM LTD	S D	34	0	2	0.0	13.9	50.0	11.1	11.1	5.6	0.0	2.8	0.0	0.0	5.6	24	79.2	12	24			
LEEDS BRADFORD	RYANAIR	S A	13	0	0	7.7	15.4	15.4	15.4	23.1	23.1	0.0	0.0	0.0	0.0	0.0	34	58.3	11	12			
LEEDS BRADFORD	RYANAIR	S D	13	0	0	0.0	7.7	61.5	7.7	23.1	0.0	0.0	0.0	0.0	0.0	0.0	15	83.3	4	12			

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

Origin/Destinations: T

NUMBER OF FLIGHTS

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FEB 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)	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	0.0	0.0	1	0.0	0	0		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4		
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	100.0	0	4		
LIVERPOOL (JOHN LENNON)	WIZZ AIR UK LTD	S A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
GATWICK	BRITISH AIRWAYS PLC	S A	47	0	2	22.4	24.5	12.2	8.2	12.2	10.2	0.0	0.0	6.1	0.0	4.1	97	78.7	10	47			
GATWICK	BRITISH AIRWAYS PLC	S D	51	0	1	0.0	17.3	42.3	23.1	9.6	3.8	0.0	1.9	0.0	0.0	1.9	19	68.1	14	47			
GATWICK	EASYJET UK LTD	S A	71	0	5	26.3	14.5	21.1	6.6	13.2	9.2	1.3	1.3	0.0	0.0	6.6	23	75.0	11	56			
GATWICK	EASYJET UK LTD	S D	72	0	2	0.0	4.1	55.4	20.3	12.2	2.7	0.0	2.7	0.0	0.0	2.7	22	57.1	21	56			
GATWICK	GAINJET AVIATION	C A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0		
GATWICK	GAINJET AVIATION	C D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	16	0	1	5.9	23.5	23.5	17.6	11.8	0.0	0.0	5.9	5.9	0.0	5.9	51	80.0	11	15			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	17	0	1	0.0	44.4	38.9	5.6	0.0	5.6	0.0	0.0	0.0	0.0	5.6	10	100.0	2	16			
GATWICK	NORWEGIAN AIR SHUTTLE	S A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	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	55.6	16	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	55.6	17	18			
GATWICK	TUI AIRWAYS LTD	C A	21	0	1	0.0	4.5	27.3	13.6	18.2	13.6	13.6	0.0	4.5	0.0	4.5	115	42.3	21	26			
GATWICK	TUI AIRWAYS LTD	C D	20	0	2	0.0	0.0	45.5	13.6	22.7	4.5	4.5	0.0	0.0	0.0	9.1	32	73.1	13	26			
GATWICK	TUI AIRWAYS LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	84	1			
HEATHROW	BRITISH AIRWAYS PLC	S A	5	0	0	40.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	7	4			
HEATHROW	BRITISH AIRWAYS PLC	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	8	75.0	4	4			
LUTON	EASYJET UK LTD	S A	12	0	1	0.0	23.1	15.4	15.4	23.1	15.4	0.0	0.0	0.0	0.0	7.7	31	83.3	3	12			
LUTON	EASYJET UK LTD	S D	12	0	1	0.0	15.4	61.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	7.7	12	100.0	4	12			
LUTON	RYANAIR	S A	8	0	0	0.0	25.0	50.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	47	75.0	10	8			
LUTON	RYANAIR	S D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	8			
LUTON	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	37.5	25	8			
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	7	87.5	10	8			
LUTON	WIZZ AIR UK LTD	S A	11	0	1	33.3	25.0	8.3	0.0	8.3	8.3	0.0	0.0	8.3	0.0	8.3	102	0.0	0	0			
LUTON	WIZZ AIR 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	0.0	0	0			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR FEBRUARY 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							
STANSTED	JET2.COM LTD	S A	41	0	2	44.2	18.6	7.0	7.0	4.7	4.7	4.7	2.3	2.3	0.0	4.7	51	75.0	10	32			
STANSTED	JET2.COM LTD	S D	42	0	3	2.2	22.2	57.8	8.9	0.0	2.2	0.0	0.0	0.0	0.0	6.7	5	90.6	4	32			
STANSTED	RYANAIR	S A	36	0	1	10.8	32.4	21.6	16.2	8.1	5.4	2.7	0.0	0.0	0.0	2.7	16	85.0	7	40			
STANSTED	RYANAIR	S D	37	0	1	0.0	44.7	39.5	2.6	7.9	2.6	0.0	0.0	0.0	0.0	2.6	7	85.0	7	40			
STANSTED	TUI AIRWAYS LTD	C A	6	0	0	0.0	33.3	0.0	16.7	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	75.0	10	8			
STANSTED	TUI AIRWAYS LTD	C D	6	0	0	0.0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	7	8			
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	13	0.0	0	0			
MANCHESTER	EASYJET UK LTD	S A	37	0	0	48.6	16.2	13.5	5.4	8.1	5.4	0.0	2.7	0.0	0.0	0.0	17	100.0	2	32			
MANCHESTER	EASYJET UK LTD	S D	37	0	0	0.0	27.0	62.2	2.7	5.4	2.7	0.0	0.0	0.0	0.0	0.0	9	93.8	4	32			
MANCHESTER	JET2.COM LTD	C D	2	0	0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	108	0.0	0	0			
MANCHESTER	JET2.COM LTD	S A	53	0	4	42.1	21.1	15.8	1.8	7.0	3.5	0.0	1.8	0.0	0.0	7.0	11	77.5	11	40			
MANCHESTER	JET2.COM LTD	S D	55	0	1	0.0	7.1	67.9	17.9	5.4	0.0	0.0	0.0	0.0	0.0	1.8	10	72.7	14	41			
MANCHESTER	RYANAIR	S A	38	0	1	17.9	23.1	20.5	15.4	5.1	7.7	2.6	5.1	0.0	0.0	2.6	30	80.6	12	36			
MANCHESTER	RYANAIR	S D	37	0	1	0.0	31.6	52.6	2.6	2.6	5.3	0.0	2.6	0.0	0.0	2.6	16	83.3	16	36			
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	73.0	10	37			
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.1	10	37			
MANCHESTER	TUI AIRWAYS LTD	C A	24	0	0	12.5	16.7	29.2	20.8	4.2	12.5	0.0	0.0	4.2	0.0	0.0	53	85.7	9	28			
MANCHESTER	TUI AIRWAYS LTD	C D	24	0	0	0.0	4.2	50.0	29.2	4.2	4.2	4.2	0.0	4.2	0.0	0.0	54	89.3	9	28			
NEWCASTLE	BRITISH AIRWAYS PLC	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
NEWCASTLE	EASYJET UK LTD	S A	7	0	1	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	1	87.5	3	8			
NEWCASTLE	EASYJET UK LTD	S D	9	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	7	8			
NEWCASTLE	JET2.COM LTD	S A	27	0	0	40.7	14.8	29.6	3.7	3.7	3.7	0.0	3.7	0.0	0.0	0.0	15	81.3	13	16			
NEWCASTLE	JET2.COM LTD	S D	27	0	0	0.0	22.2	70.4	0.0	3.7	3.7	0.0	0.0	0.0	0.0	0.0	8	87.5	6	16			
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	83.3	4	12			
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	8	12			
NEWCASTLE	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	11	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	80.0	9	10			
NEWCASTLE	TUI AIRWAYS LTD	S A	12	0	0	8.3	50.0	16.7	8.3	8.3	0.0	0.0	0.0	8.3	0.0	0.0	142	87.5	12	8			
NEWCASTLE	TUI AIRWAYS LTD	S D	12	0	0	0.0	25.0	50.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	62.5	14	8			
SOUTHAMPTON	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	S A	0	0	0	0.0	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			
SOUTHEND	EASYJET UK LTD	S A	9	0	1	30.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	6	87.5	9	8			

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ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										FEB 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													
		SOUTHEND		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		75.0		7		8					
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>								<b>1856</b>		<b>0</b>		<b>57</b>		<b>12.6</b>		<b>23.0</b>		<b>33.6</b>		<b>10.1</b>		<b>8.9</b>		<b>4.9</b>		<b>1.4</b>		<b>1.4</b>		<b>1.2</b>		<b>0.0</b>		<b>3.0</b>		<b>35</b>		<b>80.3</b>		<b>12</b>		<b>1865</b>	
		HEATHROW		TIANJIN AIRLINES		S A		7		0		1		25.0		0.0		0.0		25.0		37.5		0.0		0.0		0.0		0.0		12.5		23		54.2		16		24			
		HEATHROW		TIANJIN AIRLINES		S D		7		0		1		0.0		50.0		25.0		0.0		0.0		12.5		0.0		0.0		0.0		12.5		15		95.8		3		24			
<b>TOTAL TIANJIN</b>								<b>14</b>		<b>0</b>		<b>2</b>		<b>12.5</b>		<b>25.0</b>		<b>12.5</b>		<b>12.5</b>		<b>18.8</b>		<b>6.3</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>12.5</b>		<b>19</b>		<b>75.0</b>		<b>10</b>		<b>48</b>	
		LUTON		WIZZ AIR		S A		25		0		0		4.0		36.0		16.0		28.0		12.0		0.0		4.0		0.0		0.0		15		82.1		19		28					
		LUTON		WIZZ AIR		S D		25		0		0		0.0		20.0		32.0		32.0		12.0		4.0		0.0		0.0		0.0		19		75.0		24		28					
<b>TOTAL TIMISOARA</b>								<b>50</b>		<b>0</b>		<b>0</b>		<b>2.0</b>		<b>28.0</b>		<b>24.0</b>		<b>30.0</b>		<b>12.0</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>17</b>		<b>78.6</b>		<b>22</b>		<b>56</b>	
		GATWICK		BRITISH AIRWAYS PLC		S A		36		0		1		8.1		21.6		21.6		27.0		5.4		8.1		2.7		0.0		2.7		0.0		2.7		53		78.8		10		33	
		GATWICK		BRITISH AIRWAYS PLC		S D		36		0		1		0.0		29.7		45.9		0.0		8.1		8.1		5.4		0.0		0.0		0.0		2.7		21		75.8		13		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		50.0		13		1			
		LUTON		WIZZ AIR UK LTD		S A		20		0		0		20.0		45.0		25.0		5.0		5.0		0.0		0.0		0.0		0.0		6		56.3		25		16					
		LUTON		WIZZ AIR UK LTD		S D		20		0		0		0.0		25.0		60.0		10.0		0.0		5.0		0.0		0.0		0.0		9		75.0		19		16					
<b>TOTAL TIRANA</b>								<b>112</b>		<b>0</b>		<b>2</b>		<b>6.1</b>		<b>28.9</b>		<b>36.8</b>		<b>11.4</b>		<b>5.3</b>		<b>6.1</b>		<b>2.6</b>		<b>0.0</b>		<b>0.9</b>		<b>0.0</b>		<b>1.8</b>		<b>26</b>		<b>73.0</b>		<b>15</b>		<b>99</b>	
		GLASGOW		LOGANAIR LTD		S A		40		0		11		5.9		23.5		7.8		11.8		15.7		5.9		5.9		2.0		0.0		0.0		21.6		39		76.6		51		45	
		GLASGOW		LOGANAIR LTD		S D		40		0		11		0.0		19.6		19.6		9.8		11.8		11.8		2.0		3.9		0.0		0.0		21.6		36		76.0		11		45	
<b>TOTAL TIREE</b>								<b>80</b>		<b>0</b>		<b>22</b>		<b>2.9</b>		<b>21.6</b>		<b>13.7</b>		<b>10.8</b>		<b>13.7</b>		<b>8.8</b>		<b>3.9</b>		<b>2.9</b>		<b>0.0</b>		<b>0.0</b>		<b>21.6</b>		<b>37</b>		<b>76.3</b>		<b>31</b>		<b>90</b>	
		LUTON		WIZZ AIR UK LTD		S A		13		0		0		15.4		46.2		38.5		0.0		0.0		0.0		0.0		0.0		0.0		2		81.3		14		16					
		LUTON		WIZZ AIR UK LTD		S D		13		0		0		0.0		46.2		53.8		0.0		0.0		0.0		0.0		0.0		0.0		2		93.8		9		16					
<b>TOTAL TIRGU MURES</b>								<b>26</b>		<b>0</b>		<b>0</b>		<b>7.7</b>		<b>46.2</b>		<b>46.2</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>2</b>		<b>87.5</b>		<b>12</b>		<b>32</b>			
		GATWICK		BRITISH AIRWAYS PLC		S A		9		0		0		77.8		11.1		11.1		0.0		0.0		0.0		0.0		0.0		0.0		1		87.5		10		8					
		GATWICK		BRITISH AIRWAYS PLC		S D		8		0		0		0.0		12.5		62.5		25.0		0.0		0.0		0.0		0.0		0.0		9		50.0		24		8					
		GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S A		7		0		1		37.5		0.0		37.5		0.0		0.0		12.5		0.0		0.0		12.5		11		75.0		7		8					
		GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S D		8		0		0		0.0		12.5		50.0		12.5		12.5		12.5		0.0		0.0		0.0		19		50.0		20		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		100.0		0		4							
<b>TOTAL TOBAGO</b>								<b>32</b>		<b>0</b>		<b>1</b>		<b>30.3</b>		<b>9.1</b>		<b>39.4</b>		<b>9.1</b>		<b>3.0</b>		<b>6.1</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>3.0</b>		<b>10</b>		<b>69.4</b>		<b>13</b>		<b>36</b>	

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										FEB 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
TOKYO (HANEDA)																						
	HEATHROW	ALL NIPPON AIRWAYS	S	A	29	0	0	13.8	24.1	34.5	17.2	3.4	3.4	0.0	3.4	0.0	0.0	0.0	18	75.0	15	28
	HEATHROW	ALL NIPPON AIRWAYS	S	D	29	0	0	0.0	62.1	31.0	0.0	0.0	3.4	3.4	0.0	0.0	0.0	10	92.9	4	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	14.3	17.9	42.9	17.9	7.1	0.0	0.0	0.0	0.0	0.0	11	85.7	12	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	27.6	55.2	10.3	6.9	0.0	0.0	0.0	0.0	0.0	9	89.3	15	28	
	HEATHROW	JAPAN AIRLINES	S	A	58	0	0	15.5	19.0	34.5	22.4	5.2	0.0	0.0	1.7	1.7	0.0	33	85.7	8	56	
	HEATHROW	JAPAN AIRLINES	S	D	58	0	0	0.0	25.9	58.6	8.6	1.7	3.4	0.0	0.0	1.7	0.0	27	94.6	4	56	
<b>TOTAL TOKYO (HANEDA)</b>					<b>231</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>27.7</b>	<b>43.7</b>	<b>13.4</b>	<b>3.9</b>	<b>1.7</b>	<b>0.4</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>87.9</b>	<b>9</b>	<b>224</b>
TOKYO (NARITA)																						
	HEATHROW	AEROFLOT	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	9	87.5	7	8	
	HEATHROW	AEROFLOT	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	4	87.5	20	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	1	11.1	22.2	22.2	18.5	18.5	3.7	0.0	0.0	0.0	0.0	3.7	17	85.7	15	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	25.9	44.4	14.8	11.1	3.7	0.0	0.0	0.0	0.0	13	78.6	9	28	
<b>TOTAL TOKYO (NARITA)</b>					<b>67</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>27.9</b>	<b>33.8</b>	<b>16.2</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>1.5</b>	<b>14</b>	<b>83.3</b>	<b>13</b>	<b>72</b>
TORONTO																						
	GLASGOW	AIR TRANSAT	S	A	5	0	0	40.0	0.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	33	75.0	5	4	
	GLASGOW	AIR TRANSAT	S	D	5	0	0	0.0	40.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	35	100.0	1	4	
	GLASGOW	WEST JET 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	13	0.0	0	0	
	GATWICK	AIR TRANSAT	S	A	29	0	0	20.7	20.7	17.2	6.9	6.9	13.8	6.9	6.9	0.0	0.0	41	21.4	57	28	
	GATWICK	AIR TRANSAT	S	D	29	0	0	0.0	34.5	31.0	6.9	3.4	17.2	3.4	3.4	0.0	0.0	32	39.3	43	28	
	GATWICK	WEST JET AIRLINES	S	A	28	0	2	66.7	16.7	3.3	3.3	0.0	0.0	3.3	0.0	0.0	0.0	6.7	6	67.9	21	28
	GATWICK	WEST JET AIRLINES	S	D	29	0	1	0.0	13.3	63.3	10.0	3.3	3.3	3.3	0.0	0.0	0.0	3.3	15	57.1	27	28
	HEATHROW	AIR CANADA	S	A	102	0	3	31.4	25.7	16.2	11.4	4.8	5.7	0.0	1.9	0.0	0.0	2.9	15	35.2	44	106
	HEATHROW	AIR CANADA	S	D	104	0	2	0.0	39.6	42.5	12.3	0.9	1.9	0.0	0.0	0.9	0.0	1.9	12	75.9	11	105
	HEATHROW	BRITISH AIRWAYS PLC	S	A	45	0	1	30.4	45.7	10.9	6.5	4.3	0.0	0.0	0.0	0.0	0.0	2.2	4	70.6	20	51
	HEATHROW	BRITISH AIRWAYS PLC	S	D	47	0	0	0.0	6.4	40.4	38.3	12.8	2.1	0.0	0.0	0.0	0.0	18	80.4	13	51	
	MANCHESTER	AIR TRANSAT	S	A	8	0	0	75.0	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	13	37.5	54	8	
	MANCHESTER	AIR TRANSAT	S	D	8	0	0	0.0	37.5	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	13	12.5	76	8	
<b>TOTAL TORONTO</b>					<b>440</b>	<b>0</b>	<b>9</b>	<b>18.0</b>	<b>27.6</b>	<b>27.8</b>	<b>12.5</b>	<b>4.5</b>	<b>5.1</b>	<b>1.1</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>2.0</b>	<b>16</b>	<b>57.3</b>	<b>29</b>	<b>449</b>
TOULOUSE (BLAGNAC)																						
	BIRMINGHAM	FLYBE 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	11	0.0	0	0	
	BIRMINGHAM	FLYBE LTD	C	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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 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	4	0.0	0	0		
BIRMINGHAM	TUI AIRWAYS LTD	C A	4	0	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	3		
BIRMINGHAM	TUI AIRWAYS LTD	C D	4	0	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	7	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	0	13.3	611	12		
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	75.0	29	16		
BRISTOL	EASYJET UK LTD	S A	12	0	0	0	0.0	50.0	25.0	8.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	40.0	25	15		
BRISTOL	EASYJET UK LTD	S D	12	0	0	0	0.0	66.7	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	86.7	7	15		
BRISTOL	LOGANAIR LTD	C A	32	0	0	0	3.1	34.4	34.4	15.6	6.3	3.1	3.1	0.0	0.0	0.0	0.0	15	0.0	0	0		
BRISTOL	LOGANAIR LTD	C D	32	0	0	0	3.1	56.3	21.9	3.1	9.4	6.3	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
BRISTOL	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	26.7	514	13		
BRISTOL	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	75.0	13	16		
CARDIFF WALES	AIR MALTA	C A	1	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0		
CARDIFF WALES	AIR 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	0	0.0	0	0		
CARDIFF WALES	ALBA STAR	C 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	6	0.0	0	0		
CARDIFF WALES	ALBA STAR	C D	2	0	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
CARDIFF WALES	TRADE AIR	C A	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
CARDIFF WALES	TRADE AIR	C D	1	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	32	1		
EDINBURGH	BA CITYFLYER LTD	C A	4	0	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	8	4		
EDINBURGH	BA CITYFLYER LTD	C D	4	0	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4		
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	0	0.0	64	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	0.0	22	1		
EDINBURGH	RYANAIR	S A	8	0	0	0	12.5	0.0	37.5	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	32	87.5	3	8		
EDINBURGH	RYANAIR	S D	8	0	0	0	0.0	37.5	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	21	100.0	2	8		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	12		
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	0	100.0	0	12		
GATWICK	EASYJET UK LTD	S A	56	0	3	0	0.0	35.6	27.1	13.6	3.4	8.5	5.1	1.7	0.0	0.0	5.1	26	65.7	23	67		
GATWICK	EASYJET UK LTD	S D	56	0	3	0	0.0	11.9	47.5	15.3	11.9	5.1	3.4	0.0	0.0	0.0	5.1	23	65.7	22	67		
GATWICK	TITAN AIRWAYS LTD	C A	3	0	0	0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
GATWICK	TITAN AIRWAYS LTD	C D	4	0	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
GATWICK	TUI AIRWAYS LTD	C A	4	0	1	0	0.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	23	100.0	0	3		
GATWICK	TUI AIRWAYS LTD	C D	4	0	0	0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	31	100.0	2	3		
HEATHROW	BRITISH AIRWAYS PLC	S A	84	0	2	4.7	29.1	26.7	11.6	10.5	12.8	2.3	0.0	0.0	0.0	0.0	2.3	25	84.5	8	82		

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	BRITISH AIRWAYS PLC	S	D	84	0	2	0.0	32.6	34.9	12.8	11.6	4.7	1.2	0.0	0.0	0.0	2.3	15	86.9	5	82	
	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	80.0	14	20	
	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	76.2	10	21	
	STANSTED	RYANAIR	S	A	58	0	0	8.6	50.0	20.7	6.9	8.6	3.4	1.7	0.0	0.0	0.0	0.0	11	82.1	11	56	
	STANSTED	RYANAIR	S	D	58	0	0	0.0	51.7	32.8	10.3	3.4	0.0	1.7	0.0	0.0	0.0	0.0	7	94.6	6	56	
	STANSTED	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1	
	STANSTED	TITAN 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	22	0.0	0	0	
	MANCHESTER	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	11	
	MANCHESTER	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	11	
	MANCHESTER	JET2.COM LTD	C	A	4	0	0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	MANCHESTER	JET2.COM LTD	C	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	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	16	25.0	50	4	
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	32	4	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>564</b>	<b>0</b>	<b>11</b>	<b>2.3</b>	<b>35.5</b>	<b>31.7</b>	<b>12.0</b>	<b>9.0</b>	<b>5.6</b>	<b>1.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>16</b>	<b>77.3</b>	<b>34</b>	<b>634</b>	
TOURS																							
	STANSTED	RYANAIR	S	A	7	0	1	12.5	50.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12.5	6	87.5	32	8	
	STANSTED	RYANAIR	S	D	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	8	
<b>TOTAL TOURS</b>					<b>15</b>	<b>0</b>	<b>1</b>	<b>6.3</b>	<b>43.8</b>	<b>31.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>7</b>	<b>93.8</b>	<b>17</b>	<b>16</b>	
TREVISO																							
	BRISTOL	RYANAIR	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	1	0.0	20.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	10.0	16	50.0	20	8		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	1	0.0	30.0	40.0	10.0	0.0	10.0	0.0	0.0	0.0	10.0	11	87.5	10	8		
	EDINBURGH	RYANAIR	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	9	91.7	5	12	
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	91.7	3	12	
	STANSTED	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	80.0	19	75	
	STANSTED	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.1	4	76	
	MANCHESTER	RYANAIR	S	A	13	0	0	0.0	7.7	61.5	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	17	83.3	38	12	
	MANCHESTER	RYANAIR	S	D	13	0	0	7.7	23.1	61.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	91.7	3	12	
	SOUTHEND	RYANAIR	S	A	13	0	0	30.8	30.8	7.7	7.7	7.7	7.7	0.0	7.7	0.0	0.0	0.0	27	0.0	0	0	
	SOUTHEND	RYANAIR	S	D	13	0	0	0.0	53.8	23.1	0.0	15.4	7.7	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL TREVISO</b>					<b>89</b>	<b>0</b>	<b>2</b>	<b>6.6</b>	<b>28.6</b>	<b>38.5</b>	<b>12.1</b>	<b>6.6</b>	<b>4.4</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>14</b>	<b>85.6</b>	<b>12</b>	<b>215</b>	
TRIESTE (RONCHI DEI LEGIONARI)																							
	STANSTED	RYANAIR	S	A	12	0	0	0.0	16.7	41.7	25.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	24	75.0	15	12	

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

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FEB 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	RYANAIR	S	D	11	0	1	0.0	33.3	25.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	8.3	14	83.3	9	12	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>23</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.0</b>	<b>33.3</b>	<b>20.8</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>19</b>	<b>79.2</b>	<b>12</b>	<b>24</b>	
TROMSOE																							
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	17	0	0	5.9	5.9	35.3	23.5	23.5	5.9	0.0	0.0	0.0	0.0	0.0	21	68.8	15	16	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	17	0	0	0.0	23.5	58.8	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	8	68.8	13	16	
	LUTON	WIZZ AIR UK LTD	S	A	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	12.5	74	8	
	LUTON	WIZZ AIR UK LTD	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	41	8	
<b>TOTAL TROMSOE</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>26.0</b>	<b>44.0</b>	<b>12.0</b>	<b>12.0</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>11</b>	<b>60.4</b>	<b>28</b>	<b>48</b>	
TRONDHEIM (VAERNES)																							
	LIVERPOOL (JOHN LENNON)	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	25	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	ENTER AIR	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	11	0	1	8.3	25.0	33.3	8.3	0.0	16.7	0.0	0.0	0.0	0.0	8.3	20	70.8	18	24	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	11	0	1	0.0	66.7	0.0	16.7	0.0	8.3	0.0	0.0	0.0	0.0	8.3	15	75.0	16	24	
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>24</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>46.2</b>	<b>15.4</b>	<b>15.4</b>	<b>0.0</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>17</b>	<b>72.9</b>	<b>17</b>	<b>48</b>	
TUNIS																							
	GATWICK	TUNISAIR	S	A	8	0	0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	44	22.2	49	9	
	GATWICK	TUNISAIR	S	D	8	0	0	0.0	0.0	0.0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	63	22.2	59	9	
	HEATHROW	TUNISAIR	S	A	16	0	1	0.0	5.9	11.8	11.8	52.9	5.9	5.9	0.0	0.0	0.0	5.9	40	31.3	46	16	
	HEATHROW	TUNISAIR	S	D	16	0	1	5.9	0.0	17.6	29.4	23.5	11.8	5.9	0.0	0.0	0.0	5.9	36	25.0	49	16	
<b>TOTAL TUNIS</b>					<b>48</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>2.0</b>	<b>10.0</b>	<b>24.0</b>	<b>36.0</b>	<b>18.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>43</b>	<b>26.0</b>	<b>50</b>	<b>50</b>	
TURIN																							
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	11.1	33.3	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	8	
	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	2	100.0	2	8	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	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	3	100.0	3	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	100.0	0	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	100.0	0	4	
	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	6	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	A	4	0	0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	57	33.3	23	3	
	BRISTOL	EASYJET UK LTD	S	D	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	1	4	
	BRISTOL	RYANAIR	S	A	5	0	0	20.0	20.0	20.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	49	0.0	0	0	
	BRISTOL	RYANAIR	S	D	5	0	0	0.0	60.0	0.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	40	0.0	0	0	



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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	49	100.0	0	4
BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	31	100.0	4	4
EAST MIDLANDS INTERNATIONAL	FAI FLIGHT-AMBULANCE SERVICE	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	109	0.0	0	0
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
EDINBURGH	JET2.COM LTD	S	A	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	15	4
EDINBURGH	JET2.COM LTD	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	12	4
GLASGOW	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	38	75.0	8	4
GLASGOW	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	1	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	25.0	57	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	50.0	50	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	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	100.0	3	4
GATWICK	BRITISH AIRWAYS PLC	S	A	70	0	3	8.2	38.4	23.3	11.0	9.6	0.0	1.4	0.0	4.1	0.0	4.1	69	77.3	12	66
GATWICK	BRITISH AIRWAYS PLC	S	D	70	0	2	0.0	34.7	41.7	9.7	8.3	1.4	1.4	0.0	0.0	0.0	2.8	11	86.4	6	66
GATWICK	EASYJET UK LTD	S	A	29	0	2	0.0	29.0	29.0	9.7	19.4	3.2	3.2	0.0	0.0	0.0	6.5	21	44.0	33	24
GATWICK	EASYJET UK LTD	S	D	29	0	2	0.0	12.9	48.4	19.4	6.5	3.2	3.2	0.0	0.0	0.0	6.5	17	62.5	23	24
GATWICK	TITAN AIRWAYS LTD	C	A	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	28	8
GATWICK	TITAN AIRWAYS LTD	C	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	8	8
GATWICK	TUI AIRWAYS LTD	C	A	8	0	2	0.0	0.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	20.0	50	75.0	15	8
GATWICK	TUI AIRWAYS LTD	C	D	9	0	1	0.0	0.0	40.0	20.0	10.0	10.0	10.0	0.0	0.0	0.0	10.0	37	87.5	8	8
GATWICK	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
LUTON	BLUE AIR TRANSPORT AERIAN	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	6	11
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	81.8	6	11
LUTON	EASYJET UK LTD	S	A	5	0	0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	6
LUTON	EASYJET UK LTD	S	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	6
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	36	1
STANSTED	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
STANSTED	JET2.COM LTD	S	A	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	7	4
STANSTED	JET2.COM LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	4

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	RYANAIR	S A	34	0	0	0.0	11.8	41.2	20.6	11.8	11.8	0.0	2.9	0.0	0.0	0.0	28	71.9	19	32			
STANSTED	RYANAIR	S D	34	0	0	0.0	52.9	29.4	11.8	0.0	5.9	0.0	0.0	0.0	0.0	0.0	8	90.6	5	32			
STANSTED	TITAN AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1			
STANSTED	TITAN AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
STANSTED	TUI AIRWAYS LTD	C A	4	0	0	0.0	50.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	47	75.0	9	4			
STANSTED	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	47	100.0	6	4			
MANCHESTER	EASYJET UK LTD	S A	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	50.0	18	4			
MANCHESTER	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	8	75.0	14	4			
MANCHESTER	JET2.COM LTD	S A	11	0	0	0.0	36.4	27.3	9.1	18.2	9.1	0.0	0.0	0.0	0.0	0.0	18	75.0	10	12			
MANCHESTER	JET2.COM LTD	S D	11	0	0	0.0	18.2	45.5	27.3	0.0	9.1	0.0	0.0	0.0	0.0	0.0	15	100.0	1	12			
MANCHESTER	TUI AIRWAYS LTD	C A	4	0	0	0.0	50.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	48	87.5	3	8			
MANCHESTER	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	87.5	6	8			
NEWCASTLE	TUI AIRWAYS LTD	S A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	4			
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	9	100.0	2	4			
SOUTHEND	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	114	0.0	0	0			
SOUTHEND	VOLOTEA	S D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0			
<b>TOTAL TURIN</b>			<b>441</b>	<b>0</b>	<b>12</b>	<b>2.0</b>	<b>28.7</b>	<b>35.3</b>	<b>12.8</b>	<b>10.6</b>	<b>5.1</b>	<b>1.8</b>	<b>0.4</b>	<b>0.7</b>	<b>0.0</b>	<b>2.6</b>	<b>27</b>	<b>80.6</b>	<b>11</b>	<b>467</b>			

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

Origin/Destinations: U

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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								
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	29	100.0	2	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	4	100.0	3	2			
	GATWICK	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	4	2			
	GATWICK	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	2			
	MANCHESTER	TUI AIRWAYS LTD	C	A	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	59	0.0	76	2			
	MANCHESTER	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	107	0.0	114	2			
<b>TOTAL U-TAPAO</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>66.7</b>	<b>0.0</b>	<b>8.3</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>35</b>	<b>66.7</b>	<b>34</b>	<b>12</b>		

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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
VAGAR																						
	EDINBURGH	ATLANTIC AIRWAYS	S	A	8	0	0	12.5	62.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	EDINBURGH	ATLANTIC AIRWAYS	S	D	8	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL VAGAR</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>56.3</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
VALENCIA																						
	BRISTOL	RYANAIR	S	A	8	0	0	0.0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	27	57.1	23	7
	BRISTOL	RYANAIR	S	D	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	17	85.7	10	7
	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	100.0	0	2
	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	0	2
	EDINBURGH	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	12
	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	91.7	6	12
	GLASGOW	HIBERNIAN AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GLASGOW	HIBERNIAN AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
	GLASGOW	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2
	GLASGOW	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	GLASGOW	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1
	GLASGOW	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	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	89.5	7	19
	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	84.2	8	19
	GATWICK	EASYJET UK LTD	S	A	56	0	5	3.3	23.0	21.3	19.7	13.1	9.8	1.6	0.0	0.0	0.0	8.2	25	68.3	18	60
	GATWICK	EASYJET UK LTD	S	D	56	0	3	0.0	25.4	44.1	10.2	13.6	0.0	1.7	0.0	0.0	0.0	5.1	14	71.7	16	60
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	1	10.7	7.1	21.4	14.3	25.0	10.7	0.0	7.1	0.0	0.0	3.6	45	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	1	0.0	17.9	17.9	25.0	25.0	3.6	0.0	7.1	0.0	0.0	3.6	37	0.0	0	0
	LUTON	EASYJET UK LTD	S	A	9	0	1	20.0	30.0	10.0	0.0	0.0	20.0	10.0	0.0	0.0	0.0	10.0	37	72.7	10	11
	LUTON	EASYJET UK LTD	S	D	9	0	1	0.0	40.0	20.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	10.0	16	100.0	3	10
	STANSTED	RYANAIR	S	A	37	0	0	10.8	45.9	18.9	10.8	2.7	8.1	2.7	0.0	0.0	0.0	0.0	15	97.3	4	37
	STANSTED	RYANAIR	S	D	37	0	0	0.0	48.6	43.2	2.7	2.7	0.0	2.7	0.0	0.0	0.0	0.0	8	100.0	2	36
	MANCHESTER	RYANAIR	S	A	8	0	0	12.5	37.5	25.0	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	31	75.0	9	8
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	25.0	37.5	12.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	42	50.0	19	8
<b>TOTAL VALENCIA</b>					<b>290</b>	<b>0</b>	<b>12</b>	<b>4.0</b>	<b>28.1</b>	<b>28.5</b>	<b>13.9</b>	<b>12.3</b>	<b>5.6</b>	<b>1.7</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>23</b>	<b>82.4</b>	<b>10</b>	<b>318</b>
VANCOUVER																						
	HEATHROW	AIR CANADA	S	A	29	0	0	10.3	48.3	27.6	3.4	3.4	3.4	0.0	0.0	3.4	0.0	0.0	25	50.0	24	28
	HEATHROW	AIR CANADA	S	D	28	0	1	0.0	10.3	65.5	13.8	6.9	0.0	0.0	0.0	0.0	0.0	3.4	10	85.7	7	28

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: V										FEB 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	
VANCOUVER		HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	1	13.8	27.6	27.6	13.8	3.4	3.4	3.4	3.4	0.0	0.0	3.4	22	46.4	21	28					
		HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	1	0.0	20.7	44.8	6.9	17.2	3.4	0.0	3.4	0.0	0.0	3.4	22	67.9	12	28					
<b>TOTAL VANCOUVER</b>						<b>113</b>	<b>0</b>	<b>3</b>	<b>6.0</b>	<b>26.7</b>	<b>41.4</b>	<b>9.5</b>	<b>7.8</b>	<b>2.6</b>	<b>0.9</b>	<b>1.7</b>	<b>0.9</b>	<b>0.0</b>	<b>2.6</b>	<b>20</b>	<b>62.5</b>	<b>16</b>	<b>112</b>					
VARADERO		MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	21	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	60.0	12	4						
<b>TOTAL VARADERO</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>16</b>	<b>8</b>						
VARNA		LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0						
		LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	8	0	0	0.0	0.0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0						
		LUTON	WIZZ AIR	S	A	20	0	0	15.0	25.0	30.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	20						
		LUTON	WIZZ AIR	S	D	20	0	0	5.0	30.0	30.0	10.0	25.0	0.0	0.0	0.0	0.0	0.0	16	95.0	2	20						
		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	192	1						
<b>TOTAL VARNA</b>						<b>56</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>23.2</b>	<b>35.7</b>	<b>12.5</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>15</b>	<b>95.1</b>	<b>6</b>	<b>41</b>						
VASTERAS		LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0							
		STANSTED	RYANAIR	S	A	15	0	1	0.0	12.5	56.3	6.3	18.8	0.0	0.0	0.0	0.0	6.3	16	43.8	17	16						
		STANSTED	RYANAIR	S	D	16	0	0	0.0	18.8	68.8	0.0	12.5	0.0	0.0	0.0	0.0	9	93.8	4	16							
<b>TOTAL VASTERAS</b>						<b>32</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>15.2</b>	<b>60.6</b>	<b>6.1</b>	<b>15.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>13</b>	<b>68.8</b>	<b>11</b>	<b>32</b>						
VENICE		BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	6	0	0	0.0	33.3	50.0	0.0	0.0	16.7	0.0	0.0	0.0	14	50.0	23	8							
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	7	0	0	0.0	42.9	42.9	0.0	0.0	14.3	0.0	0.0	0.0	20	50.0	26	8							
		BIRMINGHAM	JET2.COM LTD	S	A	5	0	0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	13	100.0	2	3							
		BIRMINGHAM	JET2.COM LTD	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	8	4							
		BRISTOL	EASYJET EUROPE	S	A	27	0	0	0.0	59.3	25.9	3.7	7.4	0.0	3.7	0.0	0.0	11	0.0	0	0							
		BRISTOL	EASYJET EUROPE	S	D	27	0	0	0.0	25.9	48.1	11.1	11.1	0.0	3.7	0.0	0.0	15	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	87.5	13	24							
		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	92.0	10	25							
		BRISTOL	RYANAIR	S	A	21	0	0	0.0	14.3	28.6	28.6	19.0	9.5	0.0	0.0	0.0	22	75.0	12	20							
		BRISTOL	RYANAIR	S	D	20	0	0	0.0	40.0	40.0	5.0	15.0	0.0	0.0	0.0	0.0	9	90.0	3	20							
		EDINBURGH	EASYJET EUROPE	S	A	20	0	0	10.0	50.0	15.0	5.0	10.0	10.0	0.0	0.0	0.0	14	0.0	0	0							
		EDINBURGH	EASYJET EUROPE	S	D	20	0	0	0.0	30.0	40.0	5.0	10.0	15.0	0.0	0.0	0.0	20	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	94.7	13	19							
		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	78.9	18	19							

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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							
	GLASGOW	EASYJET UK LTD	S	A	9	0	0	22.2	33.3	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	100.0	0	8	
	GLASGOW	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	66.7	0.0	11.1	11.1	0.0	0.0	0.0	0.0	18	100.0	2	8		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	7	0	0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	8		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	7	0	0	0.0	71.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8		
	GATWICK	BRITISH AIRWAYS PLC	S	A	80	0	2	14.6	22.0	26.8	14.6	9.8	7.3	1.2	1.2	0.0	0.0	2.4	21	74.1	13	81	
	GATWICK	BRITISH AIRWAYS PLC	S	D	80	0	2	0.0	28.0	47.6	4.9	7.3	8.5	0.0	1.2	0.0	0.0	2.4	16	77.8	10	81	
	GATWICK	EASYJET UK LTD	S	A	91	0	1	5.4	32.6	29.3	12.0	12.0	5.4	1.1	0.0	1.1	0.0	1.1	21	63.4	20	93	
	GATWICK	EASYJET UK LTD	S	D	92	0	1	0.0	25.8	36.6	18.3	10.8	6.5	1.1	0.0	0.0	0.0	1.1	18	66.7	18	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	32	0	3	14.3	20.0	25.7	5.7	17.1	5.7	0.0	0.0	2.9	0.0	8.6	47	76.8	9	55	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	32	0	3	0.0	22.9	42.9	20.0	0.0	2.9	2.9	0.0	0.0	0.0	8.6	13	85.7	7	56	
	LUTON	EASYJET UK LTD	S	A	27	0	1	14.3	32.1	21.4	7.1	10.7	7.1	0.0	3.6	0.0	0.0	3.6	25	76.9	13	26	
	LUTON	EASYJET UK LTD	S	D	27	0	1	0.0	42.9	28.6	10.7	3.6	7.1	0.0	3.6	0.0	0.0	3.6	25	73.1	12	26	
	STANSTED	RYANAIR	S	A	77	0	3	0.0	8.8	41.3	17.5	22.5	3.8	2.5	0.0	0.0	0.0	3.8	25	0.0	0	0	
	STANSTED	RYANAIR	S	D	77	0	1	0.0	47.4	39.7	5.1	1.3	2.6	2.6	0.0	0.0	0.0	1.3	9	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	A	24	0	0	12.5	37.5	20.8	20.8	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	15	18	
	MANCHESTER	EASYJET UK LTD	S	D	24	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	72.2	14	18	
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	6	4	
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	9	4	
<b>TOTAL VENICE</b>					<b>863</b>	<b>0</b>	<b>18</b>	<b>3.9</b>	<b>30.6</b>	<b>35.8</b>	<b>11.1</b>	<b>9.4</b>	<b>5.3</b>	<b>1.1</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>2.0</b>	<b>18</b>	<b>76.3</b>	<b>13</b>	<b>737</b>	
VERONA VILLAFRANCA																							
	BELFAST INTERNATIONAL	JET2.COM LTD	C	A	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	10	4	
	BELFAST INTERNATIONAL	JET2.COM LTD	C	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	4	
	BIRMINGHAM	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	283	1	
	BIRMINGHAM	RYANAIR	S	A	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	25.0	82	8	
	BIRMINGHAM	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	5	87.5	10	8	
	BIRMINGHAM	TUI AIRWAYS LTD	C	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	30	25.0	66	4	
	BIRMINGHAM	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	7	75.0	10	4	
	BRISTOL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	71	4	
	BRISTOL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	25.0	27	4	
	EDINBURGH	BA CITYFLYER LTD	C	A	5	0	0	0.0	20.0	20.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	28	75.0	8	4	
	EDINBURGH	BA CITYFLYER LTD	C	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	6	4	
	EDINBURGH	EASYJET UK LTD	S	A	8	0	1	0.0	44.4	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	11.1	18	0.0	0	0	

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

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NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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
	EDINBURGH	EASYJET UK LTD	S	D	8	0	1	0.0	66.7	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	11.1	9	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	7.1	39.3	21.4	3.6	21.4	3.6	0.0	0.0	3.6	0.0	0.0	57	78.6	8	27
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	0.0	46.4	46.4	3.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	7	28
	GATWICK	EASYJET UK LTD	S	A	18	0	0	0.0	11.1	44.4	16.7	16.7	5.6	0.0	5.6	0.0	0.0	0.0	34	68.4	14	18
	GATWICK	EASYJET UK LTD	S	D	18	0	0	0.0	16.7	55.6	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	73.7	10	18
	GATWICK	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1
	GATWICK	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	20.0	20.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	94	25.0	40	4
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	40.0	0.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	73	100.0	5	4
	LUTON	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	30	1
	LUTON	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	40	1
	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	70.0	10	10
	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	80.0	13	10
	STANSTED	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	STANSTED	RYANAIR	S	A	13	0	0	0.0	23.1	38.5	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	17	66.7	11	12
	STANSTED	RYANAIR	S	D	13	0	0	0.0	84.6	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	8	100.0	2	12
	STANSTED	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	5	1
	STANSTED	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	100.0	3	1
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1
	MANCHESTER	EASYJET UK LTD	S	A	8	0	0	0.0	12.5	25.0	37.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	50	0.0	0	0
	MANCHESTER	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	0.0	0	0
	MANCHESTER	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
	MANCHESTER	JET2.COM LTD	S	A	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	40.0	0.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	75	50.0	21	4
	MANCHESTER	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	40.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	98	75.0	12	4
	SOUTHEND	VOLOTEA	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
	SOUTHEND	VOLOTEA	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL VERONA VILLAFRANCA</b>					<b>230</b>	<b>0</b>	<b>2</b>	<b>0.9</b>	<b>31.5</b>	<b>36.6</b>	<b>11.6</b>	<b>10.8</b>	<b>3.9</b>	<b>1.3</b>	<b>2.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.9</b>	<b>26</b>	<b>70.9</b>	<b>17</b>	<b>210</b>
VIENNA																						
	BELFAST INTERNATIONAL	JOURNEY AVIATION	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	5	2
	BIRMINGHAM	AUSTRIAN AIRLINES	S	A	15	0	1	0.0	6.3	56.3	18.8	12.5	0.0	0.0	0.0	0.0	0.0	6.3	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							
BIRMINGHAM	AUSTRIAN AIRLINES	S	D	15	0	1	0.0	25.0	37.5	12.5	18.8	0.0	0.0	0.0	0.0	0.0	6.3	15	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	87.5	7	15		
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	62.5	13	15		
BIRMINGHAM	LAUDA MOTION GMBH	S	A	13	0	0	7.7	23.1	46.2	7.7	0.0	7.7	7.7	0.0	0.0	0.0	0.0	20	0.0	0	0		
BIRMINGHAM	LAUDA MOTION GMBH	S	D	13	0	0	0.0	7.7	46.2	7.7	15.4	15.4	7.7	0.0	0.0	0.0	0.0	37	0.0	0	0		
BOURNEMOUTH	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	17	0.0	0	0		
BRISTOL	EASYJET UK LTD	S	A	10	0	0	0.0	20.0	60.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	11	57.1	23	7		
BRISTOL	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	3	71.4	6	7		
EDINBURGH	EASYJET UK LTD	S	A	9	0	0	22.2	33.3	0.0	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	87.5	16	8		
EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	11	8		
EDINBURGH	LAUDA MOTION GMBH	S	A	12	0	0	0.0	0.0	41.7	33.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0		
EDINBURGH	LAUDA MOTION GMBH	S	D	12	0	0	0.0	0.0	16.7	25.0	25.0	25.0	8.3	0.0	0.0	0.0	0.0	49	0.0	0	0		
LIVERPOOL (JOHN LENNON)	LAUDA MOTION GMBH	S	A	8	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
LIVERPOOL (JOHN LENNON)	LAUDA MOTION GMBH	S	D	8	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		
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	67.9	21	28		
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	71.4	24	28		
GATWICK	EASYJET UK LTD	S	A	41	0	2	0.0	9.3	34.9	16.3	23.3	7.0	4.7	0.0	0.0	0.0	4.7	28	64.6	18	48		
GATWICK	EASYJET UK LTD	S	D	41	0	1	0.0	16.7	52.4	14.3	7.1	4.8	2.4	0.0	0.0	0.0	2.4	16	85.4	8	48		
HEATHROW	AUSTRIAN AIRLINES	S	A	114	0	2	5.2	19.8	33.6	15.5	13.8	10.3	0.0	0.0	0.0	0.0	1.7	22	76.8	12	82		
HEATHROW	AUSTRIAN AIRLINES	S	D	114	0	2	0.0	19.0	44.8	9.5	12.9	9.5	2.6	0.0	0.0	0.0	1.7	23	78.0	15	82		
HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	4	12.5	21.9	24.2	11.7	12.5	10.9	2.3	0.8	0.0	0.0	3.1	25	84.1	7	106		
HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	4	0.0	29.7	44.5	8.6	7.8	3.9	2.3	0.0	0.0	0.0	3.1	14	84.1	8	107		
LUTON	EASYJET UK LTD	S	A	11	0	1	8.3	33.3	16.7	8.3	8.3	8.3	8.3	0.0	0.0	0.0	8.3	28	58.3	24	12		
LUTON	EASYJET UK LTD	S	D	11	0	1	0.0	41.7	33.3	0.0	8.3	8.3	0.0	0.0	0.0	0.0	8.3	15	75.0	18	12		
STANSTED	AUSTRIAN AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1		
STANSTED	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	74	1		
STANSTED	LAUDA MOTION GMBH	S	A	57	0	1	0.0	24.1	37.9	19.0	6.9	8.6	0.0	1.7	0.0	0.0	1.7	20	66.7	20	60		



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

		Origin/Destinations: V																	FEB 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
								3.0	20.9	38.0	14.2	11.6	7.7	2.0	0.3	0.0	0.0	2.2	21	76.3	13	797
	STANSTED	LAUDA MOTION GMBH	S	D	58	0	0	0.0	5.2	37.9	24.1	19.0	12.1	0.0	1.7	0.0	0.0	0.0	31	58.3	19	60
	MANCHESTER	AUSTRIAN AIRLINES	S	A	20	0	0	5.0	10.0	50.0	20.0	10.0	0.0	5.0	0.0	0.0	0.0	0.0	21	89.5	5	19
	MANCHESTER	AUSTRIAN AIRLINES	S	D	20	0	0	0.0	50.0	30.0	10.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	12	84.2	6	19
	MANCHESTER	EASYJET UK LTD	S	A	8	0	0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	81.8	7	11
	MANCHESTER	EASYJET UK LTD	S	D	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.9	3	11
<b>TOTAL VIENNA</b>					<b>887</b>	<b>0</b>	<b>20</b>	<b>3.0</b>	<b>20.9</b>	<b>38.0</b>	<b>14.2</b>	<b>11.6</b>	<b>7.7</b>	<b>2.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>21</b>	<b>76.3</b>	<b>13</b>	<b>797</b>
VILNIUS	BELFAST INTERNATIONAL	WIZZ AIR	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	7	75.0	14	8
	BELFAST INTERNATIONAL	WIZZ AIR	S	D	8	0	0	0.0	37.5	12.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16	25.0	47	8
	BIRMINGHAM	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	5	8
	BIRMINGHAM	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	23	8
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	9	0	0	11.1	33.3	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	62.5	33	8
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	8	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	62.5	33	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	87.5	5	8
	LEEDS BRADFORD	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	8
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	0.0	37.5	12.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	2	8
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8
	HEATHROW	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	6	0.0	0	0
	LONDON CITY	LOT-POLISH AIRLINES	S	A	46	0	1	17.0	46.8	23.4	10.6	0.0	0.0	0.0	0.0	0.0	0.0	2.1	4	0.0	0	0
	LONDON CITY	LOT-POLISH AIRLINES	S	D	47	0	2	0.0	8.2	34.7	22.4	22.4	8.2	0.0	0.0	0.0	0.0	4.1	25	0.0	0	0
	LUTON	RYANAIR	S	A	25	0	0	8.0	40.0	20.0	12.0	12.0	4.0	0.0	0.0	4.0	0.0	0.0	27	58.3	13	24
	LUTON	RYANAIR	S	D	25	0	0	0.0	60.0	28.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	8	24
	LUTON	WIZZ AIR	S	A	20	0	0	10.0	40.0	40.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	9	87.5	10	40
	LUTON	WIZZ AIR	S	D	20	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	77.5	19	40
	STANSTED	RYANAIR	S	A	29	0	0	3.4	37.9	20.7	31.0	3.4	0.0	3.4	0.0	0.0	0.0	0.0	14	85.7	7	28
	STANSTED	RYANAIR	S	D	29	0	0	0.0	41.4	37.9	3.4	10.3	3.4	3.4	0.0	0.0	0.0	0.0	15	71.4	10	28
	SOUTHEND	RYANAIR	S	A	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	10	0.0	0	0
	SOUTHEND	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	1	0.0	0	0
	SOUTHEND	WIZZ AIR	S	A	12	0	1	23.1	30.8	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	4	0.0	0	0
	SOUTHEND	WIZZ AIR	S	D	13	0	0	0.0	30.8	23.1	30.8	7.7	0.0	0.0	7.7	0.0	0.0	0.0	31	0.0	0	0
<b>TOTAL VILNIUS</b>					<b>342</b>	<b>0</b>	<b>4</b>	<b>4.9</b>	<b>39.6</b>	<b>29.5</b>	<b>14.5</b>	<b>7.2</b>	<b>2.0</b>	<b>0.6</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>1.2</b>	<b>12</b>	<b>76.1</b>	<b>13</b>	<b>264</b>

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

		Origin/Destinations: W																	FEB 2019				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
WARSAW (CHOPIN)																							
	BIRMINGHAM	WIZZ AIR	S	A	9	0	0	11.1	44.4	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	3	8	
	BIRMINGHAM	WIZZ AIR	S	D	9	0	0	0.0	22.2	22.2	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	22	75.0	15	8	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	8	0	0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	9	8	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	8	0	0	0.0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	9	8	
	EDINBURGH	WIZZ AIR	S	A	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	8	0.0	0	0	
	EDINBURGH	WIZZ AIR	S	D	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	11	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	7	8	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	8	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	31.3	29	16	
	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	93.8	5	16	
	GATWICK	TOYO AVIATION	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	0	3.8	15.4	23.1	21.2	23.1	11.5	0.0	0.0	1.9	0.0	0.0	46	72.3	13	47	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	52	0	0	0.0	11.5	55.8	9.6	17.3	3.8	0.0	1.9	0.0	0.0	0.0	19	78.7	11	47	
	HEATHROW	LOT-POLISH AIRLINES	S	A	80	0	2	7.3	12.2	24.4	19.5	25.6	8.5	0.0	0.0	0.0	0.0	2.4	25	75.0	11	79	
	HEATHROW	LOT-POLISH AIRLINES	S	D	81	0	2	0.0	26.5	28.9	16.9	15.7	9.6	0.0	0.0	0.0	0.0	2.4	20	73.8	15	79	
	LONDON CITY	LOT-POLISH AIRLINES	S	A	46	0	3	4.1	20.4	32.7	18.4	12.2	6.1	0.0	0.0	0.0	0.0	6.1	18	83.0	13	47	
	LONDON CITY	LOT-POLISH AIRLINES	S	D	45	0	4	0.0	32.7	38.8	8.2	10.2	2.0	0.0	0.0	0.0	0.0	8.2	11	75.0	20	47	
	LUTON	WIZZ AIR	S	A	88	0	2	10.0	34.4	25.6	16.7	10.0	0.0	0.0	1.1	0.0	0.0	2.2	13	81.8	12	88	
	LUTON	WIZZ AIR	S	D	88	0	2	0.0	36.7	32.2	16.7	7.8	3.3	0.0	1.1	0.0	0.0	2.2	14	73.9	17	88	
	SOUTHEND	LOT-POLISH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL WARSAW (CHOPIN)</b>					<b>616</b>	<b>0</b>	<b>15</b>	<b>3.5</b>	<b>25.5</b>	<b>32.3</b>	<b>16.3</b>	<b>14.3</b>	<b>5.1</b>	<b>0.0</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>2.4</b>	<b>19</b>	<b>76.3</b>	<b>14</b>	<b>604</b>	
WARSAW (MODLIN MASOVIA)																							
	BELFAST INTERNATIONAL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	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	8	8	
	BIRMINGHAM	RYANAIR	S	A	12	0	0	8.3	41.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	8	12	
	BIRMINGHAM	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	0.0	8	75.0	12	12	
	BRISTOL	RYANAIR	S	A	17	0	0	11.8	35.3	29.4	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	10	93.8	5	16	
	BRISTOL	RYANAIR	S	D	17	0	0	0.0	29.4	47.1	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	9	93.8	6	16	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	1	0.0	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11.1	6	100.0	2	12	

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

Origin/Destinations: W

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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							
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	1	0.0	11.1	44.4	0.0	33.3	0.0	0.0	0.0	0.0	0.0	11.1	17	83.3	8	12	
	EDINBURGH	RYANAIR	S	A	29	0	0	13.8	41.4	24.1	20.7	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	4	16		
	EDINBURGH	RYANAIR	S	D	29	0	0	0.0	20.7	48.3	20.7	10.3	0.0	0.0	0.0	0.0	0.0	13	75.0	9	16		
	GLASGOW	RYANAIR	S	A	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
	GLASGOW	RYANAIR	S	D	8	0	0	0.0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	33	0.0	0	0		
	LEEDS BRADFORD	RYANAIR	S	A	7	0	1	0.0	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	12.5	6	75.0	9	8		
	LEEDS BRADFORD	RYANAIR	S	D	7	0	1	0.0	25.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	2	87.5	13	8		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	12	0	0	8.3	41.7	25.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	10	93.8	17	16		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	12	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	16		
	STANSTED	RYANAIR	S	A	87	0	0	14.9	46.0	21.8	11.5	3.4	0.0	0.0	1.1	1.1	0.0	14	87.1	5	93		
	STANSTED	RYANAIR	S	D	87	0	0	0.0	29.9	42.5	11.5	11.5	2.3	0.0	1.1	1.1	0.0	20	79.3	8	92		
	MANCHESTER	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	4	100.0	1	12		
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	12		
	NEWCASTLE	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	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	100.0	4	8		
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>					<b>378</b>	<b>0</b>	<b>4</b>	<b>5.8</b>	<b>34.8</b>	<b>35.1</b>	<b>13.4</b>	<b>7.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>1.0</b>	<b>13</b>	<b>86.8</b>	<b>6</b>	<b>401</b>	
WASHINGTON (DULLES)																							
	GATWICK	UNITED AIRLINES	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	53	0	0	35.8	39.6	20.8	0.0	1.9	1.9	0.0	0.0	0.0	0.0	4	84.8	5	64		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	53	0	0	0.0	35.8	49.1	5.7	3.8	3.8	1.9	0.0	0.0	0.0	11	74.6	12	63		
	HEATHROW	UNITED AIRLINES	S	A	86	0	1	44.8	18.4	24.1	1.1	1.1	4.6	3.4	0.0	1.1	0.0	18	95.2	6	84		
	HEATHROW	UNITED AIRLINES	S	D	85	0	1	3.5	70.9	16.3	3.5	2.3	1.2	0.0	0.0	1.2	0.0	20	92.9	6	84		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	1	44.4	44.4	3.7	0.0	0.0	3.7	0.0	0.0	0.0	3.7	4	88.5	4	25		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	2	0.0	57.1	28.6	7.1	0.0	0.0	0.0	0.0	0.0	7.1	4	84.6	6	25		
<b>TOTAL WASHINGTON (DULLES)</b>					<b>330</b>	<b>0</b>	<b>5</b>	<b>21.8</b>	<b>43.3</b>	<b>24.5</b>	<b>2.7</b>	<b>1.8</b>	<b>2.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>1.5</b>	<b>13</b>	<b>87.5</b>	<b>7</b>	<b>345</b>	
WICK JOHN O GROATS																							
	ABERDEEN	FLYBE LTD	S	A	19	0	1	5.0	30.0	30.0	25.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0	13	68.6	21	33	
	ABERDEEN	FLYBE LTD	S	D	19	0	1	0.0	75.0	10.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	9	71.4	19	33		
	EDINBURGH	LOGANAIR LTD	S	A	23	0	1	37.5	20.8	29.2	0.0	4.2	4.2	0.0	0.0	0.0	4.2	7	82.4	13	17		
	EDINBURGH	LOGANAIR LTD	S	D	23	0	1	0.0	41.7	41.7	8.3	0.0	4.2	0.0	0.0	0.0	4.2	7	82.4	16	17		
<b>TOTAL WICK JOHN O GROATS</b>					<b>84</b>	<b>0</b>	<b>4</b>	<b>11.4</b>	<b>40.9</b>	<b>28.4</b>	<b>9.1</b>	<b>1.1</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>9</b>	<b>74.0</b>	<b>18</b>	<b>100</b>	

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

Origin/Destinations: W

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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							
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	100.0	2	8	
	BELFAST INTERNATIONAL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	8	
	BIRMINGHAM	WIZZ AIR	S	A	9	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	15	8	
	BIRMINGHAM	WIZZ AIR	S	D	9	0	0	0.0	11.1	44.4	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	75.0	22	8	
	BRISTOL	RYANAIR	S	A	8	0	0	12.5	12.5	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	3	8	
	BRISTOL	RYANAIR	S	D	8	0	0	0.0	37.5	37.5	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	22	87.5	3	8	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	8	0	0	12.5	12.5	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	8	8	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	8	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	7	8	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	16	0	0	0.0	43.8	25.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	17	16	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	16	0	0	0.0	12.5	56.3	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	16	16	
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	87.5	4	8	
	EDINBURGH	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	75.0	11	8	
	GLASGOW	RYANAIR	S	A	8	0	0	12.5	37.5	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	3	8	
	GLASGOW	RYANAIR	S	D	8	0	0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	87.5	10	8	
	LEEDS BRADFORD	RYANAIR	S	A	7	0	1	0.0	12.5	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	11	100.0	4	8	
	LEEDS BRADFORD	RYANAIR	S	D	7	0	1	0.0	0.0	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	12.5	19	75.0	7	8	
	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	3	100.0	0	8	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	8	
	LUTON	WIZZ AIR	S	A	29	0	0	6.9	31.0	37.9	13.8	10.3	0.0	0.0	0.0	0.0	0.0	0.0	10	94.3	2	35	
	LUTON	WIZZ AIR	S	D	29	0	0	0.0	24.1	58.6	0.0	10.3	3.4	0.0	3.4	0.0	0.0	0.0	21	74.3	16	35	
STANSTED	RYANAIR	S	A	50	0	0	2.0	58.0	30.0	2.0	6.0	2.0	0.0	0.0	0.0	0.0	0.0	6	86.4	7	44		
STANSTED	RYANAIR	S	D	50	0	0	0.0	22.0	48.0	12.0	10.0	6.0	2.0	0.0	0.0	0.0	0.0	16	77.3	12	44		
MANCHESTER	RYANAIR	S	A	9	0	0	22.2	33.3	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	8		
MANCHESTER	RYANAIR	S	D	9	0	0	0.0	22.2	44.4	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	30	75.0	10	8		
NEWCASTLE	RYANAIR	S	A	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	3	100.0	1	8		
NEWCASTLE	RYANAIR	S	D	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	4	8		
<b>TOTAL WROCLAW</b>					<b>340</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>31.0</b>	<b>42.4</b>	<b>10.8</b>	<b>9.4</b>	<b>1.8</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>85.7</b>	<b>8</b>	<b>350</b>	
WUHAN TIANHE INTERNATIONAL																							
	HEATHROW	CHINA SOUTHERN	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	9	12		

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

Origin/Destinations: W

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											FEB 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	CHINA SOUTHERN	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	100.0	0	12
<b>TOTAL WUHAN TIANHE INTERNATIONAL</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91.7</b>	<b>5</b>	<b>24</b>

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										FEB 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
ZAGREB		HEATHROW	BRITISH AIRWAYS PLC	S	A	34	0	0	0	17.6	23.5	23.5	8.8	17.6	5.9	0.0	2.9	0.0	0.0	0.0	22	95.5	5	22		
		HEATHROW	BRITISH AIRWAYS PLC	S	D	34	0	0	0	0.0	38.2	41.2	5.9	8.8	2.9	2.9	0.0	0.0	0.0	0.0	15	90.9	5	22		
		HEATHROW	CROATIA AIRLINES	S	A	17	0	0	0	5.9	11.8	47.1	11.8	17.6	5.9	0.0	0.0	0.0	0.0	0.0	19	81.3	11	16		
		HEATHROW	CROATIA AIRLINES	S	D	17	0	0	0	0.0	5.9	41.2	23.5	11.8	17.6	0.0	0.0	0.0	0.0	0.0	25	68.8	17	16		
<b>TOTAL ZAGREB</b>						<b>102</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>23.5</b>	<b>36.3</b>	<b>10.8</b>	<b>13.7</b>	<b>6.9</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>85.5</b>	<b>9</b>	<b>76</b>		
ZARAGOZA		STANSTED	RYANAIR	S	A	21	0	0	0	9.5	42.9	33.3	9.5	0.0	0.0	4.8	0.0	0.0	0.0	0.0	10	80.0	9	20		
		STANSTED	RYANAIR	S	D	21	0	0	0	0.0	52.4	38.1	0.0	4.8	0.0	4.8	0.0	0.0	0.0	0.0	10	85.0	7	20		
<b>TOTAL ZARAGOZA</b>						<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>47.6</b>	<b>35.7</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>82.5</b>	<b>8</b>	<b>40</b>		
ZHENGZHOU XINZHENG		HEATHROW	CHINA SOUTHERN	S	A	2	0	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0		
		HEATHROW	CHINA SOUTHERN	S	D	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	0	0		
<b>TOTAL ZHENGZHOU XINZHENG</b>						<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
ZURICH		BIRMINGHAM	SWISS AIRLINES	S	A	54	0	2	1.8	19.6	51.8	14.3	8.9	0.0	0.0	0.0	0.0	0.0	0.0	3.6	10	85.7	9	55		
		BIRMINGHAM	SWISS AIRLINES	S	D	54	0	2	0.0	17.9	39.3	21.4	17.9	0.0	0.0	0.0	0.0	0.0	0.0	3.6	14	67.9	12	55		
		DONCASTER SHEFFIELD	NETJETS TRANSPORTES AEREOS	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	17	0.0	0	0			
		EDINBURGH	EDELWEISS AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4			
		EDINBURGH	EDELWEISS AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4			
		GATWICK	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1			
		GATWICK	EASYJET UK LTD	S	A	42	0	4	2.2	28.3	34.8	15.2	4.3	2.2	4.3	0.0	0.0	0.0	8.7	18	70.5	16	44			
		GATWICK	EASYJET UK LTD	S	D	42	0	2	0.0	29.5	45.5	9.1	4.5	4.5	2.3	0.0	0.0	0.0	4.5	12	88.6	9	44			
		GATWICK	EMIRATES	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	67	0.0	0	0			
		GATWICK	SWISS AIRLINES	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0			
		GATWICK	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	33	1			
		HEATHROW	BRITISH AIRWAYS PLC	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	53	0.0	117	2			
		HEATHROW	BRITISH AIRWAYS PLC	C	D	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	6	2			
		HEATHROW	BRITISH AIRWAYS PLC	S	A	181	0	8	4.2	16.9	30.2	17.5	13.8	9.5	1.6	1.6	0.5	0.0	4.2	33	75.0	10	169			
		HEATHROW	BRITISH AIRWAYS PLC	S	D	182	0	7	0.5	21.2	46.0	12.7	9.5	4.2	1.6	0.5	0.0	0.0	3.7	17	84.3	7	169			
		HEATHROW	SWISS AIRLINES	S	A	194	0	9	2.0	24.1	32.0	17.2	13.8	5.4	1.0	0.0	0.0	0.0	4.4	19	79.5	9	192			

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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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	SWISS AIRLINES	S	D	193	0	10	0.5	19.7	38.9	14.3	14.3	5.4	2.0	0.0	0.0	0.0	4.9	20	73.3	12	192	
	LONDON CITY	BA CITYFLYER LTD	S	A	87	0	2	0.0	20.2	41.6	15.7	15.7	4.5	0.0	0.0	0.0	0.0	2.2	16	67.6	15	101	
	LONDON CITY	BA CITYFLYER LTD	S	D	87	0	2	0.0	18.0	46.1	19.1	9.0	5.6	0.0	0.0	0.0	0.0	2.2	15	74.1	14	106	
	LONDON CITY	SWISS AIRLINES	S	A	123	0	14	0.7	29.9	36.5	10.2	11.7	0.7	0.0	0.0	0.0	0.0	10.2	11	76.8	9	131	
	LONDON CITY	SWISS AIRLINES	S	D	122	0	17	0.0	6.5	37.4	22.3	19.4	2.2	0.0	0.0	0.0	0.0	12.2	20	62.1	16	131	
	LUTON	EASYJET UK LTD	S	A	38	0	4	2.4	16.7	33.3	19.0	11.9	7.1	0.0	0.0	0.0	0.0	9.5	21	76.3	10	38	
	LUTON	EASYJET UK LTD	S	D	38	0	4	0.0	19.0	42.9	11.9	11.9	4.8	0.0	0.0	0.0	0.0	9.5	16	81.6	10	38	
	STANSTED	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	37	2	
	STANSTED	EUROPE AIRPOST	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0	
	STANSTED	HELVETIC AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
	STANSTED	HELVETIC AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1	
	STANSTED	SWISS AIRLINES	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	9	1	
	MANCHESTER	SWISS AIRLINES	S	A	63	0	1	3.1	26.6	48.4	10.9	9.4	0.0	0.0	0.0	0.0	0.0	1.6	10	76.7	14	60	
	MANCHESTER	SWISS AIRLINES	S	D	63	0	1	0.0	18.8	39.1	26.6	7.8	4.7	1.6	0.0	0.0	0.0	1.6	16	65.0	19	59	
	SOUTHEND	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL ZURICH</b>					<b>1575</b>	<b>0</b>	<b>89</b>	<b>1.2</b>	<b>20.3</b>	<b>38.9</b>	<b>16.0</b>	<b>12.6</b>	<b>4.4</b>	<b>1.0</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>5.3</b>	<b>19</b>	<b>75.0</b>	<b>12</b>	<b>1603</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: ABERDEEN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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)	16	0	0	12.5	37.5	25.0	6.3	6.3	0.0	0.0	0.0	12.5	0.0	0.0	142	83.3	5	18
SCHEDULED FLIGHTS(ALL ROUTES)	2839	0	132	7.5	46.7	26.1	6.5	4.5	3.0	0.8	0.4	0.0	0.0	4.4	10	78.1	10	2659
<b>AIRPORT TOTAL</b>	<b>2855</b>	<b>0</b>	<b>132</b>	<b>7.5</b>	<b>46.6</b>	<b>26.1</b>	<b>6.5</b>	<b>4.6</b>	<b>3.0</b>	<b>0.8</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>4.4</b>	<b>10</b>	<b>78.1</b>	<b>10</b>	<b>2677</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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)	0	0	0	0.0	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
SCHEDULED FLIGHTS(ALL ROUTES)	2338	0	37	5.9	49.9	30.4	5.0	4.4	2.2	0.4	0.3	0.0	0.0	1.6	7	85.0	9	2496	
<b>AIRPORT TOTAL</b>	<b>2338</b>	<b>0</b>	<b>37</b>	<b>5.9</b>	<b>49.9</b>	<b>30.4</b>	<b>5.0</b>	<b>4.4</b>	<b>2.2</b>	<b>0.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>7</b>	<b>85.0</b>	<b>9</b>	<b>2505</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: BELFAST INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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)	64	0	0	0.0	23.4	54.7	7.8	10.9	3.1	0.0	0.0	0.0	0.0	0.0	12	89.3	6	84	
SCHEDULED FLIGHTS(ALL ROUTES)	2639	0	1	5.2	41.2	24.1	10.3	10.0	6.5	1.5	0.9	0.2	0.0	18	84.3	9	3021		
<b>AIRPORT TOTAL</b>	<b>2703</b>	<b>0</b>	<b>1</b>	<b>5.1</b>	<b>40.8</b>	<b>24.9</b>	<b>10.2</b>	<b>10.1</b>	<b>6.4</b>	<b>1.5</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>18</b>	<b>84.5</b>	<b>9</b>	<b>3105</b>		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: BIRMINGHAM (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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)	288	0	0	9.7	21.2	38.2	11.5	11.5	5.2	0.3	0.7	1.7	0.0	0.0	42	73.2	24	287
SCHEDULED FLIGHTS(ALL ROUTES)	6274	0	152	10.1	37.5	31.5	8.6	5.6	2.8	0.7	0.5	0.2	0.0	2.4	14	77.9	13	6463
<b>AIRPORT TOTAL</b>	<b>6562</b>	<b>0</b>	<b>152</b>	<b>10.1</b>	<b>36.8</b>	<b>31.8</b>	<b>8.7</b>	<b>5.9</b>	<b>2.9</b>	<b>0.7</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>2.3</b>	<b>16</b>	<b>77.7</b>	<b>13</b>	<b>6750</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: BOURNEMOUTH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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)	46	0	0	4.3	30.4	28.3	15.2	13.0	2.2	4.3	2.2	0.0	0.0	0.0	23	83.1	7	59
SCHEDULED FLIGHTS(ALL ROUTES)	220	0	7	4.0	32.6	32.6	13.7	8.8	4.4	0.0	0.9	0.0	0.0	3.1	15	78.0	11	177
<b>AIRPORT TOTAL</b>	<b>266</b>	<b>0</b>	<b>7</b>	<b>4.0</b>	<b>32.2</b>	<b>31.9</b>	<b>13.9</b>	<b>9.5</b>	<b>4.0</b>	<b>0.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>16</b>	<b>79.2</b>	<b>10</b>	<b>236</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: BRISTOL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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)	312	0	0	4.5	35.3	32.4	9.3	9.0	3.8	1.6	1.0	3.2	0.0	0.0	58	69.5	18	228
SCHEDULED FLIGHTS(ALL ROUTES)	3746	0	86	4.6	37.3	29.4	10.7	8.0	5.7	1.5	0.5	0.1	0.0	2.2	17	78.6	17	3738
<b>AIRPORT TOTAL</b>	<b>4058</b>	<b>0</b>	<b>86</b>	<b>4.6</b>	<b>37.1</b>	<b>29.6</b>	<b>10.6</b>	<b>8.1</b>	<b>5.5</b>	<b>1.5</b>	<b>0.5</b>	<b>0.4</b>	<b>0.0</b>	<b>2.1</b>	<b>20</b>	<b>78.1</b>	<b>17</b>	<b>3966</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: CARDIFF WALES (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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)	143	7	2	2.0	11.8	41.4	11.8	16.4	5.9	2.6	2.0	0.0	4.6	1.3	28	83.3	8	102
SCHEDULED FLIGHTS(ALL ROUTES)	837	11	7	8.8	38.9	30.6	8.9	6.3	3.3	0.6	0.5	0.0	1.3	0.8	11	83.1	10	878
<b>AIRPORT TOTAL</b>	<b>980</b>	<b>18</b>	<b>9</b>	<b>7.7</b>	<b>34.9</b>	<b>32.3</b>	<b>9.3</b>	<b>7.8</b>	<b>3.7</b>	<b>0.9</b>	<b>0.7</b>	<b>0.0</b>	<b>1.8</b>	<b>0.9</b>	<b>13</b>	<b>83.2</b>	<b>10</b>	<b>980</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: DONCASTER SHEFFIELD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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)	90	0	0	1.1	33.3	36.7	11.1	5.6	5.6	3.3	2.2	1.1	0.0	0.0	32	93.8	3	81
SCHEDULED FLIGHTS(ALL ROUTES)	257	0	0	6.2	28.8	34.6	16.3	13.2	0.8	0.0	0.0	0.0	0.0	0.0	12	85.7	8	382
<b>AIRPORT TOTAL</b>	<b>347</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>30.0</b>	<b>35.2</b>	<b>15.0</b>	<b>11.2</b>	<b>2.0</b>	<b>0.9</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.1</b>	<b>7</b>	<b>463</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: EAST MIDLANDS INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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)	95	0	0	8.4	28.4	31.6	6.3	7.4	9.5	6.3	2.1	0.0	0.0	0.0	29	88.5	9	130	
SCHEDULED FLIGHTS(ALL ROUTES)	1434	1	30	7.6	38.5	30.8	8.9	6.6	3.4	1.2	0.9	0.1	0.1	2.0	14	82.9	12	1521	
<b>AIRPORT TOTAL</b>	<b>1529</b>	<b>1</b>	<b>30</b>	<b>7.6</b>	<b>37.9</b>	<b>30.8</b>	<b>8.8</b>	<b>6.6</b>	<b>3.8</b>	<b>1.5</b>	<b>1.0</b>	<b>0.1</b>	<b>0.1</b>	<b>1.9</b>	<b>15</b>	<b>83.3</b>	<b>12</b>	<b>1651</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: EDINBURGH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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)	113	0	0	3.5	31.0	44.2	7.1	8.8	4.4	0.0	0.9	0.0	0.0	0.0	14	83.2	10	119
SCHEDULED FLIGHTS(ALL ROUTES)	8154	0	180	5.7	37.2	31.3	10.4	7.8	4.1	0.9	0.5	0.0	0.0	2.2	14	82.2	10	7927
<b>AIRPORT TOTAL</b>	<b>8267</b>	<b>0</b>	<b>180</b>	<b>5.6</b>	<b>37.1</b>	<b>31.5</b>	<b>10.4</b>	<b>7.8</b>	<b>4.1</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>14</b>	<b>82.2</b>	<b>10</b>	<b>8046</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: EXETER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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)	62	0	0	11.3	40.3	21.0	6.5	11.3	1.6	1.6	6.5	0.0	0.0	0.0	23	86.9	11	61
SCHEDULED FLIGHTS(ALL ROUTES)	724	2	0	6.1	48.5	30.0	6.2	4.4	3.0	1.1	0.3	0.1	0.3	0.0	10	74.9	14	805
<b>AIRPORT TOTAL</b>	<b>786</b>	<b>2</b>	<b>0</b>	<b>6.5</b>	<b>47.8</b>	<b>29.3</b>	<b>6.2</b>	<b>4.9</b>	<b>2.9</b>	<b>1.1</b>	<b>0.8</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>11</b>	<b>75.8</b>	<b>14</b>	<b>866</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: GATWICK (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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)	803	0	48	4.1	13.0	36.0	16.2	12.3	6.9	2.5	1.9	1.4	0.0	5.6	42	59.5	23	863
SCHEDULED FLIGHTS(ALL ROUTES)	17702	0	667	6.4	28.4	33.0	12.1	9.3	5.1	1.1	0.8	0.3	0.0	3.6	19	71.8	15	18693
<b>AIRPORT TOTAL</b>	<b>18505</b>	<b>0</b>	<b>715</b>	<b>6.3</b>	<b>27.7</b>	<b>33.1</b>	<b>12.3</b>	<b>9.4</b>	<b>5.2</b>	<b>1.2</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>3.7</b>	<b>20</b>	<b>71.3</b>	<b>16</b>	<b>19556</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: GLASGOW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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)	99	0	0	1.0	18.2	30.3	19.2	20.2	9.1	2.0	0.0	0.0	0.0	0.0	25	73.8	11	65
SCHEDULED FLIGHTS(ALL ROUTES)	4903	0	154	6.0	41.9	26.3	9.2	7.3	4.4	1.2	0.5	0.1	0.0	3.0	14	82.6	10	5055
<b>AIRPORT TOTAL</b>	<b>5002</b>	<b>0</b>	<b>154</b>	<b>5.9</b>	<b>41.4</b>	<b>26.4</b>	<b>9.4</b>	<b>7.6</b>	<b>4.5</b>	<b>1.3</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>3.0</b>	<b>15</b>	<b>82.5</b>	<b>10</b>	<b>5120</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: HEATHROW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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)	13	0	2	0.0	6.7	40.0	6.7	26.7	6.7	0.0	0.0	0.0	0.0	13.3	24	58.8	40	16
SCHEDULED FLIGHTS(ALL ROUTES)	35043	0	1289	8.6	29.0	29.8	11.5	10.0	5.5	1.2	0.5	0.3	0.0	3.5	19	81.9	10	34913
<b>AIRPORT TOTAL</b>	<b>35056</b>	<b>0</b>	<b>1291</b>	<b>8.6</b>	<b>29.0</b>	<b>29.8</b>	<b>11.5</b>	<b>10.0</b>	<b>5.5</b>	<b>1.2</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>3.6</b>	<b>19</b>	<b>81.9</b>	<b>10</b>	<b>34929</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: ISLE OF MAN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	2
SCHEDULED FLIGHTS(ALL ROUTES)	860	0	57	8.0	32.6	32.3	8.3	7.0	4.4	0.8	0.4	0.1	0.0	6.2	14	82.1	11	965
<b>AIRPORT TOTAL</b>	<b>870</b>	<b>0</b>	<b>57</b>	<b>7.9</b>	<b>32.6</b>	<b>32.5</b>	<b>8.4</b>	<b>6.9</b>	<b>4.3</b>	<b>0.8</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>6.1</b>	<b>14</b>	<b>82.1</b>	<b>11</b>	<b>967</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: JERSEY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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)	13	0	0	0.0	7.7	46.2	7.7	23.1	15.4	0.0	0.0	0.0	0.0	0.0	29	94.4	6	18
SCHEDULED FLIGHTS(ALL ROUTES)	1547	0	96	6.1	44.7	23.7	7.4	6.5	3.8	1.2	0.6	0.1	0.0	5.8	13	74.1	17	1400
<b>AIRPORT TOTAL</b>	<b>1560</b>	<b>0</b>	<b>96</b>	<b>6.1</b>	<b>44.4</b>	<b>23.9</b>	<b>7.4</b>	<b>6.6</b>	<b>3.9</b>	<b>1.1</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>5.8</b>	<b>13</b>	<b>74.4</b>	<b>17</b>	<b>1418</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: LEEDS BRADFORD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	0.0	50.0	0.0	0.0	0.0	0.0	0.0	56	100.0	1	2
SCHEDULED FLIGHTS(ALL ROUTES)	1497	0	99	5.1	33.4	31.1	8.5	7.6	4.8	1.9	1.1	0.3	0.0	6.2	19	84.1	10	1607
<b>AIRPORT TOTAL</b>	<b>1499</b>	<b>0</b>	<b>99</b>	<b>5.1</b>	<b>33.4</b>	<b>31.2</b>	<b>8.5</b>	<b>7.6</b>	<b>4.9</b>	<b>1.9</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>6.2</b>	<b>19</b>	<b>84.1</b>	<b>10</b>	<b>1609</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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)	23	0	0	0.0	39.1	34.8	17.4	8.7	0.0	0.0	0.0	0.0	0.0	0.0	9	70.0	11	20
SCHEDULED FLIGHTS(ALL ROUTES)	2300	0	30	5.4	40.6	32.7	10.0	5.9	3.0	0.7	0.4	0.0	0.0	1.3	11	88.6	7	2439
<b>AIRPORT TOTAL</b>	<b>2323</b>	<b>0</b>	<b>30</b>	<b>5.4</b>	<b>40.6</b>	<b>32.7</b>	<b>10.0</b>	<b>5.9</b>	<b>2.9</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>11</b>	<b>88.5</b>	<b>7</b>	<b>2459</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: LONDON CITY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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)	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	5910	0	349	5.3	27.4	34.5	12.5	10.0	3.8	0.6	0.2	0.0	0.0	5.6	15	72.4	14	6151
<b>AIRPORT TOTAL</b>	<b>5911</b>	<b>0</b>	<b>349</b>	<b>5.3</b>	<b>27.4</b>	<b>34.5</b>	<b>12.5</b>	<b>10.0</b>	<b>3.8</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>15</b>	<b>72.4</b>	<b>14</b>	<b>6151</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: LUTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	5.6	0.0	61.1	5.6	16.7	11.1	0.0	0.0	0.0	0.0	0.0	21	68.9	13	61
SCHEDULED FLIGHTS(ALL ROUTES)	7016	0	297	4.7	32.1	33.4	11.6	8.3	4.4	0.8	0.6	0.2	0.0	4.1	16	80.6	11	7305
<b>AIRPORT TOTAL</b>	<b>7034</b>	<b>0</b>	<b>297</b>	<b>4.7</b>	<b>32.0</b>	<b>33.4</b>	<b>11.6</b>	<b>8.4</b>	<b>4.4</b>	<b>0.8</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>4.1</b>	<b>16</b>	<b>80.5</b>	<b>11</b>	<b>7366</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: MANCHESTER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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)	594	0	0	4.5	13.0	36.4	19.4	14.6	7.6	2.0	1.5	1.0	0.0	0.0	34	72.5	18	564
SCHEDULED FLIGHTS(ALL ROUTES)	11906	0	215	6.4	35.8	34.0	10.3	7.2	3.2	0.8	0.5	0.0	0.0	1.8	13	82.2	10	11958
<b>AIRPORT TOTAL</b>	<b>12500</b>	<b>0</b>	<b>215</b>	<b>6.3</b>	<b>34.8</b>	<b>34.1</b>	<b>10.7</b>	<b>7.5</b>	<b>3.4</b>	<b>0.8</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>1.7</b>	<b>14</b>	<b>81.8</b>	<b>10</b>	<b>12522</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: NEWCASTLE (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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)	14	0	0	7.1	14.3	35.7	14.3	21.4	7.1	0.0	0.0	0.0	0.0	0.0	20	100.0	5	6
SCHEDULED FLIGHTS(ALL ROUTES)	2296	0	63	5.3	38.0	33.1	8.4	6.3	4.2	1.2	0.7	0.2	0.0	2.7	15	80.6	10	2328
<b>AIRPORT TOTAL</b>	<b>2310</b>	<b>0</b>	<b>63</b>	<b>5.3</b>	<b>37.9</b>	<b>33.1</b>	<b>8.5</b>	<b>6.4</b>	<b>4.2</b>	<b>1.2</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>2.7</b>	<b>15</b>	<b>80.6</b>	<b>10</b>	<b>2334</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: SOUTHAMPTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	41.7	35	12
SCHEDULED FLIGHTS(ALL ROUTES)	2267	0	85	6.9	46.0	29.5	5.4	3.8	3.1	0.9	0.9	0.0	0.0	3.6	11	70.6	17	2210
<b>AIRPORT TOTAL</b>	<b>2272</b>	<b>0</b>	<b>85</b>	<b>6.9</b>	<b>45.9</b>	<b>29.6</b>	<b>5.3</b>	<b>3.8</b>	<b>3.1</b>	<b>0.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>11</b>	<b>70.5</b>	<b>18</b>	<b>2222</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: SOUTHEND (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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
SCHEDULED FLIGHTS(ALL ROUTES)	1194	5	57	6.1	41.9	28.6	7.6	5.4	2.5	1.3	1.5	0.2	0.4	4.5	15	77.1	16	870
<b>AIRPORT TOTAL</b>	<b>1194</b>	<b>5</b>	<b>57</b>	<b>6.1</b>	<b>41.9</b>	<b>28.6</b>	<b>7.6</b>	<b>5.4</b>	<b>2.5</b>	<b>1.3</b>	<b>1.5</b>	<b>0.2</b>	<b>0.4</b>	<b>4.5</b>	<b>15</b>	<b>77.1</b>	<b>16</b>	<b>870</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: STANSTED (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 2019

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										FEB 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)	120	0	5	8.0	22.4	30.4	9.6	16.0	5.6	1.6	2.4	0.0	0.0	4.0	26	79.3	13	150
SCHEDULED FLIGHTS(ALL ROUTES)	11664	0	157	5.3	37.1	32.8	10.2	7.8	3.5	1.0	0.8	0.2	0.0	1.3	16	81.2	10	11814
<b>AIRPORT TOTAL</b>	<b>11784</b>	<b>0</b>	<b>162</b>	<b>5.3</b>	<b>36.9</b>	<b>32.8</b>	<b>10.2</b>	<b>7.9</b>	<b>3.5</b>	<b>1.0</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>1.4</b>	<b>16</b>	<b>81.2</b>	<b>10</b>	<b>11964</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2020

Reporting Airport: TEESIDE INTERNATIONAL AIRPORT (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

FEB 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)	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	27	3	
SCHEDULED FLIGHTS(ALL ROUTES)	291	0	10	7.6	39.9	34.6	7.0	4.7	3.0	0.0	0.0	0.0	0.0	3.3	8	82.9	8	280	
<b>AIRPORT TOTAL</b>	<b>291</b>	<b>0</b>	<b>10</b>	<b>7.6</b>	<b>39.9</b>	<b>34.6</b>	<b>7.0</b>	<b>4.7</b>	<b>3.0</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>82.4</b>	<b>8</b>	<b>283</b>	