

# 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

May 2025

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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 MAY 2025

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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	15 m early													
<b>BELGIUM</b>																				
BRUSSELS	TUI FLY BELGIUM	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
BRUSSELS	TUI FLY BELGIUM	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
<b>TOTAL BRUSSELS</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>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>DENMARK</b>																				
COPENHAGEN	SAS	S	16	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	18	
<b>TOTAL COPENHAGEN</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>1</b>	<b>100.0</b>	<b>3</b>	<b>18</b>	
ESBJERG	LOGANAIR LTD	S	34	0	0	41.2	41.2	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.8	9	46	
<b>TOTAL ESBJERG</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>41.2</b>	<b>41.2</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>84.8</b>	<b>9</b>	<b>46</b>	
<b>TOTAL DENMARK</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>28.0</b>	<b>48.0</b>	<b>24.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>89.1</b>	<b>7</b>	<b>64</b>	
<b>FAROE ISLANDS</b>																				
VAGAR	FROST AIR APS	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL VAGAR</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FAROE ISLANDS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>GREECE</b>																				
CORFU	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	0.0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	73	44.4	33	9	
<b>TOTAL CORFU</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>33.3</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>73</b>	<b>44.4</b>	<b>33</b>	<b>9</b>	
<b>TOTAL GREECE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>33.3</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>73</b>	<b>44.4</b>	<b>33</b>	<b>9</b>	
<b>ICELAND</b>																				
AKUREYRI	ICELANDAIR	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	
<b>TOTAL AKUREYRI</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>	
<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</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>IRISH REPUBLIC</b>																				
DUBLIN	AER LINGUS	S	64	0	0	7.8	40.6	43.8	6.3	1.6	0.0	0.0	0.0	0.0	0.0	4	64.5	28	62	
DUBLIN	LOGANAIR LTD	S	91	0	0	6.6	54.9	26.4	6.6	3.3	2.2	0.0	0.0	0.0	0.0	6	61.7	22	58	
<b>TOTAL DUBLIN</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>49.0</b>	<b>33.5</b>	<b>6.5</b>	<b>2.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>63.1</b>	<b>25</b>	<b>120</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>49.0</b>	<b>33.5</b>	<b>6.5</b>	<b>2.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>63.1</b>	<b>25</b>	<b>120</b>	
<b>NETHERLANDS</b>																				
AMSTERDAM	KLM	S	54	0	13	0.0	17.9	43.3	9.0	7.5	1.5	1.5	0.0	0.0	19.4	13	60.9	6	16	
AMSTERDAM	KLM CITYHOPPER	S	243	0	0	0.8	35.4	46.5	12.8	3.7	0.8	0.0	0.0	0.0	0.0	7	75.8	10	269	
<b>TOTAL AMSTERDAM</b>			<b>297</b>	<b>0</b>	<b>13</b>	<b>0.6</b>	<b>31.6</b>	<b>45.8</b>	<b>11.9</b>	<b>4.5</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>8</b>	<b>74.7</b>	<b>10</b>	<b>285</b>	
<b>TOTAL NETHERLANDS</b>			<b>297</b>	<b>0</b>	<b>13</b>	<b>0.6</b>	<b>31.6</b>	<b>45.8</b>	<b>11.9</b>	<b>4.5</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>8</b>	<b>74.7</b>	<b>10</b>	<b>285</b>	
<b>NORWAY</b>																				
BERGEN	WIDEROE FLYVESELSKAP A/S	S	110	0	0	12.7	48.2	34.5	2.7	0.9	0.9	0.0	0.0	0.0	0.0	3	84.4	5	101	
<b>TOTAL BERGEN</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>48.2</b>	<b>34.5</b>	<b>2.7</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>84.4</b>	<b>5</b>	<b>101</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2024		
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
HAUGESUND	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	25.0	143	4
<b>TOTAL HAUGESUND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>143</b>	<b>4</b>
STAVANGER	SAS	S	92	0	0	17.4	73.9	6.5	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	76.7	14	84
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	90	0	0	24.4	61.1	8.9	3.3	1.1	1.1	0.0	0.0	0.0	0.0	0.0	3	87.5	4	74
<b>TOTAL STAVANGER</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>20.9</b>	<b>67.6</b>	<b>7.7</b>	<b>2.7</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>81.8</b>	<b>9</b>	<b>158</b>
<b>TOTAL NORWAY</b>			<b>292</b>	<b>0</b>	<b>0</b>	<b>17.8</b>	<b>60.3</b>	<b>17.8</b>	<b>2.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>82.0</b>	<b>10</b>	<b>263</b>
<b>POLAND</b>																				
GDANSK	WIZZ AIR	S	26	0	0	30.8	57.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	16	18
<b>TOTAL GDANSK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>30.8</b>	<b>57.7</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.9</b>	<b>16</b>	<b>18</b>
KRAKOW	RYANAIR	S	18	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL KRAKOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>55.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>52.3</b>	<b>29.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>88.9</b>	<b>16</b>	<b>18</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	RYANAIR	S	18	0	0	0.0	44.4	38.9	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	6	18
<b>TOTAL FARO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>38.9</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.9</b>	<b>6</b>	<b>18</b>
<b>TOTAL PORTUGAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>38.9</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.9</b>	<b>6</b>	<b>18</b>
<b>SPAIN</b>																				
ALICANTE	RYANAIR	S	16	0	0	6.3	18.8	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	80.8	10	26
<b>TOTAL ALICANTE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.8</b>	<b>10</b>	<b>26</b>
MALAGA	RYANAIR	S	28	0	0	3.6	64.3	21.4	3.6	0.0	7.1	0.0	0.0	0.0	0.0	0.0	6	50.0	21	15
<b>TOTAL MALAGA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>64.3</b>	<b>21.4</b>	<b>3.6</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>50.0</b>	<b>21</b>	<b>15</b>
PALMA DE MALLORCA	ALBA STAR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	14	8
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	18	0	0	0.0	22.2	50.0	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	18	85.7	7	7
<b>TOTAL PALMA DE MALLORCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>50.0</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>73.3</b>	<b>11</b>	<b>15</b>
REUS	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	1
<b>TOTAL REUS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL SPAIN</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>39.7</b>	<b>34.9</b>	<b>11.1</b>	<b>6.3</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>70.7</b>	<b>13</b>	<b>57</b>
<b>TURKEY</b>																				
DALAMAN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	16
DALAMAN	TUI AIRWAYS 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	5	0.0	0	0
<b>TOTAL DALAMAN</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>5</b>	<b>50.0</b>	<b>19</b>	<b>16</b>
<b>TOTAL TURKEY</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>5</b>	<b>50.0</b>	<b>19</b>	<b>16</b>
<b>UNITED KINGDOM</b>																				
BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S	54	0	0	20.4	66.7	5.6	1.9	1.9	0.0	3.7	0.0	0.0	0.0	0.0	7	83.9	13	62
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>20.4</b>	<b>66.7</b>	<b>5.6</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.9</b>	<b>13</b>	<b>62</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BIRMINGHAM	LOGANAIR LTD	S	152	0	1	16.3	58.2	20.9	2.0	0.7	1.3	0.0	0.0	0.0	0.0	0.7	2	86.7	7	158
<b>TOTAL BIRMINGHAM</b>			<b>152</b>	<b>0</b>	<b>1</b>	<b>16.3</b>	<b>58.2</b>	<b>20.9</b>	<b>2.0</b>	<b>0.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>2</b>	<b>86.7</b>	<b>7</b>	<b>158</b>
BRISTOL	LOGANAIR LTD	S	43	0	1	27.3	50.0	20.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	1	88.9	6	54
<b>TOTAL BRISTOL</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>27.3</b>	<b>50.0</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>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>1</b>	<b>88.9</b>	<b>6</b>	<b>54</b>
DUNDEE	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL DUNDEE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
GATWICK	EASYJET UK LTD	S	124	0	0	8.1	54.8	29.8	3.2	1.6	2.4	0.0	0.0	0.0	0.0	0.0	6	90.3	6	124
<b>TOTAL GATWICK</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>54.8</b>	<b>29.8</b>	<b>3.2</b>	<b>1.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>90.3</b>	<b>6</b>	<b>124</b>
HEATHROW	BRITISH AIRWAYS PLC	S	376	0	0	10.9	53.2	23.4	8.2	3.2	0.5	0.3	0.3	0.0	0.0	0.0	6	68.4	14	394
HEATHROW	LOGANAIR LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL HEATHROW</b>			<b>377</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>53.3</b>	<b>23.3</b>	<b>8.2</b>	<b>3.2</b>	<b>0.5</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>68.4</b>	<b>14</b>	<b>394</b>
HUMBERSIDE	EASTERN AIRWAYS	S	38	0	7	0.0	44.4	24.4	2.2	4.4	6.7	0.0	2.2	0.0	0.0	15.6	20	44.4	27	58
<b>TOTAL HUMBERSIDE</b>			<b>38</b>	<b>0</b>	<b>7</b>	<b>0.0</b>	<b>44.4</b>	<b>24.4</b>	<b>2.2</b>	<b>4.4</b>	<b>6.7</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>15.6</b>	<b>20</b>	<b>44.4</b>	<b>27</b>	<b>58</b>
INVERNESS	EASYJET UK LTD	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL INVERNESS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
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	5	1
KIRKWALL	LOGANAIR LTD	S	143	0	2	13.8	51.7	28.3	3.4	0.7	0.0	0.0	0.7	0.0	0.0	1.4	4	75.0	13	124
<b>TOTAL KIRKWALL</b>			<b>143</b>	<b>0</b>	<b>2</b>	<b>13.8</b>	<b>51.7</b>	<b>28.3</b>	<b>3.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>4</b>	<b>75.2</b>	<b>13</b>	<b>125</b>
LUTON	EASYJET UK LTD	S	44	0	0	11.4	36.4	31.8	9.1	2.3	4.5	0.0	4.5	0.0	0.0	0.0	23	63.2	14	64
<b>TOTAL LUTON</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>36.4</b>	<b>31.8</b>	<b>9.1</b>	<b>2.3</b>	<b>4.5</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>63.2</b>	<b>14</b>	<b>64</b>
MANCHESTER	LOGANAIR LTD	S	152	0	0	20.4	62.5	14.5	2.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	1	86.3	9	161
<b>TOTAL MANCHESTER</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>20.4</b>	<b>62.5</b>	<b>14.5</b>	<b>2.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>86.3</b>	<b>9</b>	<b>161</b>
NEWCASTLE	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	81.8	14	10
<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>81.8</b>	<b>14</b>	<b>10</b>
NEWQUAY	LOGANAIR LTD	S	28	0	0	3.6	71.4	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.6	8	36
<b>TOTAL NEWQUAY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>71.4</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.6</b>	<b>8</b>	<b>36</b>
NORWICH	LOGANAIR LTD	S	90	0	2	25.0	59.8	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0	84.4	9	96
<b>TOTAL NORWICH</b>			<b>90</b>	<b>0</b>	<b>2</b>	<b>25.0</b>	<b>59.8</b>	<b>13.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0</b>	<b>84.4</b>	<b>9</b>	<b>96</b>
SOUTHAMPTON	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	40.0	25	3
<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>40.0</b>	<b>25</b>	<b>3</b>
SUMBURGH	LOGANAIR LTD	S	171	0	1	9.3	52.9	29.7	2.9	2.3	2.3	0.0	0.0	0.0	0.0	0.6	5	57.5	17	148
<b>TOTAL SUMBURGH</b>			<b>171</b>	<b>0</b>	<b>1</b>	<b>9.3</b>	<b>52.9</b>	<b>29.7</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>0.6</b>	<b>5</b>	<b>57.5</b>	<b>17</b>	<b>148</b>
TEESSIDE INTERNATIONAL AIRPORT	EASTERN AIRWAYS	S	51	0	3	7.4	50.0	18.5	3.7	3.7	3.7	5.6	1.9	0.0	0.0	5.6	20	85.7	11	21
<b>TEESSIDE INTERNATIONAL AIRPORT</b>			<b>51</b>	<b>0</b>	<b>3</b>	<b>7.4</b>	<b>50.0</b>	<b>18.5</b>	<b>3.7</b>	<b>3.7</b>	<b>3.7</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>20</b>	<b>85.7</b>	<b>11</b>	<b>21</b>
TEESSIDE INTERNATIONAL AIRPORT	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	85.7	3	14
<b>TEESSIDE INTERNATIONAL AIRPORT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.7</b>	<b>3</b>	<b>14</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL TEESIDE INTERNATIONAL AIRPORT</b>			<b>51</b>	<b>0</b>	<b>3</b>	<b>7.4</b>	<b>50.0</b>	<b>18.5</b>	<b>3.7</b>	<b>3.7</b>	<b>3.7</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>20</b>	<b>85.7</b>	<b>8</b>	<b>35</b>
<b>WICK JOHN O GROATS</b>	EASTERN AIRWAYS	S	48	0	28	3.9	39.5	9.2	1.3	1.3	2.6	5.3	0.0	0.0	0.0	36.8	18	48.1	26	78
<b>TOTAL WICK JOHN O GROATS</b>			<b>48</b>	<b>0</b>	<b>28</b>	<b>3.9</b>	<b>39.5</b>	<b>9.2</b>	<b>1.3</b>	<b>1.3</b>	<b>2.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36.8</b>	<b>18</b>	<b>48.1</b>	<b>26</b>	<b>78</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1517</b>	<b>0</b>	<b>45</b>	<b>13.0</b>	<b>54.1</b>	<b>22.1</b>	<b>3.8</b>	<b>1.8</b>	<b>1.3</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>6</b>	<b>72.8</b>	<b>12</b>	<b>1607</b>
<b>TOTAL ABERDEEN</b>			<b>2454</b>	<b>0</b>	<b>58</b>	<b>11.7</b>	<b>50.8</b>	<b>25.9</b>	<b>5.0</b>	<b>2.3</b>	<b>1.4</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>6</b>	<b>73.9</b>	<b>12</b>	<b>2457</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 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		
						More than 15 m early	early														
<b>FRANCE</b>																					
CANNES	VISTAJET LUFTFAHRTUNTERNEHMEN	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 CANNES</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>	
NICE	VISTAJET LTD MALTA	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
NICE	VISTAJET LUFTFAHRTUNTERNEHMEN	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
<b>TOTAL NICE</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>2</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>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>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>GERMANY</b>																					
FRANKFURT MAIN	LUFTHANSA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.0	5	40		
<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</b>	<b>95.0</b>	<b>5</b>	<b>40</b>		
LUBECK	VISTAJET LTD MALTA	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL LUBECK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL 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>95.0</b>	<b>5</b>	<b>40</b>		
<b>GREECE</b>																					
CORFU	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	4	0.0	0	0		
<b>TOTAL CORFU</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>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>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>ITALY</b>																					
BOLOGNA	BA CITYFLYER LTD	C	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	15	100.0	3	3		
<b>TOTAL BOLOGNA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</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>15</b>	<b>100.0</b>	<b>3</b>	<b>3</b>		
<b>TOTAL ITALY</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</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>15</b>	<b>100.0</b>	<b>3</b>	<b>3</b>		
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.8	8	60		
AMSTERDAM	KLM CITYHOPPER	S	122	0	1	0.0	20.3	54.5	13.0	6.5	4.9	0.0	0.0	0.0	0.8	14	0.0	0	0		
<b>TOTAL AMSTERDAM</b>			<b>122</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>20.3</b>	<b>54.5</b>	<b>13.0</b>	<b>6.5</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>14</b>	<b>75.8</b>	<b>8</b>	<b>60</b>		
ROTTERDAM	VISTAJET LUFTFAHRTUNTERNEHMEN	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
<b>TOTAL ROTTERDAM</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>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL NETHERLANDS</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>20.2</b>	<b>54.8</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>0.8</b>	<b>14</b>	<b>75.8</b>	<b>8</b>	<b>60</b>		
<b>SPAIN</b>																					
ALICANTE	EASYJET EUROPE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	8	18		
<b>TOTAL ALICANTE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.9</b>	<b>8</b>	<b>18</b>		
BARCELONA	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	100.0	1	7		
<b>TOTAL BARCELONA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>7</b>		
MADRID	VISTAJET LUFTFAHRTUNTERNEHMEN	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL MADRID</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

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

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2024		
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													
PALMA DE MALLORCA	EASYJET EUROPE	S	0	0	0	0.0	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 PALMA DE MALLORCA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>2</b>
<b>TOTAL SPAIN</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>92.6</b>	<b>6</b>	<b>27</b>
<b>SWITZERLAND</b>																				
SION	VISTAJET LTD MALTA	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL SION</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWITZERLAND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	LOGANAIR LTD	S	54	0	2	30.4	46.4	10.7	3.6	1.8	0.0	3.6	0.0	0.0	0.0	3.6	7	85.5	13	62
<b>TOTAL ABERDEEN</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>30.4</b>	<b>46.4</b>	<b>10.7</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>7</b>	<b>85.5</b>	<b>13</b>	<b>62</b>
BIRMINGHAM	AER LINGUS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	1	16
BIRMINGHAM	EMERALD AIRLINES (IRELAND) LIMITED	S	28	0	0	3.6	32.1	57.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
BIRMINGHAM	EMERALD AIRLINES UK LTD	S	312	0	4	3.5	44.0	30.4	13.3	6.3	1.3	0.0	0.0	0.0	0.0	1.3	8	85.9	9	313
<b>TOTAL BIRMINGHAM</b>			<b>340</b>	<b>0</b>	<b>4</b>	<b>3.5</b>	<b>43.0</b>	<b>32.6</b>	<b>12.8</b>	<b>5.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>8</b>	<b>85.6</b>	<b>8</b>	<b>329</b>
BRISTOL	EASYJET UK LTD	S	18	0	0	0.0	16.7	33.3	27.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	20	50.0	22	18
<b>TOTAL BRISTOL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>27.8</b>	<b>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>50.0</b>	<b>22</b>	<b>18</b>
CARDIFF WALES	BA CITYFLYER LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
CARDIFF WALES	EMERALD AIRLINES UK LTD	S	61	0	1	14.5	56.5	25.8	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1	91.9	4	62
<b>TOTAL CARDIFF WALES</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>14.5</b>	<b>56.5</b>	<b>25.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>1</b>	<b>92.1</b>	<b>4</b>	<b>63</b>
EAST MIDLANDS INTERNATIONAL	EMERALD AIRLINES (IRELAND) LIMITED	S	4	0	0	0.0	25.0	25.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	68	0.0	0	0
EAST MIDLANDS INTERNATIONAL	EMERALD AIRLINES UK LTD	S	24	0	0	0.0	50.0	33.3	4.2	4.2	0.0	0.0	8.3	0.0	0.0	0.0	21	96.8	2	62
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.4</b>	<b>32.1</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>96.8</b>	<b>2</b>	<b>62</b>
EDINBURGH	AER LINGUS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	17	4
EDINBURGH	EMERALD AIRLINES (IRELAND) LIMITED	S	22	0	0	0.0	31.8	36.4	13.6	0.0	9.1	0.0	9.1	0.0	0.0	0.0	33	0.0	0	0
EDINBURGH	EMERALD AIRLINES UK LTD	S	154	0	4	1.9	39.2	40.5	8.2	2.5	1.3	2.5	1.3	0.0	0.0	2.5	13	78.5	10	212
<b>TOTAL EDINBURGH</b>			<b>176</b>	<b>0</b>	<b>4</b>	<b>1.7</b>	<b>38.3</b>	<b>40.0</b>	<b>8.9</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>16</b>	<b>77.3</b>	<b>10</b>	<b>216</b>
EXETER	EMERALD AIRLINES UK LTD	S	33	0	0	12.1	33.3	30.3	9.1	15.2	0.0	0.0	0.0	0.0	0.0	0.0	9	81.8	10	44
<b>TOTAL EXETER</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>33.3</b>	<b>30.3</b>	<b>9.1</b>	<b>15.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.8</b>	<b>10</b>	<b>44</b>
GATWICK	EASYJET UK LTD	S	170	0	0	6.5	51.2	26.5	7.6	5.3	2.4	0.6	0.0	0.0	0.0	0.0	8	78.5	10	184
<b>TOTAL GATWICK</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>51.2</b>	<b>26.5</b>	<b>7.6</b>	<b>5.3</b>	<b>2.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>78.5</b>	<b>10</b>	<b>184</b>
GLASGOW	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	70.0	5	8
GLASGOW	EASYJET UK LTD	S	42	0	0	9.5	59.5	14.3	2.4	4.8	9.5	0.0	0.0	0.0	0.0	0.0	11	84.6	11	52

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		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 15 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GLASGOW	EMERALD AIRLINES UK LTD	S	72	0	0	1.4	43.1	43.1	5.6	4.2	2.8	0.0	0.0	0.0	0.0	0.0	7	85.1	11	87	
<b>TOTAL GLASGOW</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>49.1</b>	<b>32.5</b>	<b>4.4</b>	<b>4.4</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.9</b>	<b>10</b>	<b>147</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	368	0	0	6.3	54.6	30.7	4.3	3.3	0.8	0.0	0.0	0.0	0.0	0.0	5	62.2	18	369	
<b>TOTAL HEATHROW</b>			<b>368</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>54.6</b>	<b>30.7</b>	<b>4.3</b>	<b>3.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>62.2</b>	<b>18</b>	<b>369</b>	
INVERNESS	LOGANAIR LTD	S	32	0	0	18.8	62.5	15.6	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	2	81.8	11	44	
<b>TOTAL INVERNESS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>62.5</b>	<b>15.6</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>81.8</b>	<b>11</b>	<b>44</b>	
ISLE OF MAN	EMERALD AIRLINES UK LTD	S	4	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	0	4	
<b>TOTAL ISLE OF MAN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>0</b>	<b>4</b>	
KIRKWALL	LOGANAIR LTD	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL KIRKWALL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LEEDS BRADFORD	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	16.7	0	2	
LEEDS BRADFORD	EMERALD AIRLINES (IRELAND) LIMITED	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	7	0.0	0	0	
LEEDS BRADFORD	EMERALD AIRLINES UK LTD	S	218	0	2	8.6	51.8	23.2	6.8	3.2	2.3	2.3	0.9	0.0	0.0	0.9	11	88.6	6	228	
<b>TOTAL LEEDS BRADFORD</b>			<b>228</b>	<b>0</b>	<b>2</b>	<b>8.3</b>	<b>51.3</b>	<b>23.9</b>	<b>7.4</b>	<b>3.0</b>	<b>2.2</b>	<b>2.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>11</b>	<b>85.0</b>	<b>6</b>	<b>230</b>	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	36	0	0	11.1	38.9	22.2	13.9	11.1	0.0	2.8	0.0	0.0	0.0	0.0	13	92.1	2	76	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>22.2</b>	<b>13.9</b>	<b>11.1</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>92.1</b>	<b>2</b>	<b>76</b>	
LONDON CITY	BA CITYFLYER LTD	S	136	0	0	3.7	60.3	25.7	3.7	1.5	5.1	0.0	0.0	0.0	0.0	0.0	7	84.2	7	141	
<b>TOTAL LONDON CITY</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>60.3</b>	<b>25.7</b>	<b>3.7</b>	<b>1.5</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>84.2</b>	<b>7</b>	<b>141</b>	
LUTON	EASYJET UK LTD	S	44	0	0	11.4	43.2	34.1	6.8	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	75.9	11	54	
<b>TOTAL LUTON</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>43.2</b>	<b>34.1</b>	<b>6.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.9</b>	<b>11</b>	<b>54</b>	
MANCHESTER	EASYJET UK LTD	S	34	0	0	8.8	50.0	32.4	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.9	4	86	
MANCHESTER	EMERALD AIRLINES (IRELAND) LIMITED	S	20	0	0	5.0	40.0	40.0	0.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
MANCHESTER	EMERALD AIRLINES UK LTD	S	210	0	2	8.0	60.4	22.6	2.4	3.8	0.9	0.0	0.9	0.0	0.0	0.9	6	93.0	5	184	
<b>TOTAL MANCHESTER</b>			<b>264</b>	<b>0</b>	<b>2</b>	<b>7.9</b>	<b>57.5</b>	<b>25.2</b>	<b>3.0</b>	<b>3.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>6</b>	<b>92.3</b>	<b>5</b>	<b>270</b>	
NEWCASTLE	EMERALD AIRLINES 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	96.2	1	52	
<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>96.2</b>	<b>1</b>	<b>52</b>	
NEWQUAY	EMERALD AIRLINES UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	3	18	
<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>94.4</b>	<b>3</b>	<b>18</b>	
SOUTHAMPTON	EMERALD AIRLINES (IRELAND) LIMITED	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
SOUTHAMPTON	EMERALD AIRLINES UK LTD	S	158	0	0	6.3	50.6	29.1	7.6	3.8	1.3	0.0	1.3	0.0	0.0	0.0	8	90.5	4	116	
<b>TOTAL SOUTHAMPTON</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>50.0</b>	<b>30.0</b>	<b>7.5</b>	<b>3.8</b>	<b>1.3</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>90.5</b>	<b>4</b>	<b>116</b>	
SUMBURGH	LOGANAIR LTD	S	8	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL SUMBURGH</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

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

		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE													MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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			2278	0	15	6.8	49.9	28.9	6.9	4.1	1.7	0.7	0.5	0.0	0.0	0.7	8	81.9	9	2499
USA																				
WHITE PLAINS	UNIVERSAL AIRLINES	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
TOTAL WHITE PLAINS			1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
TOTAL USA			1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
TOTAL BELFAST CITY			2416	0	16	6.4	48.3	30.3	7.2	4.2	1.8	0.6	0.5	0.0	0.0	0.7	8	81.9	9	2629

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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	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>BULGARIA</b>																					
BURGAS	BH AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	28	3	
<b>TOTAL BURGAS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>28</b>	<b>3</b>	
<b>TOTAL BULGARIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>28</b>	<b>3</b>	
<b>CANADA</b>																					
ST JOHNS	WEST JET AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2	
<b>TOTAL 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>50.0</b>	<b>13</b>	<b>2</b>	
<b>TOTAL CANADA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>13</b>	<b>2</b>	
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	S	10	0	0	20.0	20.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	10	
<b>TOTAL DUBROVNIK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>20.0</b>	<b>50.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>1</b>	<b>10</b>	
<b>TOTAL CROATIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>20.0</b>	<b>50.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>1</b>	<b>10</b>	
<b>CYPRUS</b>																					
LARNACA	EASYJET UK LTD	S	18	0	0	0.0	16.7	55.6	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11	33.3	33	18	
LARNACA	TUI AIRWAYS LTD	C	5	0	0	0.0	0.0	20.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	62	33.3	18	3	
<b>TOTAL LARNACA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.0</b>	<b>47.8</b>	<b>17.4</b>	<b>13.0</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>22</b>	<b>33.3</b>	<b>31</b>	<b>21</b>	
PAPHOS	JET2.COM LTD	S	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	72.2	7	18	
<b>TOTAL PAPHOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44.4</b>	<b>22.2</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>72.2</b>	<b>7</b>	<b>18</b>	
<b>TOTAL CYPRUS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>15.6</b>	<b>40.6</b>	<b>15.6</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>17</b>	<b>51.3</b>	<b>20</b>	<b>39</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	28	0	0	7.1	46.4	28.6	7.1	3.6	0.0	7.1	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL PRAGUE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>46.4</b>	<b>28.6</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>46.4</b>	<b>28.6</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>EGYPT</b>																					
HURGHADA	EASYJET UK LTD	S	17	1	0	0.0	27.8	50.0	5.6	11.1	0.0	0.0	0.0	0.0	5.6	0.0	8	61.1	19	18	
<b>TOTAL HURGHADA</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>50.0</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>8</b>	<b>61.1</b>	<b>19</b>	<b>18</b>	
<b>TOTAL EGYPT</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>50.0</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>8</b>	<b>61.1</b>	<b>19</b>	<b>18</b>	
<b>FRANCE</b>																					
BEAUVAIS	RYANAIR	S	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	
BEAUVAIS	RYANAIR UK LTD	S	10	0	0	0.0	80.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	56.3	24	16	
<b>TOTAL BEAUVAIS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>88.9</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>56.3</b>	<b>24</b>	<b>16</b>	
BORDEAUX	EASYJET EUROPE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.3	24	14	
<b>TOTAL BORDEAUX</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>64.3</b>	<b>24</b>	<b>14</b>	
PARIS (CHARLES DE GAULLE)	EASYJET EUROPE	S	16	0	2	5.6	27.8	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	11.1	10	71.4	12	28	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	38	0	0	2.6	39.5	28.9	15.8	7.9	0.0	5.3	0.0	0.0	0.0	0.0	15	67.6	32	34	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>35.7</b>	<b>30.4</b>	<b>14.3</b>	<b>8.9</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>14</b>	<b>69.4</b>	<b>23</b>	<b>62</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TARBES-LOURDES INTERNATIONAL	ALBA STAR	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	19	0.0	0	0	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</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>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FRANCE</b>			<b>75</b>	<b>0</b>	<b>2</b>	<b>2.6</b>	<b>46.8</b>	<b>26.0</b>	<b>11.7</b>	<b>7.8</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>11</b>	<b>66.3</b>	<b>23</b>	<b>92</b>	
<b>GREECE</b>																					
CORFU	EASYJET UK LTD	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	7	73.1	33	26	
CORFU	TUI AIRWAYS LTD	C	7	0	0	0.0	14.3	28.6	0.0	28.6	0.0	28.6	0.0	0.0	0.0	0.0	57	40.0	16	5	
<b>TOTAL CORFU</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.1</b>	<b>43.5</b>	<b>13.0</b>	<b>8.7</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>22</b>	<b>67.7</b>	<b>30</b>	<b>31</b>	
HERAKLION	JET2.COM LTD	S	18	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	62.5	19	8	
<b>TOTAL HERAKLION</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>55.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>62.5</b>	<b>19</b>	<b>8</b>	
KOS	TUI AIRWAYS LTD	C	6	0	0	0.0	0.0	16.7	0.0	16.7	66.7	0.0	0.0	0.0	0.0	0.0	57	0.0	34	1	
<b>TOTAL KOS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>16.7</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>57</b>	<b>0.0</b>	<b>34</b>	<b>1</b>	
RHODES	EASYJET UK LTD	S	17	0	0	0.0	17.6	41.2	5.9	17.6	5.9	0.0	11.8	0.0	0.0	0.0	40	37.5	36	16	
RHODES	JET2.COM LTD	S	18	0	0	5.6	5.6	50.0	16.7	16.7	0.0	0.0	0.0	5.6	0.0	0.0	76	94.4	5	18	
RHODES	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	5	
<b>TOTAL RHODES</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>11.4</b>	<b>45.7</b>	<b>11.4</b>	<b>17.1</b>	<b>2.9</b>	<b>0.0</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>71.8</b>	<b>17</b>	<b>39</b>	
ZAKINTHOS	JET2.COM LTD	S	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	10	
<b>TOTAL ZAKINTHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>4</b>	<b>10</b>	
<b>TOTAL GREECE</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>23.3</b>	<b>44.4</b>	<b>8.9</b>	<b>10.0</b>	<b>5.6</b>	<b>2.2</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>71.9</b>	<b>21</b>	<b>89</b>	
<b>HUNGARY</b>																					
BUDAPEST	RYANAIR	S	18	0	0	11.1	44.4	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.4	4	18	
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
<b>TOTAL HUNGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
<b>IRISH REPUBLIC</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	
<b>TOTAL DUBLIN</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>	
KERRY COUNTY	WESTERN AIR CHARTER, INC, DBA JET EDGE	C	0	0	0	0.0	0.0	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 KERRY COUNTY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>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>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	8	0	0	0.0	0.0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	53	50.0	32	18	
BERGAMO	RYANAIR UK 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	17	87.5	3	8	
<b>TOTAL BERGAMO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>61.5</b>	<b>23</b>	<b>26</b>	
VERONA VILLAFRANCA	JET2.COM LTD	S	8	0	0	0.0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	29	8	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early		15 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						15 m early	15 m to 30 m	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
<b>TOTAL VERONA VILAFRANCA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>29</b>	<b>8</b>		
<b>TOTAL ITALY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>34.6</b>	<b>15.4</b>	<b>26.9</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>64.7</b>	<b>25</b>	<b>34</b>		
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	10	0	0	30.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
KAUNAS	RYANAIR UK LTD	S	8	0	0	12.5	37.5	12.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	19	0.0	0	0		
<b>TOTAL KAUNAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>44.4</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>9</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>22.2</b>	<b>44.4</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>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	10	0	0	0.0	20.0	70.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	8	90.0	4	10		
MALTA	RYANAIR	S	18	0	0	11.1	27.8	50.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	8	62.5	15	16		
<b>TOTAL MALTA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>25.0</b>	<b>57.1</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>73.1</b>	<b>11</b>	<b>26</b>		
<b>TOTAL MALTA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>25.0</b>	<b>57.1</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>73.1</b>	<b>11</b>	<b>26</b>		
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET UK LTD	S	36	0	0	0.0	47.2	25.0	19.4	2.8	5.6	0.0	0.0	0.0	0.0	12	63.9	14	34		
<b>TOTAL AMSTERDAM</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.2</b>	<b>25.0</b>	<b>19.4</b>	<b>2.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>63.9</b>	<b>14</b>	<b>34</b>		
MAASTRICHT	RYANAIR SUN	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1		
<b>TOTAL MAASTRICHT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>50</b>	<b>1</b>		
<b>TOTAL NETHERLANDS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.2</b>	<b>25.0</b>	<b>19.4</b>	<b>2.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>62.2</b>	<b>15</b>	<b>35</b>		
<b>POLAND</b>																					
GDANSK	RYANAIR	S	10	0	0	30.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	6	8		
GDANSK	RYANAIR UK LTD	S	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	8	18		
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>66.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>80.8</b>	<b>7</b>	<b>26</b>		
KRAKOW	EASYJET UK LTD	S	18	0	0	22.2	44.4	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	94.4	3	18		
KRAKOW	RYANAIR	S	8	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8		
KRAKOW	RYANAIR UK LTD	S	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	60.0	20	10		
<b>TOTAL KRAKOW</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>58.8</b>	<b>20.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>86.1</b>	<b>7</b>	<b>36</b>		
<b>TOTAL POLAND</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>17.3</b>	<b>61.5</b>	<b>19.2</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>83.9</b>	<b>7</b>	<b>62</b>		
<b>PORTUGAL(EXCLUDING</b>																					
CASCAIS	VISTAJET LTD MALTA	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
<b>TOTAL CASCAIS</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>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
FARO	EASYJET EUROPE	S	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	10		
FARO	EASYJET UK LTD	S	98	0	0	4.1	46.9	29.6	12.2	6.1	1.0	0.0	0.0	0.0	0.0	8	70.2	19	124		
FARO	JET2.COM LTD	S	36	0	0	11.1	38.9	44.4	0.0	2.8	2.8	0.0	0.0	0.0	0.0	6	100.0	1	34		
FARO	RYANAIR	S	26	0	0	0.0	46.2	42.3	7.7	3.8	0.0	0.0	0.0	0.0	0.0	7	38.9	30	18		
FARO	RYANAIR UK LTD	S	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	8		
<b>TOTAL FARO</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>44.9</b>	<b>36.9</b>	<b>8.0</b>	<b>4.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.3</b>	<b>15</b>	<b>194</b>		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
OPORTO (PORTUGAL)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	17	10	
OPORTO (PORTUGAL)	RYANAIR UK LTD	S	18	0	0	5.6	66.7	11.1	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	7	87.5	4	8	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>66.7</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.3</b>	<b>11</b>	<b>18</b>	
<b>TOTAL PORTUGAL</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>46.9</b>	<b>34.2</b>	<b>8.2</b>	<b>4.6</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>75.9</b>	<b>15</b>	<b>212</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET EUROPE	S	54	0	0	9.3	53.7	25.9	3.7	5.6	1.9	0.0	0.0	0.0	0.0	0.0	6	80.6	10	62	
ALICANTE	EASYJET UK LTD	S	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	12	0.0	0	0	
ALICANTE	JET2.COM LTD	S	44	0	0	13.6	38.6	40.9	4.5	2.3	0.0	0.0	0.0	0.0	0.0	0.0	4	86.1	7	36	
ALICANTE	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	28	8	
ALICANTE	RYANAIR UK LTD	S	62	0	0	1.6	33.9	40.3	12.9	8.1	3.2	0.0	0.0	0.0	0.0	0.0	10	75.9	9	54	
<b>TOTAL ALICANTE</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>40.5</b>	<b>35.7</b>	<b>9.5</b>	<b>5.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>77.5</b>	<b>10</b>	<b>160</b>	
BARCELONA	EASYJET EUROPE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	13	18	
BARCELONA	EASYJET UK LTD	S	16	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	80.8	8	26	
<b>TOTAL BARCELONA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>79.5</b>	<b>10</b>	<b>44</b>	
GIRONA	RYANAIR	S	10	0	0	30.0	40.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
GIRONA	RYANAIR UK LTD	S	17	0	0	0.0	76.5	5.9	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	10	55.6	22	18	
<b>TOTAL GIRONA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>63.0</b>	<b>14.8</b>	<b>3.7</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>55.6</b>	<b>22</b>	<b>18</b>	
IBIZA	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2	
IBIZA	JET2.COM LTD	S	26	0	0	3.8	50.0	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.5	7	26	
<b>TOTAL IBIZA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>50.0</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>89.3</b>	<b>7</b>	<b>28</b>	
MAHON	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	6	83.3	6	18	
MAHON	JET2.COM LTD	S	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	4	8	
<b>TOTAL MAHON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>46.2</b>	<b>38.5</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>84.6</b>	<b>5</b>	<b>26</b>	
MALAGA	EASYJET UK LTD	S	98	0	0	0.0	36.7	35.7	11.2	6.1	6.1	4.1	0.0	0.0	0.0	0.0	18	60.2	25	88	
MALAGA	JET2.COM LTD	S	28	0	0	7.1	42.9	28.6	10.7	3.6	7.1	0.0	0.0	0.0	0.0	0.0	13	85.7	5	28	
MALAGA	RYANAIR	S	20	0	0	10.0	25.0	45.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	10	82.1	7	28	
MALAGA	RYANAIR UK LTD	S	26	0	0	0.0	11.5	53.8	19.2	3.8	3.8	3.8	3.8	0.0	0.0	0.0	26	62.5	10	8	
<b>TOTAL MALAGA</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>32.6</b>	<b>38.4</b>	<b>12.2</b>	<b>5.2</b>	<b>5.8</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>69.1</b>	<b>17</b>	<b>152</b>	
PALMA DE MALLORCA	EASYJET EUROPE	S	60	0	2	3.2	17.7	16.1	17.7	27.4	11.3	3.2	0.0	0.0	0.0	3.2	32	40.6	48	62	
PALMA DE MALLORCA	EASYJET UK LTD	S	28	0	0	0.0	39.3	46.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	48.1	20	54	
PALMA DE MALLORCA	JET2.COM LTD	S	46	0	0	2.2	23.9	37.0	10.9	17.4	8.7	0.0	0.0	0.0	0.0	0.0	19	84.8	7	46	
PALMA DE MALLORCA	RYANAIR	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	10	75.0	10	8	
PALMA DE MALLORCA	RYANAIR UK LTD	S	10	0	0	20.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	7	10	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	13	0	0	0.0	0.0	61.5	15.4	15.4	0.0	7.7	0.0	0.0	0.0	0.0	28	0.0	30	3	
<b>TOTAL PALMA DE MALLORCA</b>			<b>165</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>24.0</b>	<b>32.3</b>	<b>12.6</b>	<b>18.0</b>	<b>6.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>21</b>	<b>56.8</b>	<b>25</b>	<b>183</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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													
REUS	EASYJET UK LTD	S	18	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
REUS	JET2.COM LTD	S	36	0	0	8.3	27.8	36.1	19.4	2.8	5.6	0.0	0.0	0.0	0.0	13	94.1	3	34	
REUS	TUI AIRWAYS LTD	C	22	0	0	0.0	0.0	13.6	40.9	22.7	22.7	0.0	0.0	0.0	0.0	37	60.0	14	15	
<b>TOTAL REUS</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>26.3</b>	<b>31.6</b>	<b>21.1</b>	<b>7.9</b>	<b>9.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>83.7</b>	<b>6</b>	<b>49</b>	
VALENCIA	RYANAIR	S	8	0	0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	13	18	
VALENCIA	RYANAIR UK LTD	S	10	0	0	20.0	40.0	0.0	10.0	10.0	20.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL VALENCIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>38.9</b>	<b>16.7</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>11</b>	<b>66.7</b>	<b>13</b>	<b>18</b>	
<b>TOTAL SPAIN</b>			<b>694</b>	<b>0</b>	<b>2</b>	<b>4.9</b>	<b>35.2</b>	<b>33.8</b>	<b>11.4</b>	<b>8.3</b>	<b>4.9</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>70.4</b>	<b>16</b>	<b>678</b>	
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	EASYJET UK LTD	S	18	0	0	27.8	33.3	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
ARRECIFE	JET2.COM LTD	S	36	0	0	13.9	36.1	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	7	79.4	7	34	
ARRECIFE	RYANAIR UK LTD	S	18	0	0	0.0	22.2	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	16	88.9	4	18	
ARRECIFE	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	60.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	14	66.7	23	6	
<b>TOTAL ARRECIFE</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>29.3</b>	<b>30.5</b>	<b>18.3</b>	<b>9.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>81.0</b>	<b>8</b>	<b>58</b>	
FUERTEVENTURA	JET2.COM LTD	S	8	0	0	25.0	12.5	12.5	0.0	37.5	12.5	0.0	0.0	0.0	0.0	30	80.0	12	10	
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</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>30</b>	<b>80.0</b>	<b>12</b>	<b>10</b>	
LAS PALMAS	JET2.COM LTD	S	18	0	0	0.0	16.7	27.8	16.7	22.2	16.7	0.0	0.0	0.0	0.0	27	77.8	8	18	
<b>TOTAL LAS PALMAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>27.8</b>	<b>16.7</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>77.8</b>	<b>8</b>	<b>18</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	36	0	0	16.7	44.4	33.3	2.8	2.8	0.0	0.0	0.0	0.0	0.0	4	97.2	2	36	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	53	0	0	26.4	28.3	30.2	13.2	1.9	0.0	0.0	0.0	0.0	0.0	5	84.1	8	44	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	5	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	30	100.0	11	1	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>21.3</b>	<b>33.0</b>	<b>31.9</b>	<b>9.6</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>6</b>	<b>90.1</b>	<b>6</b>	<b>81</b>	
<b>TOTAL SPAIN(CANARY TUNISIA)</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>29.2</b>	<b>30.2</b>	<b>13.4</b>	<b>8.9</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.0</b>	<b>7</b>	<b>167</b>	
<b>TUNISIA</b>																				
ENFIDHA - HAMMAMET INTL	EASYJET UK LTD	S	18	0	0	5.6	22.2	38.9	11.1	0.0	22.2	0.0	0.0	0.0	0.0	23	100.0	2	16	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
<b>TOTAL TUNISIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
<b>TURKEY</b>																				
ANTALYA	EASYJET UK LTD	S	16	1	0	0.0	35.3	29.4	17.6	5.9	5.9	0.0	0.0	0.0	5.9	0.0	12	61.1	15	18
ANTALYA	JET2.COM LTD	S	27	0	0	3.7	14.8	44.4	11.1	22.2	3.7	0.0	0.0	0.0	0.0	18	52.0	28	25	
<b>TOTAL ANTALYA</b>			<b>43</b>	<b>1</b>	<b>0</b>	<b>2.3</b>	<b>22.7</b>	<b>38.6</b>	<b>13.6</b>	<b>15.9</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>16</b>	<b>55.8</b>	<b>23</b>	<b>43</b>
BODRUM (MILAS)	JET2.COM LTD	S	8	0	0	0.0	0.0	12.5	25.0	25.0	37.5	0.0	0.0	0.0	0.0	43	75.0	8	8	
<b>TOTAL BODRUM (MILAS)</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>25.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>75.0</b>	<b>8</b>	<b>8</b>	
DALAMAN	EASYJET UK LTD	S	27	0	0	3.7	18.5	51.9	11.1	14.8	0.0	0.0	0.0	0.0	0.0	12	57.7	20	26	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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													
DALAMAN	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	3	
DALAMAN	JET2.COM LTD	S	27	0	0	7.4	29.6	37.0	3.7	14.8	7.4	0.0	0.0	0.0	0.0	16	71.4	14	35	
DALAMAN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1		
DALAMAN	TUI AIRWAYS LTD	S	5	0	0	0.0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	
<b>TOTAL DALAMAN</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>22.0</b>	<b>40.7</b>	<b>10.2</b>	<b>18.6</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>66.2</b>	<b>16</b>	<b>65</b>	
<b>TOTAL TURKEY</b>			<b>110</b>	<b>1</b>	<b>0</b>	<b>3.6</b>	<b>20.7</b>	<b>37.8</b>	<b>12.6</b>	<b>18.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>18</b>	<b>62.9</b>	<b>18</b>	<b>116</b>	
<b>UNITED KINGDOM</b>																				
BIRMINGHAM	EASYJET UK LTD	S	210	0	0	4.8	47.6	23.8	11.9	7.1	4.3	0.5	0.0	0.0	0.0	11	85.2	9	250	
<b>TOTAL BIRMINGHAM</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>47.6</b>	<b>23.8</b>	<b>11.9</b>	<b>7.1</b>	<b>4.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>85.2</b>	<b>9</b>	<b>250</b>	
BRISTOL	EASYJET UK LTD	S	142	0	0	2.8	46.5	24.6	16.2	4.9	3.5	1.4	0.0	0.0	0.0	12	67.2	14	184	
<b>TOTAL BRISTOL</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>46.5</b>	<b>24.6</b>	<b>16.2</b>	<b>4.9</b>	<b>3.5</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>67.2</b>	<b>14</b>	<b>184</b>	
EAST MIDLANDS INTERNATIONAL	RYANAIR UK LTD	S	34	0	0	14.7	58.8	11.8	11.8	2.9	0.0	0.0	0.0	0.0	0.0	4	92.1	5	38	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>58.8</b>	<b>11.8</b>	<b>11.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>92.1</b>	<b>5</b>	<b>38</b>	
EDINBURGH	EASYJET UK LTD	S	228	0	0	7.5	56.6	23.2	3.5	6.1	2.2	0.0	0.9	0.0	0.0	9	71.7	16	254	
EDINBURGH	RYANAIR UK LTD	S	114	0	0	7.9	51.8	28.1	4.4	6.1	1.8	0.0	0.0	0.0	0.0	7	63.2	21	114	
<b>TOTAL EDINBURGH</b>			<b>342</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>55.0</b>	<b>24.9</b>	<b>3.8</b>	<b>6.1</b>	<b>2.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>69.1</b>	<b>18</b>	<b>368</b>	
GATWICK	EASYJET UK LTD	S	228	0	0	7.0	48.7	28.9	6.1	4.8	3.5	0.9	0.0	0.0	0.0	9	78.5	12	330	
<b>TOTAL GATWICK</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>48.7</b>	<b>28.9</b>	<b>6.1</b>	<b>4.8</b>	<b>3.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.5</b>	<b>12</b>	<b>330</b>	
GLASGOW	EASYJET UK LTD	S	212	0	0	15.6	66.0	12.3	1.9	1.4	1.9	0.9	0.0	0.0	0.0	4	82.3	12	264	
<b>TOTAL GLASGOW</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>66.0</b>	<b>12.3</b>	<b>1.9</b>	<b>1.4</b>	<b>1.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>82.3</b>	<b>12</b>	<b>264</b>	
ISLE OF MAN	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.3	11	28	
<b>TOTAL ISLE OF MAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>89.3</b>	<b>11</b>	<b>28</b>	
JERSEY	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	16	
<b>TOTAL JERSEY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>16</b>	
LEEDS BRADFORD	EASYJET UK LTD	S	26	0	0	15.4	42.3	15.4	7.7	11.5	7.7	0.0	0.0	0.0	0.0	16	80.8	8	51	
<b>TOTAL LEEDS BRADFORD</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>42.3</b>	<b>15.4</b>	<b>7.7</b>	<b>11.5</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>80.8</b>	<b>8</b>	<b>51</b>	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	230	0	0	5.2	58.7	21.7	6.1	5.2	3.0	0.0	0.0	0.0	0.0	7	83.1	10	295	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>58.7</b>	<b>21.7</b>	<b>6.1</b>	<b>5.2</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.1</b>	<b>10</b>	<b>295</b>	
LUTON	EASYJET UK LTD	S	176	0	0	5.7	47.2	31.3	6.8	8.5	0.6	0.0	0.0	0.0	0.0	8	85.2	11	236	
<b>TOTAL LUTON</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>47.2</b>	<b>31.3</b>	<b>6.8</b>	<b>8.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>85.2</b>	<b>11</b>	<b>236</b>	
MANCHESTER	EASYJET UK LTD	S	216	0	0	13.4	48.6	17.6	6.0	7.9	4.2	2.3	0.0	0.0	0.0	13	77.6	11	248	
MANCHESTER	RYANAIR UK LTD	S	106	0	0	0.9	50.9	30.2	8.5	7.5	1.9	0.0	0.0	0.0	0.0	8	79.2	13	125	
<b>TOTAL MANCHESTER</b>			<b>322</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>49.4</b>	<b>21.7</b>	<b>6.8</b>	<b>7.8</b>	<b>3.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.1</b>	<b>12</b>	<b>373</b>	
NEWCASTLE	EASYJET UK LTD	S	150	0	0	9.3	69.3	12.0	4.0	3.3	0.7	1.3	0.0	0.0	0.0	6	74.4	12	168	
<b>TOTAL NEWCASTLE</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>69.3</b>	<b>12.0</b>	<b>4.0</b>	<b>3.3</b>	<b>0.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>74.4</b>	<b>12</b>	<b>168</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
SOUTHAMPTON	EASYJET UK LTD	S	36	0	0	13.9	69.4	13.9	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.9	8	44
<b>TOTAL SOUTHAMPTON</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>69.4</b>	<b>13.9</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>90.9</b>	<b>8</b>	<b>44</b>
STANSTED	EASYJET UK LTD	S	194	0	0	7.7	54.6	22.7	6.7	5.2	2.1	0.5	0.5	0.0	0.0	0.0	9	82.6	9	224
STANSTED	RYANAIR UK LTD	S	134	0	0	0.7	46.3	26.9	11.9	9.7	3.7	0.7	0.0	0.0	0.0	0.0	13	75.8	12	124
<b>TOTAL STANSTED</b>			<b>328</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>51.2</b>	<b>24.4</b>	<b>8.8</b>	<b>7.0</b>	<b>2.7</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.2</b>	<b>10</b>	<b>348</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2436</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>53.8</b>	<b>22.5</b>	<b>6.9</b>	<b>5.8</b>	<b>2.6</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.0</b>	<b>12</b>	<b>2993</b>
USA																				
WHITE PLAINS	WESTERN AIR CHARTER, INC, DBA JET EDGE	C	0	0	0	0.0	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
<b>TOTAL WHITE PLAINS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>91</b>	<b>1</b>
<b>TOTAL USA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>91</b>	<b>1</b>
<b>TOTAL BELFAST</b>			<b>4087</b>	<b>2</b>	<b>4</b>	<b>7.2</b>	<b>46.2</b>	<b>27.1</b>	<b>8.5</b>	<b>6.8</b>	<b>3.2</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>11</b>	<b>76.7</b>	<b>13</b>	<b>4612</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		15 m to 1 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early														
<b>ALBANIA</b>																					
TIRANA	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	12	18	
<b>TOTAL TIRANA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>72.2</b>	<b>12</b>	<b>18</b>	
<b>TOTAL ALBANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>72.2</b>	<b>12</b>	<b>18</b>	
<b>AUSTRIA</b>																					
INNSBRUCK	JET2.COM LTD	S	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	10	2	
<b>TOTAL INNSBRUCK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>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>50.0</b>	<b>10</b>	<b>2</b>	
SALZBURG	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	21	100.0	0	1	
<b>TOTAL SALZBURG</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL AUSTRIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>28.6</b>	<b>28.6</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>66.7</b>	<b>6</b>	<b>3</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	48	0	2	2.0	56.0	24.0	12.0	2.0	0.0	0.0	0.0	0.0	0.0	4.0	5	0.0	0	0	
<b>TOTAL BRUSSELS</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>56.0</b>	<b>24.0</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>4.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>56.0</b>	<b>24.0</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>4.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BULGARIA</b>																					
BURGAS	JET2.COM LTD	S	22	0	0	0.0	9.1	13.6	27.3	36.4	9.1	4.5	0.0	0.0	0.0	0.0	36	41.7	18	12	
BURGAS	TUI AIRWAYS LTD	C	9	0	0	0.0	11.1	33.3	22.2	22.2	0.0	0.0	0.0	11.1	0.0	0.0	91	75.0	12	8	
<b>TOTAL BURGAS</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.7</b>	<b>19.4</b>	<b>25.8</b>	<b>32.3</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>55.0</b>	<b>16</b>	<b>20</b>	
SOFIA	RYANAIR	S	18	0	0	5.6	5.6	38.9	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	21	93.8	3	16	
<b>TOTAL SOFIA</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>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>21</b>	<b>93.8</b>	<b>3</b>	<b>16</b>	
<b>TOTAL BULGARIA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>8.2</b>	<b>26.5</b>	<b>26.5</b>	<b>26.5</b>	<b>6.1</b>	<b>2.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>72.2</b>	<b>10</b>	<b>36</b>	
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	18	0	0	11.1	16.7	50.0	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	89.3	4	28	
<b>TOTAL BOA VISTA (RABIL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>89.3</b>	<b>4</b>	<b>28</b>	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	18	0	0	11.1	16.7	16.7	5.6	16.7	27.8	5.6	0.0	0.0	0.0	0.0	44	76.5	8	17	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>16.7</b>	<b>16.7</b>	<b>5.6</b>	<b>16.7</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>76.5</b>	<b>8</b>	<b>17</b>	
<b>TOTAL CAPE VERDE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>16.7</b>	<b>33.3</b>	<b>11.1</b>	<b>11.1</b>	<b>13.9</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>84.4</b>	<b>6</b>	<b>45</b>	
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	S	28	0	0	17.9	21.4	35.7	3.6	10.7	7.1	0.0	3.6	0.0	0.0	0.0	23	84.6	7	26	
DUBROVNIK	TUI AIRWAYS LTD	S	11	0	0	0.0	18.2	36.4	36.4	9.1	0.0	0.0	0.0	0.0	0.0	0.0	14	63.6	18	11	
<b>TOTAL DUBROVNIK</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>20.5</b>	<b>35.9</b>	<b>12.8</b>	<b>10.3</b>	<b>5.1</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>78.4</b>	<b>10</b>	<b>37</b>	
PULA	JET2.COM LTD	S	18	0	0	11.1	44.4	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
PULA	TUI AIRWAYS LTD	C	16	0	0	12.5	18.8	56.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	85.7	4	7	
<b>TOTAL PULA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>32.4</b>	<b>47.1</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.7</b>	<b>4</b>	<b>7</b>	
SPLIT	JET2.COM LTD	S	20	0	0	5.0	45.0	45.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	5	20	
<b>TOTAL SPLIT</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>45.0</b>	<b>45.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.0</b>	<b>5</b>	<b>20</b>	
ZADAR	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.1	23	18	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024		
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 ZADAR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>61.1</b>	<b>23</b>	<b>18</b>
<b>TOTAL CROATIA</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>30.1</b>	<b>41.9</b>	<b>9.7</b>	<b>4.3</b>	<b>2.2</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.0</b>	<b>11</b>	<b>82</b>
<b>CYPRUS</b>																				
LARNACA	EASYJET UK LTD	S	16	0	0	0.0	6.3	50.0	12.5	25.0	6.3	0.0	0.0	0.0	0.0	0.0	20	33.3	30	18
LARNACA	JET2.COM LTD	S	43	0	0	0.0	0.0	14.0	30.2	34.9	20.9	0.0	0.0	0.0	0.0	0.0	40	48.8	34	43
LARNACA	TUI AIRWAYS LTD	C	22	0	0	0.0	4.5	40.9	22.7	22.7	9.1	0.0	0.0	0.0	0.0	0.0	25	42.3	28	26
<b>TOTAL LARNACA</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.5</b>	<b>28.4</b>	<b>24.7</b>	<b>29.6</b>	<b>14.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>43.7</b>	<b>31</b>	<b>87</b>
PAPHOS	JET2.COM LTD	S	34	0	0	0.0	5.9	29.4	20.6	29.4	14.7	0.0	0.0	0.0	0.0	0.0	33	45.7	26	35
PAPHOS	RYANAIR	S	8	0	0	0.0	0.0	37.5	12.5	12.5	25.0	12.5	0.0	0.0	0.0	0.0	50	80.0	9	10
PAPHOS	TUI AIRWAYS LTD	C	36	0	0	5.6	16.7	22.2	19.4	22.2	11.1	2.8	0.0	0.0	0.0	0.0	29	63.3	32	30
<b>TOTAL PAPHOS</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>10.3</b>	<b>26.9</b>	<b>19.2</b>	<b>24.4</b>	<b>14.1</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>57.3</b>	<b>26</b>	<b>75</b>
<b>TOTAL CYPRUS</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>6.3</b>	<b>27.7</b>	<b>22.0</b>	<b>27.0</b>	<b>14.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>50.0</b>	<b>29</b>	<b>162</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	EASYJET UK LTD	S	16	0	0	6.3	37.5	12.5	6.3	18.8	6.3	12.5	0.0	0.0	0.0	0.0	33	0.0	0	0
PRAGUE	EUROWINGS LUFTVERKEHRS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	14	18
PRAGUE	JET2.COM 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	14	22.2	24	18
PRAGUE	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	33.3	39	6
<b>TOTAL PRAGUE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>29.4</b>	<b>26.5</b>	<b>17.6</b>	<b>14.7</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>42.9</b>	<b>22</b>	<b>42</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>29.4</b>	<b>26.5</b>	<b>17.6</b>	<b>14.7</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>42.9</b>	<b>22</b>	<b>42</b>
<b>DENMARK</b>																				
COPENHAGEN	SAS	S	50	0	0	2.0	40.0	52.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.5	6	52
<b>TOTAL COPENHAGEN</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>40.0</b>	<b>52.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.5</b>	<b>6</b>	<b>52</b>
<b>TOTAL DENMARK</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>40.0</b>	<b>52.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.5</b>	<b>6</b>	<b>52</b>
<b>DOMINICAN REPUBLIC</b>																				
PUNTA CANA	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	37.5	43.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	19	73.3	13	15
<b>TOTAL PUNTA CANA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>37.5</b>	<b>43.8</b>	<b>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>19</b>	<b>73.3</b>	<b>13</b>	<b>15</b>
<b>TOTAL DOMINICAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>37.5</b>	<b>43.8</b>	<b>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>19</b>	<b>73.3</b>	<b>13</b>	<b>15</b>
<b>EGYPT</b>																				
HURGHADA	TUI AIRWAYS LTD	S	17	0	1	5.6	5.6	38.9	22.2	22.2	0.0	0.0	0.0	0.0	0.0	5.6	18	27.8	33	18
<b>TOTAL HURGHADA</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>5.6</b>	<b>38.9</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>5.6</b>	<b>18</b>	<b>27.8</b>	<b>33</b>	<b>18</b>
SHARM EL SHEIKH (OPHIRA)	EASYJET UK LTD	S	17	0	0	0.0	11.8	23.5	5.9	58.8	0.0	0.0	0.0	0.0	0.0	0.0	26	62.5	18	16
SHARM EL SHEIKH (OPHIRA)	TUI AIRWAYS LTD	S	26	0	0	0.0	19.2	30.8	42.3	0.0	7.7	0.0	0.0	0.0	0.0	0.0	17	72.2	14	18
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.3</b>	<b>27.9</b>	<b>27.9</b>	<b>23.3</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>67.6</b>	<b>16</b>	<b>34</b>
<b>TOTAL EGYPT</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>13.1</b>	<b>31.1</b>	<b>26.2</b>	<b>23.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>20</b>	<b>53.8</b>	<b>22</b>	<b>52</b>
<b>FRANCE</b>																				
BEAUVAIS	RYANAIR	S	54	0	0	5.6	44.4	31.5	3.7	9.3	5.6	0.0	0.0	0.0	0.0	0.0	11	55.0	18	60

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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 BEAUVAIS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>31.5</b>	<b>3.7</b>	<b>9.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>55.0</b>	<b>18</b>	<b>60</b>	
BORDEAUX	EASYJET UK LTD	S	18	0	0	0.0	27.8	61.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
BORDEAUX	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	38.9	33	18		
<b>TOTAL BORDEAUX</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>61.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>38.9</b>	<b>33</b>	<b>18</b>		
NICE	JET2.COM LTD	S	18	0	0	0.0	0.0	22.2	38.9	38.9	0.0	0.0	0.0	0.0	0.0	28	50.0	23	18		
<b>TOTAL NICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>38.9</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>50.0</b>	<b>23</b>	<b>18</b>		
NIMES	ASCEND 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	11	0.0	0	0		
NIMES	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	7	0.0	0	0		
<b>TOTAL NIMES</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>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	220	0	2	4.5	35.6	35.6	16.2	5.9	1.4	0.0	0.0	0.0	0.9	9	83.6	8	220		
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	62	0	0	9.7	41.9	30.6	11.3	6.5	0.0	0.0	0.0	0.0	0.0	7	77.8	10	54		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>282</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>37.0</b>	<b>34.5</b>	<b>15.1</b>	<b>6.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>9</b>	<b>82.5</b>	<b>9</b>	<b>274</b>		
TARBES-LOURDES INTERNATIONAL	AIR ONE	C	4	0	0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	34	50.0	20	6		
TARBES-LOURDES INTERNATIONAL	NEOS SPA	C	0	0	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		
TARBES-LOURDES INTERNATIONAL	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	56	1		
<b>TOTAL TARBES-LOURDES INTERNATIONAL</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>75.0</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>37.5</b>	<b>28</b>	<b>8</b>		
TOULOUSE (BLAGNAC)	RYANAIR	S	18	0	0	0.0	11.1	44.4	27.8	16.7	0.0	0.0	0.0	0.0	0.0	16	88.9	8	18		
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>27.8</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.9</b>	<b>8</b>	<b>18</b>		
<b>TOTAL FRANCE</b>			<b>396</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>34.2</b>	<b>35.2</b>	<b>14.6</b>	<b>9.3</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>10</b>	<b>74.2</b>	<b>12</b>	<b>396</b>		
<b>GERMANY</b>																					
BERLIN BRANDENBURG	EASYJET UK LTD	S	18	0	0	0.0	44.4	22.2	16.7	16.7	0.0	0.0	0.0	0.0	0.0	11	75.0	10	36		
BERLIN BRANDENBURG	RYANAIR	S	34	0	0	2.9	26.5	26.5	26.5	8.8	2.9	0.0	5.9	0.0	0.0	26	75.0	20	16		
<b>TOTAL BERLIN BRANDENBURG</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>32.7</b>	<b>25.0</b>	<b>23.1</b>	<b>11.5</b>	<b>1.9</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>75.0</b>	<b>13</b>	<b>52</b>		
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	118	0	1	5.0	52.1	28.6	9.2	0.8	3.4	0.0	0.0	0.0	0.8	7	78.3	10	118		
<b>TOTAL DUSSELDORF</b>			<b>118</b>	<b>0</b>	<b>1</b>	<b>5.0</b>	<b>52.1</b>	<b>28.6</b>	<b>9.2</b>	<b>0.8</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>7</b>	<b>78.3</b>	<b>10</b>	<b>118</b>		
FRANKFURT MAIN	AIR DOLOMITI	S	0	0	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		
FRANKFURT MAIN	LUFTHANSA	S	229	0	1	0.0	43.0	37.4	12.6	6.1	0.4	0.0	0.0	0.0	0.4	8	79.5	10	218		
FRANKFURT MAIN	SMARTWINGS	C	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	40	0.0	0	0		
<b>TOTAL FRANKFURT MAIN</b>			<b>231</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>42.7</b>	<b>37.5</b>	<b>12.5</b>	<b>6.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>79.2</b>	<b>10</b>	<b>219</b>		
MUNICH	LUFTHANSA	S	56	0	0	1.8	17.9	39.3	21.4	14.3	5.4	0.0	0.0	0.0	0.0	18	70.4	14	108		
MUNICH	LUFTHANSA CITY AIRLINES GMBH	S	52	0	0	1.9	34.6	38.5	19.2	0.0	5.8	0.0	0.0	0.0	0.0	11	0.0	0	0		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early														
<b>TOTAL MUNICH</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>25.9</b>	<b>38.9</b>	<b>20.4</b>	<b>7.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>70.4</b>	<b>14</b>	<b>108</b>	
STUTTGART	AVANTI AIR BEDARFSFLUGGES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	4	6	
<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>83.3</b>	<b>4</b>	<b>6</b>	
<b>TOTAL GERMANY</b>			<b>509</b>	<b>0</b>	<b>2</b>	<b>1.8</b>	<b>40.3</b>	<b>34.4</b>	<b>14.5</b>	<b>5.7</b>	<b>2.5</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>11</b>	<b>76.7</b>	<b>11</b>	<b>503</b>	
<b>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
ATHENS	JET2.COM LTD	S	18	0	0	0.0	0.0	0.0	16.7	72.2	11.1	0.0	0.0	0.0	0.0	0.0	42	5.6	41	18	
<b>TOTAL ATHENS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>72.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>10.5</b>	<b>39</b>	<b>19</b>	
CHANIA	JET2.COM LTD	S	18	0	0	5.6	16.7	16.7	27.8	16.7	16.7	0.0	0.0	0.0	0.0	0.0	30	77.8	9	18	
CHANIA	RYANAIR	S	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	13	8	
CHANIA	TUI AIRWAYS LTD	C	16	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	71.4	12	7	
<b>TOTAL CHANIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>9.5</b>	<b>42.9</b>	<b>26.2</b>	<b>11.9</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>75.8</b>	<b>10</b>	<b>33</b>	
CORFU	EASYJET UK LTD	S	16	0	0	0.0	31.3	43.8	0.0	6.3	6.3	0.0	12.5	0.0	0.0	0.0	38	66.7	16	18	
CORFU	JET2.COM LTD	S	36	0	0	5.6	22.2	38.9	11.1	16.7	5.6	0.0	0.0	0.0	0.0	0.0	18	60.0	16	30	
CORFU	RYANAIR	S	18	0	0	0.0	16.7	38.9	11.1	5.6	16.7	11.1	0.0	0.0	0.0	0.0	36	53.8	21	26	
CORFU	TUI AIRWAYS LTD	C	25	0	0	0.0	0.0	20.0	32.0	28.0	12.0	8.0	0.0	0.0	0.0	0.0	41	69.2	54	26	
<b>TOTAL CORFU</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>16.8</b>	<b>34.7</b>	<b>14.7</b>	<b>15.8</b>	<b>9.5</b>	<b>4.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>62.0</b>	<b>27</b>	<b>100</b>	
HERAKLION	EASYJET UK LTD	S	8	0	0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	7	10	
HERAKLION	JET2.COM LTD	S	45	0	0	2.2	6.7	31.1	24.4	22.2	8.9	0.0	2.2	2.2	0.0	0.0	82	52.5	28	40	
HERAKLION	TUI AIRWAYS LTD	C	26	0	0	0.0	15.4	34.6	19.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	24	53.8	42	26	
<b>TOTAL HERAKLION</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>12.7</b>	<b>32.9</b>	<b>20.3</b>	<b>20.3</b>	<b>7.6</b>	<b>0.0</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>56.6</b>	<b>30</b>	<b>76</b>	
KALAMATA	JET2.COM LTD	S	10	0	0	0.0	10.0	20.0	20.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	60.0	12	10	
<b>TOTAL KALAMATA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>20.0</b>	<b>20.0</b>	<b>50.0</b>	<b>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>12</b>	<b>10</b>	
KAVALA	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	6	100.0	5	1	
<b>TOTAL KAVALA</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>5</b>	<b>1</b>	
KEFALLINIA	JET2.COM LTD	S	20	0	0	10.0	15.0	35.0	20.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	19	75.0	8	20	
KEFALLINIA	TUI AIRWAYS LTD	C	17	0	0	0.0	17.6	47.1	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	10	70.6	13	17	
<b>TOTAL KEFALLINIA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>16.2</b>	<b>40.5</b>	<b>24.3</b>	<b>10.8</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>73.0</b>	<b>10</b>	<b>37</b>	
KOS	EASYJET UK LTD	S	10	0	0	0.0	0.0	30.0	40.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	24	70.0	12	10	
KOS	JET2.COM LTD	S	32	0	0	0.0	15.6	34.4	25.0	9.4	15.6	0.0	0.0	0.0	0.0	0.0	24	54.8	21	31	
KOS	TUI AIRWAYS LTD	C	29	0	0	0.0	0.0	31.0	34.5	10.3	17.2	6.9	0.0	0.0	0.0	0.0	40	43.3	18	30	
<b>TOTAL KOS</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.0</b>	<b>32.4</b>	<b>31.0</b>	<b>12.7</b>	<b>14.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>52.1</b>	<b>19</b>	<b>71</b>	
MYTILINI	JET2.COM LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	11	2	
<b>TOTAL MYTILINI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>50.0</b>	<b>11</b>	<b>2</b>	
PREVEZA	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
PREVEZA	JET2.COM LTD	S	10	0	0	0.0	10.0	40.0	40.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	33	80.0	12	10	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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 PREVEZA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>45.5</b>	<b>36.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>80.0</b>	<b>12</b>	<b>10</b>	
RHODES	EASYJET UK LTD	S	8	0	0	12.5	12.5	0.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	28	75.0	12	8	
RHODES	JET2.COM LTD	S	43	0	0	0.0	11.6	14.0	25.6	30.2	16.3	0.0	0.0	2.3	0.0	0.0	65	24.4	43	41	
RHODES	RYANAIR	S	44	0	1	0.0	6.7	40.0	33.3	8.9	4.4	4.4	0.0	0.0	0.0	2.2	24	61.1	39	18	
RHODES	TUI AIRWAYS LTD	C	23	0	0	0.0	8.7	39.1	21.7	26.1	4.3	0.0	0.0	0.0	0.0	0.0	23	81.5	9	27	
<b>TOTAL RHODES</b>			<b>118</b>	<b>0</b>	<b>1</b>	<b>0.8</b>	<b>9.2</b>	<b>27.7</b>	<b>27.7</b>	<b>21.8</b>	<b>9.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>39</b>	<b>52.1</b>	<b>30</b>	<b>94</b>	
SALONIKA	JET2.COM LTD	S	18	0	0	5.6	5.6	50.0	22.2	5.6	5.6	5.6	0.0	0.0	0.0	0.0	21	72.2	9	18	
SALONIKA	TUI AIRWAYS LTD	C	16	0	0	0.0	0.0	81.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	68.8	8	16	
<b>TOTAL SALONIKA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>2.9</b>	<b>64.7</b>	<b>14.7</b>	<b>8.8</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>70.6</b>	<b>8</b>	<b>34</b>	
SKIATHOS	JET2.COM LTD	S	16	0	0	0.0	6.3	37.5	43.8	0.0	12.5	0.0	0.0	0.0	0.0	0.0	21	77.8	8	18	
SKIATHOS	TUI AIRWAYS LTD	C	17	0	0	0.0	11.8	52.9	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	11	16	
<b>TOTAL SKIATHOS</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>45.5</b>	<b>36.4</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>17</b>	<b>76.5</b>	<b>9</b>	<b>34</b>	
THIRA (SANTORINI)	JET2.COM LTD	S	12	0	0	0.0	0.0	75.0	8.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	19	70.0	20	10	
THIRA (SANTORINI)	TUI AIRWAYS LTD	C	11	0	0	0.0	18.2	72.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	7	
<b>TOTAL THIRA (SANTORINI)</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.7</b>	<b>73.9</b>	<b>8.7</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>82.4</b>	<b>12</b>	<b>17</b>	
ZAKINTHOS	JET2.COM LTD	S	26	0	0	3.8	23.1	50.0	19.2	3.8	0.0	0.0	0.0	0.0	0.0	0.0	9	57.7	51	26	
ZAKINTHOS	TUI AIRWAYS LTD	C	30	0	0	6.7	3.3	46.7	13.3	20.0	10.0	0.0	0.0	0.0	0.0	0.0	22	42.9	22	28	
<b>TOTAL ZAKINTHOS</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>12.5</b>	<b>48.2</b>	<b>16.1</b>	<b>12.5</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>50.0</b>	<b>36</b>	<b>54</b>	
<b>TOTAL GREECE</b>			<b>630</b>	<b>0</b>	<b>1</b>	<b>2.1</b>	<b>10.6</b>	<b>37.7</b>	<b>22.7</b>	<b>16.6</b>	<b>7.8</b>	<b>1.4</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.2</b>	<b>31</b>	<b>59.5</b>	<b>23</b>	<b>592</b>	
<b>HUNGARY</b>																					
BUDAPEST	JET2.COM LTD	S	18	0	0	16.7	27.8	16.7	11.1	16.7	5.6	5.6	0.0	0.0	0.0	0.0	26	61.1	17	18	
BUDAPEST	RYANAIR	S	36	0	0	2.8	36.1	36.1	11.1	11.1	2.8	0.0	0.0	0.0	0.0	0.0	10	73.1	20	26	
BUDAPEST	WIZZ AIR	S	18	0	0	11.1	33.3	38.9	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	9	77.8	8	18	
<b>TOTAL BUDAPEST</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>33.3</b>	<b>31.9</b>	<b>11.1</b>	<b>9.7</b>	<b>4.2</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>71.0</b>	<b>16</b>	<b>62</b>	
<b>TOTAL HUNGARY</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>33.3</b>	<b>31.9</b>	<b>11.1</b>	<b>9.7</b>	<b>4.2</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>71.0</b>	<b>16</b>	<b>62</b>	
<b>INDIA</b>																					
AMRITSAR	AIR INDIA	S	27	0	8	0.0	8.6	11.4	8.6	17.1	20.0	8.6	2.9	0.0	0.0	22.9	65	74.1	9	27	
<b>TOTAL AMRITSAR</b>			<b>27</b>	<b>0</b>	<b>8</b>	<b>0.0</b>	<b>8.6</b>	<b>11.4</b>	<b>8.6</b>	<b>17.1</b>	<b>20.0</b>	<b>8.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>22.9</b>	<b>65</b>	<b>74.1</b>	<b>9</b>	<b>27</b>	
DELHI	AIR INDIA	S	27	0	1	0.0	0.0	14.3	14.3	10.7	25.0	17.9	10.7	3.6	0.0	3.6	152	74.1	8	27	
<b>TOTAL DELHI</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>14.3</b>	<b>10.7</b>	<b>25.0</b>	<b>17.9</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>152</b>	<b>74.1</b>	<b>8</b>	<b>27</b>	
<b>TOTAL INDIA</b>			<b>54</b>	<b>0</b>	<b>9</b>	<b>0.0</b>	<b>4.8</b>	<b>12.7</b>	<b>11.1</b>	<b>14.3</b>	<b>22.2</b>	<b>12.7</b>	<b>6.3</b>	<b>1.6</b>	<b>0.0</b>	<b>14.3</b>	<b>109</b>	<b>74.1</b>	<b>8</b>	<b>54</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	44	0	0	9.1	36.4	31.8	11.4	9.1	2.3	0.0	0.0	0.0	0.0	0.0	12	55.3	19	38	
<b>TOTAL CORK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>36.4</b>	<b>31.8</b>	<b>11.4</b>	<b>9.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>55.3</b>	<b>19</b>	<b>38</b>	
DUBLIN	AER LINGUS	S	280	0	0	4.3	32.5	36.4	18.2	6.4	2.1	0.0	0.0	0.0	0.0	0.0	11	76.7	9	112	
DUBLIN	RYANAIR	S	310	0	0	5.8	38.4	31.0	13.2	6.5	4.8	0.3	0.0	0.0	0.0	0.0	12	64.4	16	264	
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	54.5	32	126	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2024			
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 DUBLIN</b>			<b>590</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>35.6</b>	<b>33.6</b>	<b>15.6</b>	<b>6.4</b>	<b>3.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>64.6</b>	<b>18</b>	<b>502</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	36	0	0	0.0	33.3	36.1	16.7	13.9	0.0	0.0	0.0	0.0	0.0	0.0	13	72.2	32	18	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>36.1</b>	<b>16.7</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>72.2</b>	<b>32</b>	<b>18</b>	
SHANNON	RYANAIR	S	28	0	0	0.0	32.1	42.9	7.1	10.7	7.1	0.0	0.0	0.0	0.0	0.0	17	72.2	16	18	
<b>TOTAL SHANNON</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.1</b>	<b>42.9</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>0.0</b>	<b>17</b>	<b>72.2</b>	<b>16</b>	<b>18</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>698</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>35.4</b>	<b>34.0</b>	<b>15.0</b>	<b>7.2</b>	<b>3.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>64.5</b>	<b>19</b>	<b>576</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	44	0	0	2.3	13.6	27.3	20.5	31.8	4.5	0.0	0.0	0.0	0.0	0.0	22	36.8	50	19	
<b>TOTAL BERGAMO</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>13.6</b>	<b>27.3</b>	<b>20.5</b>	<b>31.8</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>22</b>	<b>36.8</b>	<b>50</b>	<b>19</b>	
BOLOGNA	ITALIA TRASPOTO AEREO	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	66	0.0	0	0	
BOLOGNA	KLASJET UAB	C	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL BOLOGNA</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>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CATANIA (FONTANAROSSA)	JET2.COM LTD	S	18	0	0	0.0	16.7	16.7	22.2	16.7	16.7	5.6	5.6	0.0	0.0	0.0	46	91.7	4	12	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>22.2</b>	<b>16.7</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>91.7</b>	<b>4</b>	<b>12</b>	
MILAN (LINATE)	EASYJET UK LTD	S	18	0	0	0.0	0.0	27.8	33.3	38.9	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL MILAN (LINATE)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>27.8</b>	<b>33.3</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>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MILAN (MALPENSA)	EASYJET EUROPE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	5	18	
<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>83.3</b>	<b>5</b>	<b>18</b>	
NAPLES	JET2.COM LTD	S	18	0	0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	6	16	
NAPLES	TUI AIRWAYS LTD	C	18	0	0	5.6	22.2	44.4	5.6	5.6	11.1	5.6	0.0	0.0	0.0	0.0	23	77.8	11	18	
<b>TOTAL NAPLES</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>27.8</b>	<b>44.4</b>	<b>8.3</b>	<b>2.8</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>82.4</b>	<b>9</b>	<b>34</b>	
OLBIA	JET2.COM LTD	S	6	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	4	
<b>TOTAL OLBIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>0</b>	<b>4</b>	
PISA	JET2.COM LTD	S	10	0	0	0.0	10.0	70.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	9	8	
PISA	RYANAIR	S	26	0	0	0.0	26.9	42.3	26.9	3.8	0.0	0.0	0.0	0.0	0.0	0.0	10	33.3	36	18	
<b>TOTAL PISA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>50.0</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>46.2</b>	<b>28</b>	<b>26</b>	
ROME (FIUMICINO)	JET2.COM LTD	S	37	0	0	0.0	18.9	37.8	24.3	16.2	2.7	0.0	0.0	0.0	0.0	0.0	17	58.3	16	36	
<b>TOTAL ROME (FIUMICINO)</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.9</b>	<b>37.8</b>	<b>24.3</b>	<b>16.2</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>58.3</b>	<b>16</b>	<b>36</b>	
TREVISIO	RYANAIR	S	18	0	0	22.2	44.4	5.6	11.1	5.6	5.6	5.6	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL TREVISIO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>44.4</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VENICE	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	
VENICE	JET2.COM LTD	S	18	0	0	5.6	44.4	38.9	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	72.2	10	18	
VENICE	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	11	18	
<b>TOTAL VENICE</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>47.4</b>	<b>36.8</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>77.8</b>	<b>11</b>	<b>36</b>	
VERONA VILLAFRANCA	JET2.COM LTD	S	18	0	0	11.1	22.2	44.4	5.6	5.6	5.6	5.6	0.0	0.0	0.0	0.0	21	90.0	4	10	
VERONA VILLAFRANCA	RYANAIR	S	35	0	0	0.0	8.6	48.6	14.3	11.4	17.1	0.0	0.0	0.0	0.0	0.0	24	36.0	42	25	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
VERONA VILAFRANCA	TUI AIRWAYS LTD	C	17	0	0	0.0	11.8	23.5	41.2	5.9	17.6	0.0	0.0	0.0	0.0	0.0	28	85.7	8	14	
<b>TOTAL VERONA VILAFRANCA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>12.9</b>	<b>41.4</b>	<b>18.6</b>	<b>8.6</b>	<b>14.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>61.2</b>	<b>25</b>	<b>49</b>	
<b>TOTAL ITALY</b>			<b>305</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>21.0</b>	<b>35.1</b>	<b>18.4</b>	<b>13.4</b>	<b>6.6</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>66.7</b>	<b>18</b>	<b>234</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	TUI AIRWAYS LTD	C	17	0	0	0.0	17.6	29.4	29.4	17.6	5.9	0.0	0.0	0.0	0.0	0.0	18	52.9	20	17	
<b>TOTAL MONTEGO BAY</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>29.4</b>	<b>29.4</b>	<b>17.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>52.9</b>	<b>20</b>	<b>17</b>	
<b>TOTAL JAMAICA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>29.4</b>	<b>29.4</b>	<b>17.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>52.9</b>	<b>20</b>	<b>17</b>	
<b>LITHUANIA</b>																					
KAUNAS	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	10	1	
<b>TOTAL KAUNAS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</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>100.0</b>	<b>10</b>	<b>1</b>	
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	28	0	0	0.0	21.4	25.0	25.0	25.0	3.6	0.0	0.0	0.0	0.0	0.0	21	77.8	12	18	
MALTA	RYANAIR	S	36	0	0	2.8	5.6	38.9	13.9	30.6	8.3	0.0	0.0	0.0	0.0	0.0	26	73.1	19	26	
MALTA	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	40.0	10.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	41	10.0	30	10	
<b>TOTAL MALTA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>10.8</b>	<b>33.8</b>	<b>17.6</b>	<b>27.0</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>26</b>	<b>63.0</b>	<b>19</b>	<b>54</b>	
<b>TOTAL MALTA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>10.8</b>	<b>33.8</b>	<b>17.6</b>	<b>27.0</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>26</b>	<b>63.0</b>	<b>19</b>	<b>54</b>	
<b>MEXICO</b>																					
CANCUN	TUI AIRWAYS LTD	S	26	0	0	23.1	11.5	46.2	15.4	0.0	3.8	0.0	0.0	0.0	0.0	0.0	8	76.9	7	26	
<b>TOTAL CANCUN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>11.5</b>	<b>46.2</b>	<b>15.4</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.9</b>	<b>7</b>	<b>26</b>	
<b>TOTAL MEXICO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>11.5</b>	<b>46.2</b>	<b>15.4</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.9</b>	<b>7</b>	<b>26</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	JET2.COM LTD	S	16	0	0	6.3	43.8	18.8	6.3	18.8	6.3	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
AGADIR (AL MASSIRA)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1	
AGADIR (AL MASSIRA)	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	6	24	
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	18	0	0	0.0	22.2	22.2	27.8	27.8	0.0	0.0	0.0	0.0	0.0	0.0	19	33.3	33	18	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>32.4</b>	<b>20.6</b>	<b>17.6</b>	<b>23.5</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>60.5</b>	<b>18</b>	<b>43</b>	
MARRAKESH	EASYJET UK LTD	S	18	0	0	5.6	50.0	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
MARRAKESH	JET2.COM LTD	S	18	0	0	16.7	27.8	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
MARRAKESH	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
MARRAKESH	RYANAIR 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	68.6	16	35	
MARRAKESH	TUI AIRWAYS LTD	S	18	0	0	5.6	5.6	27.8	22.2	33.3	5.6	0.0	0.0	0.0	0.0	0.0	24	64.7	26	17	
<b>TOTAL MARRAKESH</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>27.8</b>	<b>37.0</b>	<b>9.3</b>	<b>14.8</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>12</b>	<b>67.9</b>	<b>19</b>	<b>53</b>	
<b>TOTAL MOROCCO</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>29.5</b>	<b>30.7</b>	<b>12.5</b>	<b>18.2</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>64.6</b>	<b>19</b>	<b>96</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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>NETHERLANDS</b>																					
AMSTERDAM	EASYJET EUROPE	S	86	0	0	4.7	34.9	29.1	18.6	9.3	3.5	0.0	0.0	0.0	0.0	0.0	12	76.6	13	122	
AMSTERDAM	EASYJET UK LTD	S	28	0	0	0.0	21.4	46.4	21.4	10.7	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
AMSTERDAM	KLM	S	287	0	5	0.0	26.0	50.7	11.0	7.9	1.7	0.7	0.3	0.0	0.0	1.7	13	68.9	14	282	
<b>TOTAL AMSTERDAM</b>			<b>401</b>	<b>0</b>	<b>5</b>	<b>1.0</b>	<b>27.6</b>	<b>45.8</b>	<b>13.3</b>	<b>8.4</b>	<b>2.0</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>13</b>	<b>71.2</b>	<b>13</b>	<b>404</b>	
<b>TOTAL NETHERLANDS</b>			<b>401</b>	<b>0</b>	<b>5</b>	<b>1.0</b>	<b>27.6</b>	<b>45.8</b>	<b>13.3</b>	<b>8.4</b>	<b>2.0</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>13</b>	<b>71.2</b>	<b>13</b>	<b>404</b>	
<b>NORWAY</b>																					
BERGEN	JET2.COM LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	38	50.0	14	4	
<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>0.0</b>	<b>38</b>	<b>50.0</b>	<b>14</b>	<b>4</b>	
OSLO (GARDERMOEN)	SAS	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	
<b>TOTAL OSLO (GARDERMOEN)</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>41</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>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>50.0</b>	<b>14</b>	<b>4</b>	
<b>PAKISTAN</b>																					
ISLAMABAD INTERNATIONAL AIRPORT	EUROATLANTIC AIRWAYS	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL ISLAMABAD 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>100.0</b>	<b>0.0</b>	<b>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 PAKISTAN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>POLAND</b>																					
BYDGOSZCZ	RYANAIR	S	26	0	0	15.4	26.9	26.9	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	44.4	51	18	
<b>TOTAL BYDGOSZCZ</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>26.9</b>	<b>26.9</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>44.4</b>	<b>51</b>	<b>18</b>	
KRAKOW	JET2.COM LTD	S	18	0	0	11.1	27.8	33.3	5.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	72.2	16	18	
KRAKOW	RYANAIR	S	70	0	0	4.3	40.0	40.0	11.4	2.9	1.4	0.0	0.0	0.0	0.0	0.0	8	85.1	14	47	
<b>TOTAL KRAKOW</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>37.5</b>	<b>38.6</b>	<b>10.2</b>	<b>6.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.5</b>	<b>15</b>	<b>65</b>	
LODZ LUBLINEK	RYANAIR	S	18	0	0	5.6	61.1	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL LODZ LUBLINEK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>61.1</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
POZNAN	RYANAIR	S	26	0	0	26.9	30.8	19.2	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	61.1	18	18	
<b>TOTAL POZNAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>26.9</b>	<b>30.8</b>	<b>19.2</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>61.1</b>	<b>18</b>	<b>18</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	56.3	13	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>56.3</b>	<b>13</b>	<b>16</b>	
<b>TOTAL POLAND</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>37.3</b>	<b>32.3</b>	<b>12.7</b>	<b>6.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>69.2</b>	<b>21</b>	<b>117</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	EASYJET UK LTD	S	34	0	0	2.9	32.4	38.2	14.7	11.8	0.0	0.0	0.0	0.0	0.0	0.0	11	72.2	20	18	
FARO	JET2.COM LTD	S	65	0	0	9.2	27.7	43.1	13.8	6.2	0.0	0.0	0.0	0.0	0.0	0.0	9	82.8	9	64	
FARO	RYANAIR	S	80	0	0	6.3	27.5	37.5	17.5	7.5	2.5	1.3	0.0	0.0	0.0	0.0	13	62.3	18	61	
FARO	TUI AIRWAYS LTD	C	18	0	0	0.0	33.3	33.3	16.7	5.6	11.1	0.0	0.0	0.0	0.0	0.0	16	82.4	8	17	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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 FARO</b>			<b>197</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>28.9</b>	<b>39.1</b>	<b>15.7</b>	<b>7.6</b>	<b>2.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>73.8</b>	<b>13</b>	<b>160</b>	
LISBON	EASYJET EUROPE	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	96.2	2	26	
LISBON	RYANAIR	S	18	0	0	5.6	16.7	50.0	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	12	55.6	19	18	
<b>TOTAL LISBON</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>25.0</b>	<b>44.4</b>	<b>19.4</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>79.5</b>	<b>9</b>	<b>44</b>	
OPORTO (PORTUGAL)	JET2.COM LTD	S	18	0	0	22.2	50.0	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
OPORTO (PORTUGAL)	RYANAIR	S	28	0	0	3.6	28.6	28.6	14.3	14.3	7.1	0.0	3.6	0.0	0.0	0.0	23	92.9	5	28	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>37.0</b>	<b>28.3</b>	<b>8.7</b>	<b>8.7</b>	<b>4.3</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>92.9</b>	<b>5</b>	<b>28</b>	
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>279</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>29.7</b>	<b>38.0</b>	<b>15.1</b>	<b>7.2</b>	<b>2.5</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>77.2</b>	<b>12</b>	<b>232</b>	
FUNCHAL	JET2.COM LTD	S	18	0	0	0.0	16.7	55.6	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	6	18	
FUNCHAL	TUI AIRWAYS LTD	C	18	0	0	5.6	44.4	27.8	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	70.0	137	10	
<b>TOTAL FUNCHAL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>30.6</b>	<b>41.7</b>	<b>16.7</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.0</b>	<b>53</b>	<b>28</b>	
<b>TOTAL PORTUGAL QATAR</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>30.6</b>	<b>41.7</b>	<b>16.7</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.0</b>	<b>53</b>	<b>28</b>	
DOHA HAMAD	QATAR AIRWAYS	S	62	0	0	12.9	46.8	37.1	1.6	0.0	1.6	0.0	0.0	0.0	0.0	0.0	3	79.0	9	62	
<b>TOTAL DOHA HAMAD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>46.8</b>	<b>37.1</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>79.0</b>	<b>9</b>	<b>62</b>	
<b>TOTAL QATAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>46.8</b>	<b>37.1</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>79.0</b>	<b>9</b>	<b>62</b>	
<b>REPUBLIC OF TIVAT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>50.0</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>90.0</b>	<b>5</b>	<b>10</b>	
TIVAT	JET2.COM LTD	S	18	0	0	11.1	22.2	50.0	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	90.0	5	10	
<b>TOTAL TIVAT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>50.0</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>90.0</b>	<b>5</b>	<b>10</b>	
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>50.0</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>90.0</b>	<b>5</b>	<b>10</b>	
BUCHAREST (OTOPENI)	RYANAIR	S	46	0	0	2.2	15.2	43.5	28.3	10.9	0.0	0.0	0.0	0.0	0.0	0.0	14	32.6	39	46	
BUCHAREST (OTOPENI)	WIZZ AIR MALTA	S	36	0	0	11.1	19.4	38.9	5.6	19.4	5.6	0.0	0.0	0.0	0.0	0.0	18	73.5	11	34	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>17.1</b>	<b>41.5</b>	<b>18.3</b>	<b>14.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>50.0</b>	<b>27</b>	<b>80</b>	
CRAIOVA	WIZZ AIR MALTA	S	18	0	0	33.3	33.3	22.2	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	81.3	12	16	
<b>TOTAL CRAIOVA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</b>	<b>22.2</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>81.3</b>	<b>12</b>	<b>16</b>	
<b>TOTAL ROMANIA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>11.0</b>	<b>20.0</b>	<b>38.0</b>	<b>16.0</b>	<b>13.0</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>14</b>	<b>55.2</b>	<b>25</b>	<b>96</b>	
<b>SAUDI ARABIA JEDDAH</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.5</b>	<b>34.6</b>	<b>7.7</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>20</b>	<b>73.1</b>	<b>18</b>	<b>26</b>	
JEDDAH	SAUDI ARABIAN AIRLINES	S	26	0	0	0.0	38.5	34.6	7.7	7.7	7.7	3.8	0.0	0.0	0.0	0.0	20	73.1	18	26	
<b>TOTAL JEDDAH</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.5</b>	<b>34.6</b>	<b>7.7</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>20</b>	<b>73.1</b>	<b>18</b>	<b>26</b>	
<b>TOTAL SAUDI ARABIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.5</b>	<b>34.6</b>	<b>7.7</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>20</b>	<b>73.1</b>	<b>18</b>	<b>26</b>	
<b>SPAIN ALICANTE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>32.1</b>	<b>46.4</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
ALICANTE	EASYJET UK LTD	S	28	0	0	10.7	32.1	46.4	7.1	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	6	16	
ALICANTE	JET2.COM LTD	S	66	0	0	0.0	21.2	37.9	25.8	7.6	6.1	1.5	0.0	0.0	0.0	0.0	18	76.4	13	72	
ALICANTE	RYANAIR	S	124	0	0	2.4	32.3	41.1	11.3	11.3	1.6	0.0	0.0	0.0	0.0	0.0	11	63.4	18	92	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ALICANTE	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	33.3	16.7	22.2	16.7	0.0	0.0	0.0	0.0	0.0	29	70.0	21	20
<b>TOTAL ALICANTE</b>			<b>236</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>27.5</b>	<b>40.3</b>	<b>15.3</b>	<b>10.2</b>	<b>3.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>70.6</b>	<b>15</b>	<b>200</b>
ALMERIA	JET2.COM LTD	S	22	0	0	9.1	18.2	40.9	18.2	4.5	9.1	0.0	0.0	0.0	0.0	0.0	17	80.0	28	20
<b>TOTAL ALMERIA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>18.2</b>	<b>40.9</b>	<b>18.2</b>	<b>4.5</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>80.0</b>	<b>28</b>	<b>20</b>
BARCELONA	EASYJET EUROPE	S	18	0	0	0.0	55.6	16.7	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
BARCELONA	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	8	18
BARCELONA	JET2.COM LTD	S	18	0	0	0.0	16.7	50.0	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11	83.3	14	18
BARCELONA	RYANAIR	S	70	0	0	0.0	12.9	31.4	21.4	24.3	10.0	0.0	0.0	0.0	0.0	0.0	25	40.0	31	60
BARCELONA	VUELING 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	4	0.0	0	0
BARCELONA	VUELING AIRLINES	S	55	0	0	21.8	27.3	30.9	7.3	5.5	3.6	1.8	1.8	0.0	0.0	0.0	16	66.7	14	42
<b>TOTAL BARCELONA</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>22.8</b>	<b>32.1</b>	<b>16.0</b>	<b>14.2</b>	<b>6.2</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>58.0</b>	<b>21</b>	<b>138</b>
GIRONA	JET2.COM LTD	S	18	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	9	18
GIRONA	RYANAIR	S	36	0	0	11.1	30.6	11.1	22.2	16.7	2.8	5.6	0.0	0.0	0.0	0.0	22	90.0	7	10
GIRONA	TUI AIRWAYS LTD	C	11	0	0	0.0	18.2	63.6	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	15	50.0	17	8
<b>TOTAL GIRONA</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>29.2</b>	<b>26.2</b>	<b>20.0</b>	<b>12.3</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>18</b>	<b>80.6</b>	<b>10</b>	<b>36</b>
IBIZA	JET2.COM LTD	S	54	0	0	5.6	20.4	42.6	7.4	18.5	5.6	0.0	0.0	0.0	0.0	0.0	17	72.9	11	48
IBIZA	RYANAIR	S	26	0	0	7.7	53.8	23.1	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	5	18
IBIZA	TUI AIRWAYS LTD	C	30	0	0	0.0	3.3	53.3	23.3	20.0	0.0	0.0	0.0	0.0	0.0	0.0	19	63.3	14	30
<b>TOTAL IBIZA</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>23.6</b>	<b>40.9</b>	<b>12.7</b>	<b>15.5</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>72.9</b>	<b>11</b>	<b>96</b>
JEREZ	JET2.COM LTD	S	10	0	0	0.0	40.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL JEREZ</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>50.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MADRID	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
MADRID	RYANAIR	S	34	0	0	0.0	23.5	32.4	17.6	20.6	5.9	0.0	0.0	0.0	0.0	0.0	20	38.9	30	18
<b>TOTAL MADRID</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.7</b>	<b>31.4</b>	<b>17.1</b>	<b>20.0</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>38.9</b>	<b>30</b>	<b>18</b>
MAHON	JET2.COM LTD	S	34	0	0	2.9	8.8	26.5	26.5	20.6	14.7	0.0	0.0	0.0	0.0	0.0	29	81.3	8	32
MAHON	TUI AIRWAYS LTD	C	27	0	0	0.0	3.7	40.7	29.6	22.2	3.7	0.0	0.0	0.0	0.0	0.0	22	75.0	17	32
<b>TOTAL MAHON</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>6.6</b>	<b>32.8</b>	<b>27.9</b>	<b>21.3</b>	<b>9.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>78.1</b>	<b>13</b>	<b>64</b>
MALAGA	EASYJET UK LTD	S	26	0	0	0.0	38.5	42.3	15.4	0.0	3.8	0.0	0.0	0.0	0.0	0.0	7	34.6	41	26
MALAGA	JET2.COM LTD	S	62	0	0	1.6	27.4	46.8	12.9	9.7	1.6	0.0	0.0	0.0	0.0	0.0	11	79.0	12	62
MALAGA	RYANAIR	S	80	0	0	6.3	25.0	33.8	25.0	8.8	1.3	0.0	0.0	0.0	0.0	0.0	12	38.5	35	77
MALAGA	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	56	1
MALAGA	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	43.8	18.8	18.8	12.5	0.0	0.0	0.0	0.0	0.0	26	61.1	12	18
<b>TOTAL MALAGA</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>26.1</b>	<b>40.2</b>	<b>19.0</b>	<b>8.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>53.5</b>	<b>26</b>	<b>184</b>
MURCIA INTERNATIONAL	RYANAIR	S	36	0	0	2.8	33.3	61.1	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	7	75.0	11	16
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>33.3</b>	<b>61.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.0</b>	<b>11</b>	<b>16</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
PALMA DE MALLORCA	EASYJET EUROPE	S	35	0	0	2.9	25.7	25.7	17.1	17.1	11.4	0.0	0.0	0.0	0.0	0.0	25	91.3	5	46
PALMA DE MALLORCA	EASYJET UK LTD	S	19	0	0	5.3	15.8	15.8	26.3	15.8	10.5	5.3	5.3	0.0	0.0	0.0	46	50.0	21	8
PALMA DE MALLORCA	JET2.COM LTD	S	105	0	0	3.8	11.4	38.1	27.6	13.3	3.8	1.9	0.0	0.0	0.0	0.0	20	57.7	21	104
PALMA DE MALLORCA	RYANAIR	S	123	0	0	3.3	18.7	40.7	14.6	15.4	5.7	0.8	0.8	0.0	0.0	0.0	20	57.1	19	98
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	54	0	0	0.0	1.9	24.1	20.4	27.8	20.4	5.6	0.0	0.0	0.0	0.0	44	57.1	22	63
<b>TOTAL PALMA DE MALLORCA</b>			<b>336</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>14.3</b>	<b>34.2</b>	<b>20.5</b>	<b>17.0</b>	<b>8.3</b>	<b>2.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>62.1</b>	<b>18</b>	<b>319</b>
REUS	JET2.COM LTD	S	28	0	0	0.0	35.7	35.7	3.6	14.3	3.6	0.0	0.0	7.1	0.0	0.0	42	85.0	6	20
REUS	RYANAIR	S	26	0	0	0.0	46.2	23.1	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	5	18
REUS	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	25.0	31.3	31.3	6.3	0.0	0.0	0.0	0.0	0.0	28	56.3	17	16
<b>TOTAL REUS</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.9</b>	<b>28.6</b>	<b>17.1</b>	<b>15.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>77.8</b>	<b>9</b>	<b>54</b>
SANTANDER	RYANAIR	S	18	0	0	5.6	55.6	16.7	11.1	0.0	5.6	5.6	0.0	0.0	0.0	0.0	17	100.0	1	26
<b>TOTAL SANTANDER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>100.0</b>	<b>1</b>	<b>26</b>
SEVILLE	RYANAIR	S	26	0	0	0.0	26.9	19.2	26.9	23.1	3.8	0.0	0.0	0.0	0.0	0.0	20	83.3	9	18
<b>TOTAL SEVILLE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>19.2</b>	<b>26.9</b>	<b>23.1</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>83.3</b>	<b>9</b>	<b>18</b>
VALENCIA	RYANAIR	S	36	0	0	13.9	41.7	25.0	13.9	2.8	2.8	0.0	0.0	0.0	0.0	0.0	8	83.3	6	18
<b>TOTAL VALENCIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>41.7</b>	<b>25.0</b>	<b>13.9</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.3</b>	<b>6</b>	<b>18</b>
<b>TOTAL SPAIN</b>			<b>1407</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>23.5</b>	<b>35.7</b>	<b>17.6</b>	<b>13.1</b>	<b>5.1</b>	<b>0.9</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>66.3</b>	<b>17</b>	<b>1207</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	62	0	0	11.3	14.5	43.5	16.1	4.8	6.5	3.2	0.0	0.0	0.0	0.0	18	88.7	7	62
ARRECIFE	RYANAIR	S	18	0	0	5.6	11.1	33.3	11.1	27.8	11.1	0.0	0.0	0.0	0.0	0.0	23	87.5	4	16
ARRECIFE	TUI AIRWAYS LTD	C	28	0	0	3.6	7.1	32.1	28.6	21.4	0.0	7.1	0.0	0.0	0.0	0.0	29	65.5	17	29
<b>TOTAL ARRECIFE</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>12.0</b>	<b>38.9</b>	<b>18.5</b>	<b>13.0</b>	<b>5.6</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>82.2</b>	<b>9</b>	<b>107</b>
FUERTEVENTURA	EASYJET UK LTD	S	18	0	0	11.1	27.8	22.2	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	40.0	26	10
FUERTEVENTURA	JET2.COM LTD	S	37	0	0	8.1	18.9	37.8	8.1	16.2	10.8	0.0	0.0	0.0	0.0	0.0	20	69.4	17	36
FUERTEVENTURA	RYANAIR	S	16	0	0	0.0	25.0	56.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	7	8
FUERTEVENTURA	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	44.4	33.3	5.6	5.6	0.0	0.0	0.0	0.0	0.0	17	33.3	31	18
<b>TOTAL FUERTEVENTURA</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>20.2</b>	<b>39.3</b>	<b>16.9</b>	<b>12.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>58.3</b>	<b>20</b>	<b>72</b>
LAS PALMAS	EASYJET UK LTD	S	10	0	0	0.0	50.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
LAS PALMAS	JET2.COM LTD	S	45	0	0	8.9	13.3	37.8	15.6	17.8	4.4	0.0	0.0	2.2	0.0	0.0	42	54.5	20	44
LAS PALMAS	RYANAIR	S	18	0	0	0.0	22.2	44.4	16.7	5.6	11.1	0.0	0.0	0.0	0.0	0.0	16	76.5	14	16
LAS PALMAS	TUI AIRWAYS LTD	C	28	0	0	10.7	7.1	39.3	21.4	14.3	3.6	3.6	0.0	0.0	0.0	0.0	21	80.8	12	26
<b>TOTAL LAS PALMAS</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>16.8</b>	<b>38.6</b>	<b>16.8</b>	<b>13.9</b>	<b>5.0</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>66.7</b>	<b>16</b>	<b>86</b>
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	26	0	0	34.6	23.1	30.8	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	7	18
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	90	0	0	4.4	20.0	37.8	17.8	11.1	6.7	2.2	0.0	0.0	0.0	0.0	19	47.1	29	87

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	34	0	0	0.0	11.8	47.1	26.5	8.8	5.9	0.0	0.0	0.0	0.0	0.0	20	52.6	25	38	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	34	0	0	5.9	29.4	32.4	8.8	23.5	0.0	0.0	0.0	0.0	0.0	0.0	14	59.1	22	44	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>20.7</b>	<b>37.5</b>	<b>16.8</b>	<b>11.4</b>	<b>4.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>54.5</b>	<b>24</b>	<b>187</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>482</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>17.8</b>	<b>38.4</b>	<b>17.2</b>	<b>12.4</b>	<b>5.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>64.0</b>	<b>19</b>	<b>452</b>	
STOCKHOLM (ARLANDA)	RYANAIR	S	26	0	0	7.7	26.9	7.7	26.9	30.8	0.0	0.0	0.0	0.0	0.0	0.0	18	77.8	10	18	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>26.9</b>	<b>7.7</b>	<b>26.9</b>	<b>30.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>77.8</b>	<b>10</b>	<b>18</b>	
<b>TOTAL SWEDEN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>26.9</b>	<b>7.7</b>	<b>26.9</b>	<b>30.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>77.8</b>	<b>10</b>	<b>18</b>	
<b>SWITZERLAND</b>																					
GENEVA	EASYJET SWITZERLAND	S	18	0	0	0.0	11.1	44.4	22.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	16	66.7	13	18	
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	20.0	26	10	
<b>TOTAL GENEVA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</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>50.0</b>	<b>18</b>	<b>28</b>	
ZURICH	SWISS AIRLINES	S	76	0	0	0.0	11.8	42.1	30.3	10.5	5.3	0.0	0.0	0.0	0.0	0.0	18	48.8	22	82	
<b>TOTAL ZURICH</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>42.1</b>	<b>30.3</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>48.8</b>	<b>22</b>	<b>82</b>	
<b>TOTAL SWITZERLAND</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.7</b>	<b>42.6</b>	<b>28.7</b>	<b>11.7</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>18</b>	<b>49.1</b>	<b>21</b>	<b>110</b>	
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	EASYJET UK LTD	S	27	0	0	0.0	33.3	48.1	14.8	0.0	0.0	0.0	3.7	0.0	0.0	0.0	19	72.2	11	18	
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	38.9	44.4	11.1	0.0	0.0	5.6	0.0	0.0	0.0	30	50.0	24	18	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>44.4</b>	<b>26.7</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>61.1</b>	<b>18</b>	<b>36</b>	
<b>TOTAL TUNISIA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>44.4</b>	<b>26.7</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>61.1</b>	<b>18</b>	<b>36</b>	
<b>TURKEY</b>																					
ANTALYA	CORENDON AIRLINES	S	26	0	0	0.0	23.1	53.8	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	32	26	
ANTALYA	EASYJET UK LTD	S	18	0	0	0.0	0.0	38.9	22.2	27.8	11.1	0.0	0.0	0.0	0.0	0.0	28	55.6	24	18	
ANTALYA	JET2.COM LTD	S	61	0	0	0.0	1.6	16.4	27.9	32.8	16.4	4.9	0.0	0.0	0.0	0.0	45	41.9	46	62	
ANTALYA	SUNEXPRESS	S	84	0	0	1.2	20.2	41.7	26.2	8.3	2.4	0.0	0.0	0.0	0.0	0.0	14	47.6	23	82	
ANTALYA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.0	48	46	
ANTALYA	TUI AIRWAYS LTD	S	29	0	0	3.4	0.0	34.5	24.1	20.7	13.8	3.4	0.0	0.0	0.0	0.0	33	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>11.0</b>	<b>34.9</b>	<b>23.9</b>	<b>19.3</b>	<b>8.3</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>44.9</b>	<b>35</b>	<b>234</b>	
BODRUM (MILAS)	JET2.COM LTD	S	26	0	0	7.7	15.4	26.9	15.4	19.2	15.4	0.0	0.0	0.0	0.0	0.0	25	44.4	30	27	
BODRUM (MILAS)	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	14.3	27	7	
<b>TOTAL BODRUM (MILAS)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>15.4</b>	<b>26.9</b>	<b>15.4</b>	<b>19.2</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>38.2</b>	<b>30</b>	<b>34</b>	
DALAMAN	CORENDON AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	16	
DALAMAN	EASYJET UK LTD	S	28	0	0	0.0	25.0	50.0	10.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	14	30.8	26	26	

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 16 m early	16 m to 16 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
DALAMAN	FREEBIRD AIRLINES	C	8	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
DALAMAN	JET2.COM LTD	S	60	0	1	1.6	16.4	23.0	26.2	24.6	6.6	0.0	0.0	0.0	0.0	1.6	23	45.9	44	61	
DALAMAN	SUNEXPRESS	S	66	0	0	28.8	22.7	30.3	12.1	3.0	3.0	0.0	0.0	0.0	0.0	0.0	9	88.0	5	50	
DALAMAN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.8	15	39	
DALAMAN	TUI AIRWAYS LTD	S	33	0	0	0.0	15.2	24.2	21.2	27.3	12.1	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
<b>TOTAL DALAMAN</b>			<b>195</b>	<b>0</b>	<b>1</b>	<b>10.2</b>	<b>20.9</b>	<b>29.6</b>	<b>18.4</b>	<b>14.3</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>17</b>	<b>62.5</b>	<b>23</b>	<b>192</b>	
ISTANBUL	THY TURKISH AIRLINES	S	124	0	0	6.5	29.8	45.2	9.7	8.9	0.0	0.0	0.0	0.0	0.0	0.0	9	80.6	8	124	
<b>TOTAL ISTANBUL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>29.8</b>	<b>45.2</b>	<b>9.7</b>	<b>8.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.6</b>	<b>8</b>	<b>124</b>	
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	44	0	0	9.1	29.5	22.7	18.2	20.5	0.0	0.0	0.0	0.0	0.0	0.0	14	80.8	9	26	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>29.5</b>	<b>22.7</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>0.0</b>	<b>14</b>	<b>80.8</b>	<b>9</b>	<b>26</b>	
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	17	0	0	0.0	23.5	23.5	11.8	23.5	17.6	0.0	0.0	0.0	0.0	0.0	29	35.3	39	17	
IZMIR (ADNAN MENDERES)	SUNEXPRESS	S	18	0	0	11.1	33.3	27.8	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	71.4	17	7	
IZMIR (ADNAN MENDERES)	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	64.3	11	14	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>28.6</b>	<b>25.7</b>	<b>14.3</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>19</b>	<b>52.6</b>	<b>25</b>	<b>38</b>	
<b>TOTAL TURKEY</b>			<b>642</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>20.1</b>	<b>33.6</b>	<b>18.2</b>	<b>15.7</b>	<b>5.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>19</b>	<b>58.5</b>	<b>24</b>	<b>648</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	124	0	0	6.5	45.2	36.3	5.6	4.0	2.4	0.0	0.0	0.0	0.0	0.0	7	83.1	8	124	
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>45.2</b>	<b>36.3</b>	<b>5.6</b>	<b>4.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.1</b>	<b>8</b>	<b>124</b>	
<b>TOTAL UNITED ARAB</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>45.2</b>	<b>36.3</b>	<b>5.6</b>	<b>4.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.1</b>	<b>8</b>	<b>124</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	LOGANAIR LTD	S	153	0	5	20.9	49.4	22.8	1.9	0.0	1.9	0.0	0.0	0.0	0.0	3.2	3	82.3	9	158	
<b>TOTAL ABERDEEN</b>			<b>153</b>	<b>0</b>	<b>5</b>	<b>20.9</b>	<b>49.4</b>	<b>22.8</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>3</b>	<b>82.3</b>	<b>9</b>	<b>158</b>	
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	340	0	4	6.4	39.2	35.8	11.0	5.2	1.2	0.0	0.0	0.0	0.0	1.2	8	0.0	0	0	
BELFAST CITY (GEORGE BEST)	STOBART AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.1	9	330	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>340</b>	<b>0</b>	<b>4</b>	<b>6.4</b>	<b>39.2</b>	<b>35.8</b>	<b>11.0</b>	<b>5.2</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>8</b>	<b>84.1</b>	<b>9</b>	<b>330</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	210	0	3	7.0	40.8	28.2	10.8	8.0	2.8	0.9	0.0	0.0	0.0	1.4	11	83.2	10	250	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>210</b>	<b>0</b>	<b>3</b>	<b>7.0</b>	<b>40.8</b>	<b>28.2</b>	<b>10.8</b>	<b>8.0</b>	<b>2.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>11</b>	<b>83.2</b>	<b>10</b>	<b>250</b>	
BRISTOL	LOGANAIR LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BRISTOL</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>	
CITY OF DERRY (EGLINTON)	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	39	18	
<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>77.8</b>	<b>39</b>	<b>18</b>	
EAST MIDLANDS INTERNATIONAL	BLUE ISLANDS LIMITED	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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	
EAST MIDLANDS INTERNATIONAL	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	36	0.0	0	0	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>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>	
EDINBURGH	EASYJET UK LTD	S	168	0	0	8.9	29.8	28.6	14.9	11.9	6.0	0.0	0.0	0.0	0.0	0.0	16	63.2	14	152	
EDINBURGH	JET2.COM LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL EDINBURGH</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>29.6</b>	<b>29.0</b>	<b>14.8</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>63.2</b>	<b>14</b>	<b>152</b>	
GATWICK	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	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>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GLASGOW	EASYJET UK LTD	S	114	0	0	19.3	50.0	24.6	2.6	1.8	1.8	0.0	0.0	0.0	0.0	0.0	4	80.8	9	168	
<b>TOTAL GLASGOW</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>19.3</b>	<b>50.0</b>	<b>24.6</b>	<b>2.6</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>80.8</b>	<b>9</b>	<b>168</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	58	0	4	3.2	27.4	40.3	3.2	9.7	3.2	3.2	3.2	0.0	0.0	6.5	22	60.9	28	60	
<b>TOTAL GUERNSEY</b>			<b>58</b>	<b>0</b>	<b>4</b>	<b>3.2</b>	<b>27.4</b>	<b>40.3</b>	<b>3.2</b>	<b>9.7</b>	<b>3.2</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>22</b>	<b>60.9</b>	<b>28</b>	<b>60</b>	
ISLE OF MAN	LOGANAIR LTD	S	54	0	0	9.3	59.3	24.1	3.7	0.0	3.7	0.0	0.0	0.0	0.0	0.0	6	56.9	20	54	
<b>TOTAL ISLE OF MAN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>59.3</b>	<b>24.1</b>	<b>3.7</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>56.9</b>	<b>20</b>	<b>54</b>	
JERSEY	BLUE ISLANDS LIMITED	S	38	0	7	6.7	24.4	13.3	11.1	11.1	13.3	2.2	2.2	0.0	0.0	15.6	32	34.5	54	43	
JERSEY	EASYJET UK LTD	S	18	0	0	0.0	55.6	27.8	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	4	16	
<b>TOTAL JERSEY</b>			<b>56</b>	<b>0</b>	<b>7</b>	<b>4.8</b>	<b>33.3</b>	<b>17.5</b>	<b>11.1</b>	<b>9.5</b>	<b>9.5</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>24</b>	<b>46.5</b>	<b>40</b>	<b>59</b>	
MANCHESTER	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
MANCHESTER	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	2	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>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>3</b>	<b>1</b>	
STANSTED	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	54	0.0	0	0	
<b>TOTAL STANSTED</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1160</b>	<b>0</b>	<b>23</b>	<b>10.0</b>	<b>40.3</b>	<b>29.3</b>	<b>8.7</b>	<b>6.1</b>	<b>3.0</b>	<b>0.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>10</b>	<b>76.2</b>	<b>13</b>	<b>1250</b>	
USA																					
KANSAS CITY	EVELOP	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1	
<b>TOTAL KANSAS 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>30</b>	<b>1</b>	
MELBOURNE FLATS	TUI AIRWAYS LTD	C	11	0	0	0.0	0.0	36.4	36.4	18.2	9.1	0.0	0.0	0.0	0.0	0.0	27	61.1	30	18	
<b>TOTAL MELBOURNE FLATS</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>36.4</b>	<b>36.4</b>	<b>18.2</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>61.1</b>	<b>30</b>	<b>18</b>	
<b>TOTAL USA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>36.4</b>	<b>36.4</b>	<b>18.2</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>57.9</b>	<b>30</b>	<b>19</b>	
<b>TOTAL BIRMINGHAM</b>			<b>8495</b>	<b>0</b>	<b>46</b>	<b>5.2</b>	<b>27.4</b>	<b>34.9</b>	<b>15.6</b>	<b>10.9</b>	<b>4.4</b>	<b>0.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.5</b>	<b>17</b>	<b>68.1</b>	<b>17</b>	<b>7961</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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>CROATIA</b>																					
ZADAR	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	14	16	
<b>TOTAL ZADAR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>68.8</b>	<b>14</b>	<b>16</b>	
<b>TOTAL CROATIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>68.8</b>	<b>14</b>	<b>16</b>	
<b>CYPRUS</b>																					
PAPHOS	TUI AIRWAYS LTD	C	11	0	0	0.0	18.2	9.1	36.4	18.2	18.2	0.0	0.0	0.0	0.0	0.0	37	90.9	7	11	
PAPHOS	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL PAPHOS</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>9.1</b>	<b>36.4</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>37</b>	<b>91.7</b>	<b>6</b>	<b>12</b>	
<b>TOTAL CYPRUS</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>9.1</b>	<b>36.4</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>37</b>	<b>91.7</b>	<b>6</b>	<b>12</b>	
<b>FRANCE</b>																					
BERGERAC	RYANAIR	S	18	0	0	0.0	22.2	66.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	7	16	
<b>TOTAL BERGERAC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>66.7</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>87.5</b>	<b>7</b>	<b>16</b>	
CARCASSONNE	RYANAIR	S	18	0	0	0.0	55.6	38.9	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0	13	100.0	3	18	
<b>TOTAL CARCASSONNE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>3</b>	<b>18</b>	
<b>TOTAL FRANCE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>52.8</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>94.1</b>	<b>5</b>	<b>34</b>	
<b>GREECE</b>																					
CORFU	JET2.COM LTD	S	8	0	0	0.0	12.5	37.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
CORFU	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	43.8	25.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	18	62.5	13	16	
<b>TOTAL CORFU</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>41.7</b>	<b>20.8</b>	<b>25.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>62.5</b>	<b>13</b>	<b>16</b>	
HERAKLION	JET2.COM LTD	S	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	6	0.0	0	0	
HERAKLION	TUI AIRWAYS LTD	C	11	0	0	0.0	0.0	63.6	18.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	15	54.5	14	10	
<b>TOTAL HERAKLION</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.1</b>	<b>52.6</b>	<b>15.8</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>54.5</b>	<b>14</b>	<b>10</b>	
KEFALLINIA	TUI AIRWAYS LTD	C	4	0	0	0.0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	47	0.0	45	1	
<b>TOTAL KEFALLINIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>0.0</b>	<b>45</b>	<b>1</b>	
RHODES	JET2.COM LTD	S	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	23	0.0	0	0	
RHODES	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	22.2	33.3	33.3	0.0	11.1	0.0	0.0	0.0	0.0	42	50.0	24	7	
<b>TOTAL RHODES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>29.4</b>	<b>29.4</b>	<b>23.5</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>50.0</b>	<b>24</b>	<b>7</b>	
ZAKINTHOS	JET2.COM LTD	S	9	0	0	0.0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
ZAKINTHOS	TUI AIRWAYS LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
<b>TOTAL ZAKINTHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>0.0</b>	<b>50.0</b>	<b>20.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>7</b>	<b>1</b>	
<b>TOTAL GREECE</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>9.5</b>	<b>41.9</b>	<b>21.6</b>	<b>17.6</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>22</b>	<b>56.8</b>	<b>16</b>	<b>35</b>	
<b>HUNGARY</b>																					
BUDAPEST	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	18	
<b>TOTAL BUDAPEST</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
<b>TOTAL HUNGARY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
<b>ITALY</b>																					
VENICE	ALBA STAR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2024		
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													
VENICE	RYANAIR	S	18	0	0	11.1	27.8	33.3	0.0	16.7	11.1	0.0	0.0	0.0	0.0	20	88.9	5	18	
<b>TOTAL VENICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>33.3</b>	<b>0.0</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>89.5</b>	<b>4</b>	<b>19</b>	
<b>TOTAL ITALY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>33.3</b>	<b>0.0</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>89.5</b>	<b>4</b>	<b>19</b>	
<b>MALTA</b>																				
MALTA	RYANAIR	S	28	0	0	0.0	10.7	46.4	28.6	10.7	3.6	0.0	0.0	0.0	0.0	18	88.5	28	26	
<b>TOTAL MALTA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>46.4</b>	<b>28.6</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>88.5</b>	<b>28</b>	<b>26</b>	
<b>TOTAL MALTA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>46.4</b>	<b>28.6</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>88.5</b>	<b>28</b>	<b>26</b>	
<b>MOROCCO</b>																				
AGADIR (AL MASSIRA)	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	18	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>18</b>	
<b>TOTAL MOROCCO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>18</b>	
<b>POLAND</b>																				
KRAKOW	RYANAIR	S	34	0	0	17.6	47.1	20.6	11.8	2.9	0.0	0.0	0.0	0.0	0.0	4	66.7	15	18	
<b>TOTAL KRAKOW</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>47.1</b>	<b>20.6</b>	<b>11.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>66.7</b>	<b>15</b>	<b>18</b>	
WROCLAW	RYANAIR	S	26	0	0	3.8	46.2	38.5	11.5	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	14	16	
<b>TOTAL WROCLAW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>46.2</b>	<b>38.5</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>87.5</b>	<b>14</b>	<b>16</b>	
<b>TOTAL POLAND</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>46.7</b>	<b>28.3</b>	<b>11.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>76.5</b>	<b>14</b>	<b>34</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	JET2.COM LTD	S	18	0	0	5.6	66.7	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
FARO	RYANAIR	S	42	0	0	2.4	42.9	33.3	9.5	2.4	4.8	4.8	0.0	0.0	0.0	17	88.2	6	34	
<b>TOTAL FARO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>50.0</b>	<b>30.0</b>	<b>8.3</b>	<b>1.7</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.2</b>	<b>6</b>	<b>34</b>	
<b>TOTAL PORTUGAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>50.0</b>	<b>30.0</b>	<b>8.3</b>	<b>1.7</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.2</b>	<b>6</b>	<b>34</b>	
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	10	0	0	0.0	10.0	40.0	20.0	10.0	20.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>40.0</b>	<b>20.0</b>	<b>10.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL PORTUGAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>40.0</b>	<b>20.0</b>	<b>10.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	ALBA STAR	C	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	
<b>TOTAL BUCHAREST (OTOPENI)</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>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ROMANIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SPAIN</b>																				
ALICANTE	JET2.COM LTD	S	18	0	0	0.0	38.9	61.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
ALICANTE	RYANAIR	S	52	0	0	3.8	13.5	38.5	15.4	25.0	1.9	0.0	1.9	0.0	0.0	30	83.0	10	53	
<b>TOTAL ALICANTE</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>20.0</b>	<b>44.3</b>	<b>11.4</b>	<b>18.6</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>83.0</b>	<b>10</b>	<b>53</b>	
GIRONA	RYANAIR	S	36	0	0	8.3	33.3	30.6	11.1	8.3	5.6	0.0	2.8	0.0	0.0	16	76.4	12	72	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 15 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 GIRONA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>33.3</b>	<b>30.6</b>	<b>11.1</b>	<b>8.3</b>	<b>5.6</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>76.4</b>	<b>12</b>	<b>72</b>
IBIZA	JET2.COM LTD	S	18	0	0	0.0	16.7	33.3	11.1	38.9	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
IBIZA	TUI AIRWAYS LTD	C	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	5	2	
<b>TOTAL IBIZA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.7</b>	<b>36.4</b>	<b>9.1</b>	<b>31.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>100.0</b>	<b>5</b>	<b>2</b>	
MADRID	AIR HORIZONT	C	0	0	0	0.0	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 MADRID</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
MAHON	JET2.COM LTD	S	8	0	0	0.0	25.0	37.5	12.5	0.0	12.5	12.5	0.0	0.0	0.0	32	0.0	0	0	
MAHON	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	20	54.5	15	11	
<b>TOTAL MAHON</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>52.9</b>	<b>11.8</b>	<b>5.9</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>54.5</b>	<b>15</b>	<b>11</b>	
MALAGA	RYANAIR	S	72	0	0	9.7	34.7	26.4	19.4	8.3	1.4	0.0	0.0	0.0	0.0	10	68.5	14	54	
<b>TOTAL MALAGA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>34.7</b>	<b>26.4</b>	<b>19.4</b>	<b>8.3</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>68.5</b>	<b>14</b>	<b>54</b>	
MURCIA INTERNATIONAL	RYANAIR	S	36	0	0	5.6	41.7	38.9	2.8	8.3	2.8	0.0	0.0	0.0	0.0	8	88.5	5	26	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>41.7</b>	<b>38.9</b>	<b>2.8</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>8</b>	<b>88.5</b>	<b>5</b>	<b>26</b>	
PALMA DE MALLORCA	JET2.COM LTD	S	36	0	0	8.3	33.3	33.3	8.3	11.1	0.0	5.6	0.0	0.0	0.0	18	0.0	0	0	
PALMA DE MALLORCA	RYANAIR	S	88	0	0	0.0	18.2	35.2	18.2	13.6	12.5	1.1	1.1	0.0	0.0	29	63.0	24	81	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	38	0	0	2.6	18.4	47.4	18.4	7.9	5.3	0.0	0.0	0.0	0.0	16	72.2	13	36	
<b>TOTAL PALMA DE MALLORCA</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>21.6</b>	<b>37.7</b>	<b>16.0</b>	<b>11.7</b>	<b>8.0</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>65.8</b>	<b>20</b>	<b>117</b>	
<b>TOTAL SPAIN</b>			<b>415</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>26.0</b>	<b>36.9</b>	<b>13.7</b>	<b>12.5</b>	<b>4.8</b>	<b>1.0</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>19</b>	<b>72.9</b>	<b>14</b>	<b>336</b>	
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	18	0	0	5.6	38.9	27.8	22.2	5.6	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
ARRECIFE	RYANAIR	S	18	0	0	5.6	44.4	38.9	5.6	5.6	0.0	0.0	0.0	0.0	0.0	5	80.0	7	10	
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	11.1	50.0	16.7	0.0	11.1	11.1	0.0	0.0	0.0	0.0	13	100.0	1	17	
<b>TOTAL ARRECIFE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>44.4</b>	<b>27.8</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>9</b>	<b>92.6</b>	<b>3</b>	<b>27</b>	
FUERTEVENTURA	JET2.COM LTD	S	7	0	0	14.3	28.6	0.0	28.6	14.3	0.0	0.0	14.3	0.0	0.0	40	0.0	0	0	
FUERTEVENTURA	RYANAIR	S	18	0	0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL FUERTEVENTURA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>16.0</b>	<b>56.0</b>	<b>12.0</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>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LAS PALMAS	JET2.COM LTD	S	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
LAS PALMAS	RYANAIR	S	10	0	0	0.0	20.0	50.0	0.0	20.0	10.0	0.0	0.0	0.0	0.0	20	90.0	9	10	
<b>TOTAL LAS PALMAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>44.4</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>90.0</b>	<b>9</b>	<b>10</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	28	0	0	0.0	25.0	50.0	17.9	3.6	0.0	0.0	3.6	0.0	0.0	15	0.0	0	0	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	24	0	0	4.2	50.0	37.5	8.3	0.0	0.0	0.0	0.0	0.0	0.0	3	72.2	9	18	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	19	0	0	0.0	5.3	10.5	21.1	57.9	5.3	0.0	0.0	0.0	0.0	32	76.5	11	17	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>28.2</b>	<b>35.2</b>	<b>15.5</b>	<b>16.9</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>74.3</b>	<b>10</b>	<b>35</b>	
<b>TOTAL SPAIN(CANARY</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>37.5</b>	<b>30.4</b>	<b>11.3</b>	<b>11.3</b>	<b>2.4</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>83.3</b>	<b>7</b>	<b>72</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	FREEBIRD AIRLINES	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
ANTALYA	JET2.COM LTD	S	16	0	0	0.0	0.0	6.3	25.0	12.5	50.0	0.0	0.0	6.3	0.0	0.0	143	0.0	0	0
ANTALYA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2
ANTALYA	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	7	0.0	0	0
<b>TOTAL ANTALYA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>22.2</b>	<b>16.7</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>129</b>	<b>100.0</b>	<b>7</b>	<b>2</b>
<b>DALAMAN</b>																				
DALAMAN	JET2.COM LTD	S	18	0	0	0.0	5.6	27.8	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	39	0.0	0	0
DALAMAN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	3
DALAMAN	TUI AIRWAYS LTD	S	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
<b>TOTAL DALAMAN</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.5</b>	<b>27.3</b>	<b>22.7</b>	<b>27.3</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>0.0</b>	<b>36</b>	<b>3</b>
<b>TOTAL TURKEY</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.5</b>	<b>20.0</b>	<b>22.5</b>	<b>22.5</b>	<b>25.0</b>	<b>5.0</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>79</b>	<b>40.0</b>	<b>24</b>	<b>5</b>
<b>UNITED KINGDOM</b>																				
BIRMINGHAM	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	5	0.0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EDINBURGH	RYANAIR UK LTD	S	26	0	0	0.0	30.8	38.5	19.2	3.8	7.7	0.0	0.0	0.0	0.0	0.0	14	70.6	23	34
<b>TOTAL EDINBURGH</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>38.5</b>	<b>19.2</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>70.6</b>	<b>23</b>	<b>34</b>
GATWICK	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LIVERPOOL (JOHN LENNON)	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	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 LIVERPOOL (JOHN LENNON)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MANCHESTER	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	1	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 MANCHESTER</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>40.0</b>	<b>23.3</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>14</b>	<b>70.6</b>	<b>23</b>	<b>34</b>
<b>TOTAL BOURNEMOUTH</b>			<b>951</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>28.4</b>	<b>35.0</b>	<b>14.3</b>	<b>11.1</b>	<b>5.3</b>	<b>0.9</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>77.4</b>	<b>13</b>	<b>693</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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>ALBANIA</b>																					
TIRANA	RYANAIR 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	38	16	
<b>TOTAL TIRANA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>37.5</b>	<b>38</b>	<b>16</b>	
<b>TOTAL ALBANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>37.5</b>	<b>38</b>	<b>16</b>	
<b>BELGIUM</b>																					
OSTEND	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	
<b>TOTAL OSTEND</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>41</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>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BULGARIA</b>																					
BURGAS	JET2.COM LTD	S	12	0	0	0.0	16.7	41.7	25.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	7	8	
BURGAS	TUI AIRWAYS LTD	C	9	0	0	11.1	11.1	55.6	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	3	
<b>TOTAL BURGAS</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>14.3</b>	<b>47.6</b>	<b>14.3</b>	<b>19.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>5</b>	<b>11</b>	
SOFIA	RYANAIR	S	18	0	0	5.6	11.1	50.0	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	12	61.1	29	18	
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>50.0</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>61.1</b>	<b>29</b>	<b>18</b>	
<b>TOTAL BULGARIA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>12.8</b>	<b>48.7</b>	<b>20.5</b>	<b>12.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.9</b>	<b>20</b>	<b>29</b>	
<b>CAPE VERDE ISLANDS</b>																					
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	17	0	0	23.5	11.8	64.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	8	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>11.8</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>5</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
<b>TOTAL CAPE VERDE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>11.8</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>5</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET UK LTD	S	36	0	0	2.8	27.8	58.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	78.3	11	46	
DUBROVNIK	TUI AIRWAYS LTD	S	7	0	0	0.0	28.6	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	2	8	
<b>TOTAL DUBROVNIK</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>27.9</b>	<b>55.8</b>	<b>11.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.5</b>	<b>10</b>	<b>54</b>	
PULA	EASYJET UK LTD	S	18	0	0	0.0	27.8	33.3	27.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	19	57.1	30	14	
<b>TOTAL PULA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>33.3</b>	<b>27.8</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>57.1</b>	<b>30</b>	<b>14</b>	
SPLIT	EASYJET UK LTD	S	44	0	0	2.3	54.5	34.1	6.8	0.0	0.0	2.3	0.0	0.0	0.0	0.0	7	88.2	28	34	
<b>TOTAL SPLIT</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>54.5</b>	<b>34.1</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.2</b>	<b>28</b>	<b>34</b>	
<b>TOTAL CROATIA</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>39.0</b>	<b>42.9</b>	<b>12.4</b>	<b>1.0</b>	<b>1.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.4</b>	<b>19</b>	<b>102</b>	
<b>CYPRUS</b>																					
LARNACA	EASYJET UK LTD	S	28	0	0	0.0	14.3	46.4	32.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	12	42.3	27	26	
LARNACA	JET2.COM LTD	S	20	0	0	0.0	5.0	40.0	40.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	19	48.1	28	27	
LARNACA	TUI AIRWAYS LTD	C	16	0	0	0.0	31.3	25.0	6.3	31.3	6.3	0.0	0.0	0.0	0.0	0.0	21	77.8	47	27	
<b>TOTAL LARNACA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.6</b>	<b>39.1</b>	<b>28.1</b>	<b>15.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>56.3</b>	<b>34</b>	<b>80</b>	
PAPHOS	EASYJET UK LTD	S	25	0	0	0.0	16.0	28.0	24.0	28.0	4.0	0.0	0.0	0.0	0.0	0.0	23	42.3	29	26	
PAPHOS	JET2.COM LTD	S	16	0	0	0.0	6.3	56.3	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	80.8	8	26	
PAPHOS	TUI AIRWAYS LTD	C	26	0	0	0.0	15.4	34.6	26.9	23.1	0.0	0.0	0.0	0.0	0.0	0.0	21	72.0	11	25	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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 PAPHOS</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.4</b>	<b>37.3</b>	<b>25.4</b>	<b>22.4</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>64.9</b>	<b>16</b>	<b>77</b>	
<b>TOTAL CYPRUS</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.5</b>	<b>38.2</b>	<b>26.7</b>	<b>19.1</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>60.5</b>	<b>25</b>	<b>157</b>	
<b>CZECH REPUBLIC</b>																				
PRAGUE	EASYJET UK LTD	S	28	0	0	0.0	21.4	21.4	32.1	25.0	0.0	0.0	0.0	0.0	0.0	20	47.2	29	36	
PRAGUE	RYANAIR	S	28	0	0	0.0	53.6	25.0	7.1	3.6	3.6	0.0	7.1	0.0	0.0	26	0.0	0	0	
<b>TOTAL PRAGUE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>23.2</b>	<b>19.6</b>	<b>14.3</b>	<b>1.8</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>47.2</b>	<b>29</b>	<b>36</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>23.2</b>	<b>19.6</b>	<b>14.3</b>	<b>1.8</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>47.2</b>	<b>29</b>	<b>36</b>	
<b>DENMARK</b>																				
COPENHAGEN	EASYJET UK LTD	S	26	0	0	3.8	34.6	30.8	11.5	19.2	0.0	0.0	0.0	0.0	0.0	11	38.5	29	38	
COPENHAGEN	RYANAIR	S	26	0	0	0.0	50.0	30.8	3.8	7.7	3.8	0.0	3.8	0.0	0.0	14	84.6	7	26	
<b>TOTAL COPENHAGEN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>42.3</b>	<b>30.8</b>	<b>7.7</b>	<b>13.5</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>56.9</b>	<b>20</b>	<b>64</b>	
<b>TOTAL DENMARK</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>42.3</b>	<b>30.8</b>	<b>7.7</b>	<b>13.5</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>56.9</b>	<b>20</b>	<b>64</b>	
<b>EGYPT</b>																				
HURGHADA	EASYJET UK LTD	S	17	0	1	0.0	11.1	33.3	33.3	11.1	0.0	0.0	5.6	0.0	0.0	29	58.8	13	17	
HURGHADA	TUI AIRWAYS LTD	S	16	0	0	0.0	6.3	50.0	31.3	12.5	0.0	0.0	0.0	0.0	0.0	15	52.9	23	17	
<b>TOTAL HURGHADA</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>8.8</b>	<b>41.2</b>	<b>32.4</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>55.9</b>	<b>18</b>	<b>34</b>	
SHARM EL SHEIKH (OPHIRA)	EASYJET UK LTD	S	16	0	1	0.0	11.8	29.4	17.6	29.4	5.9	0.0	0.0	0.0	5.9	24	64.7	13	17	
SHARM EL SHEIKH (OPHIRA)	TUI AIRWAYS LTD	S	18	0	0	0.0	5.6	27.8	33.3	22.2	11.1	0.0	0.0	0.0	0.0	28	83.3	7	18	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>8.6</b>	<b>28.6</b>	<b>25.7</b>	<b>25.7</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>74.3</b>	<b>10</b>	<b>35</b>	
<b>TOTAL EGYPT</b>			<b>67</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>8.7</b>	<b>34.8</b>	<b>29.0</b>	<b>18.8</b>	<b>4.3</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>65.2</b>	<b>14</b>	<b>69</b>	
<b>FRANCE</b>																				
BEZIERS	RYANAIR	S	26	0	0	0.0	26.9	50.0	15.4	3.8	3.8	0.0	0.0	0.0	0.0	11	75.0	10	36	
<b>TOTAL BEZIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>50.0</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>0.0</b>	<b>11</b>	<b>75.0</b>	<b>10</b>	<b>36</b>	
BORDEAUX	EASYJET UK LTD	S	46	0	0	2.2	23.9	41.3	15.2	8.7	8.7	0.0	0.0	0.0	0.0	18	50.0	37	36	
<b>TOTAL BORDEAUX</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>23.9</b>	<b>41.3</b>	<b>15.2</b>	<b>8.7</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>50.0</b>	<b>37</b>	<b>36</b>	
MARSEILLE	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	50.0	11	2		
MARSEILLE	RYANAIR	S	18	0	0	0.0	16.7	11.1	11.1	16.7	44.4	0.0	0.0	0.0	0.0	45	77.8	11	27	
<b>TOTAL MARSEILLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>11.1</b>	<b>11.1</b>	<b>16.7</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>75.9</b>	<b>11</b>	<b>29</b>	
NICE	EASYJET UK LTD	S	69	0	0	0.0	23.2	24.6	20.3	21.7	7.2	1.4	1.4	0.0	0.0	29	51.4	26	70	
<b>TOTAL NICE</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.2</b>	<b>24.6</b>	<b>20.3</b>	<b>21.7</b>	<b>7.2</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>51.4</b>	<b>26</b>	<b>70</b>	
PARIS (CHARLES DE GAULLE)	EASYJET EUROPE	S	32	0	0	0.0	15.6	40.6	18.8	12.5	6.3	3.1	3.1	0.0	0.0	29	20.0	20	10	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	107	0	1	2.8	51.9	31.5	6.5	4.6	0.0	0.9	0.9	0.0	0.0	9	64.8	16	126	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>139</b>	<b>0</b>	<b>1</b>	<b>2.1</b>	<b>43.6</b>	<b>33.6</b>	<b>9.3</b>	<b>6.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>61.6</b>	<b>16</b>	<b>136</b>	
PARIS (ORLY)	EASYJET EUROPE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	51.8	30	56		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	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	42.1	25	36
<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>47.9</b>	<b>28</b>	<b>92</b>
TOULOUSE (BLAGNAC)	EASYJET EUROPE	S	0	0	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
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	26	0	0	0.0	38.5	38.5	15.4	3.8	3.8	0.0	0.0	0.0	0.0	0.0	10	55.6	25	18
TOULOUSE (BLAGNAC)	RYANAIR	S	16	0	2	0.0	11.1	44.4	5.6	27.8	0.0	0.0	0.0	0.0	0.0	11.1	17	0.0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>27.3</b>	<b>40.9</b>	<b>11.4</b>	<b>13.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>13</b>	<b>66.7</b>	<b>17</b>	<b>36</b>
<b>TOTAL FRANCE</b>			<b>340</b>	<b>0</b>	<b>3</b>	<b>1.2</b>	<b>32.1</b>	<b>33.8</b>	<b>13.1</b>	<b>11.1</b>	<b>6.1</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>19</b>	<b>58.5</b>	<b>21</b>	<b>435</b>
<b>GERMANY</b>																				
BERLIN BRANDENBURG	EASYJET UK LTD	S	44	0	0	0.0	34.1	40.9	20.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	10	58.0	16	50
<b>TOTAL BERLIN BRANDENBURG</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.1</b>	<b>40.9</b>	<b>20.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>58.0</b>	<b>16</b>	<b>50</b>
<b>TOTAL GERMANY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.1</b>	<b>40.9</b>	<b>20.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>58.0</b>	<b>16</b>	<b>50</b>
<b>GIBRALTAR</b>																				
GIBRALTAR	EASYJET UK LTD	S	18	0	0	0.0	22.2	55.6	5.6	5.6	5.6	5.6	0.0	0.0	0.0	0.0	17	88.9	3	18
<b>TOTAL GIBRALTAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>55.6</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>88.9</b>	<b>3</b>	<b>18</b>
<b>TOTAL GIBRALTAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>55.6</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>88.9</b>	<b>3</b>	<b>18</b>
<b>GREECE</b>																				
ATHENS	AEGEAN 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	26	8
ATHENS	EASYJET UK LTD	S	26	0	0	0.0	11.5	30.8	38.5	11.5	7.7	0.0	0.0	0.0	0.0	0.0	23	16.7	40	18
<b>TOTAL ATHENS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>30.8</b>	<b>38.5</b>	<b>11.5</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>26.9</b>	<b>36</b>	<b>26</b>
CHANIA	JET2.COM LTD	S	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	20	41.7	20	12
<b>TOTAL CHANIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>41.7</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>20</b>	<b>41.7</b>	<b>20</b>	<b>12</b>
CORFU	EASYJET UK LTD	S	34	0	0	0.0	29.4	47.1	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	23	36
CORFU	JET2.COM LTD	S	20	0	0	0.0	5.0	35.0	20.0	35.0	5.0	0.0	0.0	0.0	0.0	0.0	27	63.6	13	22
CORFU	TUI AIRWAYS LTD	C	21	0	0	0.0	9.5	38.1	28.6	14.3	9.5	0.0	0.0	0.0	0.0	0.0	25	66.7	19	21
<b>TOTAL CORFU</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.3</b>	<b>41.3</b>	<b>21.3</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>58.2</b>	<b>19</b>	<b>79</b>
HERAKLION	EASYJET UK LTD	S	18	0	0	0.0	38.9	44.4	0.0	5.6	5.6	0.0	5.6	0.0	0.0	0.0	22	55.6	23	18
HERAKLION	JET2.COM LTD	S	18	0	0	0.0	0.0	27.8	33.3	22.2	11.1	0.0	5.6	0.0	0.0	0.0	43	22.2	29	18
HERAKLION	TUI AIRWAYS LTD	C	16	0	0	0.0	0.0	68.8	12.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	18	70.8	13	24
<b>TOTAL HERAKLION</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.5</b>	<b>46.2</b>	<b>15.4</b>	<b>13.5</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>28</b>	<b>51.7</b>	<b>21</b>	<b>60</b>
KALAMATA	JET2.COM LTD	S	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	0.0	0	0
<b>TOTAL KALAMATA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KEFALLINIA	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	66	4
KEFALLINIA	JET2.COM LTD	S	12	0	0	0.0	0.0	8.3	25.0	41.7	25.0	0.0	0.0	0.0	0.0	0.0	47	50.0	18	18
KEFALLINIA	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	68.8	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	12	54.5	22	11
<b>TOTAL KEFALLINIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.6</b>	<b>42.9</b>	<b>21.4</b>	<b>21.4</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>51.5</b>	<b>25</b>	<b>33</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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	
KOS	EASYJET UK LTD	S	26	0	0	3.8	19.2	38.5	7.7	23.1	3.8	0.0	3.8	0.0	0.0	0.0	26	76.9	12	26	
KOS	JET2.COM LTD	S	19	0	1	0.0	0.0	5.0	45.0	20.0	15.0	10.0	0.0	0.0	0.0	5.0	48	20.0	43	20	
KOS	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	27.8	44.4	5.6	11.1	0.0	0.0	0.0	0.0	0.0	22	80.8	9	26	
<b>TOTAL KOS</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>10.9</b>	<b>25.0</b>	<b>29.7</b>	<b>17.2</b>	<b>9.4</b>	<b>3.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>31</b>	<b>62.5</b>	<b>20</b>	<b>72</b>	
PREVEZA	JET2.COM LTD	S	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	10	8	
<b>TOTAL PREVEZA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>75.0</b>	<b>10</b>	<b>8</b>	
RHODES	EASYJET UK LTD	S	43	0	0	0.0	14.0	41.9	25.6	11.6	7.0	0.0	0.0	0.0	0.0	0.0	20	51.9	25	52	
RHODES	JET2.COM LTD	S	28	0	0	0.0	0.0	21.4	10.7	39.3	17.9	7.1	3.6	0.0	0.0	0.0	51	50.0	21	28	
RHODES	TUI AIRWAYS LTD	C	19	0	0	0.0	0.0	42.1	31.6	21.1	5.3	0.0	0.0	0.0	0.0	0.0	24	63.2	14	19	
<b>TOTAL RHODES</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.7</b>	<b>35.6</b>	<b>22.2</b>	<b>22.2</b>	<b>10.0</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>53.5</b>	<b>22</b>	<b>99</b>	
SALONIKA	JET2.COM LTD	S	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	70.0	11	10	
<b>TOTAL SALONIKA</b>			<b>8</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>70.0</b>	<b>11</b>	<b>10</b>	
SKIATHOS	EASYJET UK LTD	S	16	0	0	0.0	43.8	37.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	61.1	24	18	
SKIATHOS	JET2.COM LTD	S	12	0	0	0.0	8.3	16.7	8.3	41.7	25.0	0.0	0.0	0.0	0.0	0.0	38	60.0	16	20	
SKIATHOS	TUI AIRWAYS LTD	C	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	85.7	9	7	
<b>TOTAL SKIATHOS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>34.4</b>	<b>15.6</b>	<b>15.6</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>64.4</b>	<b>18</b>	<b>45</b>	
THIRA (SANTORINI)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	8	
THIRA (SANTORINI)	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 THIRA (SANTORINI)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.8</b>	<b>7</b>	<b>9</b>	
ZAKINTHOS	EASYJET UK LTD	S	18	0	0	5.6	27.8	27.8	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	21	44.4	19	18	
ZAKINTHOS	JET2.COM LTD	S	19	0	0	0.0	21.1	42.1	21.1	10.5	5.3	0.0	0.0	0.0	0.0	0.0	16	68.2	20	22	
ZAKINTHOS	TUI AIRWAYS LTD	C	17	0	0	5.9	29.4	35.3	17.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	11	50.0	18	16	
<b>TOTAL ZAKINTHOS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>25.9</b>	<b>35.2</b>	<b>20.4</b>	<b>7.4</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>55.4</b>	<b>19</b>	<b>56</b>	
<b>TOTAL GREECE</b>			<b>456</b>	<b>0</b>	<b>1</b>	<b>1.1</b>	<b>14.9</b>	<b>36.8</b>	<b>22.3</b>	<b>15.1</b>	<b>7.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>24</b>	<b>55.8</b>	<b>21</b>	<b>509</b>	
<b>HUNGARY</b>																					
BUDAPEST	RYANAIR	S	36	0	0	8.3	50.0	30.6	2.8	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	18	36	
<b>TOTAL BUDAPEST</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>50.0</b>	<b>30.6</b>	<b>2.8</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>18</b>	<b>36</b>	
<b>TOTAL HUNGARY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>50.0</b>	<b>30.6</b>	<b>2.8</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>18</b>	<b>36</b>	
<b>IRISH REPUBLIC</b>																					
CORK	EMERALD AIRLINES (IRELAND) LIMITED	S	80	0	0	11.3	35.0	31.3	10.0	7.5	1.3	3.8	0.0	0.0	0.0	0.0	15	0.0	0	0	
CORK	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	18	54	
<b>TOTAL CORK</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>35.0</b>	<b>31.3</b>	<b>10.0</b>	<b>7.5</b>	<b>1.3</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>66.7</b>	<b>18</b>	<b>54</b>	
DUBLIN	EMERALD AIRLINES (IRELAND) LIMITED	S	184	0	0	1.6	31.0	40.2	10.3	8.2	6.5	2.2	0.0	0.0	0.0	0.0	16	0.0	0	0	
DUBLIN	RYANAIR	S	204	0	0	12.3	42.6	25.0	12.3	4.4	3.4	0.0	0.0	0.0	0.0	0.0	9	70.9	16	196	
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	65.5	19	176	
<b>TOTAL DUBLIN</b>			<b>388</b>	<b>0</b>	<b>0</b>	<b>7.2</b>	<b>37.1</b>	<b>32.2</b>	<b>11.3</b>	<b>6.2</b>	<b>4.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>68.4</b>	<b>17</b>	<b>372</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2024		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
IRELAND WEST(KNOCK)	RYANAIR	S	26	0	0	3.8	65.4	26.9	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	61.5	20	26
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>65.4</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>0.0</b>	<b>2</b>	<b>61.5</b>	<b>20</b>	<b>26</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>494</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>38.3</b>	<b>31.8</b>	<b>10.7</b>	<b>6.1</b>	<b>4.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>67.8</b>	<b>17</b>	<b>452</b>
<b>ITALY</b>																				
BERGAMO	RYANAIR	S	28	0	0	0.0	3.6	50.0	17.9	10.7	17.9	0.0	0.0	0.0	0.0	0.0	24	93.2	7	44
<b>TOTAL BERGAMO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.6</b>	<b>50.0</b>	<b>17.9</b>	<b>10.7</b>	<b>17.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>93.2</b>	<b>7</b>	<b>44</b>
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	18	0	0	0.0	33.3	27.8	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	8	18
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>27.8</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.8</b>	<b>8</b>	<b>18</b>
MILAN (MALPENSA)	EASYJET UK LTD	S	26	0	0	3.8	50.0	15.4	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	21	44.4	22	18
<b>TOTAL MILAN (MALPENSA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>50.0</b>	<b>15.4</b>	<b>7.7</b>	<b>7.7</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>44.4</b>	<b>22</b>	<b>18</b>
NAPLES	EASYJET UK LTD	S	35	0	0	0.0	51.4	31.4	5.7	8.6	2.9	0.0	0.0	0.0	0.0	0.0	9	61.8	18	34
<b>TOTAL NAPLES</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>51.4</b>	<b>31.4</b>	<b>5.7</b>	<b>8.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>61.8</b>	<b>18</b>	<b>34</b>
OLBIA	EASYJET UK LTD	S	18	0	0	5.6	61.1	11.1	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	9	62.5	14	16
<b>TOTAL OLBIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>61.1</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>62.5</b>	<b>14</b>	<b>16</b>
PISA	EASYJET UK LTD	S	44	0	0	2.3	40.9	38.6	11.4	6.8	0.0	0.0	0.0	0.0	0.0	0.0	7	47.8	21	46
<b>TOTAL PISA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>40.9</b>	<b>38.6</b>	<b>11.4</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>47.8</b>	<b>21</b>	<b>46</b>
ROME (FIUMICINO)	EASYJET UK LTD	S	62	0	0	0.0	41.9	29.0	16.1	9.7	3.2	0.0	0.0	0.0	0.0	0.0	12	49.3	22	70
<b>TOTAL ROME (FIUMICINO)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.9</b>	<b>29.0</b>	<b>16.1</b>	<b>9.7</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>49.3</b>	<b>22</b>	<b>70</b>
VENICE	EASYJET EUROPE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	30	10
VENICE	EASYJET UK LTD	S	18	0	0	0.0	33.3	33.3	16.7	5.6	5.6	0.0	0.0	5.6	0.0	0.0	43	87.5	11	8
VENICE	RYANAIR	S	27	0	0	0.0	40.7	37.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	57.9	17	38
<b>TOTAL VENICE</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.8</b>	<b>35.6</b>	<b>13.3</b>	<b>8.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>62.5</b>	<b>19</b>	<b>56</b>
VERONA VILLAFRANCA	JET2.COM LTD	S	12	0	0	0.0	33.3	41.7	8.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	62.5	12	8
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	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	85.7	14	7
<b>TOTAL VERONA VILLAFRANCA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>57.1</b>	<b>4.8</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>73.3</b>	<b>13</b>	<b>15</b>
<b>TOTAL ITALY</b>			<b>297</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>39.1</b>	<b>33.3</b>	<b>12.5</b>	<b>9.1</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>61.9</b>	<b>17</b>	<b>317</b>
<b>LITHUANIA</b>																				
KAUNAS	RYANAIR	S	34	0	0	2.9	64.7	14.7	14.7	2.9	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	15	18
<b>TOTAL KAUNAS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>64.7</b>	<b>14.7</b>	<b>14.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.9</b>	<b>15</b>	<b>18</b>
<b>TOTAL LITHUANIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>64.7</b>	<b>14.7</b>	<b>14.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.9</b>	<b>15</b>	<b>18</b>
<b>MALTA</b>																				
MALTA	EASYJET UK LTD	S	17	1	0	0.0	38.9	11.1	11.1	16.7	16.7	0.0	0.0	0.0	5.6	0.0	24	80.0	8	20
MALTA	JET2.COM LTD	S	18	0	0	0.0	11.1	33.3	27.8	22.2	5.6	0.0	0.0	0.0	0.0	0.0	22	88.9	9	18
MALTA	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	70.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	40.0	20	10

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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 MALTA</b>			<b>45</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>19.6</b>	<b>32.6</b>	<b>17.4</b>	<b>19.6</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>21</b>	<b>75.0</b>	<b>11</b>	<b>48</b>	
<b>TOTAL MALTA MOROCCO</b>			<b>45</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>19.6</b>	<b>32.6</b>	<b>17.4</b>	<b>19.6</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>21</b>	<b>75.0</b>	<b>11</b>	<b>48</b>	
<b>AGADIR (AL MASSIRA)</b>	EASYJET UK LTD	S	16	0	0	12.5	31.3	50.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>AGADIR (AL MASSIRA)</b>	JET2.COM LTD	S	10	0	0	10.0	40.0	0.0	0.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>34.6</b>	<b>30.8</b>	<b>3.8</b>	<b>7.7</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MARRAKESH</b>	EASYJET UK LTD	S	17	0	0	11.8	47.1	29.4	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	68.8	20	16	
<b>MARRAKESH</b>	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	12	18	
<b>MARRAKESH</b>	TUI AIRWAYS LTD	S	12	0	0	0.0	0.0	41.7	25.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	25.0	43	8	
<b>TOTAL MARRAKESH</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>27.6</b>	<b>34.5</b>	<b>17.2</b>	<b>13.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>64.3</b>	<b>21</b>	<b>42</b>	
<b>TOTAL MOROCCO</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>30.9</b>	<b>32.7</b>	<b>10.9</b>	<b>10.9</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>64.3</b>	<b>21</b>	<b>42</b>	
<b>NETHERLANDS</b>																					
<b>AMSTERDAM</b>	EASYJET EUROPE	S	90	0	0	3.3	46.7	41.1	5.6	2.2	1.1	0.0	0.0	0.0	0.0	0.0	5	76.2	11	124	
<b>AMSTERDAM</b>	EASYJET UK LTD	S	44	0	0	0.0	20.5	40.9	25.0	0.0	9.1	4.5	0.0	0.0	0.0	0.0	22	67.3	16	52	
<b>AMSTERDAM</b>	KLM	S	243	0	5	0.4	15.7	41.5	15.3	17.7	6.5	0.8	0.0	0.0	0.0	2.0	21	66.8	14	223	
<b>TOTAL AMSTERDAM</b>			<b>377</b>	<b>0</b>	<b>5</b>	<b>1.0</b>	<b>23.6</b>	<b>41.4</b>	<b>14.1</b>	<b>12.0</b>	<b>5.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>17</b>	<b>69.8</b>	<b>13</b>	<b>399</b>	
<b>TOTAL NETHERLANDS</b>			<b>377</b>	<b>0</b>	<b>5</b>	<b>1.0</b>	<b>23.6</b>	<b>41.4</b>	<b>14.1</b>	<b>12.0</b>	<b>5.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>17</b>	<b>69.8</b>	<b>13</b>	<b>399</b>	
<b>NORWAY</b>																					
<b>BERGEN</b>	JET2.COM LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	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>16</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>50.0</b>	<b>0.0</b>	<b>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>POLAND</b>																					
<b>BYDGOSZCZ</b>	RYANAIR	S	18	0	0	16.7	61.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	38.9	26	18	
<b>TOTAL BYDGOSZCZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>61.1</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>38.9</b>	<b>26</b>	<b>18</b>	
<b>GDANSK</b>	RYANAIR	S	18	0	0	16.7	50.0	27.8	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	94.4	2	18	
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>27.8</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>94.4</b>	<b>2</b>	<b>18</b>	
<b>KRAKOW</b>	EASYJET UK LTD	S	40	0	0	10.0	57.5	25.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	5	60.7	17	28	
<b>KRAKOW</b>	RYANAIR	S	42	0	0	4.8	64.3	28.6	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	2	57.9	21	38	
<b>TOTAL KRAKOW</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>61.0</b>	<b>26.8</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>59.1</b>	<b>19</b>	<b>66</b>	
<b>POZNAN</b>	RYANAIR	S	26	0	0	19.2	73.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.8	13	16	
<b>TOTAL POZNAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>73.1</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>68.8</b>	<b>13</b>	<b>16</b>	
<b>RZESZOW</b>	RYANAIR	S	26	0	0	19.2	46.2	19.2	3.8	11.5	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	13	18	
<b>TOTAL RZESZOW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>46.2</b>	<b>19.2</b>	<b>3.8</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.3</b>	<b>13</b>	<b>18</b>	
<b>WROCLAW</b>	RYANAIR	S	36	0	0	2.8	38.9	36.1	13.9	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	73.1	15	26	
<b>TOTAL WROCLAW</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>38.9</b>	<b>36.1</b>	<b>13.9</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>73.1</b>	<b>15</b>	<b>26</b>	
<b>TOTAL POLAND</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>55.8</b>	<b>23.8</b>	<b>2.9</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>66.7</b>	<b>16</b>	<b>162</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	EASYJET EUROPE	S	98	0	0	8.2	42.9	34.7	6.1	5.1	2.0	0.0	0.0	1.0	0.0	0.0	17	66.7	14	86	
FARO	EASYJET UK LTD	S	80	0	0	7.5	36.3	30.0	12.5	3.8	10.0	0.0	0.0	0.0	0.0	0.0	13	55.0	24	80	
FARO	JET2.COM LTD	S	56	0	0	0.0	30.4	51.8	8.9	5.4	1.8	1.8	0.0	0.0	0.0	0.0	11	86.7	6	45	
FARO	RYANAIR	S	44	0	0	4.5	25.0	38.6	11.4	11.4	9.1	0.0	0.0	0.0	0.0	0.0	16	65.2	18	46	
<b>TOTAL FARO</b>			<b>278</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>35.6</b>	<b>37.4</b>	<b>9.4</b>	<b>5.8</b>	<b>5.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>66.3</b>	<b>16</b>	<b>257</b>	
<b>LISBON</b>																					
LISBON	EASYJET EUROPE	S	34	0	0	0.0	5.9	44.1	26.5	14.7	2.9	0.0	5.9	0.0	0.0	0.0	33	36.0	37	25	
LISBON	EASYJET UK LTD	S	44	0	0	0.0	18.2	34.1	15.9	20.5	11.4	0.0	0.0	0.0	0.0	0.0	26	46.3	32	54	
<b>TOTAL LISBON</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.8</b>	<b>38.5</b>	<b>20.5</b>	<b>17.9</b>	<b>7.7</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>43.0</b>	<b>33</b>	<b>79</b>	
<b>OPORTO (PORTUGAL)</b>																					
OPORTO (PORTUGAL)	EASYJET EUROPE	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	50.0	29	10	
OPORTO (PORTUGAL)	EASYJET UK LTD	S	36	0	0	2.8	47.2	36.1	8.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	69.2	11	26	
OPORTO (PORTUGAL)	RYANAIR	S	28	0	0	7.1	35.7	17.9	17.9	21.4	0.0	0.0	0.0	0.0	0.0	0.0	14	57.1	22	28	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>43.1</b>	<b>27.8</b>	<b>12.5</b>	<b>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>60.9</b>	<b>19</b>	<b>64</b>	
<b>TOTAL PORTUGAL</b>			<b>428</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>32.7</b>	<b>36.0</b>	<b>11.9</b>	<b>8.9</b>	<b>4.9</b>	<b>0.2</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>60.9</b>	<b>20</b>	<b>400</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	EASYJET UK LTD	S	28	0	0	7.1	57.1	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	69.2	11	26	
FUNCHAL	JET2.COM LTD	S	8	0	0	0.0	50.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	13	8	
<b>TOTAL FUNCHAL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>30.6</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>70.6</b>	<b>12</b>	<b>34</b>	
<b>TOTAL PORTUGAL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>30.6</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>70.6</b>	<b>12</b>	<b>34</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	RYANAIR	S	27	0	0	0.0	33.3	29.6	7.4	14.8	14.8	0.0	0.0	0.0	0.0	0.0	21	75.0	10	28	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>29.6</b>	<b>7.4</b>	<b>14.8</b>	<b>14.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>75.0</b>	<b>10</b>	<b>28</b>	
<b>TOTAL ROMANIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>29.6</b>	<b>7.4</b>	<b>14.8</b>	<b>14.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>75.0</b>	<b>10</b>	<b>28</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET EUROPE	S	54	0	0	27.8	46.3	14.8	5.6	3.7	1.9	0.0	0.0	0.0	0.0	0.0	5	77.8	11	54	
ALICANTE	EASYJET UK LTD	S	98	0	0	3.1	36.7	36.7	10.2	6.1	4.1	1.0	1.0	1.0	0.0	0.0	20	62.9	29	87	
ALICANTE	JET2.COM LTD	S	36	0	0	0.0	33.3	44.4	8.3	5.6	2.8	0.0	5.6	0.0	0.0	0.0	26	69.4	15	36	
ALICANTE	RYANAIR	S	108	0	0	9.3	43.5	33.3	4.6	4.6	4.6	0.0	0.0	0.0	0.0	0.0	8	66.1	19	115	
<b>TOTAL ALICANTE</b>			<b>296</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>40.5</b>	<b>32.4</b>	<b>7.1</b>	<b>5.1</b>	<b>3.7</b>	<b>0.3</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>67.7</b>	<b>20</b>	<b>292</b>	
ALMERIA	JET2.COM LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2	
<b>TOTAL ALMERIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>2</b>	
<b>BARCELONA</b>																					
BARCELONA	EASYJET EUROPE	S	44	0	0	29.5	50.0	13.6	4.5	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2	95.5	2	44	
BARCELONA	EASYJET UK LTD	S	80	0	0	1.3	28.8	26.3	16.3	16.3	2.5	7.5	1.3	0.0	0.0	0.0	28	35.0	27	80	
BARCELONA	RYANAIR	S	52	0	0	7.7	36.5	28.8	13.5	7.7	1.9	3.8	0.0	0.0	0.0	0.0	15	88.7	8	62	
<b>TOTAL BARCELONA</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>36.4</b>	<b>23.9</b>	<b>12.5</b>	<b>10.2</b>	<b>1.7</b>	<b>4.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>67.2</b>	<b>15</b>	<b>186</b>	
BILBAO	EASYJET UK LTD	S	18	0	0	0.0	55.6	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	69.2	16	26	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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 BILBAO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>69.2</b>	<b>16</b>	<b>26</b>	
GIRONA	JET2.COM LTD	S	10	0	0	0.0	60.0	10.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	4	8	
GIRONA	RYANAIR	S	28	0	0	7.1	50.0	28.6	0.0	10.7	3.6	0.0	0.0	0.0	0.0	0.0	8	90.9	10	44	
<b>TOTAL GIRONA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>52.6</b>	<b>23.7</b>	<b>2.6</b>	<b>13.2</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>90.4</b>	<b>9</b>	<b>52</b>	
IBIZA	EASYJET UK LTD	S	18	0	0	5.6	44.4	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	73.1	33	26	
IBIZA	JET2.COM LTD	S	38	0	0	0.0	18.4	39.5	13.2	15.8	13.2	0.0	0.0	0.0	0.0	0.0	22	55.6	39	36	
IBIZA	RYANAIR	S	26	0	0	0.0	19.2	42.3	11.5	23.1	3.8	0.0	0.0	0.0	0.0	0.0	18	53.6	14	28	
IBIZA	TUI AIRWAYS LTD	C	18	0	0	5.6	5.6	50.0	33.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	15	43.5	21	23	
<b>TOTAL IBIZA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>21.0</b>	<b>43.0</b>	<b>15.0</b>	<b>12.0</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>56.6</b>	<b>28</b>	<b>113</b>	
MADRID	EASYJET UK LTD	S	51	0	1	9.6	32.7	26.9	9.6	9.6	7.7	0.0	1.9	0.0	0.0	1.9	20	77.3	9	42	
MADRID	RYANAIR	S	36	0	0	2.8	41.7	30.6	19.4	2.8	0.0	0.0	2.8	0.0	0.0	0.0	18	75.0	6	16	
<b>TOTAL MADRID</b>			<b>87</b>	<b>0</b>	<b>1</b>	<b>6.8</b>	<b>36.4</b>	<b>28.4</b>	<b>13.6</b>	<b>6.8</b>	<b>4.5</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>19</b>	<b>76.7</b>	<b>8</b>	<b>58</b>	
MAHON	EASYJET UK LTD	S	38	0	0	0.0	31.6	39.5	18.4	7.9	0.0	0.0	2.6	0.0	0.0	0.0	18	66.7	20	36	
MAHON	JET2.COM LTD	S	22	0	0	0.0	18.2	59.1	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	14	20	
MAHON	TUI AIRWAYS LTD	C	16	0	0	0.0	12.5	68.8	6.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	12	87.5	5	16	
<b>TOTAL MAHON</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.7</b>	<b>51.3</b>	<b>14.5</b>	<b>7.9</b>	<b>1.3</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>73.6</b>	<b>15</b>	<b>72</b>	
MALAGA	EASYJET EUROPE	S	71	0	0	7.0	42.3	33.8	7.0	7.0	0.0	2.8	0.0	0.0	0.0	0.0	10	56.5	16	62	
MALAGA	EASYJET UK LTD	S	89	0	0	6.7	46.1	27.0	9.0	4.5	5.6	0.0	1.1	0.0	0.0	0.0	12	75.6	13	78	
MALAGA	JET2.COM LTD	S	36	0	0	0.0	22.2	55.6	13.9	5.6	2.8	0.0	0.0	0.0	0.0	0.0	11	42.9	21	28	
MALAGA	RYANAIR	S	62	0	0	0.0	17.7	40.3	16.1	17.7	8.1	0.0	0.0	0.0	0.0	0.0	19	54.5	26	44	
MALAGA	TUI AIRWAYS LTD	C	16	0	0	0.0	12.5	50.0	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	11	52.9	20	17	
<b>TOTAL MALAGA</b>			<b>274</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>33.6</b>	<b>36.9</b>	<b>12.0</b>	<b>8.4</b>	<b>4.0</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>60.7</b>	<b>18</b>	<b>229</b>	
MURCIA INTERNATIONAL	EASYJET UK LTD	S	36	0	0	2.8	38.9	41.7	13.9	2.8	0.0	0.0	0.0	0.0	0.0	0.0	6	82.4	8	34	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>38.9</b>	<b>41.7</b>	<b>13.9</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.4</b>	<b>8</b>	<b>34</b>	
PALMA DE MALLORCA	EASYJET EUROPE	S	80	0	0	3.8	27.5	28.8	17.5	20.0	2.5	0.0	0.0	0.0	0.0	0.0	17	62.9	22	62	
PALMA DE MALLORCA	EASYJET UK LTD	S	106	0	0	0.0	34.0	34.9	17.9	10.4	2.8	0.0	0.0	0.0	0.0	0.0	13	55.6	18	108	
PALMA DE MALLORCA	JET2.COM LTD	S	84	0	0	0.0	17.9	48.8	14.3	9.5	7.1	0.0	2.4	0.0	0.0	0.0	20	74.3	12	74	
PALMA DE MALLORCA	RYANAIR	S	96	0	0	3.1	30.2	28.1	20.8	11.5	6.3	0.0	0.0	0.0	0.0	0.0	16	56.8	22	88	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	44	0	0	0.0	18.2	52.3	13.6	13.6	2.3	0.0	0.0	0.0	0.0	0.0	15	57.1	18	42	
<b>TOTAL PALMA DE MALLORCA</b>			<b>410</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>26.8</b>	<b>36.8</b>	<b>17.3</b>	<b>12.7</b>	<b>4.4</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>61.0</b>	<b>18</b>	<b>374</b>	
REUS	JET2.COM LTD	S	18	0	0	0.0	38.9	33.3	5.6	11.1	0.0	0.0	11.1	0.0	0.0	0.0	33	88.9	4	18	
REUS	TUI AIRWAYS LTD	C	11	0	0	0.0	0.0	54.5	18.2	18.2	9.1	0.0	0.0	0.0	0.0	0.0	23	42.9	17	7	
<b>TOTAL REUS</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.1</b>	<b>41.4</b>	<b>10.3</b>	<b>13.8</b>	<b>3.4</b>	<b>0.0</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>76.0</b>	<b>8</b>	<b>25</b>	
SEVILLE	NETJETS TRANSPORTES AEREOS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL SEVILLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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	
VALENCIA	RYANAIR	S	18	0	0	16.7	38.9	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.5	5	26	
<b>TOTAL VALENCIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.5</b>	<b>5</b>	<b>26</b>	
<b>TOTAL SPAIN</b>			<b>1560</b>	<b>0</b>	<b>1</b>	<b>4.9</b>	<b>33.1</b>	<b>35.0</b>	<b>12.6</b>	<b>9.1</b>	<b>3.7</b>	<b>0.7</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>15</b>	<b>66.4</b>	<b>17</b>	<b>1490</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	36	0	0	2.8	38.9	38.9	8.3	8.3	2.8	0.0	0.0	0.0	0.0	0.0	8	66.7	14	36	
ARRECIFE	JET2.COM LTD	S	36	0	0	2.8	11.1	25.0	19.4	25.0	13.9	2.8	0.0	0.0	0.0	0.0	32	44.4	31	36	
ARRECIFE	RYANAIR	S	44	0	0	0.0	38.6	38.6	20.5	0.0	0.0	2.3	0.0	0.0	0.0	0.0	10	76.9	7	26	
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	11.1	27.8	50.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	72.2	11	18	
<b>TOTAL ARRECIFE</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>29.9</b>	<b>36.6</b>	<b>14.2</b>	<b>10.4</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>15</b>	<b>62.9</b>	<b>18</b>	<b>116</b>	
FUERTEVENTURA	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	5	55.6	19	18	
FUERTEVENTURA	JET2.COM LTD	S	26	0	0	0.0	11.5	69.2	11.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	65.0	14	20	
FUERTEVENTURA	RYANAIR	S	18	0	0	0.0	44.4	33.3	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	19	0.0	0	0	
FUERTEVENTURA	TUI AIRWAYS LTD	C	18	0	0	5.6	33.3	27.8	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	90.0	3	10	
<b>TOTAL FUERTEVENTURA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>32.5</b>	<b>42.5</b>	<b>13.8</b>	<b>6.3</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>12</b>	<b>66.7</b>	<b>13</b>	<b>48</b>	
LAS PALMAS	EASYJET UK LTD	S	26	0	0	0.0	38.5	34.6	15.4	7.7	3.8	0.0	0.0	0.0	0.0	0.0	12	50.0	22	26	
LAS PALMAS	JET2.COM LTD	S	30	0	0	0.0	13.3	40.0	13.3	16.7	10.0	6.7	0.0	0.0	0.0	0.0	31	52.9	22	34	
LAS PALMAS	RYANAIR	S	28	0	0	3.6	25.0	25.0	28.6	17.9	0.0	0.0	0.0	0.0	0.0	0.0	16	65.4	16	26	
LAS PALMAS	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	61.1	29	18	
<b>TOTAL LAS PALMAS</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>22.5</b>	<b>39.2</b>	<b>17.6</b>	<b>13.7</b>	<b>3.9</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>56.7</b>	<b>22</b>	<b>104</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	72	0	0	19.4	45.8	25.0	5.6	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4	73.2	14	71	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	66	0	0	4.5	21.2	39.4	15.2	12.1	6.1	1.5	0.0	0.0	0.0	0.0	17	75.8	10	66	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	36	0	0	0.0	38.9	47.2	8.3	2.8	2.8	0.0	0.0	0.0	0.0	0.0	7	91.2	6	34	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	66.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	53.8	13	26	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>32.8</b>	<b>38.0</b>	<b>10.4</b>	<b>6.8</b>	<b>2.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>74.6</b>	<b>11</b>	<b>197</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>508</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>29.9</b>	<b>38.6</b>	<b>13.4</b>	<b>9.1</b>	<b>3.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>66.9</b>	<b>15</b>	<b>465</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET UK LTD	S	18	0	0	0.0	16.7	5.6	22.2	22.2	22.2	5.6	5.6	0.0	0.0	0.0	52	31.8	23	22	
<b>TOTAL BALE MULHOUSE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>5.6</b>	<b>22.2</b>	<b>22.2</b>	<b>22.2</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>31.8</b>	<b>23</b>	<b>22</b>	
GENEVA	EASYJET EUROPE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	211	2	
GENEVA	EASYJET UK LTD	S	54	0	0	0.0	37.0	42.6	13.0	3.7	3.7	0.0	0.0	0.0	0.0	0.0	11	56.9	22	58	
<b>TOTAL GENEVA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.0</b>	<b>42.6</b>	<b>13.0</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>53.2</b>	<b>28</b>	<b>60</b>	
ZURICH	SWISS AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	10	28	
<b>TOTAL ZURICH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>71.4</b>	<b>10</b>	<b>28</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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 SWITZERLAND</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.9</b>	<b>33.3</b>	<b>15.3</b>	<b>8.3</b>	<b>8.3</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>53.6</b>	<b>22</b>	<b>110</b>	
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	EASYJET UK LTD	S	26	0	0	3.8	30.8	42.3	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	78.6	16	28	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>30.8</b>	<b>42.3</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.6</b>	<b>16</b>	<b>28</b>	
<b>TOTAL TUNISIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>30.8</b>	<b>42.3</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.6</b>	<b>16</b>	<b>28</b>	
<b>TURKEY</b>																					
ANTALYA	CORENDON AIRLINES	S	18	0	0	0.0	11.1	27.8	22.2	27.8	0.0	11.1	0.0	0.0	0.0	0.0	36	16.7	36	18	
ANTALYA	EASYJET UK LTD	S	25	0	0	0.0	16.0	48.0	20.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	15	38.9	27	36	
ANTALYA	FREEBIRD AIRLINES	C	4	0	0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	0	1	
ANTALYA	JET2.COM LTD	S	52	0	0	0.0	3.8	21.2	30.8	28.8	11.5	3.8	0.0	0.0	0.0	0.0	36	42.0	22	50	
ANTALYA	SUNEXPRESS	S	32	0	0	0.0	9.4	46.9	28.1	12.5	3.1	0.0	0.0	0.0	0.0	0.0	17	32.4	27	34	
ANTALYA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	16	
ANTALYA	TUI AIRWAYS LTD	S	16	0	0	0.0	18.8	43.8	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>147</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>10.2</b>	<b>34.0</b>	<b>25.9</b>	<b>21.1</b>	<b>5.4</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>37.4</b>	<b>26</b>	<b>155</b>	
BODRUM (MILAS)	EASYJET UK LTD	S	26	0	0	0.0	19.2	50.0	26.9	3.8	0.0	0.0	0.0	0.0	0.0	0.0	11	61.5	16	26	
BODRUM (MILAS)	JET2.COM LTD	S	18	0	0	0.0	11.1	22.2	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	29	44.4	24	18	
<b>TOTAL BODRUM (MILAS)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.9</b>	<b>38.6</b>	<b>25.0</b>	<b>15.9</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>54.5</b>	<b>19</b>	<b>44</b>	
DALAMAN	EASYJET UK LTD	S	54	0	0	1.9	13.0	38.9	25.9	18.5	1.9	0.0	0.0	0.0	0.0	0.0	19	55.6	21	54	
DALAMAN	FREEBIRD AIRLINES	C	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
DALAMAN	JET2.COM LTD	S	50	0	0	0.0	6.0	22.0	26.0	32.0	12.0	2.0	0.0	0.0	0.0	0.0	31	41.7	27	48	
DALAMAN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	16	20	
DALAMAN	TUI AIRWAYS LTD	S	16	0	0	0.0	12.5	68.8	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL DALAMAN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>12.1</b>	<b>34.7</b>	<b>23.4</b>	<b>22.6</b>	<b>5.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>50.8</b>	<b>23</b>	<b>122</b>	
ISTANBUL ATATURK	EASYJET UK LTD	S	18	0	0	0.0	22.2	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL ISTANBUL ATATURK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>22.2</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	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	22	0.0	186	2	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>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>0.0</b>	<b>186</b>	<b>2</b>	
<b>TOTAL TURKEY</b>			<b>341</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>12.3</b>	<b>34.9</b>	<b>24.6</b>	<b>20.8</b>	<b>5.3</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>44.6</b>	<b>25</b>	<b>323</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	LOGANAIR LTD	S	44	0	0	25.0	45.5	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	94.4	6	54	
<b>TOTAL ABERDEEN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>45.5</b>	<b>29.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>94.4</b>	<b>6</b>	<b>54</b>	
BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	18	0	0	0.0	22.2	33.3	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	18	55.6	22	18	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>27.8</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>55.6</b>	<b>22</b>	<b>18</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	142	0	0	2.1	47.9	27.5	14.1	2.8	4.2	1.4	0.0	0.0	0.0	0.0	11	64.0	15	184	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 15 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>47.9</b>	<b>27.5</b>	<b>14.1</b>	<b>2.8</b>	<b>4.2</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>64.0</b>	<b>15</b>	<b>184</b>
EDINBURGH	EASYJET UK LTD	S	254	0	0	9.1	41.7	25.6	10.6	7.9	2.0	3.1	0.0	0.0	0.0	0.0	13	58.3	18	240
<b>TOTAL EDINBURGH</b>			<b>254</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>41.7</b>	<b>25.6</b>	<b>10.6</b>	<b>7.9</b>	<b>2.0</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>58.3</b>	<b>18</b>	<b>240</b>
EXETER	AURIGNY AIR SERVICES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	1
<b>TOTAL EXETER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>36</b>	<b>1</b>
GLASGOW	EASYJET UK LTD	S	178	0	0	9.6	41.6	27.5	11.8	5.6	2.8	1.1	0.0	0.0	0.0	0.0	10	58.9	23	190
<b>TOTAL GLASGOW</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>41.6</b>	<b>27.5</b>	<b>11.8</b>	<b>5.6</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>10</b>	<b>58.9</b>	<b>23</b>	<b>190</b>
GUERNSEY	AURIGNY AIR SERVICES	S	58	0	4	6.5	40.3	27.4	3.2	3.2	3.2	9.7	0.0	0.0	0.0	6.5	21	53.4	25	57
<b>TOTAL GUERNSEY</b>			<b>58</b>	<b>0</b>	<b>4</b>	<b>6.5</b>	<b>40.3</b>	<b>27.4</b>	<b>3.2</b>	<b>3.2</b>	<b>3.2</b>	<b>9.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>21</b>	<b>53.4</b>	<b>25</b>	<b>57</b>
INVERNESS	EASYJET UK LTD	S	62	0	0	4.8	43.5	30.6	4.8	16.1	0.0	0.0	0.0	0.0	0.0	0.0	9	65.6	16	60
<b>TOTAL INVERNESS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>43.5</b>	<b>30.6</b>	<b>4.8</b>	<b>16.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>65.6</b>	<b>16</b>	<b>60</b>
ISLE OF MAN	EASYJET UK LTD	S	20	0	0	5.0	65.0	20.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	64.3	46	27
<b>TOTAL ISLE OF MAN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>65.0</b>	<b>20.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>64.3</b>	<b>46</b>	<b>27</b>
JERSEY	BLUE ISLANDS LIMITED	S	62	0	6	2.9	17.6	20.6	1.5	19.1	14.7	1.5	13.2	0.0	0.0	8.8	62	66.1	65	62
<b>TOTAL JERSEY</b>			<b>62</b>	<b>0</b>	<b>6</b>	<b>2.9</b>	<b>17.6</b>	<b>20.6</b>	<b>1.5</b>	<b>19.1</b>	<b>14.7</b>	<b>1.5</b>	<b>13.2</b>	<b>0.0</b>	<b>0.0</b>	<b>8.8</b>	<b>62</b>	<b>66.1</b>	<b>65</b>	<b>62</b>
NEWCASTLE	EASYJET UK LTD	S	88	0	0	13.6	48.9	25.0	9.1	3.4	0.0	0.0	0.0	0.0	0.0	0.0	5	57.5	23	80
<b>TOTAL NEWCASTLE</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>48.9</b>	<b>25.0</b>	<b>9.1</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>57.5</b>	<b>23</b>	<b>80</b>
STANSTED	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	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>6</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>926</b>	<b>0</b>	<b>10</b>	<b>8.1</b>	<b>41.9</b>	<b>26.5</b>	<b>9.4</b>	<b>7.1</b>	<b>3.0</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>15</b>	<b>62.2</b>	<b>22</b>	<b>974</b>
<b>TOTAL BRISTOL</b>			<b>6796</b>	<b>1</b>	<b>22</b>	<b>4.4</b>	<b>32.1</b>	<b>34.0</b>	<b>13.6</b>	<b>10.0</b>	<b>4.1</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>16</b>	<b>63.2</b>	<b>19</b>	<b>6819</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1	
BURGAS	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	6	44.4	24	9	
<b>TOTAL BURGAS</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>6</b>	<b>40.0</b>	<b>24</b>	<b>10</b>	
<b>TOTAL BULGARIA</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>6</b>	<b>40.0</b>	<b>24</b>	<b>10</b>	
<b>CROATIA</b>																					
DUBROVNIK	TUI AIRWAYS LTD	C	7	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.7	4	7	
<b>TOTAL DUBROVNIK</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.1</b>	<b>42.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>85.7</b>	<b>4</b>	<b>7</b>	
<b>TOTAL CROATIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.1</b>	<b>42.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>85.7</b>	<b>4</b>	<b>7</b>	
<b>CYPRUS</b>																					
LARNACA	TUI AIRWAYS LTD	C	11	0	0	9.1	9.1	18.2	9.1	45.5	9.1	0.0	0.0	0.0	0.0	0.0	30	36.4	23	11	
<b>TOTAL LARNACA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>9.1</b>	<b>18.2</b>	<b>9.1</b>	<b>45.5</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>36.4</b>	<b>23</b>	<b>11</b>	
PAPHOS	TUI AIRWAYS LTD	C	15	0	0	0.0	0.0	73.3	13.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	14	47.1	24	17	
<b>TOTAL PAPHOS</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>73.3</b>	<b>13.3</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>47.1</b>	<b>24</b>	<b>17</b>	
<b>TOTAL CYPRUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>3.8</b>	<b>50.0</b>	<b>11.5</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>21</b>	<b>42.9</b>	<b>24</b>	<b>28</b>	
<b>DENMARK</b>																					
ODENSE	LOGANAIR LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL ODENSE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DENMARK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
BORDEAUX	ALBA STAR	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	
BORDEAUX	FROST AIR APS	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	34	0.0	0	0	
BORDEAUX	KLASJET UAB	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	
BORDEAUX	LEAV AVIATION GMBH	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	
BORDEAUX	MALTA MEDAIR	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
BORDEAUX	NEOS SPA	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	55	0.0	0	0	
BORDEAUX	ORBEST	C	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
BORDEAUX	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1	
BORDEAUX	SMARTWINGS	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
BORDEAUX	TRANSAVIA	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BORDEAUX</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.4</b>	<b>29.4</b>	<b>17.6</b>	<b>23.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>18</b>	<b>1</b>	
LYON	ALBA STAR	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	14	0.0	0	0	
LYON	FROST AIR APS	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
LYON	SMARTWINGS	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL LYON</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>80.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FRANCE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.7</b>	<b>40.9</b>	<b>13.6</b>	<b>22.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>18</b>	<b>1</b>	
<b>GREECE</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CORFU	TUI AIRWAYS LTD	C	12	0	0	0.0	8.3	58.3	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	12	70.0	15	10
<b>TOTAL CORFU</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>58.3</b>	<b>25.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>70.0</b>	<b>15</b>	<b>10</b>
HERAKLION	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	10	0.0	75	1
<b>TOTAL HERAKLION</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>10</b>	<b>0.0</b>	<b>75</b>	<b>1</b>
KEFALLINIA	TUI AIRWAYS LTD	C	7	0	0	0.0	42.9	14.3	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	71.4	14	7
<b>TOTAL KEFALLINIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>14.3</b>	<b>42.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>71.4</b>	<b>14</b>	<b>7</b>
KOS	TUI AIRWAYS LTD	C	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	20	80.0	9	10
<b>TOTAL KOS</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>45.5</b>	<b>18.2</b>	<b>27.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>80.0</b>	<b>9</b>	<b>10</b>
RHODES	TUI AIRWAYS LTD	C	15	0	0	0.0	6.7	13.3	26.7	20.0	20.0	6.7	6.7	0.0	0.0	0.0	58	50.0	18	16
<b>TOTAL RHODES</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.7</b>	<b>13.3</b>	<b>26.7</b>	<b>20.0</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>58</b>	<b>50.0</b>	<b>18</b>	<b>16</b>
ZAKINTHOS	TUI AIRWAYS LTD	C	4	0	0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	17	4
<b>TOTAL ZAKINTHOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>50.0</b>	<b>17</b>	<b>4</b>
<b>TOTAL GREECE</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.1</b>	<b>32.1</b>	<b>30.2</b>	<b>13.2</b>	<b>5.7</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>62.5</b>	<b>16</b>	<b>48</b>
<b>IRISH REPUBLIC</b>																				
DUBLIN	AER LINGUS	S	24	0	0	4.2	45.8	29.2	8.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
DUBLIN	FROST AIR APS	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
DUBLIN	RYANAIR	S	64	0	0	21.9	34.4	23.4	9.4	4.7	6.3	0.0	0.0	0.0	0.0	0.0	12	65.6	20	32
<b>TOTAL DUBLIN</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>37.8</b>	<b>25.6</b>	<b>8.9</b>	<b>6.7</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>65.6</b>	<b>20</b>	<b>32</b>
SHANNON	GLOBAL REACH AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL SHANNON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>37.8</b>	<b>25.6</b>	<b>8.9</b>	<b>6.7</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>66.7</b>	<b>19</b>	<b>33</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	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	43	100.0	8	2
AMSTERDAM	KLM	S	117	0	4	2.5	46.3	33.1	8.3	5.8	0.8	0.0	0.0	0.0	0.0	3.3	7	76.7	8	108
<b>TOTAL AMSTERDAM</b>			<b>119</b>	<b>0</b>	<b>4</b>	<b>2.4</b>	<b>45.5</b>	<b>32.5</b>	<b>8.1</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>3.3</b>	<b>7</b>	<b>77.1</b>	<b>8</b>	<b>110</b>
<b>TOTAL NETHERLANDS</b>			<b>119</b>	<b>0</b>	<b>4</b>	<b>2.4</b>	<b>45.5</b>	<b>32.5</b>	<b>8.1</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>3.3</b>	<b>7</b>	<b>77.1</b>	<b>8</b>	<b>110</b>
<b>PORTUGAL(EXCLUDING</b>																				
FARO	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	2	77.8	13	18
<b>TOTAL FARO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>44.4</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>77.8</b>	<b>13</b>	<b>18</b>
<b>TOTAL PORTUGAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>44.4</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>77.8</b>	<b>13</b>	<b>18</b>
<b>SPAIN</b>																				
ALICANTE	RYANAIR	S	26	0	0	0.0	19.2	30.8	15.4	11.5	23.1	0.0	0.0	0.0	0.0	0.0	31	81.5	11	27
ALICANTE	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	38.9	33.3	5.6	5.6	5.6	0.0	0.0	0.0	0.0	26	56.3	13	16
ALICANTE	VUELING AIRLINES	S	26	0	0	0.0	73.1	15.4	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	69.2	13	26
<b>TOTAL ALICANTE</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.1</b>	<b>27.1</b>	<b>18.6</b>	<b>5.7</b>	<b>10.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>71.0</b>	<b>12</b>	<b>69</b>
IBIZA	TUI AIRWAYS LTD	C	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	22	2

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early													late	late
<b>TOTAL IBIZA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>50.0</b>	<b>22</b>	<b>2</b>		
MAHON	TUI AIRWAYS LTD	C	16	0	0	0.0	31.3	43.8	6.3	12.5	6.3	0.0	0.0	0.0	0.0	12	75.0	8	16		
<b>TOTAL MAHON</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>43.8</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>12</b>	<b>75.0</b>	<b>8</b>	<b>16</b>		
MALAGA	RYANAIR	S	28	0	0	0.0	39.3	35.7	7.1	10.7	7.1	0.0	0.0	0.0	0.0	12	76.9	9	26		
MALAGA	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	62.5	25.0	6.3	0.0	0.0	0.0	0.0	0.0	12	47.1	21	17		
MALAGA	VUELING AIRLINES	S	26	0	0	0.0	38.5	23.1	3.8	34.6	0.0	0.0	0.0	0.0	0.0	18	72.2	14	18		
<b>TOTAL MALAGA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.4</b>	<b>37.1</b>	<b>10.0</b>	<b>18.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>67.2</b>	<b>14</b>	<b>61</b>		
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	25	0	0	0.0	20.0	56.0	4.0	16.0	0.0	0.0	4.0	0.0	0.0	21	72.7	11	22		
<b>TOTAL PALMA DE MALLORCA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>56.0</b>	<b>4.0</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>21</b>	<b>72.7</b>	<b>11</b>	<b>22</b>		
REUS	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	1		
<b>TOTAL REUS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>TOTAL SPAIN</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.3</b>	<b>36.6</b>	<b>11.8</b>	<b>12.9</b>	<b>5.4</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>70.2</b>	<b>12</b>	<b>171</b>		
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	0.0	22.2	44.4	27.8	5.6	0.0	0.0	0.0	0.0	0.0	9	77.8	12	18		
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.8</b>	<b>12</b>	<b>18</b>		
LAS PALMAS	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	40.0	10.0	10.0	20.0	20.0	0.0	0.0	0.0	52	12.5	34	8		
<b>TOTAL LAS PALMAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>10.0</b>	<b>10.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>12.5</b>	<b>34</b>	<b>8</b>		
TENERIFE (SURREINA SOFIA)	RYANAIR	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	100.0	0	8		
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	26	0	0	0.0	7.7	53.8	30.8	7.7	0.0	0.0	0.0	0.0	0.0	15	80.0	8	25		
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</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>11</b>	<b>84.8</b>	<b>6</b>	<b>33</b>		
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>18.8</b>	<b>43.8</b>	<b>21.9</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>17</b>	<b>72.9</b>	<b>12</b>	<b>59</b>		
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	17	0	0	0.0	23.5	47.1	11.8	17.6	0.0	0.0	0.0	0.0	0.0	12	75.0	10	16		
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>47.1</b>	<b>11.8</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>10</b>	<b>16</b>		
<b>TOTAL TUNISIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>47.1</b>	<b>11.8</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>10</b>	<b>16</b>		
<b>TURKEY</b>																					
ANTALYA	TUI AIRWAYS LTD	C	11	0	0	0.0	9.1	63.6	18.2	9.1	0.0	0.0	0.0	0.0	0.0	12	50.0	20	12		
<b>TOTAL ANTALYA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>63.6</b>	<b>18.2</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>50.0</b>	<b>20</b>	<b>12</b>		
DALAMAN	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	4		
DALAMAN	TUI AIRWAYS LTD	C	17	0	0	0.0	47.1	29.4	11.8	11.8	0.0	0.0	0.0	0.0	0.0	9	76.9	11	13		
<b>TOTAL DALAMAN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.1</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>9</b>	<b>58.8</b>	<b>15</b>	<b>17</b>		
<b>TOTAL TURKEY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.1</b>	<b>42.9</b>	<b>14.3</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>55.2</b>	<b>17</b>	<b>29</b>		
<b>UNITED KINGDOM</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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
BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	61	0	1	4.8	67.7	22.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	1.6	2	90.3	5	62
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>4.8</b>	<b>67.7</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>0.0</b>	<b>1.6</b>	<b>2</b>	<b>90.5</b>	<b>5</b>	<b>63</b>
BELFAST INTERNATIONAL	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	10	1
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>
EDINBURGH	LOGANAIR LTD	S	42	0	0	11.9	50.0	23.8	7.1	2.4	4.8	0.0	0.0	0.0	0.0	0.0	7	66.7	12	46
<b>TOTAL EDINBURGH</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>50.0</b>	<b>23.8</b>	<b>7.1</b>	<b>2.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>12</b>	<b>46</b>
NORWICH	LOGANAIR LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL NORWICH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>104</b>	<b>0</b>	<b>1</b>	<b>7.6</b>	<b>60.0</b>	<b>23.8</b>	<b>4.8</b>	<b>1.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>4</b>	<b>80.4</b>	<b>8</b>	<b>110</b>
<b>TOTAL CARDIFF WALES</b>			<b>740</b>	<b>0</b>	<b>5</b>	<b>4.3</b>	<b>35.6</b>	<b>34.6</b>	<b>11.7</b>	<b>9.3</b>	<b>3.1</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>70.8</b>	<b>12</b>	<b>640</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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>BULGARIA</b>																					
BURGAS	BH AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1		
BURGAS	JET2.COM LTD	S	12	0	0	0.0	16.7	33.3	16.7	33.3	0.0	0.0	0.0	0.0	0.0	16	50.0	15	12		
<b>TOTAL BURGAS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>53.8</b>	<b>15</b>	<b>13</b>		
<b>TOTAL BULGARIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>53.8</b>	<b>15</b>	<b>13</b>		
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	17	0	0	17.6	52.9	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
<b>TOTAL BOA VISTA (RABIL)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>52.9</b>	<b>29.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	10	8			
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>10</b>	<b>8</b>		
<b>TOTAL CAPE VERDE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>52.9</b>	<b>29.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>10</b>	<b>8</b>		
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	S	16	0	0	12.5	56.3	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	10		
DUBROVNIK	TUI AIRWAYS LTD	S	8	0	0	0.0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	7	100.0	2	8		
<b>TOTAL DUBROVNIK</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>54.2</b>	<b>25.0</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>5</b>	<b>100.0</b>	<b>3</b>	<b>18</b>		
<b>TOTAL CROATIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>54.2</b>	<b>25.0</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>5</b>	<b>100.0</b>	<b>3</b>	<b>18</b>		
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	20	0	0	0.0	5.0	40.0	35.0	20.0	0.0	0.0	0.0	0.0	0.0	18	70.0	9	20		
LARNACA	TUI AIRWAYS LTD	C	19	0	0	5.3	31.6	57.9	0.0	5.3	0.0	0.0	0.0	0.0	0.0	5	85.0	14	20		
<b>TOTAL LARNACA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>17.9</b>	<b>48.7</b>	<b>17.9</b>	<b>12.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>77.5</b>	<b>12</b>	<b>40</b>		
PAPHOS	JET2.COM LTD	S	16	0	0	0.0	6.3	43.8	43.8	6.3	0.0	0.0	0.0	0.0	0.0	15	100.0	3	18		
PAPHOS	TUI AIRWAYS LTD	C	27	0	0	0.0	37.0	40.7	14.8	7.4	0.0	0.0	0.0	0.0	0.0	9	88.0	7	25		
<b>TOTAL PAPHOS</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.6</b>	<b>41.9</b>	<b>25.6</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>93.0</b>	<b>5</b>	<b>43</b>		
<b>TOTAL CYPRUS</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>22.0</b>	<b>45.1</b>	<b>22.0</b>	<b>9.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>85.5</b>	<b>8</b>	<b>83</b>		
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	12	0	0	8.3	50.0	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	7	12		
PRAGUE	RYANAIR	S	18	0	0	11.1	27.8	16.7	11.1	27.8	5.6	0.0	0.0	0.0	0.0	19	0.0	0	0		
<b>TOTAL PRAGUE</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>36.7</b>	<b>23.3</b>	<b>10.0</b>	<b>16.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.3</b>	<b>7</b>	<b>12</b>		
<b>TOTAL CZECH REPUBLIC</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>36.7</b>	<b>23.3</b>	<b>10.0</b>	<b>16.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.3</b>	<b>7</b>	<b>12</b>		
<b>EGYPT</b>																					
HURGHADA	TUI AIRWAYS LTD	S	17	0	0	0.0	23.5	52.9	11.8	11.8	0.0	0.0	0.0	0.0	0.0	10	72.2	11	18		
<b>TOTAL HURGHADA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>52.9</b>	<b>11.8</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.2</b>	<b>11</b>	<b>18</b>		
<b>TOTAL EGYPT</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>52.9</b>	<b>11.8</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.2</b>	<b>11</b>	<b>18</b>		
<b>FRANCE</b>																					
CARCASSONNE	RYANAIR	S	18	0	0	11.1	61.1	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	5	50.0	14	18		
<b>TOTAL CARCASSONNE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>61.1</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>5</b>	<b>50.0</b>	<b>14</b>	<b>18</b>		
LIMOGES	RYANAIR	S	28	0	0	7.1	57.1	17.9	7.1	7.1	0.0	0.0	3.6	0.0	0.0	16	89.3	7	28		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL LIMOGES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>57.1</b>	<b>17.9</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>89.3</b>	<b>7</b>	<b>28</b>	
NICE	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	16	1	
<b>TOTAL NICE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>16</b>	<b>1</b>	
PARIS (CHARLES DE GAULLE)	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	57.6	24	31	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>57.6</b>	<b>24</b>	<b>31</b>	
<b>TOTAL FRANCE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>58.7</b>	<b>17.4</b>	<b>6.5</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.3</b>	<b>15</b>	<b>78</b>	
<b>GERMANY</b>																					
BERLIN BRANDENBURG	RYANAIR	S	18	0	0	0.0	22.2	44.4	16.7	5.6	11.1	0.0	0.0	0.0	0.0	0.0	16	71.2	13	52	
<b>TOTAL BERLIN BRANDENBURG</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>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>71.2</b>	<b>13</b>	<b>52</b>	
<b>TOTAL GERMANY</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>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>71.2</b>	<b>13</b>	<b>52</b>	
<b>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	1	
<b>TOTAL ATHENS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>41</b>	<b>1</b>	
CHANIA	RYANAIR	S	18	0	0	0.0	22.2	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	25	50.0	25	16	
<b>TOTAL CHANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>50.0</b>	<b>25</b>	<b>16</b>	
CORFU	JET2.COM LTD	S	18	0	0	0.0	11.1	50.0	22.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	17	70.0	12	20	
CORFU	RYANAIR	S	18	0	0	0.0	50.0	5.6	27.8	11.1	0.0	0.0	5.6	0.0	0.0	0.0	22	77.8	8	18	
CORFU	TUI AIRWAYS LTD	C	22	0	0	0.0	50.0	27.3	13.6	4.5	4.5	0.0	0.0	0.0	0.0	0.0	9	68.4	11	19	
<b>TOTAL CORFU</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.9</b>	<b>27.6</b>	<b>20.7</b>	<b>8.6</b>	<b>3.4</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>71.9</b>	<b>10</b>	<b>57</b>	
HERAKLION	JET2.COM LTD	S	26	0	0	3.8	30.8	26.9	11.5	19.2	0.0	3.8	3.8	0.0	0.0	0.0	27	70.0	40	20	
HERAKLION	TUI AIRWAYS LTD	C	20	0	0	15.0	50.0	15.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5	89.5	7	19	
<b>TOTAL HERAKLION</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>39.1</b>	<b>21.7</b>	<b>13.0</b>	<b>13.0</b>	<b>0.0</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>79.5</b>	<b>24</b>	<b>39</b>	
KEFALLINIA	JET2.COM LTD	S	18	0	0	11.1	27.8	38.9	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	10	75.0	41	12	
KEFALLINIA	TUI AIRWAYS LTD	C	11	0	0	9.1	27.3	36.4	9.1	18.2	0.0	0.0	0.0	0.0	0.0	0.0	13	80.0	8	10	
<b>TOTAL KEFALLINIA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>27.6</b>	<b>37.9</b>	<b>13.8</b>	<b>6.9</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>77.3</b>	<b>26</b>	<b>22</b>	
KOS	JET2.COM LTD	S	17	0	0	0.0	11.8	47.1	23.5	17.6	0.0	0.0	0.0	0.0	0.0	0.0	15	45.5	20	11	
KOS	TUI AIRWAYS LTD	C	25	0	0	0.0	16.0	40.0	24.0	16.0	4.0	0.0	0.0	0.0	0.0	0.0	18	78.3	11	23	
<b>TOTAL KOS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>42.9</b>	<b>23.8</b>	<b>16.7</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>67.6</b>	<b>14</b>	<b>34</b>	
RHODES	JET2.COM LTD	S	27	0	0	3.7	22.2	29.6	14.8	22.2	7.4	0.0	0.0	0.0	0.0	0.0	23	66.7	17	27	
RHODES	RYANAIR	S	38	0	0	0.0	7.9	31.6	36.8	15.8	2.6	0.0	5.3	0.0	0.0	0.0	30	53.8	16	26	
RHODES	TUI AIRWAYS LTD	C	21	0	0	0.0	14.3	47.6	19.0	14.3	4.8	0.0	0.0	0.0	0.0	0.0	17	50.0	21	18	
<b>TOTAL RHODES</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>14.0</b>	<b>34.9</b>	<b>25.6</b>	<b>17.4</b>	<b>4.7</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>57.7</b>	<b>18</b>	<b>71</b>	
SKIATHOS	JET2.COM LTD	S	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	24	54.5	14	11	
SKIATHOS	TUI AIRWAYS LTD	C	11	0	0	0.0	54.5	36.4	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	11	
<b>TOTAL SKIATHOS</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.4</b>	<b>26.1</b>	<b>26.1</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>14</b>	<b>77.3</b>	<b>9</b>	<b>22</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024		
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		
THIRA (SANTORINI)	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	100.0	1	4		
THIRA (SANTORINI)	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	22.2	25	9		
<b>TOTAL THIRA (SANTORINI)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>46.2</b>	<b>18</b>	<b>13</b>		
ZAKINTHOS	JET2.COM LTD	S	20	0	0	5.0	55.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	3	78.9	8	19		
ZAKINTHOS	TUI AIRWAYS LTD	C	27	0	0	7.4	37.0	37.0	11.1	3.7	3.7	0.0	0.0	0.0	8	64.0	19	25		
<b>TOTAL ZAKINTHOS</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>44.7</b>	<b>34.0</b>	<b>10.6</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>70.5</b>	<b>14</b>	<b>44</b>		
<b>TOTAL GREECE</b>			<b>349</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>28.1</b>	<b>32.4</b>	<b>19.2</b>	<b>12.6</b>	<b>3.2</b>	<b>0.3</b>	<b>1.1</b>	<b>0.0</b>	<b>17</b>	<b>67.4</b>	<b>17</b>	<b>319</b>		
<b>HUNGARY</b>																				
BUDAPEST	RYANAIR	S	18	0	0	0.0	66.7	16.7	5.6	5.6	5.6	0.0	0.0	0.0	7	88.9	9	18		
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</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>7</b>	<b>88.9</b>	<b>9</b>	<b>18</b>		
<b>TOTAL HUNGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</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>7</b>	<b>88.9</b>	<b>9</b>	<b>18</b>		
<b>IRISH REPUBLIC</b>																				
DUBLIN	RYANAIR	S	115	0	0	13.9	50.4	21.7	11.3	2.6	0.0	0.0	0.0	0.0	5	78.4	13	116		
<b>TOTAL DUBLIN</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>50.4</b>	<b>21.7</b>	<b>11.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>78.4</b>	<b>13</b>	<b>116</b>		
IRELAND WEST(KNOCK)	RYANAIR	S	26	0	0	3.8	65.4	30.8	0.0	0.0	0.0	0.0	0.0	0.0	2	69.2	13	26		
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>65.4</b>	<b>30.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>69.2</b>	<b>13</b>	<b>26</b>		
<b>TOTAL IRISH REPUBLIC</b>			<b>141</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>53.2</b>	<b>23.4</b>	<b>9.2</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>76.2</b>	<b>13</b>	<b>142</b>		
<b>ITALY</b>																				
BERGAMO	RYANAIR	S	16	0	0	0.0	81.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	9	36		
<b>TOTAL BERGAMO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>81.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>77.8</b>	<b>9</b>	<b>36</b>		
NAPLES	JET2.COM LTD	S	10	0	0	10.0	70.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	4		
NAPLES	TUI AIRWAYS LTD	C	16	0	0	0.0	62.5	31.3	6.3	0.0	0.0	0.0	0.0	0.0	4	93.8	3	16		
<b>TOTAL NAPLES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>65.4</b>	<b>19.2</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>95.0</b>	<b>3</b>	<b>20</b>		
ROME (CIAMPINO)	RYANAIR	S	28	0	0	3.6	50.0	25.0	3.6	14.3	3.6	0.0	0.0	0.0	11	87.5	5	16		
<b>TOTAL ROME (CIAMPINO)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>50.0</b>	<b>25.0</b>	<b>3.6</b>	<b>14.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>87.5</b>	<b>5</b>	<b>16</b>		
TREVISO	RYANAIR	S	18	0	0	0.0	11.1	27.8	0.0	38.9	22.2	0.0	0.0	0.0	38	88.9	5	18		
<b>TOTAL TREVISO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>27.8</b>	<b>0.0</b>	<b>38.9</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>88.9</b>	<b>5</b>	<b>18</b>		
VERONA VILLAFRANCA	JET2.COM LTD	S	8	0	0	0.0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	23	62.5	15	8		
<b>TOTAL VERONA VILLAFRANCA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>62.5</b>	<b>15</b>	<b>8</b>		
<b>TOTAL ITALY</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>49.0</b>	<b>24.0</b>	<b>6.3</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>83.7</b>	<b>7</b>	<b>98</b>		
<b>LATVIA</b>																				
RIGA	RYANAIR	S	18	0	0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	3	100.0	2	16		
<b>TOTAL RIGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>77.8</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>3</b>	<b>100.0</b>	<b>2</b>	<b>16</b>		
<b>TOTAL LATVIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>77.8</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>3</b>	<b>100.0</b>	<b>2</b>	<b>16</b>		
<b>MALTA</b>																				
MALTA	JET2.COM LTD	S	18	0	0	5.6	55.6	22.2	11.1	5.6	0.0	0.0	0.0	0.0	6	90.0	3	10		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2024			
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														
MALTA	RYANAIR	S	8	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	31	8	
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>42.3</b>	<b>30.8</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>72.2</b>	<b>15</b>	<b>18</b>	
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>42.3</b>	<b>30.8</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>72.2</b>	<b>15</b>	<b>18</b>	
<b>POLAND</b>																					
KRAKOW	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	91.7	6	12	
KRAKOW	RYANAIR	S	36	0	0	5.6	52.8	27.8	8.3	0.0	2.8	2.8	0.0	0.0	0.0	0.0	10	86.1	7	36	
<b>TOTAL KRAKOW</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>52.8</b>	<b>27.8</b>	<b>8.3</b>	<b>0.0</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>87.5</b>	<b>7</b>	<b>48</b>	
LODZ LUBLINEK	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	18	
<b>TOTAL LODZ LUBLINEK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
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	83.3	6	18	
<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>83.3</b>	<b>6</b>	<b>18</b>	
WROCLAW	RYANAIR	S	36	0	0	0.0	47.2	25.0	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	79.5	7	44	
<b>TOTAL WROCLAW</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.2</b>	<b>25.0</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>10</b>	<b>79.5</b>	<b>7</b>	<b>44</b>	
<b>TOTAL POLAND</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>50.0</b>	<b>26.4</b>	<b>9.7</b>	<b>8.3</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.9</b>	<b>6</b>	<b>128</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	JET2.COM LTD	S	66	0	0	10.6	48.5	34.8	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.2	3	64	
FARO	RYANAIR	S	72	0	0	0.0	44.4	40.3	11.1	2.8	1.4	0.0	0.0	0.0	0.0	0.0	8	73.0	12	62	
FARO	TUI AIRWAYS LTD	C	18	0	0	5.6	61.1	16.7	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	9	18	
<b>TOTAL FARO</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>48.1</b>	<b>35.3</b>	<b>8.3</b>	<b>2.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.1</b>	<b>8</b>	<b>144</b>	
<b>TOTAL PORTUGAL</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>48.1</b>	<b>35.3</b>	<b>8.3</b>	<b>2.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.1</b>	<b>8</b>	<b>144</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM 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	8	100.0	4	8	
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>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>100.0</b>	<b>4</b>	<b>8</b>	
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>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>100.0</b>	<b>4</b>	<b>8</b>	
<b>SPAIN</b>																					
ALICANTE	JET2.COM LTD	S	70	0	0	8.6	44.3	41.4	1.4	0.0	0.0	1.4	2.9	0.0	0.0	0.0	10	88.7	7	62	
ALICANTE	RYANAIR	S	132	0	0	3.0	36.4	32.6	12.9	11.4	3.0	0.0	0.8	0.0	0.0	0.0	14	82.5	7	120	
ALICANTE	TUI AIRWAYS LTD	C	22	0	0	0.0	18.2	59.1	4.5	18.2	0.0	0.0	0.0	0.0	0.0	0.0	11	55.0	16	20	
<b>TOTAL ALICANTE</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>37.1</b>	<b>37.9</b>	<b>8.5</b>	<b>8.5</b>	<b>1.8</b>	<b>0.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>81.7</b>	<b>8</b>	<b>202</b>	
BARCELONA	RYANAIR	S	72	0	0	2.8	25.0	43.1	15.3	8.3	5.6	0.0	0.0	0.0	0.0	0.0	16	71.4	13	70	
<b>TOTAL BARCELONA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>25.0</b>	<b>43.1</b>	<b>15.3</b>	<b>8.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>71.4</b>	<b>13</b>	<b>70</b>	
GIRONA	JET2.COM LTD	S	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	10	8	
GIRONA	RYANAIR	S	34	0	0	0.0	41.2	11.8	26.5	11.8	8.8	0.0	0.0	0.0	0.0	0.0	21	84.6	6	26	
<b>TOTAL GIRONA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>42.9</b>	<b>16.7</b>	<b>21.4</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>17</b>	<b>82.4</b>	<b>7</b>	<b>34</b>	
IBIZA	JET2.COM LTD	S	46	0	0	4.3	34.8	50.0	2.2	4.3	4.3	0.0	0.0	0.0	0.0	0.0	9	85.0	9	40	
IBIZA	TUI AIRWAYS LTD	C	21	0	0	0.0	28.6	52.4	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	81.0	17	21	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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 IBIZA</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>32.8</b>	<b>50.7</b>	<b>7.5</b>	<b>3.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.6</b>	<b>12</b>	<b>61</b>	
MAHON	JET2.COM LTD	S	26	0	0	3.8	23.1	50.0	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	9	20	
MAHON	RYANAIR	S	18	0	0	5.6	33.3	22.2	16.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	87.5	6	16	
MAHON	TUI AIRWAYS LTD	C	20	0	0	0.0	10.0	50.0	15.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	16	68.4	15	19	
<b>TOTAL MAHON</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>21.9</b>	<b>42.2</b>	<b>15.6</b>	<b>15.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>78.2</b>	<b>10</b>	<b>55</b>	
MALAGA	JET2.COM LTD	S	62	0	0	6.5	45.2	35.5	9.7	1.6	1.6	0.0	0.0	0.0	0.0	0.0	6	88.9	7	54	
MALAGA	RYANAIR	S	104	0	0	1.9	41.3	36.5	12.5	2.9	4.8	0.0	0.0	0.0	0.0	0.0	10	86.4	8	81	
MALAGA	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	50.0	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	18	52.6	24	19	
<b>TOTAL MALAGA</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>39.7</b>	<b>37.5</b>	<b>12.5</b>	<b>2.7</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.1</b>	<b>10</b>	<b>154</b>	
MURCIA INTERNATIONAL	RYANAIR	S	34	0	0	2.9	44.1	38.2	11.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	7	76.5	8	34	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>44.1</b>	<b>38.2</b>	<b>11.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>76.5</b>	<b>8</b>	<b>34</b>	
PALMA DE MALLORCA	AIR ONE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	14	4	
PALMA DE MALLORCA	JET2.COM LTD	S	83	0	0	3.6	37.3	37.3	10.8	6.0	3.6	1.2	0.0	0.0	0.0	0.0	12	81.5	8	81	
PALMA DE MALLORCA	RYANAIR	S	114	0	0	4.4	35.1	23.7	9.6	13.2	7.9	5.3	0.9	0.0	0.0	0.0	26	68.9	16	106	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	43	0	0	0.0	23.3	44.2	18.6	11.6	2.3	0.0	0.0	0.0	0.0	0.0	14	63.2	19	38	
<b>TOTAL PALMA DE MALLORCA</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>33.8</b>	<b>32.1</b>	<b>11.7</b>	<b>10.4</b>	<b>5.4</b>	<b>2.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>72.5</b>	<b>14</b>	<b>229</b>	
REUS	JET2.COM LTD	S	28	0	0	0.0	39.3	42.9	10.7	3.6	3.6	0.0	0.0	0.0	0.0	0.0	8	73.1	9	26	
REUS	RYANAIR	S	16	0	0	0.0	56.3	31.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	8	16	
<b>TOTAL REUS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.5</b>	<b>38.6</b>	<b>9.1</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>73.8</b>	<b>9</b>	<b>42</b>	
VALENCIA	RYANAIR	S	18	0	0	5.6	50.0	27.8	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	68.8	12	16	
<b>TOTAL VALENCIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>27.8</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>68.8</b>	<b>12</b>	<b>16</b>	
<b>TOTAL SPAIN</b>			<b>989</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>35.7</b>	<b>36.9</b>	<b>11.5</b>	<b>7.7</b>	<b>3.6</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>77.9</b>	<b>11</b>	<b>897</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	43	0	0	11.6	30.2	39.5	16.3	0.0	2.3	0.0	0.0	0.0	0.0	0.0	8	90.5	4	42	
ARRECIFE	RYANAIR	S	36	0	0	0.0	16.7	47.2	19.4	11.1	5.6	0.0	0.0	0.0	0.0	0.0	18	89.3	4	28	
ARRECIFE	TUI AIRWAYS LTD	C	26	0	0	0.0	19.2	46.2	26.9	0.0	7.7	0.0	0.0	0.0	0.0	0.0	15	84.6	10	26	
<b>TOTAL ARRECIFE</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>22.9</b>	<b>43.8</b>	<b>20.0</b>	<b>3.8</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>13</b>	<b>88.5</b>	<b>6</b>	<b>96</b>	
FUERTEVENTURA	JET2.COM LTD	S	28	0	0	0.0	21.4	53.6	10.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	80.8	8	26	
FUERTEVENTURA	RYANAIR	S	10	0	0	0.0	70.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	10	
<b>TOTAL FUERTEVENTURA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.2</b>	<b>42.1</b>	<b>10.5</b>	<b>10.5</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>86.1</b>	<b>6</b>	<b>36</b>	
LAS PALMAS	JET2.COM LTD	S	32	0	0	18.8	15.6	31.3	15.6	12.5	6.3	0.0	0.0	0.0	0.0	0.0	15	69.2	11	26	
LAS PALMAS	RYANAIR	S	18	0	0	0.0	66.7	16.7	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	80.0	8	10	
LAS PALMAS	TUI AIRWAYS LTD	C	18	0	0	0.0	27.8	38.9	11.1	11.1	0.0	5.6	5.6	0.0	0.0	0.0	29	77.8	15	18	
<b>TOTAL LAS PALMAS</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>32.4</b>	<b>29.4</b>	<b>11.8</b>	<b>10.3</b>	<b>4.4</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>74.1</b>	<b>12</b>	<b>54</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	62	0	0	6.5	32.3	32.3	12.9	9.7	1.6	3.2	1.6	0.0	0.0	0.0	18	82.3	7	62	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early													late	late
TENERIFE (SURREINA SOFIA)	RYANAIR	S	42	0	0	0.0	61.9	26.2	7.1	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5	84.4	10	44	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	29	0	0	6.9	44.8	41.4	3.4	3.4	0.0	0.0	0.0	0.0	0.0	0.0	4	78.6	13	28	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>44.4</b>	<b>32.3</b>	<b>9.0</b>	<b>6.8</b>	<b>0.8</b>	<b>1.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.2</b>	<b>9</b>	<b>134</b>	
<b>TOTAL SPAIN(CANARY TUNISIA)</b>			<b>344</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>34.3</b>	<b>36.3</b>	<b>13.1</b>	<b>7.0</b>	<b>2.9</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>83.2</b>	<b>8</b>	<b>320</b>	
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	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	23	73.7	10	19	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.1</b>	<b>42.1</b>	<b>15.8</b>	<b>10.5</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>73.7</b>	<b>10</b>	<b>19</b>	
<b>TOTAL TUNISIA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.1</b>	<b>42.1</b>	<b>15.8</b>	<b>10.5</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>73.7</b>	<b>10</b>	<b>19</b>	
<b>TURKEY</b>																					
ANTALYA	FREEBIRD AIRLINES	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	6	0.0	0	0	
ANTALYA	JET2.COM LTD	S	44	0	0	0.0	13.6	36.4	15.9	25.0	9.1	0.0	0.0	0.0	0.0	0.0	23	81.8	9	44	
ANTALYA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	14	7	
ANTALYA	TUI AIRWAYS LTD	S	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.6</b>	<b>33.3</b>	<b>15.7</b>	<b>21.6</b>	<b>7.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>80.4</b>	<b>9</b>	<b>51</b>	
BODRUM (MILAS)	JET2.COM LTD	S	18	0	0	11.1	33.3	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	91.7	3	12	
<b>TOTAL BODRUM (MILAS)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>22.2</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>91.7</b>	<b>3</b>	<b>12</b>	
DALAMAN	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2	
DALAMAN	JET2.COM LTD	S	55	0	0	0.0	27.3	34.5	18.2	16.4	1.8	0.0	0.0	1.8	0.0	0.0	36	60.4	14	48	
DALAMAN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.6	19	17	
DALAMAN	TUI AIRWAYS LTD	S	19	0	0	5.3	36.8	47.4	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL DALAMAN</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>29.7</b>	<b>37.8</b>	<b>14.9</b>	<b>13.5</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>64.2</b>	<b>15</b>	<b>67</b>	
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	18	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	35	12	
<b>TOTAL IZMIR (ADNAN MENDERES)</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>12</b>	<b>50.0</b>	<b>35</b>	<b>12</b>	
<b>TOTAL TURKEY</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>26.7</b>	<b>36.6</b>	<b>16.8</b>	<b>14.3</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>71.1</b>	<b>14</b>	<b>142</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	28	0	0	7.1	50.0	21.4	7.1	0.0	3.6	3.6	7.1	0.0	0.0	0.0	26	96.8	2	62	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>50.0</b>	<b>21.4</b>	<b>7.1</b>	<b>0.0</b>	<b>3.6</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>96.8</b>	<b>2</b>	<b>62</b>	
BELFAST INTERNATIONAL	RYANAIR UK LTD	S	34	0	0	17.6	55.9	11.8	14.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.1	5	38	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>55.9</b>	<b>11.8</b>	<b>14.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>92.1</b>	<b>5</b>	<b>38</b>	
BIRMINGHAM	BLUE ISLANDS LIMITED	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	36	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>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>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRISTOL	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	11	0.0	0	0	

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2024		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.1	23	24
<b>GUERNSEY</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	100.0	0	0.0	60	1	
<b>TOTAL GUERNSEY</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>70.4</b>	<b>25</b>	<b>25</b>	
<b>JERSEY</b>	BLUE ISLANDS LIMITED	S	52	0	5	1.8	28.1	19.3	8.8	15.8	14.0	0.0	0.0	3.5	0.0	8.8	38	55.1	44	47
<b>JERSEY</b>	JET2.COM LTD	S	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	24	2
<b>TOTAL JERSEY</b>			<b>56</b>	<b>0</b>	<b>5</b>	<b>1.6</b>	<b>27.9</b>	<b>19.7</b>	<b>11.5</b>	<b>14.8</b>	<b>13.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>8.2</b>	<b>36</b>	<b>52.9</b>	<b>43</b>	<b>49</b>
<b>TOTAL UNITED KINGDOM</b>			<b>121</b>	<b>0</b>	<b>6</b>	<b>7.1</b>	<b>39.4</b>	<b>18.1</b>	<b>11.8</b>	<b>7.9</b>	<b>7.1</b>	<b>0.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>4.7</b>	<b>24</b>	<b>79.2</b>	<b>18</b>	<b>174</b>
<b>TOTAL EAST MIDLANDS</b>			<b>2764</b>	<b>0</b>	<b>6</b>	<b>4.2</b>	<b>37.0</b>	<b>33.4</b>	<b>12.7</b>	<b>8.3</b>	<b>3.1</b>	<b>0.5</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>13</b>	<b>77.8</b>	<b>11</b>	<b>2725</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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>ALBANIA</b>																					
TIRANA	RYANAIR UK LTD	S	18	0	0	0.0	27.8	33.3	11.1	16.7	11.1	0.0	0.0	0.0	0.0	0.0	21	66.7	17	18	
<b>TOTAL TIRANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>33.3</b>	<b>11.1</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>66.7</b>	<b>17</b>	<b>18</b>	
<b>TOTAL ALBANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>33.3</b>	<b>11.1</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>66.7</b>	<b>17</b>	<b>18</b>	
<b>AUSTRIA</b>																					
VIENNA	RYANAIR	S	28	0	0	7.1	17.9	39.3	17.9	3.6	14.3	0.0	0.0	0.0	0.0	0.0	19	73.8	11	61	
<b>TOTAL VIENNA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>17.9</b>	<b>39.3</b>	<b>17.9</b>	<b>3.6</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>19</b>	<b>73.8</b>	<b>11</b>	<b>61</b>	
<b>TOTAL AUSTRIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>17.9</b>	<b>39.3</b>	<b>17.9</b>	<b>3.6</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>19</b>	<b>73.8</b>	<b>11</b>	<b>61</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	62	0	0	4.8	45.2	32.3	6.5	8.1	3.2	0.0	0.0	0.0	0.0	0.0	9	77.4	14	62	
<b>TOTAL BRUSSELS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>45.2</b>	<b>32.3</b>	<b>6.5</b>	<b>8.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.4</b>	<b>14</b>	<b>62</b>	
CHARLEROI	RYANAIR	S	96	0	0	4.2	26.0	30.2	21.9	12.5	2.1	2.1	1.0	0.0	0.0	0.0	19	79.0	9	79	
<b>TOTAL CHARLEROI</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>26.0</b>	<b>30.2</b>	<b>21.9</b>	<b>12.5</b>	<b>2.1</b>	<b>2.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>79.0</b>	<b>9</b>	<b>79</b>	
<b>TOTAL BELGIUM</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>33.5</b>	<b>31.0</b>	<b>15.8</b>	<b>10.8</b>	<b>2.5</b>	<b>1.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>78.3</b>	<b>11</b>	<b>141</b>	
<b>BULGARIA</b>																					
BURGAS	JET2.COM LTD	S	18	0	0	0.0	16.7	33.3	22.2	16.7	0.0	0.0	11.1	0.0	0.0	0.0	39	0.0	0	0	
<b>TOTAL BURGAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SOFIA	RYANAIR	S	26	0	0	3.8	42.3	42.3	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	80.8	8	26	
<b>TOTAL SOFIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>42.3</b>	<b>42.3</b>	<b>7.7</b>	<b>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>80.8</b>	<b>8</b>	<b>26</b>	
<b>TOTAL BULGARIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>31.8</b>	<b>38.6</b>	<b>13.6</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>80.8</b>	<b>8</b>	<b>26</b>	
<b>CANADA</b>																					
CALGARY	WEST JET AIRLINES	S	8	0	4	8.3	25.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	33.3	7	40.9	28	22	
<b>TOTAL CALGARY</b>			<b>8</b>	<b>0</b>	<b>4</b>	<b>8.3</b>	<b>25.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>7</b>	<b>40.9</b>	<b>28</b>	<b>22</b>	
HALIFAX INT	WEST JET AIRLINES	S	12	0	0	8.3	50.0	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL HALIFAX INT</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>50.0</b>	<b>33.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TORONTO	AIR CANADA	S	36	0	0	19.4	36.1	27.8	8.3	5.6	0.0	0.0	2.8	0.0	0.0	0.0	12	81.6	6	36	
TORONTO	WEST JET AIRLINES	S	36	0	0	0.0	8.3	27.8	22.2	27.8	11.1	2.8	0.0	0.0	0.0	0.0	30	38.2	33	34	
<b>TOTAL TORONTO</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>22.2</b>	<b>27.8</b>	<b>15.3</b>	<b>16.7</b>	<b>5.6</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>61.1</b>	<b>19</b>	<b>70</b>	
<b>TOTAL CANADA</b>			<b>92</b>	<b>0</b>	<b>4</b>	<b>9.4</b>	<b>26.0</b>	<b>27.1</b>	<b>14.6</b>	<b>12.5</b>	<b>4.2</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>17</b>	<b>56.4</b>	<b>21</b>	<b>92</b>	
<b>CHINA</b>																					
BEIJING	HAINAN AIRLINES	S	20	0	0	15.0	60.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	70.0	12	10	
<b>TOTAL BEIJING</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>60.0</b>	<b>15.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>70.0</b>	<b>12</b>	<b>10</b>	
<b>TOTAL CHINA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>60.0</b>	<b>15.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>70.0</b>	<b>12</b>	<b>10</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET UK LTD	S	18	0	0	11.1	72.2	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	16	
DUBROVNIK	JET2.COM LTD	S	16	0	0	18.8	37.5	43.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	18	
<b>TOTAL DUBROVNIK</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>55.9</b>	<b>23.5</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>2</b>	<b>34</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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>SPLIT</b>	JET2.COM LTD	S	18	0	0	11.1	38.9	38.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	6	12
<b>TOTAL SPLIT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>83.3</b>	<b>6</b>	<b>12</b>
<b>TOTAL CROATIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>50.0</b>	<b>28.8</b>	<b>5.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>95.7</b>	<b>3</b>	<b>46</b>
<b>CYPRUS</b>																				
<b>LARNACA</b>	JET2.COM LTD	S	18	0	0	0.0	16.7	50.0	5.6	22.2	0.0	0.0	0.0	5.6	0.0	0.0	82	33.3	29	18
<b>TOTAL LARNACA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>5.6</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>82</b>	<b>33.3</b>	<b>29</b>	<b>18</b>
<b>PAPHOS</b>	EASYJET UK LTD	S	19	0	0	15.8	21.1	31.6	10.5	10.5	10.5	0.0	0.0	0.0	0.0	0.0	19	50.0	12	18
<b>PAPHOS</b>	JET2.COM LTD	S	17	0	0	0.0	17.6	29.4	17.6	17.6	17.6	0.0	0.0	0.0	0.0	0.0	28	55.6	23	18
<b>TOTAL PAPHOS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>19.4</b>	<b>30.6</b>	<b>13.9</b>	<b>13.9</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>52.8</b>	<b>17</b>	<b>36</b>
<b>TOTAL CYPRUS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>18.5</b>	<b>37.0</b>	<b>11.1</b>	<b>16.7</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>46.3</b>	<b>21</b>	<b>54</b>
<b>CZECH REPUBLIC</b>																				
<b>PRAGUE</b>	EASYJET UK LTD	S	26	0	0	3.8	61.5	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	18
<b>PRAGUE</b>	RYANAIR	S	34	0	0	0.0	29.4	14.7	11.8	32.4	11.8	0.0	0.0	0.0	0.0	0.0	29	75.9	12	54
<b>TOTAL PRAGUE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>43.3</b>	<b>23.3</b>	<b>6.7</b>	<b>18.3</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>17</b>	<b>81.9</b>	<b>9</b>	<b>72</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>43.3</b>	<b>23.3</b>	<b>6.7</b>	<b>18.3</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>17</b>	<b>81.9</b>	<b>9</b>	<b>72</b>
<b>DENMARK</b>																				
<b>BILLUND</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	65.4	17	26
<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>65.4</b>	<b>17</b>	<b>26</b>
<b>COPENHAGEN</b>	EASYJET UK LTD	S	18	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	88.5	9	26
<b>COPENHAGEN</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	65.0	12	80
<b>COPENHAGEN</b>	NORWEGIAN AIR SWEDEN AB	S	76	0	0	1.3	44.7	50.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>COPENHAGEN</b>	RYANAIR	S	64	0	0	3.1	37.5	35.9	14.1	7.8	1.6	0.0	0.0	0.0	0.0	0.0	9	66.7	15	90
<b>COPENHAGEN</b>	RYANAIR UK LTD	S	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL COPENHAGEN</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>42.8</b>	<b>42.8</b>	<b>7.8</b>	<b>4.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>68.9</b>	<b>13</b>	<b>196</b>
<b>TOTAL DENMARK</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>42.8</b>	<b>42.8</b>	<b>7.8</b>	<b>4.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>68.5</b>	<b>13</b>	<b>222</b>
<b>FAROE ISLANDS</b>																				
<b>VAGAR</b>	ATLANTIC 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	54	2
<b>VAGAR</b>	ATLANTIC AIRWAYS	S	18	0	0	0.0	11.1	33.3	22.2	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33	50.0	59	18
<b>TOTAL VAGAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>33.3</b>	<b>22.2</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>50.0</b>	<b>58</b>	<b>20</b>
<b>TOTAL FAROE ISLANDS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>33.3</b>	<b>22.2</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>50.0</b>	<b>58</b>	<b>20</b>
<b>FINLAND</b>																				
<b>HELSINKI</b>	FINNAIR	S	52	0	10	3.2	27.4	30.6	16.1	6.5	0.0	0.0	0.0	0.0	0.0	16.1	10	55.2	17	58
<b>TOTAL HELSINKI</b>			<b>52</b>	<b>0</b>	<b>10</b>	<b>3.2</b>	<b>27.4</b>	<b>30.6</b>	<b>16.1</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.1</b>	<b>10</b>	<b>55.2</b>	<b>17</b>	<b>58</b>
<b>TOTAL FINLAND</b>			<b>52</b>	<b>0</b>	<b>10</b>	<b>3.2</b>	<b>27.4</b>	<b>30.6</b>	<b>16.1</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.1</b>	<b>10</b>	<b>55.2</b>	<b>17</b>	<b>58</b>
<b>FRANCE</b>																				
<b>AJACCIO</b>	ALBA STAR	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 MAY 2025

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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														
AJACCIO	ALBA STAR	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0		
<b>TOTAL AJACCIO</b>			<b>1</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
BEAUVAIS	RYANAIR	S	36	0	0	0.0	30.6	33.3	33.3	2.8	0.0	0.0	0.0	0.0	0.0	11	77.3	8	44		
<b>TOTAL BEAUVAIS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.6</b>	<b>33.3</b>	<b>33.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>77.3</b>	<b>8</b>	<b>44</b>		
BERGERAC	RYANAIR	S	18	0	0	0.0	33.3	38.9	16.7	11.1	0.0	0.0	0.0	0.0	0.0	12	68.8	14	16		
<b>TOTAL BERGERAC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>38.9</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>68.8</b>	<b>14</b>	<b>16</b>		
BIARRITZ	RYANAIR	S	18	0	0	5.6	61.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	16	18		
<b>TOTAL BIARRITZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>61.1</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>77.8</b>	<b>16</b>	<b>18</b>		
BORDEAUX	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	39	36		
<b>TOTAL BORDEAUX</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>39</b>	<b>36</b>		
LYON	EASYJET UK LTD	S	16	0	0	6.3	31.3	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	18	50.0	35	18		
<b>TOTAL LYON</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>25.0</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>18</b>	<b>50.0</b>	<b>35</b>	<b>18</b>		
MARSEILLE	RYANAIR	S	18	0	0	0.0	27.8	38.9	16.7	11.1	5.6	0.0	0.0	0.0	0.0	15	75.0	11	44		
MARSEILLE	RYANAIR UK 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	13	0.0	0	0		
<b>TOTAL MARSEILLE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>42.9</b>	<b>17.9</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.0</b>	<b>11</b>	<b>44</b>		
NANTES	RYANAIR	S	18	0	0	5.6	22.2	16.7	5.6	38.9	11.1	0.0	0.0	0.0	0.0	26	61.5	25	26		
NANTES	RYANAIR UK LTD	S	10	0	0	10.0	70.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL NANTES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>39.3</b>	<b>17.9</b>	<b>3.6</b>	<b>25.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>61.5</b>	<b>25</b>	<b>26</b>		
NICE	AIR ONE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1		
NICE	EASYJET UK LTD	S	62	0	0	1.6	22.6	35.5	16.1	14.5	8.1	1.6	0.0	0.0	0.0	21	43.5	29	62		
<b>TOTAL NICE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>22.6</b>	<b>35.5</b>	<b>16.1</b>	<b>14.5</b>	<b>8.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>42.9</b>	<b>30</b>	<b>63</b>		
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	172	0	0	4.1	34.3	40.1	12.8	4.7	1.2	2.3	0.6	0.0	0.0	13	79.9	9	174		
PARIS (CHARLES DE GAULLE)	EASYJET EUROPE	S	30	0	0	6.7	33.3	40.0	10.0	3.3	6.7	0.0	0.0	0.0	0.0	11	50.0	21	44		
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	105	0	1	3.8	28.3	32.1	15.1	9.4	10.4	0.0	0.0	0.0	0.0	19	55.2	25	116		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>307</b>	<b>0</b>	<b>1</b>	<b>4.2</b>	<b>32.1</b>	<b>37.3</b>	<b>13.3</b>	<b>6.2</b>	<b>4.9</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>67.4</b>	<b>16</b>	<b>334</b>		
PARIS (ORLY)	TRANSAVIA FRANCE	S	36	0	2	5.3	34.2	26.3	10.5	13.2	2.6	2.6	0.0	0.0	0.0	17	44.8	27	25		
<b>TOTAL PARIS (ORLY)</b>			<b>36</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>34.2</b>	<b>26.3</b>	<b>10.5</b>	<b>13.2</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>44.8</b>	<b>27</b>	<b>25</b>		
TOULOUSE (BLAGNAC)	RYANAIR	S	36	0	0	2.8	8.3	27.8	22.2	27.8	11.1	0.0	0.0	0.0	0.0	26	62.5	13	16		
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>8.3</b>	<b>27.8</b>	<b>22.2</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>26</b>	<b>62.5</b>	<b>13</b>	<b>16</b>		
<b>TOTAL FRANCE</b>			<b>586</b>	<b>0</b>	<b>4</b>	<b>3.6</b>	<b>30.5</b>	<b>34.4</b>	<b>14.7</b>	<b>9.8</b>	<b>5.1</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>63.7</b>	<b>19</b>	<b>640</b>		
<b>GERMANY</b>																					
BERLIN BRANDENBURG	EASYJET UK LTD	S	62	0	0	6.5	21.0	37.1	25.8	6.5	3.2	0.0	0.0	0.0	0.0	13	40.3	26	62		
BERLIN BRANDENBURG	RYANAIR	S	46	0	0	2.2	39.1	39.1	6.5	10.9	2.2	0.0	0.0	0.0	0.0	11	75.0	12	72		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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 BERLIN BRANDENBURG</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>28.7</b>	<b>38.0</b>	<b>17.6</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>0.0</b>	<b>12</b>	<b>59.0</b>	<b>18</b>	<b>134</b>
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	62	0	0	3.2	43.5	29.0	14.5	3.2	3.2	3.2	0.0	0.0	0.0	0.0	14	61.7	17	60
<b>TOTAL COLOGNE BONN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>43.5</b>	<b>29.0</b>	<b>14.5</b>	<b>3.2</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>61.7</b>	<b>17</b>	<b>60</b>
DUSSELDORF	EASYJET UK LTD	S	18	0	0	22.2	72.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	66	0	2	5.9	47.1	26.5	4.4	8.8	2.9	1.5	0.0	0.0	0.0	2.9	11	64.0	14	49
<b>TOTAL DUSSELDORF</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>9.3</b>	<b>52.3</b>	<b>22.1</b>	<b>3.5</b>	<b>7.0</b>	<b>2.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>9</b>	<b>64.0</b>	<b>14</b>	<b>49</b>
FRANKFURT MAIN	LUFTHANSA	S	177	0	1	0.0	24.2	48.9	15.7	8.4	2.2	0.0	0.0	0.0	0.0	0.6	12	77.0	12	161
<b>TOTAL FRANKFURT MAIN</b>			<b>177</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>24.2</b>	<b>48.9</b>	<b>15.7</b>	<b>8.4</b>	<b>2.2</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>77.0</b>	<b>12</b>	<b>161</b>
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	35.7	33	28
HAMBURG	RYANAIR 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	8
<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>50.0</b>	<b>26</b>	<b>36</b>
KARLSRUHE/BADEN BADEN	GLOBAL REACH AVIATION	C	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	84	0.0	0	0
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>84</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MUNICH	EASYJET UK LTD	S	26	0	0	11.5	38.5	23.1	19.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	65.4	27	26
MUNICH	LUFTHANSA	S	62	0	0	0.0	22.6	40.3	19.4	16.1	1.6	0.0	0.0	0.0	0.0	0.0	14	53.2	19	62
<b>TOTAL MUNICH</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>27.3</b>	<b>35.2</b>	<b>19.3</b>	<b>13.6</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>12</b>	<b>56.8</b>	<b>21</b>	<b>88</b>
NIEDERRHEIN	RYANAIR	S	61	0	1	16.1	41.9	17.7	11.3	8.1	1.6	1.6	0.0	0.0	0.0	1.6	11	77.8	12	54
<b>TOTAL NIEDERRHEIN</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>16.1</b>	<b>41.9</b>	<b>17.7</b>	<b>11.3</b>	<b>8.1</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>11</b>	<b>77.8</b>	<b>12</b>	<b>54</b>
STUTTGART	EUROWINGS LUFTVERKEHRS	S	34	0	0	5.9	26.5	41.2	20.6	2.9	2.9	0.0	0.0	0.0	0.0	0.0	11	61.1	17	35
<b>TOTAL STUTTGART</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>26.5</b>	<b>41.2</b>	<b>20.6</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>61.1</b>	<b>17</b>	<b>35</b>
<b>TOTAL GERMANY</b>			<b>616</b>	<b>0</b>	<b>4</b>	<b>4.8</b>	<b>33.1</b>	<b>35.6</b>	<b>14.7</b>	<b>8.1</b>	<b>2.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>65.3</b>	<b>16</b>	<b>617</b>
<b>GREECE</b>																				
ATHENS	AEGEAN AIRLINES	S	26	0	0	0.0	11.5	46.2	19.2	19.2	3.8	0.0	0.0	0.0	0.0	0.0	19	69.2	12	26
ATHENS	EASYJET UK LTD	S	17	0	0	0.0	0.0	47.1	35.3	11.8	5.9	0.0	0.0	0.0	0.0	0.0	21	37.5	31	16
<b>TOTAL ATHENS</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.0</b>	<b>46.5</b>	<b>25.6</b>	<b>16.3</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>57.1</b>	<b>19</b>	<b>42</b>
CORFU	EASYJET UK LTD	S	18	0	0	11.1	27.8	38.9	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	42.9	23	14
CORFU	JET2.COM LTD	S	18	0	0	0.0	16.7	66.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	23	18
CORFU	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	66	10
CORFU	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	11.1	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	36	11.1	27	9
<b>TOTAL CORFU</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>17.8</b>	<b>44.4</b>	<b>15.6</b>	<b>15.6</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>13</b>	<b>31.4</b>	<b>32</b>	<b>51</b>
HERAKLION	EASYJET UK LTD	S	27	0	0	3.7	29.6	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	40.7	21	27
HERAKLION	JET2.COM LTD	S	18	0	0	0.0	16.7	38.9	27.8	11.1	0.0	0.0	0.0	5.6	0.0	0.0	93	77.8	9	18
<b>TOTAL HERAKLION</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>24.4</b>	<b>35.6</b>	<b>24.4</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>55.6</b>	<b>16</b>	<b>45</b>
KOS	JET2.COM LTD	S	18	0	0	5.6	22.2	44.4	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	13	58.8	17	17
<b>TOTAL KOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>44.4</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>13</b>	<b>58.8</b>	<b>17</b>	<b>17</b>
PREVEZA	JET2.COM LTD	S	8	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	5	6

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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 PREVEZA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>5</b>	<b>6</b>
RHODES	EASYJET UK LTD	S	18	0	1	0.0	21.1	21.1	15.8	21.1	15.8	0.0	0.0	0.0	0.0	5.3	29	27.8	36	18
RHODES	JET2.COM LTD	S	17	0	0	11.8	5.9	35.3	23.5	23.5	0.0	0.0	0.0	0.0	0.0	0.0	18	52.9	14	17
RHODES	RYANAIR	S	18	0	0	0.0	16.7	50.0	22.2	5.6	0.0	0.0	5.6	0.0	0.0	0.0	23	50.0	16	18
<b>TOTAL RHODES</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>3.7</b>	<b>14.8</b>	<b>35.2</b>	<b>20.4</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>24</b>	<b>43.4</b>	<b>22</b>	<b>53</b>
SALONIKA	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	8	70.0	12	10
<b>TOTAL SALONIKA</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>8</b>	<b>70.0</b>	<b>12</b>	<b>10</b>
THIRA (SANTORINI)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	8	8
THIRA (SANTORINI)	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	14	70.0	6	10
<b>TOTAL THIRA (SANTORINI)</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>14</b>	<b>77.8</b>	<b>7</b>	<b>18</b>
ZAKINTHOS	JET2.COM LTD	S	18	0	0	27.8	16.7	27.8	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	12	76.0	9	25
<b>TOTAL ZAKINTHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>16.7</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>0.0</b>	<b>12</b>	<b>76.0</b>	<b>9</b>	<b>25</b>
<b>TOTAL GREECE</b>			<b>250</b>	<b>0</b>	<b>1</b>	<b>4.4</b>	<b>16.7</b>	<b>41.4</b>	<b>19.9</b>	<b>13.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>22</b>	<b>53.9</b>	<b>19</b>	<b>267</b>
<b>HUNGARY</b>																				
BUDAPEST	RYANAIR	S	45	0	0	11.1	31.1	26.7	13.3	15.6	0.0	2.2	0.0	0.0	0.0	0.0	15	90.3	5	62
BUDAPEST	RYANAIR UK LTD	S	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	11.1	45	9
<b>TOTAL BUDAPEST</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>35.8</b>	<b>26.4</b>	<b>11.3</b>	<b>13.2</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>80.3</b>	<b>10</b>	<b>71</b>
<b>TOTAL HUNGARY</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>35.8</b>	<b>26.4</b>	<b>11.3</b>	<b>13.2</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>80.3</b>	<b>10</b>	<b>71</b>
<b>ICELAND</b>																				
KEFLAVIK	EASYJET UK LTD	S	26	0	0	0.0	57.7	26.9	3.8	3.8	7.7	0.0	0.0	0.0	0.0	0.0	10	84.6	9	26
<b>TOTAL KEFLAVIK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.7</b>	<b>26.9</b>	<b>3.8</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.6</b>	<b>9</b>	<b>26</b>
<b>TOTAL ICELAND</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.7</b>	<b>26.9</b>	<b>3.8</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.6</b>	<b>9</b>	<b>26</b>
<b>IRISH REPUBLIC</b>																				
CORK	RYANAIR	S	70	0	0	10.0	44.3	24.3	7.1	10.0	4.3	0.0	0.0	0.0	0.0	0.0	11	74.2	12	62
CORK	RYANAIR UK LTD	S	10	0	0	0.0	90.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL CORK</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>50.0</b>	<b>22.5</b>	<b>6.3</b>	<b>8.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>74.2</b>	<b>12</b>	<b>62</b>
DUBLIN	AER LINGUS	S	430	0	0	4.7	32.6	38.1	14.0	6.0	4.7	0.0	0.0	0.0	0.0	0.0	12	60.3	26	388
DUBLIN	RYANAIR	S	266	0	0	3.8	39.1	23.7	12.8	14.3	4.9	1.5	0.0	0.0	0.0	0.0	17	69.5	15	266
DUBLIN	RYANAIR 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	31	8
<b>TOTAL DUBLIN</b>			<b>696</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>35.1</b>	<b>32.6</b>	<b>13.5</b>	<b>9.2</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>14</b>	<b>64.2</b>	<b>22</b>	<b>662</b>
IRELAND WEST(KNOCK)	RYANAIR	S	18	0	0	0.0	50.0	5.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	56.3	16	16
IRELAND WEST(KNOCK)	RYANAIR UK LTD	S	8	0	0	25.0	25.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>42.3</b>	<b>15.4</b>	<b>15.4</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>56.3</b>	<b>16</b>	<b>16</b>
SHANNON	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	0	0.0	0	0
SHANNON	RYANAIR	S	44	0	0	6.8	29.5	22.7	22.7	18.2	0.0	0.0	0.0	0.0	0.0	0.0	14	83.3	7	18
<b>TOTAL SHANNON</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>28.3</b>	<b>26.1</b>	<b>21.7</b>	<b>17.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>83.3</b>	<b>7</b>	<b>18</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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 IRISH REPUBLIC</b>			<b>848</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>36.3</b>	<b>30.8</b>	<b>13.3</b>	<b>9.9</b>	<b>4.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>65.3</b>	<b>21</b>	<b>758</b>		
<b>ITALY</b>																					
<b>BARI (PALESE)</b>	RYANAIR	S	18	0	0	0.0	27.8	55.6	11.1	0.0	5.6	0.0	0.0	0.0	0.0	12	50.0	28	18		
<b>TOTAL BARI (PALESE)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>55.6</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>50.0</b>	<b>28</b>	<b>18</b>		
<b>BERGAMO</b>	RYANAIR	S	72	0	0	1.4	19.4	30.6	22.2	11.1	15.3	0.0	0.0	0.0	0.0	24	79.0	9	62		
<b>TOTAL BERGAMO</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>19.4</b>	<b>30.6</b>	<b>22.2</b>	<b>11.1</b>	<b>15.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>79.0</b>	<b>9</b>	<b>62</b>		
<b>BOLOGNA</b>	RYANAIR	S	18	0	0	5.6	27.8	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	7	36.8	21	37		
<b>BOLOGNA</b>	RYANAIR UK LTD	S	8	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
<b>TOTAL BOLOGNA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>34.6</b>	<b>46.2</b>	<b>0.0</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>36.8</b>	<b>21</b>	<b>37</b>		
<b>CATANIA (FONTANAROSSA)</b>	EASYJET UK LTD	S	18	0	0	0.0	27.8	44.4	16.7	11.1	0.0	0.0	0.0	0.0	0.0	11	94.4	4	18		
<b>CATANIA (FONTANAROSSA)</b>	JET2.COM LTD	S	8	0	0	0.0	12.5	37.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>42.3</b>	<b>19.2</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>94.4</b>	<b>4</b>	<b>18</b>		
<b>FLORENCE</b>	BA CITYFLYER LTD	S	14	0	0	0.0	14.3	35.7	28.6	21.4	0.0	0.0	0.0	0.0	0.0	14	91.7	7	12		
<b>TOTAL FLORENCE</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>35.7</b>	<b>28.6</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>14</b>	<b>91.7</b>	<b>7</b>	<b>12</b>		
<b>MILAN (LINATE)</b>	EASYJET EUROPE	S	62	0	0	8.1	27.4	27.4	19.4	12.9	4.8	0.0	0.0	0.0	0.0	17	0.0	0	0		
<b>TOTAL MILAN (LINATE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>27.4</b>	<b>27.4</b>	<b>19.4</b>	<b>12.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>MILAN (MALPENSA)</b>	EASYJET EUROPE	S	50	0	0	2.0	42.0	30.0	14.0	8.0	4.0	0.0	0.0	0.0	0.0	12	50.0	27	62		
<b>MILAN (MALPENSA)</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	7	0.0	0	0		
<b>MILAN (MALPENSA)</b>	ITALIA TRASPOTO AEREO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	1		
<b>TOTAL MILAN (MALPENSA)</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>41.2</b>	<b>31.4</b>	<b>13.7</b>	<b>7.8</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>49.2</b>	<b>27</b>	<b>63</b>		
<b>NAPLES</b>	EASYJET UK LTD	S	26	0	0	7.7	42.3	34.6	3.8	3.8	7.7	0.0	0.0	0.0	0.0	12	57.7	23	26		
<b>NAPLES</b>	JET2.COM LTD	S	18	0	0	11.1	38.9	38.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	93.8	6	16		
<b>NAPLES</b>	RYANAIR	S	18	0	0	0.0	33.3	22.2	11.1	22.2	0.0	11.1	0.0	0.0	0.0	29	50.0	18	10		
<b>NAPLES</b>	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	8		
<b>TOTAL NAPLES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>38.7</b>	<b>32.3</b>	<b>8.1</b>	<b>8.1</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>68.3</b>	<b>16</b>	<b>60</b>		
<b>OLBIA</b>	BA CITYFLYER LTD	S	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	20	0.0	20	2		
<b>OLBIA</b>	EASYJET UK LTD	S	18	0	0	5.6	16.7	27.8	33.3	16.7	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
<b>TOTAL OLBIA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>18.2</b>	<b>31.8</b>	<b>27.3</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>20</b>	<b>2</b>		
<b>PALERMO</b>	RYANAIR	S	18	0	0	5.6	22.2	27.8	16.7	16.7	11.1	0.0	0.0	0.0	0.0	21	88.9	5	18		
<b>TOTAL PALERMO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>27.8</b>	<b>16.7</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>88.9</b>	<b>5</b>	<b>18</b>		
<b>PISA</b>	RYANAIR	S	38	0	0	5.3	39.5	26.3	10.5	7.9	10.5	0.0	0.0	0.0	0.0	16	71.7	16	46		
<b>TOTAL PISA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>39.5</b>	<b>26.3</b>	<b>10.5</b>	<b>7.9</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>71.7</b>	<b>16</b>	<b>46</b>		
<b>ROME (CIAMPINO)</b>	RYANAIR	S	64	0	0	9.4	40.6	35.9	9.4	4.7	0.0	0.0	0.0	0.0	0.0	6	84.6	10	52		
<b>TOTAL ROME (CIAMPINO)</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>40.6</b>	<b>35.9</b>	<b>9.4</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>84.6</b>	<b>10</b>	<b>52</b>		
<b>ROME (FIUMICINO)</b>	JET2.COM LTD	S	18	0	0	0.0	16.7	44.4	16.7	16.7	5.6	0.0	0.0	0.0	0.0	18	61.1	14	18		
<b>TOTAL ROME (FIUMICINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>44.4</b>	<b>16.7</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>61.1</b>	<b>14</b>	<b>18</b>		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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	LOGANAIR LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	48	1
<b>TOTAL TREVISIO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>48</b>	<b>1</b>
VENICE	EASYJET EUROPE	S	0	0	0	0.0	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
VENICE	EASYJET UK LTD	S	18	0	0	16.7	50.0	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	16	18
VENICE	RYANAIR	S	34	0	0	0.0	26.5	38.2	20.6	11.8	2.9	0.0	0.0	0.0	0.0	0.0	13	11.1	46	18
VENICE	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	8
<b>TOTAL VENICE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>34.6</b>	<b>34.6</b>	<b>15.4</b>	<b>7.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>59.6</b>	<b>23</b>	<b>52</b>
VERONA VILLAFRANCA	JET2.COM LTD	S	18	0	0	0.0	5.6	72.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	11	16
<b>TOTAL VERONA VILLAFRANCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>72.2</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>87.5</b>	<b>11</b>	<b>16</b>
<b>TOTAL ITALY</b>			<b>561</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>30.1</b>	<b>35.1</b>	<b>14.8</b>	<b>10.2</b>	<b>5.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>67.4</b>	<b>16</b>	<b>475</b>
<b>LATVIA</b>																				
RIGA	RYANAIR	S	18	0	0	22.2	44.4	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	7	16
RIGA	RYANAIR 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	11.1	55	18
<b>TOTAL RIGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>44.4</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>7</b>	<b>47.1</b>	<b>33</b>	<b>34</b>
<b>TOTAL LATVIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>44.4</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>7</b>	<b>47.1</b>	<b>33</b>	<b>34</b>
<b>LITHUANIA</b>																				
KAUNAS	RYANAIR	S	26	0	0	11.5	46.2	19.2	11.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	11	77.8	21	18
<b>TOTAL KAUNAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>46.2</b>	<b>19.2</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>11</b>	<b>77.8</b>	<b>21</b>	<b>18</b>
<b>TOTAL LITHUANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>46.2</b>	<b>19.2</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>11</b>	<b>77.8</b>	<b>21</b>	<b>18</b>
<b>MALTA</b>																				
MALTA	JET2.COM LTD	S	16	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	90.0	6	10
MALTA	RYANAIR	S	34	0	0	0.0	14.7	32.4	14.7	20.6	17.6	0.0	0.0	0.0	0.0	0.0	28	47.1	21	16
<b>TOTAL MALTA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.0</b>	<b>42.0</b>	<b>18.0</b>	<b>14.0</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>23</b>	<b>63.0</b>	<b>15</b>	<b>26</b>
<b>TOTAL MALTA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.0</b>	<b>42.0</b>	<b>18.0</b>	<b>14.0</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>23</b>	<b>63.0</b>	<b>15</b>	<b>26</b>
<b>MOROCCO</b>																				
AGADIR (AL MASSIRA)	EASYJET UK LTD	S	17	0	0	35.3	23.5	29.4	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
AGADIR (AL MASSIRA)	RYANAIR UK LTD	S	17	0	0	0.0	11.8	52.9	17.6	17.6	0.0	0.0	0.0	0.0	0.0	0.0	15	81.3	21	16
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>17.6</b>	<b>41.2</b>	<b>14.7</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>81.3</b>	<b>21</b>	<b>16</b>
MARRAKESH	EASYJET UK LTD	S	18	0	0	5.6	38.9	22.2	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
MARRAKESH	RYANAIR UK LTD	S	18	0	0	0.0	22.2	61.1	5.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	55.6	21	18
<b>TOTAL MARRAKESH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>30.6</b>	<b>41.7</b>	<b>11.1</b>	<b>5.6</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>55.6</b>	<b>21</b>	<b>18</b>
<b>TOTAL MOROCCO</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>24.3</b>	<b>41.4</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>11</b>	<b>67.6</b>	<b>21</b>	<b>34</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET EUROPE	S	36	0	0	11.1	41.7	38.9	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	81.6	8	76
AMSTERDAM	EASYJET UK LTD	S	98	0	0	1.0	21.4	36.7	18.4	16.3	5.1	1.0	0.0	0.0	0.0	0.0	19	51.6	23	62

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m	15 m	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						to 15 m early	to 15 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late								
AMSTERDAM	KLM	S	248	0	4	0.4	22.2	50.8	10.3	8.3	4.8	1.6	0.0	0.0	0.0	1.6	15	73.6	12	292
<b>TOTAL AMSTERDAM</b>			<b>382</b>	<b>0</b>	<b>4</b>	<b>1.6</b>	<b>23.8</b>	<b>46.1</b>	<b>12.2</b>	<b>9.6</b>	<b>4.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>15</b>	<b>71.9</b>	<b>13</b>	<b>430</b>
EINDHOVEN	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	2	8	
EINDHOVEN	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	71	10	
<b>TOTAL EINDHOVEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>38.9</b>	<b>40</b>	<b>18</b>	
ROTTERDAM	TRANSAVIA	S	0	0	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	34	
<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</b>	<b>75.0</b>	<b>11</b>	<b>34</b>	
<b>TOTAL NETHERLANDS</b>			<b>382</b>	<b>0</b>	<b>4</b>	<b>1.6</b>	<b>23.8</b>	<b>46.1</b>	<b>12.2</b>	<b>9.6</b>	<b>4.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>15</b>	<b>70.9</b>	<b>14</b>	<b>482</b>
<b>NORWAY</b>																				
BERGEN	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	15	1	
BERGEN	JET2.COM LTD	S	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
BERGEN	LOGANAIR LTD	S	33	0	0	6.1	24.2	48.5	12.1	0.0	6.1	0.0	3.0	0.0	0.0	21	70.3	25	35	
<b>TOTAL BERGEN</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>29.3</b>	<b>43.9</b>	<b>12.2</b>	<b>2.4</b>	<b>4.9</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>71.1</b>	<b>25</b>	<b>36</b>	
LONGYEARBYEN (SVALBARD)	SAS	C	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL LONGYEARBYEN (SVALBARD)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	98	0	0	8.2	59.2	28.6	3.1	1.0	0.0	0.0	0.0	0.0	0.0	3	90.0	5	80	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>59.2</b>	<b>28.6</b>	<b>3.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.0</b>	<b>5</b>	<b>80</b>	
<b>TOTAL NORWAY</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>49.7</b>	<b>32.9</b>	<b>6.3</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.9</b>	<b>11</b>	<b>116</b>	
<b>POLAND</b>																				
GDANSK	RYANAIR	S	46	0	0	13.0	56.5	21.7	8.7	0.0	0.0	0.0	0.0	0.0	0.0	3	67.9	9	28	
<b>TOTAL GDANSK</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>56.5</b>	<b>21.7</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>67.9</b>	<b>9</b>	<b>28</b>	
KRAKOW	EASYJET UK LTD	S	26	0	0	7.7	50.0	23.1	19.2	0.0	0.0	0.0	0.0	0.0	0.0	6	56.0	36	25	
KRAKOW	RYANAIR	S	54	0	0	0.0	40.7	40.7	13.0	3.7	1.9	0.0	0.0	0.0	0.0	8	69.6	14	46	
<b>TOTAL KRAKOW</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>43.8</b>	<b>35.0</b>	<b>15.0</b>	<b>2.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>64.8</b>	<b>22</b>	<b>71</b>	
POZNAN	RYANAIR	S	46	0	0	6.5	28.3	32.6	30.4	2.2	0.0	0.0	0.0	0.0	0.0	9	90.9	4	44	
POZNAN	RYANAIR UK LTD	S	8	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL POZNAN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>24.1</b>	<b>35.2</b>	<b>33.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>90.9</b>	<b>4</b>	<b>44</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	18	0	0	5.6	22.2	16.7	22.2	27.8	5.6	0.0	0.0	0.0	0.0	23	78.6	18	28	
WARSAW (MODLIN MASOVIA)	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	58	8	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>16.7</b>	<b>22.2</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>61.1</b>	<b>27</b>	<b>36</b>	
WROCLAW	RYANAIR	S	18	0	0	5.6	50.0	38.9	0.0	5.6	0.0	0.0	0.0	0.0	0.0	4	83.3	13	18	
WROCLAW	RYANAIR UK LTD	S	8	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL WROCLAW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>42.3</b>	<b>42.3</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>8</b>	<b>83.3</b>	<b>13</b>	<b>18</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL POLAND</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>39.7</b>	<b>31.7</b>	<b>17.0</b>	<b>4.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>72.1</b>	<b>16</b>	<b>197</b>	
<b>PORTUGAL(EXCLUDING FUNCHAL)</b>																					
FARO	JET2.COM LTD	S	62	0	0	1.6	53.2	40.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.9	9	62	
FARO	RYANAIR	S	53	0	1	1.9	22.2	35.2	22.2	9.3	3.7	3.7	0.0	0.0	0.0	1.9	20	70.4	17	54	
<b>TOTAL FARO</b>			<b>115</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>38.8</b>	<b>37.9</b>	<b>12.9</b>	<b>4.3</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>11</b>	<b>77.6</b>	<b>12</b>	<b>116</b>	
LISBON	EASYJET UK LTD	S	26	0	0	0.0	42.3	30.8	19.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	8	26	
LISBON	RYANAIR	S	26	0	0	0.0	34.6	34.6	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	16	69.2	12	26	
<b>TOTAL LISBON</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.5</b>	<b>32.7</b>	<b>17.3</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>76.9</b>	<b>10</b>	<b>52</b>	
OPORTO (PORTUGAL)	RYANAIR	S	34	0	0	2.9	32.4	35.3	17.6	5.9	2.9	2.9	0.0	0.0	0.0	0.0	18	67.9	18	28	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>32.4</b>	<b>35.3</b>	<b>17.6</b>	<b>5.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>67.9</b>	<b>18</b>	<b>28</b>	
<b>TOTAL PORTUGAL</b>			<b>201</b>	<b>0</b>	<b>1</b>	<b>1.5</b>	<b>37.6</b>	<b>36.1</b>	<b>14.9</b>	<b>5.4</b>	<b>2.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>13</b>	<b>76.0</b>	<b>13</b>	<b>196</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	62.5	13	8	
FUNCHAL	RYANAIR	S	16	0	0	31.3	56.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL FUNCHAL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>58.3</b>	<b>16.7</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>62.5</b>	<b>13</b>	<b>8</b>	
<b>TOTAL PORTUGAL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>58.3</b>	<b>16.7</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>62.5</b>	<b>13</b>	<b>8</b>	
<b>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	124	0	0	9.7	55.6	27.4	4.0	1.6	1.6	0.0	0.0	0.0	0.0	0.0	4	84.7	9	124	
<b>TOTAL DOHA HAMAD</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>55.6</b>	<b>27.4</b>	<b>4.0</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>84.7</b>	<b>9</b>	<b>124</b>	
<b>TOTAL QATAR</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>55.6</b>	<b>27.4</b>	<b>4.0</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>84.7</b>	<b>9</b>	<b>124</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	RYANAIR	S	18	0	0	0.0	5.6	55.6	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	57.1	32	28	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>55.6</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>57.1</b>	<b>32</b>	<b>28</b>	
<b>TOTAL ROMANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>55.6</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>57.1</b>	<b>32</b>	<b>28</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	RYANAIR	S	34	0	0	11.8	38.2	29.4	11.8	5.9	2.9	0.0	0.0	0.0	0.0	0.0	9	100.0	1	8	
BRATISLAVA	RYANAIR 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	12.5	58	8	
<b>TOTAL BRATISLAVA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>38.2</b>	<b>29.4</b>	<b>11.8</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>56.3</b>	<b>29</b>	<b>16</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>38.2</b>	<b>29.4</b>	<b>11.8</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>56.3</b>	<b>29</b>	<b>16</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET UK LTD	S	25	0	0	4.0	28.0	32.0	24.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	15	57.7	22	26	
ALICANTE	JET2.COM LTD	S	46	0	0	0.0	30.4	50.0	13.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	9	61.4	35	44	
ALICANTE	RYANAIR	S	62	0	0	0.0	29.0	35.5	19.4	12.9	3.2	0.0	0.0	0.0	0.0	0.0	15	78.1	13	32	
ALICANTE	RYANAIR 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	55.0	23	20	
<b>TOTAL ALICANTE</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>29.3</b>	<b>39.8</b>	<b>18.0</b>	<b>9.8</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>13</b>	<b>63.9</b>	<b>25</b>	<b>122</b>	
BARCELONA	EVELOP	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	38	0.0	19	1	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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
BARCELONA	RYANAIR	S	106	0	0	1.9	26.4	31.1	16.0	13.2	8.5	2.8	0.0	0.0	0.0	0.0	21	63.8	19	80
BARCELONA	VUELING AIRLINES	S	46	0	0	8.7	30.4	37.0	13.0	6.5	0.0	4.3	0.0	0.0	0.0	0.0	15	61.1	17	18
<b>TOTAL BARCELONA</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>27.3</b>	<b>32.5</b>	<b>15.6</b>	<b>11.7</b>	<b>5.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>62.6</b>	<b>18</b>	<b>99</b>
IBIZA	JET2.COM LTD	S	30	0	0	6.7	30.0	43.3	13.3	0.0	6.7	0.0	0.0	0.0	0.0	0.0	12	85.7	5	28
IBIZA	RYANAIR	S	18	0	0	0.0	27.8	55.6	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	10	83.3	7	18
<b>TOTAL IBIZA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>29.2</b>	<b>47.9</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>0.0</b>	<b>11</b>	<b>84.8</b>	<b>6</b>	<b>46</b>
MADRID	AIR HORIZONT	C	0	0	0	0.0	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
MADRID	ALBA STAR	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	49	0.0	0	0
MADRID	EASYJET UK LTD	S	62	0	0	0.0	22.6	45.2	19.4	8.1	3.2	1.6	0.0	0.0	0.0	0.0	15	61.3	23	62
MADRID	EVELOP	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	60	1
MADRID	IBERIA EXPRESS	S	28	0	0	17.9	42.9	28.6	3.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	76.9	9	26
MADRID	RYANAIR	S	26	0	0	0.0	38.5	30.8	19.2	7.7	3.8	0.0	0.0	0.0	0.0	0.0	13	52.3	22	44
MADRID	SMARTWINGS	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 MADRID</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>30.3</b>	<b>37.7</b>	<b>15.6</b>	<b>9.0</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>60.4</b>	<b>20</b>	<b>134</b>
MAHON	JET2.COM LTD	S	18	0	0	16.7	16.7	50.0	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	94.4	3	18
<b>TOTAL MAHON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>50.0</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>94.4</b>	<b>3</b>	<b>18</b>
MALAGA	EVELOP	C	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0
MALAGA	JET2.COM LTD	S	36	0	0	0.0	30.6	44.4	16.7	2.8	5.6	0.0	0.0	0.0	0.0	0.0	13	86.4	8	44
MALAGA	RYANAIR	S	52	0	0	1.9	28.8	32.7	11.5	17.3	7.7	0.0	0.0	0.0	0.0	0.0	19	42.9	25	42
MALAGA	RYANAIR UK LTD	S	10	0	0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
<b>TOTAL MALAGA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>26.0</b>	<b>35.0</b>	<b>19.0</b>	<b>12.0</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>65.1</b>	<b>16</b>	<b>86</b>
PALMA DE MALLORCA	BA CITYFLYER LTD	C	10	0	0	0.0	0.0	30.0	40.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	33	75.0	12	8
PALMA DE MALLORCA	BA CITYFLYER LTD	S	19	0	0	0.0	15.8	42.1	26.3	5.3	10.5	0.0	0.0	0.0	0.0	0.0	20	62.5	20	8
PALMA DE MALLORCA	EASYJET EUROPE	S	28	0	0	3.6	42.9	42.9	3.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	81.3	9	16
PALMA DE MALLORCA	JET2.COM LTD	S	68	0	0	0.0	8.8	55.9	19.1	11.8	4.4	0.0	0.0	0.0	0.0	0.0	18	77.9	11	68
PALMA DE MALLORCA	RYANAIR	S	70	0	0	1.4	27.1	32.9	22.9	14.3	1.4	0.0	0.0	0.0	0.0	0.0	14	45.2	22	62
PALMA DE MALLORCA	RYANAIR UK 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	4	0.0	60	10
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	7	0	0	0.0	14.3	42.9	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	73	7
<b>TOTAL PALMA DE MALLORCA</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>21.7</b>	<b>42.9</b>	<b>20.3</b>	<b>10.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>58.7</b>	<b>20</b>	<b>179</b>
REUS	JET2.COM LTD	S	16	0	0	6.3	18.8	62.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	11	18
<b>TOTAL REUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>62.5</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>9</b>	<b>83.3</b>	<b>11</b>	<b>18</b>
SAN SEBASTIAN	BA CITYFLYER LTD	S	6	0	0	16.7	16.7	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	28	100.0	3	4
<b>TOTAL SAN SEBASTIAN</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>100.0</b>	<b>3</b>	<b>4</b>
SANTANDER	RYANAIR	S	20	0	0	0.0	30.0	25.0	25.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	82.1	17	28
SANTANDER	RYANAIR UK LTD	S	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL SANTANDER</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.3</b>	<b>28.6</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>0.0</b>	<b>0.0</b>	<b>12</b>	<b>82.1</b>	<b>17</b>	<b>28</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2024		
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													
SEVILLE	EVELOP	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	2	
SEVILLE	RYANAIR	S	18	0	0	5.6	44.4	11.1	5.6	16.7	16.7	0.0	0.0	0.0	0.0	25	75.0	10	28	
<b>TOTAL SEVILLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>11.1</b>	<b>5.6</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>25</b>	<b>73.3</b>	<b>10</b>	<b>30</b>	
VALENCIA	EVELOP	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	2		
VALENCIA	RYANAIR	S	18	0	0	0.0	38.9	38.9	11.1	11.1	0.0	0.0	0.0	0.0	8	87.5	8	8		
VALENCIA	RYANAIR UK LTD	S	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 VALENCIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>38.9</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.9</b>	<b>7</b>	<b>18</b>		
<b>TOTAL SPAIN</b>			<b>873</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>27.1</b>	<b>38.3</b>	<b>16.8</b>	<b>10.1</b>	<b>4.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>66.2</b>	<b>18</b>	<b>782</b>	
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	EASYJET UK LTD	S	26	0	0	0.0	15.4	38.5	30.8	15.4	0.0	0.0	0.0	0.0	0.0	16	38.9	19	18	
ARRECIFE	JET2.COM LTD	S	43	0	0	4.7	20.9	44.2	23.3	4.7	2.3	0.0	0.0	0.0	0.0	11	66.7	17	42	
ARRECIFE	RYANAIR	S	42	0	0	2.4	45.2	38.1	9.5	4.8	0.0	0.0	0.0	0.0	7	42.3	23	26		
ARRECIFE	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	10			
<b>TOTAL ARRECIFE</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>28.8</b>	<b>40.5</b>	<b>19.8</b>	<b>7.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>53.1</b>	<b>20</b>	<b>96</b>	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	0.0	22.2	33.3	16.7	22.2	5.6	0.0	0.0	0.0	0.0	18	61.1	15	18	
FUERTEVENTURA	RYANAIR	S	18	0	0	0.0	0.0	83.3	5.6	5.6	5.6	0.0	0.0	0.0	13	87.5	5	16		
<b>TOTAL FUERTEVENTURA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>58.3</b>	<b>11.1</b>	<b>13.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>73.5</b>	<b>10</b>	<b>34</b>	
LAS PALMAS	JET2.COM LTD	S	27	0	0	0.0	14.8	44.4	25.9	3.7	11.1	0.0	0.0	0.0	16	55.6	16	27		
LAS PALMAS	RYANAIR	S	26	1	0	3.7	25.9	14.8	33.3	18.5	0.0	0.0	0.0	3.7	0.0	16	81.3	8	16	
<b>TOTAL LAS PALMAS</b>			<b>53</b>	<b>1</b>	<b>0</b>	<b>1.9</b>	<b>20.4</b>	<b>29.6</b>	<b>29.6</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>16</b>	<b>65.1</b>	<b>13</b>	<b>43</b>
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	51	0	0	7.8	49.0	27.5	9.8	5.9	0.0	0.0	0.0	0.0	0.0	6	63.6	15	44	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	63	0	0	9.5	30.2	34.9	17.5	7.9	0.0	0.0	0.0	0.0	9	81.7	25	71		
TENERIFE (SURREINA SOFIA)	RYANAIR	S	46	0	0	0.0	10.9	47.8	26.1	6.5	4.3	0.0	4.3	0.0	0.0	24	63.0	15	44	
TENERIFE (SURREINA SOFIA)	RYANAIR UK LTD	S	8	0	0	0.0	12.5	62.5	0.0	25.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>29.8</b>	<b>37.5</b>	<b>16.7</b>	<b>7.7</b>	<b>1.2</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>71.4</b>	<b>19</b>	<b>159</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>368</b>	<b>1</b>	<b>0</b>	<b>3.8</b>	<b>26.3</b>	<b>39.3</b>	<b>19.0</b>	<b>8.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>13</b>	<b>65.6</b>	<b>18</b>	<b>332</b>
<b>SWEDEN</b>																				
GOTEBORG (LANDVETTER)	RYANAIR	S	16	0	0	0.0	6.3	56.3	25.0	0.0	12.5	0.0	0.0	0.0	0.0	20	60.0	23	10	
GOTEBORG (LANDVETTER)	RYANAIR 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	62.5	13	8		
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>56.3</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>61.1</b>	<b>19</b>	<b>18</b>	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	4	18		
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SWEDEN AB	S	18	0	0	0.0	33.3	38.9	16.7	0.0	11.1	0.0	0.0	0.0	16	0.0	0	0		
STOCKHOLM (ARLANDA)	SAS	S	62	0	0	9.7	53.2	32.3	3.2	1.6	0.0	0.0	0.0	0.0	3	74.2	13	62		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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 STOCKHOLM (ARLANDA)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>48.8</b>	<b>33.8</b>	<b>6.3</b>	<b>1.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>78.8</b>	<b>11</b>	<b>80</b>	
<b>TOTAL SWEDEN</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>41.7</b>	<b>37.5</b>	<b>9.4</b>	<b>1.0</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>75.5</b>	<b>13</b>	<b>98</b>	
<b>SWITZERLAND</b>																					
<b>BALE MULHOUSE</b>	EASYJET SWITZERLAND	S	44	0	0	11.4	50.0	25.0	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	65.2	14	44	
<b>BALE MULHOUSE</b>	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	2	
<b>TOTAL BALE MULHOUSE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>50.0</b>	<b>25.0</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>66.7</b>	<b>14</b>	<b>46</b>	
<b>GENEVA</b>	EASYJET SWITZERLAND	S	26	0	0	7.7	26.9	34.6	11.5	3.8	15.4	0.0	0.0	0.0	0.0	0.0	16	75.0	9	28	
<b>GENEVA</b>	EASYJET UK LTD	S	90	0	0	0.0	33.3	34.4	13.3	13.3	4.4	1.1	0.0	0.0	0.0	0.0	16	56.8	20	88	
<b>TOTAL GENEVA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>31.9</b>	<b>34.5</b>	<b>12.9</b>	<b>11.2</b>	<b>6.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>61.2</b>	<b>17</b>	<b>116</b>	
<b>ZURICH</b>	EASYJET UK LTD	S	18	0	0	5.6	27.8	44.4	5.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>ZURICH</b>	EDELWEISS AIR	S	64	0	0	3.1	32.8	46.9	6.3	10.9	0.0	0.0	0.0	0.0	0.0	0.0	9	79.6	8	54	
<b>TOTAL ZURICH</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>31.7</b>	<b>46.3</b>	<b>6.1</b>	<b>11.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>79.6</b>	<b>8</b>	<b>54</b>	
<b>TOTAL SWITZERLAND</b>			<b>242</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>35.1</b>	<b>36.8</b>	<b>9.9</b>	<b>9.9</b>	<b>3.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>67.0</b>	<b>14</b>	<b>216</b>	
<b>TUNISIA</b>																					
<b>ENFIDHA - HAMMAMET INTL</b>	EASYJET UK LTD	S	17	0	0	5.9	35.3	52.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>35.3</b>	<b>52.9</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>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>35.3</b>	<b>52.9</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>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>																					
<b>ANTALYA</b>	EASYJET UK LTD	S	18	0	0	11.1	33.3	22.2	22.2	5.6	5.6	0.0	0.0	0.0	0.0	0.0	12	44.4	29	18	
<b>ANTALYA</b>	JET2.COM LTD	S	43	0	0	0.0	2.3	11.6	20.9	23.3	39.5	2.3	0.0	0.0	0.0	0.0	51	37.7	67	53	
<b>ANTALYA</b>	SUNEXPRESS	S	62	0	0	6.5	27.4	29.0	22.6	9.7	3.2	1.6	0.0	0.0	0.0	0.0	16	77.3	10	44	
<b>TOTAL ANTALYA</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>19.5</b>	<b>22.0</b>	<b>22.0</b>	<b>13.8</b>	<b>16.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>53.9</b>	<b>40</b>	<b>115</b>	
<b>BODRUM (MILAS)</b>	EASYJET UK LTD	S	19	0	1	0.0	30.0	40.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	5.0	16	44.4	22	18	
<b>BODRUM (MILAS)</b>	JET2.COM LTD	S	18	0	0	11.1	22.2	33.3	11.1	11.1	5.6	5.6	0.0	0.0	0.0	0.0	23	58.8	39	17	
<b>TOTAL BODRUM (MILAS)</b>			<b>37</b>	<b>0</b>	<b>1</b>	<b>5.3</b>	<b>26.3</b>	<b>36.8</b>	<b>5.3</b>	<b>18.4</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>20</b>	<b>51.4</b>	<b>30</b>	<b>35</b>	
<b>DALAMAN</b>	EASYJET UK LTD	S	27	0	0	3.7	11.1	37.0	25.9	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	26.9	34	26	
<b>DALAMAN</b>	JET2.COM LTD	S	46	0	1	0.0	17.0	42.6	14.9	23.4	0.0	0.0	0.0	0.0	0.0	2.1	15	61.4	17	44	
<b>DALAMAN</b>	SUNEXPRESS	S	36	0	0	25.0	19.4	27.8	8.3	8.3	5.6	5.6	0.0	0.0	0.0	0.0	20	100.0	1	28	
<b>TOTAL DALAMAN</b>			<b>109</b>	<b>0</b>	<b>1</b>	<b>9.1</b>	<b>16.4</b>	<b>36.4</b>	<b>15.5</b>	<b>18.2</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>17</b>	<b>63.3</b>	<b>17</b>	<b>98</b>	
<b>ISTANBUL</b>	THY TURKISH AIRLINES	S	90	0	0	3.3	30.0	51.1	11.1	4.4	0.0	0.0	0.0	0.0	0.0	0.0	7	75.8	11	62	
<b>TOTAL ISTANBUL</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>30.0</b>	<b>51.1</b>	<b>11.1</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.8</b>	<b>11</b>	<b>62</b>	
<b>ISTANBUL (SABIHA GOKCEN)</b>	PEGASUS AIRLINES	S	36	0	1	0.0	16.2	37.8	16.2	10.8	13.5	2.7	0.0	0.0	0.0	2.7	26	0.0	0	0	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>16.2</b>	<b>37.8</b>	<b>16.2</b>	<b>10.8</b>	<b>13.5</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>IZMIR (ADNAN MENDERES)</b>	JET2.COM LTD	S	10	0	0	10.0	20.0	40.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	44.4	18	9	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
IZMIR (ADNAN MENDERES)	SUNEXPRESS	S	6	0	0	16.7	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>44.4</b>	<b>18</b>	<b>9</b>	
<b>TOTAL TURKEY</b>			<b>411</b>	<b>0</b>	<b>3</b>	<b>5.6</b>	<b>21.5</b>	<b>35.5</b>	<b>15.5</b>	<b>13.0</b>	<b>6.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>19</b>	<b>60.5</b>	<b>25</b>	<b>319</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	62	0	0	12.9	51.6	22.6	8.1	3.2	1.6	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>51.6</b>	<b>22.6</b>	<b>8.1</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>51.6</b>	<b>22.6</b>	<b>8.1</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	176	0	4	4.4	40.0	36.1	8.9	1.7	2.2	2.2	2.2	0.0	0.0	2.2	15	78.6	10	216	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>176</b>	<b>0</b>	<b>4</b>	<b>4.4</b>	<b>40.0</b>	<b>36.1</b>	<b>8.9</b>	<b>1.7</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>15</b>	<b>78.6</b>	<b>10</b>	<b>216</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	228	0	0	11.0	53.9	21.1	3.9	6.6	2.6	0.0	0.9	0.0	0.0	0.0	9	73.3	16	254	
BELFAST INTERNATIONAL	RYANAIR UK LTD	S	114	0	0	9.6	55.3	22.8	4.4	6.1	1.8	0.0	0.0	0.0	0.0	0.0	6	60.9	21	114	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>342</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>54.4</b>	<b>21.6</b>	<b>4.1</b>	<b>6.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>69.4</b>	<b>18</b>	<b>368</b>	
BIRMINGHAM	EASYJET UK LTD	S	168	0	0	3.6	41.1	26.2	11.9	11.9	5.4	0.0	0.0	0.0	0.0	0.0	15	65.1	14	152	
<b>TOTAL BIRMINGHAM</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>41.1</b>	<b>26.2</b>	<b>11.9</b>	<b>11.9</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>15</b>	<b>65.1</b>	<b>14</b>	<b>152</b>	
BOURNEMOUTH	RYANAIR UK LTD	S	26	0	0	3.8	23.1	46.2	19.2	3.8	3.8	0.0	0.0	0.0	0.0	0.0	13	70.6	22	34	
<b>TOTAL BOURNEMOUTH</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>23.1</b>	<b>46.2</b>	<b>19.2</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>13</b>	<b>70.6</b>	<b>22</b>	<b>34</b>	
BRISTOL	EASYJET UK LTD	S	254	0	0	10.6	34.6	31.9	10.2	7.1	2.4	2.8	0.4	0.0	0.0	0.0	14	60.4	18	240	
<b>TOTAL BRISTOL</b>			<b>254</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>34.6</b>	<b>31.9</b>	<b>10.2</b>	<b>7.1</b>	<b>2.4</b>	<b>2.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>60.4</b>	<b>18</b>	<b>240</b>	
CARDIFF WALES	LOGANAIR LTD	S	42	0	0	16.7	47.6	19.0	9.5	2.4	4.8	0.0	0.0	0.0	0.0	0.0	8	72.9	10	46	
<b>TOTAL CARDIFF WALES</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>47.6</b>	<b>19.0</b>	<b>9.5</b>	<b>2.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>72.9</b>	<b>10</b>	<b>46</b>	
CITY OF DERRY (EGLINTON)	EASYJET UK LTD	S	18	0	0	0.0	61.1	33.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.1</b>	<b>33.3</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EXETER	LOGANAIR LTD	S	58	0	0	15.5	32.8	34.5	17.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	33.9	33	62	
<b>TOTAL EXETER</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>15.5</b>	<b>32.8</b>	<b>34.5</b>	<b>17.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>33.9</b>	<b>33</b>	<b>62</b>	
GATWICK	ASCEND 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	
GATWICK	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	15	2	
GATWICK	EASYJET UK LTD	S	250	0	0	5.6	40.8	27.6	11.2	12.4	2.4	0.0	0.0	0.0	0.0	0.0	11	72.5	15	306	
<b>TOTAL GATWICK</b>			<b>251</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>40.6</b>	<b>27.5</b>	<b>11.2</b>	<b>12.4</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>11</b>	<b>72.4</b>	<b>15</b>	<b>308</b>	
GLASGOW	JET2.COM LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	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>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	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	0.0	154	2	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
							15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late							
GUERNSEY	LOGANAIR LTD	S	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL GUERNSEY</b>			<b>12</b>	<b>0</b>	<b>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>0.0</b>	<b>7</b>	<b>0.0</b>	<b>154</b>	<b>2</b>
HEATHROW	BRITISH AIRWAYS PLC	S	633	0	1	5.7	42.6	30.9	13.2	6.6	0.8	0.0	0.0	0.0	0.0	0.2	8	64.4	16	697
HEATHROW	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 HEATHROW</b>			<b>633</b>	<b>0</b>	<b>1</b>	<b>5.7</b>	<b>42.6</b>	<b>30.9</b>	<b>13.2</b>	<b>6.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>8</b>	<b>64.4</b>	<b>16</b>	<b>698</b>
ISLE OF MAN	LOGANAIR LTD	S	38	0	0	23.7	31.6	18.4	5.3	10.5	5.3	5.3	0.0	0.0	0.0	0.0	21	68.4	24	34
<b>TOTAL ISLE OF MAN</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>23.7</b>	<b>31.6</b>	<b>18.4</b>	<b>5.3</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>21</b>	<b>68.4</b>	<b>24</b>	<b>34</b>
JERSEY	EASYJET UK LTD	S	18	0	0	0.0	0.0	27.8	50.0	16.7	5.6	0.0	0.0	0.0	0.0	0.0	24	55.6	17	18
<b>TOTAL JERSEY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>27.8</b>	<b>50.0</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>55.6</b>	<b>17</b>	<b>18</b>
KIRKWALL	LOGANAIR LTD	S	105	0	0	20.0	49.5	16.2	5.7	6.7	1.0	0.0	1.0	0.0	0.0	0.0	8	68.5	15	105
<b>TOTAL KIRKWALL</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>49.5</b>	<b>16.2</b>	<b>5.7</b>	<b>6.7</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>68.5</b>	<b>15</b>	<b>105</b>
LONDON CITY	BA CITYFLYER LTD	S	359	0	0	10.3	50.4	27.0	6.7	3.3	1.7	0.6	0.0	0.0	0.0	0.0	6	80.4	8	426
<b>TOTAL LONDON CITY</b>			<b>359</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>50.4</b>	<b>27.0</b>	<b>6.7</b>	<b>3.3</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.4</b>	<b>8</b>	<b>426</b>
LUTON	EASYJET UK LTD	S	180	0	0	7.2	43.9	28.9	9.4	7.2	2.2	1.1	0.0	0.0	0.0	0.0	10	62.0	21	219
<b>TOTAL LUTON</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>7.2</b>	<b>43.9</b>	<b>28.9</b>	<b>9.4</b>	<b>7.2</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>62.0</b>	<b>21</b>	<b>219</b>
NEWCASTLE	LOGANAIR LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	49	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>49</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEWQUAY	LOGANAIR LTD	S	26	0	0	3.8	26.9	42.3	11.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	15	57.7	14	26
<b>TOTAL NEWQUAY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>26.9</b>	<b>42.3</b>	<b>11.5</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>57.7</b>	<b>14</b>	<b>26</b>
PRESTWICK	RYANAIR	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL PRESTWICK</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	LOGANAIR LTD	S	203	0	0	10.8	48.8	29.6	5.4	3.9	1.5	0.0	0.0	0.0	0.0	0.0	6	65.8	17	188
<b>TOTAL SOUTHAMPTON</b>			<b>203</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>48.8</b>	<b>29.6</b>	<b>5.4</b>	<b>3.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>65.8</b>	<b>17</b>	<b>188</b>
STANSTED	EASYJET UK LTD	S	172	1	2	12.6	54.9	17.1	7.4	4.6	1.7	0.0	0.0	0.0	0.6	1.1	7	60.7	20	178
STANSTED	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
STANSTED	RYANAIR UK LTD	S	186	0	0	3.8	34.9	28.5	13.4	13.4	4.3	1.6	0.0	0.0	0.0	0.0	16	53.6	27	178
<b>TOTAL STANSTED</b>			<b>358</b>	<b>1</b>	<b>2</b>	<b>8.0</b>	<b>44.6</b>	<b>23.0</b>	<b>10.5</b>	<b>9.1</b>	<b>3.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.6</b>	<b>12</b>	<b>57.4</b>	<b>23</b>	<b>358</b>
STORNOWAY	LOGANAIR LTD	S	62	0	0	25.8	27.4	33.9	4.8	3.2	3.2	1.6	0.0	0.0	0.0	0.0	9	58.1	19	62
<b>TOTAL STORNOWAY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>25.8</b>	<b>27.4</b>	<b>33.9</b>	<b>4.8</b>	<b>3.2</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>58.1</b>	<b>19</b>	<b>62</b>
SUMBURGH	LOGANAIR LTD	S	105	0	0	5.7	27.6	45.7	14.3	4.8	1.9	0.0	0.0	0.0	0.0	0.0	9	49.1	19	90
<b>TOTAL SUMBURGH</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>27.6</b>	<b>45.7</b>	<b>14.3</b>	<b>4.8</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>9</b>	<b>49.1</b>	<b>19</b>	<b>90</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3436</b>	<b>1</b>	<b>8</b>	<b>8.7</b>	<b>43.1</b>	<b>28.5</b>	<b>9.8</b>	<b>6.6</b>	<b>2.2</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>10</b>	<b>66.5</b>	<b>16</b>	<b>3652</b>
<b>USA</b>																				
ATLANTA	DELTA AIRLINES	S	55	0	1	19.6	50.0	14.3	8.9	3.6	1.8	0.0	0.0	0.0	0.0	1.8	6	62.5	21	16
<b>TOTAL ATLANTA</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>19.6</b>	<b>50.0</b>	<b>14.3</b>	<b>8.9</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>6</b>	<b>62.5</b>	<b>21</b>	<b>16</b>
BOSTON	DELTA AIRLINES	S	48	0	0	4.2	52.1	20.8	8.3	12.5	0.0	2.1	0.0	0.0	0.0	0.0	11	86.7	8	44

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BOSTON	JETBLUE AIRWAYS CORPORATION	S	18	0	0	22.2	38.9	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL BOSTON</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>48.5</b>	<b>25.8</b>	<b>6.1</b>	<b>9.1</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>86.7</b>	<b>8</b>	<b>44</b>
CHICAGO (O'HARE)	UNITED AIRLINES	S	60	0	0	5.0	48.3	20.0	5.0	10.0	5.0	3.3	1.7	1.7	0.0	0.0	25	63.3	25	58
<b>TOTAL CHICAGO (O'HARE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>48.3</b>	<b>20.0</b>	<b>5.0</b>	<b>10.0</b>	<b>5.0</b>	<b>3.3</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>63.3</b>	<b>25</b>	<b>58</b>
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	62	0	1	15.9	44.4	20.6	4.8	11.1	1.6	0.0	0.0	0.0	0.0	1.6	9	79.4	18	62
NEW YORK (JF KENNEDY)	JETBLUE AIRWAYS CORPORATION	S	45	0	1	28.3	34.8	23.9	4.3	2.2	0.0	2.2	2.2	0.0	0.0	2.2	15	94.4	5	18
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>107</b>	<b>0</b>	<b>2</b>	<b>21.1</b>	<b>40.4</b>	<b>22.0</b>	<b>4.6</b>	<b>7.3</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>11</b>	<b>82.7</b>	<b>15</b>	<b>80</b>
NEW YORK (NEWARK)	UNITED AIRLINES	S	77	0	3	22.5	36.3	13.8	7.5	11.3	1.3	0.0	3.8	0.0	0.0	3.8	16	57.7	35	78
<b>TOTAL NEW YORK (NEWARK)</b>			<b>77</b>	<b>0</b>	<b>3</b>	<b>22.5</b>	<b>36.3</b>	<b>13.8</b>	<b>7.5</b>	<b>11.3</b>	<b>1.3</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>16</b>	<b>57.7</b>	<b>35</b>	<b>78</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	16.7	5.6	38.9	11.1	22.2	0.0	5.6	0.0	0.0	0.0	0.0	22	66.7	20	18
<b>TOTAL ORLANDO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>5.6</b>	<b>38.9</b>	<b>11.1</b>	<b>22.2</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>66.7</b>	<b>20</b>	<b>18</b>
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	16	0	0	25.0	43.8	25.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>16</b>	<b>0</b>	<b>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>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
WASHINGTON (DULLES)	UNITED AIRLINES	S	62	0	0	4.8	27.4	21.0	12.9	19.4	8.1	1.6	4.8	0.0	0.0	0.0	32	72.6	18	62
<b>TOTAL WASHINGTON (DULLES)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>27.4</b>	<b>21.0</b>	<b>12.9</b>	<b>19.4</b>	<b>8.1</b>	<b>1.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>72.6</b>	<b>18</b>	<b>62</b>
<b>TOTAL USA</b>			<b>461</b>	<b>0</b>	<b>6</b>	<b>15.2</b>	<b>40.0</b>	<b>20.6</b>	<b>7.1</b>	<b>10.3</b>	<b>2.4</b>	<b>1.3</b>	<b>1.7</b>	<b>0.2</b>	<b>0.0</b>	<b>1.3</b>	<b>16</b>	<b>71.1</b>	<b>21</b>	<b>356</b>
<b>TOTAL EDINBURGH</b>			<b>10982</b>	<b>2</b>	<b>45</b>	<b>6.3</b>	<b>35.6</b>	<b>32.7</b>	<b>12.5</b>	<b>8.4</b>	<b>3.3</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>13</b>	<b>67.0</b>	<b>17</b>	<b>10708</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: EXETER (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAY 2024			
			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>CYPRUS</b>																				
PAPHOS	TUI AIRWAYS LTD	C	18	0	0	5.6	27.8	16.7	11.1	16.7	16.7	5.6	0.0	0.0	0.0	0.0	32	75.0	7	8
<b>TOTAL PAPHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>16.7</b>	<b>11.1</b>	<b>16.7</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>75.0</b>	<b>7</b>	<b>8</b>
<b>TOTAL CYPRUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>16.7</b>	<b>11.1</b>	<b>16.7</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>75.0</b>	<b>7</b>	<b>8</b>
<b>GREECE</b>																				
CORFU	TUI AIRWAYS LTD	C	11	0	0	0.0	36.4	36.4	9.1	18.2	0.0	0.0	0.0	0.0	0.0	14	46.7	62	15	
<b>TOTAL CORFU</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.4</b>	<b>36.4</b>	<b>9.1</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>14</b>	<b>46.7</b>	<b>62</b>	<b>15</b>	
HERAKLION	TUI 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	19	85.7	7	7	
<b>TOTAL HERAKLION</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>85.7</b>	<b>7</b>	<b>7</b>	
RHODES	TUI AIRWAYS LTD	C	4	0	0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	19	75.0	8	8	
<b>TOTAL RHODES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>75.0</b>	<b>8</b>	<b>8</b>	
ZAKINTHOS	TUI AIRWAYS LTD	C	17	0	0	0.0	47.1	41.2	11.8	0.0	0.0	0.0	0.0	0.0	0.0	5	68.8	27	16	
<b>TOTAL ZAKINTHOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.1</b>	<b>41.2</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>68.8</b>	<b>27</b>	<b>16</b>	
<b>TOTAL GREECE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>38.9</b>	<b>33.3</b>	<b>13.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>65.2</b>	<b>32</b>	<b>46</b>	
<b>IRISH REPUBLIC</b>																				
DUBLIN	EMERALD AIRLINES (IRELAND) LIMITED	S	60	0	0	13.3	43.3	21.7	13.3	6.7	1.7	0.0	0.0	0.0	0.0	8	61.4	30	42	
<b>TOTAL DUBLIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>43.3</b>	<b>21.7</b>	<b>13.3</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>61.4</b>	<b>30</b>	<b>42</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>43.3</b>	<b>21.7</b>	<b>13.3</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>61.4</b>	<b>30</b>	<b>42</b>	
<b>NETHERLANDS</b>																				
AMSTERDAM	KLM	S	57	1	2	15.0	43.3	23.3	6.7	6.7	0.0	0.0	0.0	0.0	1.7	3.3	5	0.0	0	0
<b>TOTAL AMSTERDAM</b>			<b>57</b>	<b>1</b>	<b>2</b>	<b>15.0</b>	<b>43.3</b>	<b>23.3</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>3.3</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>57</b>	<b>1</b>	<b>2</b>	<b>15.0</b>	<b>43.3</b>	<b>23.3</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>3.3</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(EXCLUDING SPAIN)</b>																				
FARO	RYANAIR	S	17	1	0	5.6	16.7	50.0	16.7	5.6	0.0	0.0	0.0	0.0	5.6	0.0	10	66.7	12	18
<b>TOTAL FARO</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>10</b>	<b>66.7</b>	<b>12</b>	<b>18</b>
<b>TOTAL PORTUGAL</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>10</b>	<b>66.7</b>	<b>12</b>	<b>18</b>
<b>SPAIN</b>																				
ALICANTE	RYANAIR	S	35	0	0	2.9	34.3	51.4	5.7	2.9	0.0	0.0	2.9	0.0	0.0	12	80.8	13	26	
<b>TOTAL ALICANTE</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>34.3</b>	<b>51.4</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>80.8</b>	<b>13</b>	<b>26</b>	
IBIZA	TUI AIRWAYS LTD	C	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL IBIZA</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>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MAHON	TUI AIRWAYS LTD	C	11	0	0	0.0	63.6	9.1	18.2	9.1	0.0	0.0	0.0	0.0	0.0	9	81.3	15	16	
<b>TOTAL MAHON</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>63.6</b>	<b>9.1</b>	<b>18.2</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.3</b>	<b>15</b>	<b>16</b>	
MALAGA	RYANAIR	S	18	0	0	0.0	0.0	44.4	22.2	27.8	5.6	0.0	0.0	0.0	0.0	23	58.8	28	17	
<b>TOTAL MALAGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>44.4</b>	<b>22.2</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>58.8</b>	<b>28</b>	<b>17</b>	
PALMA DE MALLORCA	RYANAIR	S	18	0	0	0.0	38.9	44.4	11.1	5.6	0.0	0.0	0.0	0.0	0.0	7	38.9	29	18	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	26	0	0	0.0	46.2	30.8	11.5	7.7	3.8	0.0	0.0	0.0	0.0	11	78.6	9	28	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2024		
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 PALMA DE MALLORCA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.2</b>	<b>36.4</b>	<b>11.4</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>63.0</b>	<b>17</b>	<b>46</b>
<b>TOTAL SPAIN</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>36.0</b>	<b>39.6</b>	<b>11.7</b>	<b>9.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>69.5</b>	<b>18</b>	<b>105</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	TUI AIRWAYS LTD	C	17	0	0	0.0	29.4	41.2	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL ARRECIFE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.4</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>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	33.3	27.8	5.6	5.6	11.1	0.0	0.0	0.0	0.0	29	0.0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>27.8</b>	<b>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>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN(CANARY TURKEY)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.9</b>	<b>37.1</b>	<b>25.7</b>	<b>5.7</b>	<b>2.9</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ANTALYA	TUI AIRWAYS 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	7	0.0	0	0
<b>TOTAL ANTALYA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
DALAMAN	TUI AIRWAYS LTD	C	11	0	0	0.0	36.4	54.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	81.8	9	11
<b>TOTAL DALAMAN</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.4</b>	<b>54.5</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.8</b>	<b>9</b>	<b>11</b>
<b>TOTAL TURKEY</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>46.7</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.8</b>	<b>9</b>	<b>11</b>
<b>UNITED KINGDOM</b>																				
BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	33	0	0	9.1	30.3	36.4	12.1	12.1	0.0	0.0	0.0	0.0	0.0	0.0	8	79.5	11	43
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>30.3</b>	<b>36.4</b>	<b>12.1</b>	<b>12.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.5</b>	<b>11</b>	<b>43</b>
BRISTOL	AURIGNY AIR SERVICES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	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>38</b>	<b>1</b>
EDINBURGH	LOGANAIR LTD	S	58	0	0	10.3	43.1	36.2	8.6	1.7	0.0	0.0	0.0	0.0	0.0	0.0	4	37.1	34	62
<b>TOTAL EDINBURGH</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>43.1</b>	<b>36.2</b>	<b>8.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>37.1</b>	<b>34</b>	<b>62</b>
GLOUCESTERSHIRE	AURIGNY AIR SERVICES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1
GLOUCESTERSHIRE	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL GLOUCESTERSHIRE</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>35</b>	<b>1</b>
GUERNSEY	AURIGNY AIR SERVICES	S	26	0	0	3.8	53.8	11.5	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	53.8	27	26
GUERNSEY	BLUE ISLANDS LIMITED	S	5	0	0	20.0	0.0	40.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	47	0.0	0	0
<b>TOTAL GUERNSEY</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>45.2</b>	<b>16.1</b>	<b>19.4</b>	<b>6.5</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>53.8</b>	<b>27</b>	<b>26</b>
HUMBERSIDE	LOGANAIR LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	2
<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>44</b>	<b>2</b>
ISLES OF SCILLY (ST.MARYS)	ISLES OF SCILLY SKYBUS	S	97	1	11	10.1	22.9	29.4	11.9	5.5	6.4	1.8	0.9	0.0	0.9	10.1	20	78.8	8	107
<b>TOTAL ISLES OF SCILLY (ST.MARYS)</b>			<b>97</b>	<b>1</b>	<b>11</b>	<b>10.1</b>	<b>22.9</b>	<b>29.4</b>	<b>11.9</b>	<b>5.5</b>	<b>6.4</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	<b>10.1</b>	<b>20</b>	<b>78.8</b>	<b>8</b>	<b>107</b>
JERSEY	BLUE ISLANDS LIMITED	S	60	1	0	3.3	24.6	39.3	4.9	0.0	14.8	1.6	9.8	0.0	1.6	0.0	42	43.3	45	60
<b>TOTAL JERSEY</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>3.3</b>	<b>24.6</b>	<b>39.3</b>	<b>4.9</b>	<b>0.0</b>	<b>14.8</b>	<b>1.6</b>	<b>9.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>42</b>	<b>43.3</b>	<b>45</b>	<b>60</b>

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2024		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LANDS END (ST JUST)	ISLES OF SCILLY SKYBUS	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 LANDS END (ST JUST)</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>
LEEDS BRADFORD	EASTERN AIRWAYS	C	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	84	0.0	0	0
<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>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>84</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MANCHESTER	LOGANAIR LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL MANCHESTER</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>
NEWCASTLE	LOGANAIR LTD	S	40	0	0	5.0	77.5	17.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.5	9	42
<b>TOTAL NEWCASTLE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>77.5</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>0.0</b>	<b>0.0</b>	<b>1</b>	<b>90.5</b>	<b>9</b>	<b>42</b>
<b>TOTAL UNITED KINGDOM</b>			<b>324</b>	<b>2</b>	<b>11</b>	<b>8.0</b>	<b>36.2</b>	<b>30.0</b>	<b>9.2</b>	<b>3.9</b>	<b>5.6</b>	<b>1.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.6</b>	<b>3.3</b>	<b>17</b>	<b>64.3</b>	<b>21</b>	<b>344</b>
<b>TOTAL EXETER</b>			<b>673</b>	<b>4</b>	<b>13</b>	<b>7.0</b>	<b>36.2</b>	<b>31.3</b>	<b>11.2</b>	<b>5.9</b>	<b>3.8</b>	<b>1.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.6</b>	<b>1.9</b>	<b>14</b>	<b>65.6</b>	<b>21</b>	<b>574</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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>ALBANIA</b>																					
TIRANA	ALBA STAR	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	51	2	
<b>TOTAL TIRANA</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>51</b>	<b>2</b>	
<b>TOTAL ALBANIA</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>51</b>	<b>2</b>	
<b>ALGERIA</b>																					
ALGIERS	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	52	0	0	5.8	17.3	25.0	15.4	21.2	15.4	0.0	0.0	0.0	0.0	0.0	27	85.2	7	54	
<b>TOTAL ALGIERS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>17.3</b>	<b>25.0</b>	<b>15.4</b>	<b>21.2</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>76.7</b>	<b>7</b>	<b>54</b>	
<b>TOTAL ALGERIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>17.3</b>	<b>25.0</b>	<b>15.4</b>	<b>21.2</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>76.7</b>	<b>7</b>	<b>54</b>	
<b>ANTIGUA AND BARBUDA</b>																					
ANTIGUA	BRITISH AIRWAYS PLC	S	26	0	0	11.5	26.9	34.6	11.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	77.8	11	18	
<b>TOTAL ANTIGUA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>26.9</b>	<b>34.6</b>	<b>11.5</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.8</b>	<b>11</b>	<b>18</b>	
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>26.9</b>	<b>34.6</b>	<b>11.5</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.8</b>	<b>11</b>	<b>18</b>	
<b>AUSTRALIA</b>																					
SYDNEY	QANTAS	C	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0	
<b>TOTAL SYDNEY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL AUSTRALIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>AUSTRIA</b>																					
INNSBRUCK	EASYJET UK LTD	S	28	0	0	14.3	21.4	46.4	17.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	82.1	7	28	
<b>TOTAL INNSBRUCK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>21.4</b>	<b>46.4</b>	<b>17.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>82.1</b>	<b>7</b>	<b>28</b>	
SALZBURG	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	40	0	0	27.5	25.0	35.0	7.5	0.0	5.0	0.0	0.0	0.0	0.0	0.0	8	79.2	11	48	
SALZBURG	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	94.4	3	18	
SALZBURG	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	1	
<b>TOTAL SALZBURG</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>25.6</b>	<b>23.3</b>	<b>37.2</b>	<b>9.3</b>	<b>0.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.2</b>	<b>9</b>	<b>67</b>	
VIENNA	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	37	1	
VIENNA	WIZZ AIR MALTA	S	124	0	0	6.5	31.5	35.5	10.5	5.6	7.3	1.6	1.6	0.0	0.0	0.0	18	65.9	30	132	
<b>TOTAL VIENNA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>31.5</b>	<b>35.5</b>	<b>10.5</b>	<b>5.6</b>	<b>7.3</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>65.4</b>	<b>30</b>	<b>133</b>	
<b>TOTAL AUSTRIA</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>28.2</b>	<b>37.4</b>	<b>11.3</b>	<b>3.6</b>	<b>5.6</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>72.2</b>	<b>21</b>	<b>228</b>	
<b>AZERBAIJAN</b>																					
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	26	0	0	19.2	19.2	26.9	19.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	58	28	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>19.2</b>	<b>26.9</b>	<b>19.2</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.0</b>	<b>58</b>	<b>28</b>	
<b>TOTAL AZERBAIJAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>19.2</b>	<b>26.9</b>	<b>19.2</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.0</b>	<b>58</b>	<b>28</b>	
<b>BAHRAIN</b>																					
BAHRAIN	GULF AIR	C	3	0	0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
BAHRAIN	GULF AIR	S	26	0	0	7.7	30.8	38.5	19.2	0.0	3.8	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL BAHRAIN</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>27.6</b>	<b>41.4</b>	<b>17.2</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>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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 BAHRAIN</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>27.6</b>	<b>41.4</b>	<b>17.2</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>9</b>	<b>0.0</b>	<b>0</b>	<b>0</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	26	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>26</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>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	91	1	
BURGAS	TUI AIRWAYS LTD	C	9	0	0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	45.5	27	11	
<b>TOTAL BURGAS</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>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>18</b>	<b>41.7</b>	<b>32</b>	<b>12</b>	
SOFIA	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	9	26	
<b>TOTAL SOFIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>76.9</b>	<b>9</b>	<b>26</b>	
VARNA	WIZZ AIR UK LTD	S	28	0	0	17.9	28.6	25.0	10.7	7.1	10.7	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL VARNA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>28.6</b>	<b>25.0</b>	<b>10.7</b>	<b>7.1</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BULGARIA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>24.3</b>	<b>29.7</b>	<b>13.5</b>	<b>10.8</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>65.8</b>	<b>16</b>	<b>38</b>	
<b>CANADA</b>																					
HALIFAX INT	WEST JET AIRLINES	S	26	0	0	0.0	11.5	46.2	15.4	7.7	19.2	0.0	0.0	0.0	0.0	0.0	26	61.8	13	34	
<b>TOTAL HALIFAX INT</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>46.2</b>	<b>15.4</b>	<b>7.7</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>61.8</b>	<b>13</b>	<b>34</b>	
MONTREAL (DORVAL)	AIR TRANSAT	S	30	0	0	3.3	50.0	40.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	4	91.7	5	36	
<b>TOTAL MONTREAL (DORVAL)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>50.0</b>	<b>40.0</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>91.7</b>	<b>5</b>	<b>36</b>	
ST JOHNS	WEST JET AIRLINES	S	37	0	0	0.0	5.4	27.0	18.9	37.8	10.8	0.0	0.0	0.0	0.0	0.0	31	53.6	29	28	
<b>TOTAL ST JOHNS</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.4</b>	<b>27.0</b>	<b>18.9</b>	<b>37.8</b>	<b>10.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>53.6</b>	<b>29</b>	<b>28</b>	
TORONTO	AIR TRANSAT	S	62	0	0	0.0	21.0	35.5	22.6	19.4	1.6	0.0	0.0	0.0	0.0	0.0	16	57.7	17	78	
<b>TOTAL TORONTO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.0</b>	<b>35.5</b>	<b>22.6</b>	<b>19.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>57.7</b>	<b>17</b>	<b>78</b>	
VANCOUVER	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	63.2	21	57	
<b>TOTAL VANCOUVER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>63.2</b>	<b>21</b>	<b>57</b>	
<b>TOTAL CANADA</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>21.3</b>	<b>36.1</b>	<b>16.8</b>	<b>18.7</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>64.4</b>	<b>17</b>	<b>233</b>	
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	37	0	0	10.8	21.6	51.4	16.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	55.9	14	34	
<b>TOTAL BOA VISTA (RABIL)</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>21.6</b>	<b>51.4</b>	<b>16.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>55.9</b>	<b>14</b>	<b>34</b>	
ILHA DO SAL C.VERDE	EASYJET UK LTD	S	26	0	0	7.7	15.4	38.5	19.2	19.2	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	19	0	0	5.3	36.8	36.8	15.8	5.3	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	6	18	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>24.4</b>	<b>37.8</b>	<b>17.8</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>77.8</b>	<b>6</b>	<b>18</b>	
<b>TOTAL CAPE VERDE</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>23.2</b>	<b>43.9</b>	<b>17.1</b>	<b>7.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>63.5</b>	<b>11</b>	<b>52</b>	
<b>CHINA</b>																					
BEIJING	AIR CHINA	S	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL BEIJING</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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	
SHANGHAI (PU DONG)	AIR CHINA	S	62	0	0	32.3	27.4	32.3	8.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	95.0	5	60	
SHANGHAI (PU DONG)	CHINA EASTERN AIRLINES	S	124	0	0	25.0	39.5	28.2	4.0	2.4	0.8	0.0	0.0	0.0	0.0	0.0	4	88.7	6	62	
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>27.4</b>	<b>35.5</b>	<b>29.6</b>	<b>5.4</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>91.8</b>	<b>6</b>	<b>122</b>	
ZHENGZHOU XINZHENG	CHINA SOUTHERN	S	14	0	0	21.4	50.0	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	3	16	
<b>TOTAL ZHENGZHOU XINZHENG</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>50.0</b>	<b>21.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>3</b>	<b>16</b>	
<b>TOTAL CHINA</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>27.0</b>	<b>36.8</b>	<b>28.9</b>	<b>5.4</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>67.0</b>	<b>5</b>	<b>138</b>	
<b>CROATIA</b>																					
DUBROVNIK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	68	0	0	10.3	19.1	47.1	14.7	8.8	0.0	0.0	0.0	0.0	0.0	0.0	11	82.4	10	68	
DUBROVNIK	EASYJET UK LTD	S	133	0	0	6.8	30.8	42.1	9.0	9.8	0.8	0.0	0.8	0.0	0.0	0.0	11	75.6	11	90	
DUBROVNIK	FREEBIRD AIRLINES EUROPE LIMITED	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	10	3	
DUBROVNIK	TUI AIRWAYS LTD	S	19	0	0	0.0	36.8	36.8	21.1	0.0	5.3	0.0	0.0	0.0	0.0	0.0	11	86.7	7	15	
<b>TOTAL DUBROVNIK</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>27.7</b>	<b>43.2</b>	<b>11.8</b>	<b>8.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>79.0</b>	<b>10</b>	<b>176</b>	
PULA	EASYJET UK LTD	S	18	0	0	5.6	33.3	38.9	5.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
PULA	TUI AIRWAYS LTD	C	11	0	0	9.1	18.2	45.5	9.1	0.0	0.0	0.0	0.0	18.2	0.0	0.0	101	78.6	12	14	
<b>TOTAL PULA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>27.6</b>	<b>41.4</b>	<b>6.9</b>	<b>3.4</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>49</b>	<b>78.6</b>	<b>12</b>	<b>14</b>	
SPLIT	CROATIA AIRLINES	S	18	0	0	0.0	16.7	44.4	11.1	16.7	11.1	0.0	0.0	0.0	0.0	0.0	22	72.2	15	18	
SPLIT	EASYJET UK LTD	S	124	0	0	10.5	29.0	34.7	11.3	9.7	4.0	0.8	0.0	0.0	0.0	0.0	12	80.2	9	96	
SPLIT	TUI AIRWAYS LTD	C	16	0	0	12.5	25.0	37.5	6.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	14	16	
<b>TOTAL SPLIT</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>27.2</b>	<b>36.1</b>	<b>10.8</b>	<b>11.4</b>	<b>4.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>78.5</b>	<b>10</b>	<b>130</b>	
ZADAR	ENTER AIR	S	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL ZADAR</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>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CROATIA</b>			<b>410</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>27.6</b>	<b>40.5</b>	<b>11.0</b>	<b>9.3</b>	<b>2.7</b>	<b>0.2</b>	<b>0.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>78.8</b>	<b>10</b>	<b>320</b>	
<b>CYPRUS</b>																					
LARNACA	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	62	0	0	0.0	11.3	50.0	17.7	16.1	4.8	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
LARNACA	EASYJET UK LTD	S	85	0	1	1.2	14.0	45.3	23.3	11.6	3.5	0.0	0.0	0.0	0.0	1.2	16	54.9	24	80	
LARNACA	TUI AIRWAYS LTD	C	26	0	0	0.0	15.4	38.5	19.2	11.5	7.7	7.7	0.0	0.0	0.0	0.0	27	44.8	24	29	
LARNACA	WIZZ AIR	S	34	0	0	0.0	17.6	35.3	35.3	8.8	2.9	0.0	0.0	0.0	0.0	0.0	18	62.5	11	16	
LARNACA	WIZZ AIR UK LTD	S	61	0	0	8.2	18.0	45.9	19.7	6.6	0.0	0.0	0.0	1.6	0.0	0.0	28	40.5	31	36	
<b>TOTAL LARNACA</b>			<b>268</b>	<b>0</b>	<b>1</b>	<b>2.2</b>	<b>14.9</b>	<b>44.6</b>	<b>22.3</b>	<b>11.2</b>	<b>3.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>20</b>	<b>50.6</b>	<b>24</b>	<b>161</b>	
PAPHOS	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	60	0	0	1.7	13.3	51.7	16.7	13.3	3.3	0.0	0.0	0.0	0.0	0.0	15	58.6	21	58	
PAPHOS	EASYJET UK LTD	S	141	0	1	3.5	17.6	40.8	21.1	15.5	0.7	0.0	0.0	0.0	0.0	0.7	14	64.4	18	158	
PAPHOS	TUI AIRWAYS LTD	C	50	0	0	10.0	20.0	34.0	16.0	12.0	8.0	0.0	0.0	0.0	0.0	0.0	17	57.5	17	40	
<b>TOTAL PAPHOS</b>			<b>251</b>	<b>0</b>	<b>1</b>	<b>4.4</b>	<b>17.1</b>	<b>42.1</b>	<b>19.0</b>	<b>14.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>15</b>	<b>61.1</b>	<b>18</b>	<b>256</b>	
<b>TOTAL CYPRUS</b>			<b>519</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>15.9</b>	<b>43.4</b>	<b>20.7</b>	<b>12.7</b>	<b>3.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>18</b>	<b>57.0</b>	<b>21</b>	<b>417</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	80	0	0	2.5	22.5	37.5	12.5	18.8	3.8	2.5	0.0	0.0	0.0	0.0	20	59.7	20	62	
PRAGUE	WIZZ AIR UK LTD	S	62	0	0	17.7	30.6	9.7	14.5	12.9	8.1	6.5	0.0	0.0	0.0	0.0	26	66.1	29	62	
<b>TOTAL PRAGUE</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>26.1</b>	<b>25.4</b>	<b>13.4</b>	<b>16.2</b>	<b>5.6</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>62.9</b>	<b>24</b>	<b>124</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>26.1</b>	<b>25.4</b>	<b>13.4</b>	<b>16.2</b>	<b>5.6</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>62.9</b>	<b>24</b>	<b>124</b>	
<b>DENMARK</b>																					
COPENHAGEN	EASYJET UK LTD	S	62	0	0	11.3	45.2	24.2	12.9	4.8	1.6	0.0	0.0	0.0	0.0	0.0	8	58.7	18	90	
COPENHAGEN	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	75.6	11	284	
COPENHAGEN	NORWEGIAN AIR SWEDEN AB	S	260	0	0	10.0	55.0	26.9	5.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>322</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>53.1</b>	<b>26.4</b>	<b>6.5</b>	<b>3.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>71.5</b>	<b>13</b>	<b>374</b>	
<b>TOTAL DENMARK</b>			<b>322</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>53.1</b>	<b>26.4</b>	<b>6.5</b>	<b>3.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>71.5</b>	<b>13</b>	<b>374</b>	
<b>DOMINICAN REPUBLIC</b>																					
PUNTA CANA	BRITISH AIRWAYS PLC	S	26	0	0	7.7	26.9	42.3	19.2	0.0	3.8	0.0	0.0	0.0	0.0	0.0	11	53.8	25	26	
PUNTA CANA	TUI AIRWAYS LTD	C	35	0	0	0.0	20.0	45.7	17.1	17.1	0.0	0.0	0.0	0.0	0.0	0.0	14	65.7	30	35	
<b>TOTAL PUNTA CANA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>23.0</b>	<b>44.3</b>	<b>18.0</b>	<b>9.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>60.7</b>	<b>28</b>	<b>61</b>	
<b>TOTAL DOMINICAN</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>23.0</b>	<b>44.3</b>	<b>18.0</b>	<b>9.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>60.7</b>	<b>28</b>	<b>61</b>	
<b>EGYPT</b>																					
HURGHADA	EASYJET UK LTD	S	88	0	0	1.1	5.7	36.4	25.0	21.6	10.2	0.0	0.0	0.0	0.0	0.0	26	32.6	29	87	
HURGHADA	TUI AIRWAYS LTD	S	35	0	0	2.9	17.1	60.0	17.1	2.9	0.0	0.0	0.0	0.0	0.0	0.0	10	54.5	17	33	
<b>TOTAL HURGHADA</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>8.9</b>	<b>43.1</b>	<b>22.8</b>	<b>16.3</b>	<b>7.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>38.5</b>	<b>26</b>	<b>120</b>	
SHARM EL SHEIKH (OPHIRA)	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	12	0	0	8.3	25.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
SHARM EL SHEIKH (OPHIRA)	EASYJET UK LTD	S	80	0	0	1.3	2.5	40.0	23.8	28.8	2.5	1.3	0.0	0.0	0.0	0.0	25	34.8	28	68	
SHARM EL SHEIKH (OPHIRA)	TUI AIRWAYS LTD	S	43	0	0	2.3	14.0	53.5	20.9	9.3	0.0	0.0	0.0	0.0	0.0	0.0	12	52.8	21	36	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>8.1</b>	<b>46.7</b>	<b>20.7</b>	<b>20.0</b>	<b>1.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>41.0</b>	<b>25</b>	<b>104</b>	
<b>TOTAL EGYPT</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>8.5</b>	<b>45.0</b>	<b>21.7</b>	<b>18.2</b>	<b>4.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>39.6</b>	<b>25</b>	<b>224</b>	
<b>ESTONIA</b>																					
TALLIN	AIR BALTIC	S	28	0	0	0.0	25.0	35.7	25.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	13	76.9	11	26	
<b>TOTAL TALLIN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>35.7</b>	<b>25.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>76.9</b>	<b>11</b>	<b>26</b>	
<b>TOTAL ESTONIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>35.7</b>	<b>25.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>76.9</b>	<b>11</b>	<b>26</b>	
<b>ETHIOPIA</b>																					
ADDIS ABABA	ETHIOPIAN AIRLINES	S	32	0	0	0.0	15.6	59.4	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	12	46.2	21	26	
<b>TOTAL ADDIS ABABA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.6</b>	<b>59.4</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>46.2</b>	<b>21</b>	<b>26</b>	
<b>TOTAL ETHIOPIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.6</b>	<b>59.4</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>46.2</b>	<b>21</b>	<b>26</b>	
<b>FAROE ISLANDS</b>																					
VAGAR	ATLANTIC AIRWAYS	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	15 m to 1 m early														
<b>TOTAL VAGAR</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>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL FAROE ISLANDS</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>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>FINLAND</b>																					
HELSENKI	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	73.9	14	46		
HELSENKI	NORWEGIAN AIR SWEDEN AB	S	44	0	0	2.3	27.3	47.7	22.7	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
<b>TOTAL HELSENKI</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>27.3</b>	<b>47.7</b>	<b>22.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>73.9</b>	<b>14</b>	<b>46</b>		
<b>TOTAL FINLAND</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>27.3</b>	<b>47.7</b>	<b>22.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>73.9</b>	<b>14</b>	<b>46</b>		
<b>FRANCE</b>																					
BASTIA	EASYJET UK LTD	S	18	0	0	0.0	27.8	44.4	11.1	11.1	5.6	0.0	0.0	0.0	0.0	12	85.7	6	14		
<b>TOTAL BASTIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>44.4</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>85.7</b>	<b>6</b>	<b>14</b>		
BIARRITZ	EASYJET UK LTD	S	18	0	0	11.1	44.4	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	9	16		
<b>TOTAL BIARRITZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>75.0</b>	<b>9</b>	<b>16</b>		
BORDEAUX	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	66	0	0	19.7	21.2	33.3	10.6	9.1	6.1	0.0	0.0	0.0	0.0	12	77.0	11	87		
BORDEAUX	EASYJET UK LTD	S	114	0	0	7.9	31.6	36.8	17.5	4.4	1.8	0.0	0.0	0.0	0.0	10	76.0	15	104		
<b>TOTAL BORDEAUX</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>27.8</b>	<b>35.6</b>	<b>15.0</b>	<b>6.1</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>74.1</b>	<b>13</b>	<b>191</b>		
BREST	VOLOTEA	S	18	0	0	0.0	38.9	33.3	16.7	11.1	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
<b>TOTAL BREST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>33.3</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
LA ROCHELLE	EASYJET UK LTD	S	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
<b>TOTAL LA ROCHELLE</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>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
LYON	EASYJET UK LTD	S	112	0	0	8.9	33.9	32.1	10.7	10.7	3.6	0.0	0.0	0.0	0.0	11	62.9	17	116		
<b>TOTAL LYON</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>33.9</b>	<b>32.1</b>	<b>10.7</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>62.9</b>	<b>17</b>	<b>116</b>		
MARSEILLE	EASYJET UK LTD	S	98	0	0	4.1	33.7	33.7	11.2	12.2	5.1	0.0	0.0	0.0	0.0	15	66.3	17	86		
<b>TOTAL MARSEILLE</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>33.7</b>	<b>33.7</b>	<b>11.2</b>	<b>12.2</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>66.3</b>	<b>17</b>	<b>86</b>		
MONTPELLIER	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	10	0	0	20.0	10.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	61.4	27	44		
MONTPELLIER	EASYJET UK LTD	S	72	0	0	1.4	33.3	55.6	4.2	1.4	4.2	0.0	0.0	0.0	0.0	9	73.4	15	94		
<b>TOTAL MONTPELLIER</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>30.5</b>	<b>57.3</b>	<b>3.7</b>	<b>1.2</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>69.6</b>	<b>19</b>	<b>138</b>		
NANTES	EASYJET UK LTD	S	98	0	0	9.2	34.7	35.7	7.1	5.1	7.1	0.0	1.0	0.0	0.0	14	68.9	15	90		
<b>TOTAL NANTES</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>34.7</b>	<b>35.7</b>	<b>7.1</b>	<b>5.1</b>	<b>7.1</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>68.9</b>	<b>15</b>	<b>90</b>		
NICE	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	122	0	0	3.3	16.4	41.0	17.2	15.6	5.7	0.8	0.0	0.0	0.0	19	61.8	17	102		
NICE	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	100.0	12	1		
NICE	EASYJET UK LTD	S	298	0	0	4.0	21.5	36.9	14.1	13.4	7.7	2.0	0.3	0.0	0.0	21	59.6	18	250		
NICE	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	50.0	12	2		
NICE	SMARTWINGS	C	4	0	0	0.0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	60	0.0	39	2		
<b>TOTAL NICE</b>			<b>424</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.8</b>	<b>37.7</b>	<b>15.1</b>	<b>14.4</b>	<b>7.1</b>	<b>1.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>59.6</b>	<b>18</b>	<b>357</b>		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
PARIS (CHARLES DE GAULLE)	EASYJET EUROPE	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	253	0	1	6.7	29.9	37.0	8.7	13.0	3.5	0.0	0.8	0.0	0.0	0.4	14	56.1	23	267	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>253</b>	<b>0</b>	<b>2</b>	<b>6.7</b>	<b>29.8</b>	<b>36.9</b>	<b>8.6</b>	<b>12.9</b>	<b>3.5</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>14</b>	<b>56.1</b>	<b>23</b>	<b>267</b>	
PARIS (ORLY)	VUELING AIRLINES	S	120	0	2	14.8	35.2	32.8	7.4	7.4	0.8	0.0	0.0	0.0	0.0	1.6	7	59.2	21	105	
<b>TOTAL PARIS (ORLY)</b>			<b>120</b>	<b>0</b>	<b>2</b>	<b>14.8</b>	<b>35.2</b>	<b>32.8</b>	<b>7.4</b>	<b>7.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>7</b>	<b>59.2</b>	<b>21</b>	<b>105</b>	
RENNES	EASYJET UK LTD	S	34	0	0	14.7	35.3	38.2	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	6	18	
<b>TOTAL RENNES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>35.3</b>	<b>38.2</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
STRASBOURG	EASYJET UK LTD	S	18	0	0	5.6	27.8	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
STRASBOURG	VOLOTEA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	33	18	
<b>TOTAL STRASBOURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</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>66.7</b>	<b>33</b>	<b>18</b>	
TOULON / HYERES	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	7	18	
<b>TOTAL TOULON / HYERES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>7</b>	<b>18</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	58.0	21	50	
TOULOUSE (BLAGNAC)	FLY4 AIRLINES GREEN LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	40	2	
<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>57.7</b>	<b>22</b>	<b>52</b>	
<b>TOTAL FRANCE</b>			<b>1481</b>	<b>0</b>	<b>4</b>	<b>7.2</b>	<b>28.5</b>	<b>37.5</b>	<b>11.2</b>	<b>10.1</b>	<b>4.4</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>14</b>	<b>63.9</b>	<b>18</b>	<b>1486</b>	
<b>GAMBIA</b>																					
BANJUL	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	13	1	
<b>TOTAL BANJUL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>13</b>	<b>1</b>	
<b>TOTAL GAMBIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>13</b>	<b>1</b>	
<b>GERMANY</b>																					
BERLIN BRANDENBURG	EASYJET UK LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	2	
BERLIN BRANDENBURG	EASYJET UK LTD	S	160	0	0	11.9	43.1	30.0	7.5	4.4	3.1	0.0	0.0	0.0	0.0	0.0	7	72.1	12	170	
BERLIN BRANDENBURG	HI FLY MALTA	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	57	0.0	0	0	
<b>TOTAL BERLIN BRANDENBURG</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>42.9</b>	<b>29.8</b>	<b>7.5</b>	<b>5.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>70.2</b>	<b>12</b>	<b>172</b>	
DUSSELDORF	EASYJET UK LTD	S	26	0	0	0.0	30.8	38.5	19.2	11.5	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL DUSSELDORF</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>38.5</b>	<b>19.2</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
FRANKFURT MAIN	LUFTHANSA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.2	5	90	
<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>86.2</b>	<b>5</b>	<b>90</b>	
HAMBURG	EASYJET UK LTD	S	52	0	0	3.8	44.2	26.9	11.5	5.8	7.7	0.0	0.0	0.0	0.0	0.0	13	58.5	19	82	
<b>TOTAL HAMBURG</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>44.2</b>	<b>26.9</b>	<b>11.5</b>	<b>5.8</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>13</b>	<b>58.5</b>	<b>19</b>	<b>82</b>	
MUNICH	EASYJET UK LTD	S	80	0	1	2.5	39.5	39.5	11.1	1.2	4.9	0.0	0.0	0.0	0.0	1.2	10	69.2	17	116	
<b>TOTAL MUNICH</b>			<b>80</b>	<b>0</b>	<b>1</b>	<b>2.5</b>	<b>39.5</b>	<b>39.5</b>	<b>11.1</b>	<b>1.2</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>10</b>	<b>69.2</b>	<b>17</b>	<b>116</b>	
<b>TOTAL GERMANY</b>			<b>319</b>	<b>0</b>	<b>1</b>	<b>7.2</b>	<b>41.3</b>	<b>32.5</b>	<b>10.0</b>	<b>4.7</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>9</b>	<b>71.0</b>	<b>13</b>	<b>460</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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>GHANA</b>																					
ACCRA	BRITISH AIRWAYS PLC	S	26	0	0	0.0	11.5	38.5	15.4	30.8	3.8	0.0	0.0	0.0	0.0	0.0	23	54.3	23	35	
<b>TOTAL ACCRA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>38.5</b>	<b>15.4</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>23</b>	<b>54.3</b>	<b>23</b>	<b>35</b>	
<b>TOTAL GHANA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>38.5</b>	<b>15.4</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>23</b>	<b>54.3</b>	<b>23</b>	<b>35</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	EASYJET UK LTD	S	79	0	1	3.8	36.3	33.8	10.0	11.3	1.3	1.3	1.3	0.0	0.0	1.3	16	67.0	14	88	
<b>TOTAL GIBRALTAR</b>			<b>79</b>	<b>0</b>	<b>1</b>	<b>3.8</b>	<b>36.3</b>	<b>33.8</b>	<b>10.0</b>	<b>11.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>16</b>	<b>67.0</b>	<b>14</b>	<b>88</b>	
<b>TOTAL GIBRALTAR</b>			<b>79</b>	<b>0</b>	<b>1</b>	<b>3.8</b>	<b>36.3</b>	<b>33.8</b>	<b>10.0</b>	<b>11.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>16</b>	<b>67.0</b>	<b>14</b>	<b>88</b>	
<b>GREECE</b>																					
ATHENS	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	8	0.0	0	0	
ATHENS	EASYJET UK LTD	S	141	0	1	1.4	16.2	32.4	22.5	15.5	7.7	2.8	0.7	0.0	0.0	0.7	26	48.0	23	127	
ATHENS	SKY EXPRESS	S	60	0	0	6.7	21.7	21.7	33.3	15.0	1.7	0.0	0.0	0.0	0.0	0.0	15	59.7	16	62	
ATHENS	WIZZ AIR UK LTD	S	62	0	0	0.0	9.7	38.7	12.9	27.4	11.3	0.0	0.0	0.0	0.0	0.0	27	38.7	27	62	
<b>TOTAL ATHENS</b>			<b>264</b>	<b>0</b>	<b>1</b>	<b>2.3</b>	<b>15.8</b>	<b>31.7</b>	<b>22.6</b>	<b>18.1</b>	<b>7.2</b>	<b>1.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>24</b>	<b>48.6</b>	<b>22</b>	<b>251</b>	
CHANIA	EASYJET UK LTD	S	115	0	0	4.3	9.6	41.7	25.2	13.0	4.3	1.7	0.0	0.0	0.0	0.0	20	45.4	29	97	
CHANIA	TUI AIRWAYS LTD	C	16	0	0	0.0	0.0	31.3	37.5	18.8	12.5	0.0	0.0	0.0	0.0	0.0	32	29.4	31	17	
<b>TOTAL CHANIA</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>8.4</b>	<b>40.5</b>	<b>26.7</b>	<b>13.7</b>	<b>5.3</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>43.0</b>	<b>30</b>	<b>114</b>	
CORFU	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	45	0	0	8.9	11.1	48.9	20.0	6.7	0.0	2.2	2.2	0.0	0.0	0.0	18	73.7	35	38	
CORFU	EASYJET UK LTD	S	184	0	0	5.4	21.2	46.2	12.0	10.3	3.8	0.5	0.0	0.5	0.0	0.0	17	68.9	18	151	
CORFU	ENTER AIR	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	50.0	13	2	
CORFU	TUI AIRWAYS LTD	C	26	0	0	0.0	0.0	42.3	15.4	23.1	19.2	0.0	0.0	0.0	0.0	0.0	31	61.3	26	31	
<b>TOTAL CORFU</b>			<b>257</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>17.1</b>	<b>45.9</b>	<b>14.4</b>	<b>10.9</b>	<b>4.7</b>	<b>0.8</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>68.5</b>	<b>22</b>	<b>222</b>	
HERAKLION	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	76	0	0	2.6	18.4	52.6	19.7	5.3	0.0	0.0	1.3	0.0	0.0	0.0	13	63.0	22	54	
HERAKLION	CORENDON AIRLINES EUROPE	S	16	0	0	0.0	25.0	50.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	31.3	34	16	
HERAKLION	EASYJET UK LTD	S	138	0	3	4.3	18.4	44.7	16.3	11.3	2.1	0.7	0.0	0.0	0.0	2.1	15	59.2	18	130	
HERAKLION	TUI AIRWAYS LTD	C	25	0	0	0.0	12.0	28.0	32.0	24.0	4.0	0.0	0.0	0.0	0.0	0.0	22	22.7	29	22	
<b>TOTAL HERAKLION</b>			<b>255</b>	<b>0</b>	<b>3</b>	<b>3.1</b>	<b>18.2</b>	<b>45.7</b>	<b>18.6</b>	<b>10.1</b>	<b>2.3</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>15</b>	<b>54.5</b>	<b>21</b>	<b>222</b>	
KALAMATA	EASYJET UK LTD	S	28	0	0	0.0	25.0	46.4	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	8	16	
KALAMATA	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	57.1	16	7	
<b>TOTAL KALAMATA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>46.4</b>	<b>21.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>69.6</b>	<b>11</b>	<b>23</b>	
KAVALA	TUI AIRWAYS LTD	C	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	12	6	
<b>TOTAL KAVALA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>66.7</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.3</b>	<b>12</b>	<b>6</b>	
KEFALLINIA	EASYJET UK LTD	S	82	0	0	9.8	28.0	36.6	7.3	7.3	9.8	1.2	0.0	0.0	0.0	0.0	18	52.8	19	72	
KEFALLINIA	TUI AIRWAYS LTD	C	23	0	0	0.0	13.0	47.8	26.1	13.0	0.0	0.0	0.0	0.0	0.0	0.0	15	59.1	14	22	
<b>TOTAL KEFALLINIA</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>24.8</b>	<b>39.0</b>	<b>11.4</b>	<b>8.6</b>	<b>7.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>54.3</b>	<b>18</b>	<b>94</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
KOS	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	36	0	0	0.0	2.8	22.2	44.4	22.2	8.3	0.0	0.0	0.0	0.0	0.0	28	22.2	75	18	
KOS	EASYJET UK LTD	S	26	0	0	3.8	30.8	38.5	19.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	38.9	29	36	
KOS	TUI AIRWAYS LTD	C	31	0	0	6.5	9.7	41.9	29.0	9.7	3.2	0.0	0.0	0.0	0.0	0.0	16	83.9	10	31	
<b>TOTAL KOS</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>12.9</b>	<b>33.3</b>	<b>32.3</b>	<b>14.0</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>19</b>	<b>51.8</b>	<b>31</b>	<b>85</b>	
LEMNOS	ENTER AIR	S	4	0	0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	19	4	
<b>TOTAL LEMNOS</b>			<b>4</b>	<b>0</b>	<b>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>0.0</b>	<b>0.0</b>	<b>12</b>	<b>50.0</b>	<b>19</b>	<b>4</b>	
MIKONOS	BA EUROFLYER LTD DBA BRITISH 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	4	2	
MIKONOS	EASYJET UK LTD	S	62	0	1	4.8	38.1	27.0	17.5	9.5	0.0	1.6	0.0	0.0	0.0	1.6	12	65.4	14	52	
<b>TOTAL MIKONOS</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>4.8</b>	<b>38.1</b>	<b>27.0</b>	<b>17.5</b>	<b>9.5</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>12</b>	<b>64.3</b>	<b>14</b>	<b>54</b>	
MYTILINI	ENTER AIR	S	5	0	0	0.0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	31	60.0	12	5	
<b>TOTAL MYTILINI</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>60.0</b>	<b>12</b>	<b>5</b>	
PREVEZA	BA EUROFLYER LTD DBA BRITISH AIRWAYS	C	8	0	0	0.0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	62.5	18	8	
PREVEZA	EASYJET UK LTD	S	51	0	0	19.6	17.6	39.2	15.7	0.0	2.0	3.9	2.0	0.0	0.0	0.0	18	61.4	21	44	
PREVEZA	ENTER AIR	C	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	10	60.0	12	5	
PREVEZA	ENTER AIR	S	6	0	0	0.0	16.7	33.3	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	22	33.3	22	6	
PREVEZA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	6	1	
<b>TOTAL PREVEZA</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>15.5</b>	<b>14.1</b>	<b>39.4</b>	<b>19.7</b>	<b>4.2</b>	<b>2.8</b>	<b>2.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>59.4</b>	<b>20</b>	<b>64</b>	
RHODES	AEGEAN AIRLINES	C	3	0	0	33.3	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
RHODES	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	34	0	0	11.8	17.6	44.1	8.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	13	46.2	23	26	
RHODES	EASYJET UK LTD	S	181	0	1	2.7	12.6	34.1	24.2	17.0	6.6	0.0	2.2	0.0	0.0	0.5	27	51.1	22	178	
RHODES	ENTER AIR	C	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	21	4	
RHODES	ENTER AIR	S	4	0	0	0.0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	60	0.0	34	3	
RHODES	TUI AIRWAYS LTD	C	31	0	0	0.0	9.7	35.5	22.6	22.6	9.7	0.0	0.0	0.0	0.0	0.0	24	55.2	19	29	
RHODES	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	2	0.0	0	0	
<b>TOTAL RHODES</b>			<b>259</b>	<b>0</b>	<b>1</b>	<b>3.8</b>	<b>12.3</b>	<b>35.4</b>	<b>23.1</b>	<b>17.3</b>	<b>5.8</b>	<b>0.4</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>25</b>	<b>50.0</b>	<b>22</b>	<b>240</b>	
SALONIKA	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	54	0	0	7.4	24.1	57.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	72.6	19	62	
SALONIKA	EASYJET UK LTD	S	62	0	0	8.1	22.6	46.8	12.9	8.1	1.6	0.0	0.0	0.0	0.0	0.0	10	74.2	8	62	
SALONIKA	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	56.3	18.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	17	68.8	15	16	
<b>TOTAL SALONIKA</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>21.2</b>	<b>52.3</b>	<b>12.9</b>	<b>6.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>72.9</b>	<b>14</b>	<b>140</b>	
SAMOS	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	21	0.0	23	3	
<b>TOTAL SAMOS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>23</b>	<b>3</b>	
SKIATHOS	EASYJET UK LTD	S	18	0	0	5.6	22.2	50.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	50.0	12	2	
SKIATHOS	TUI AIRWAYS LTD	C	12	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	11	18	
<b>TOTAL SKIATHOS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>26.7</b>	<b>50.0</b>	<b>6.7</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>85.0</b>	<b>11</b>	<b>20</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													late
THIRA (SANTORINI)	BA EUROFLYER LTD DBA BRITISH 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	83.3	14	24	
THIRA (SANTORINI)	EASYJET UK LTD	S	80	0	1	3.7	19.8	50.6	7.4	9.9	3.7	1.2	2.5	0.0	0.0	1.2	21	61.0	18	100
<b>TOTAL THIRA (SANTORINI)</b>			<b>80</b>	<b>0</b>	<b>1</b>	<b>3.7</b>	<b>19.8</b>	<b>50.6</b>	<b>7.4</b>	<b>9.9</b>	<b>3.7</b>	<b>1.2</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>21</b>	<b>65.3</b>	<b>17</b>	<b>124</b>
ZAKINTHOS	EASYJET UK LTD	S	80	0	0	13.8	27.5	37.5	11.3	7.5	1.3	1.3	0.0	0.0	0.0	11	59.4	18	64	
ZAKINTHOS	TUI AIRWAYS LTD	C	24	0	0	4.2	4.2	62.5	20.8	8.3	0.0	0.0	0.0	0.0	0.0	11	62.5	21	24	
<b>TOTAL ZAKINTHOS</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>22.1</b>	<b>43.3</b>	<b>13.5</b>	<b>7.7</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>60.2</b>	<b>19</b>	<b>88</b>	
<b>TOTAL GREECE</b>			<b>1892</b>	<b>0</b>	<b>7</b>	<b>5.0</b>	<b>17.4</b>	<b>40.7</b>	<b>18.9</b>	<b>12.0</b>	<b>4.3</b>	<b>0.8</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>18</b>	<b>57.5</b>	<b>21</b>	<b>1759</b>
<b>GRENADA</b>																				
GRENADA	BRITISH AIRWAYS PLC	S	26	0	0	19.2	50.0	19.2	0.0	7.7	3.8	0.0	0.0	0.0	0.0	8	73.1	17	26	
<b>TOTAL GRENADA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>50.0</b>	<b>19.2</b>	<b>0.0</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>73.1</b>	<b>17</b>	<b>26</b>	
<b>TOTAL GRENADA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>50.0</b>	<b>19.2</b>	<b>0.0</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>73.1</b>	<b>17</b>	<b>26</b>	
<b>GUYANA</b>																				
GEORGETOWN (GUYANA)	BRITISH AIRWAYS PLC	S	18	0	0	33.3	5.6	33.3	5.6	5.6	5.6	0.0	5.6	5.6	0.0	0.0	81	44.4	36	18
<b>TOTAL GEORGETOWN (GUYANA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>5.6</b>	<b>33.3</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>81</b>	<b>44.4</b>	<b>36</b>	<b>18</b>
<b>TOTAL GUYANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>5.6</b>	<b>33.3</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>81</b>	<b>44.4</b>	<b>36</b>	<b>18</b>
<b>HUNGARY</b>																				
BUDAPEST	EASYJET UK LTD	S	52	0	0	1.9	44.2	26.9	9.6	7.7	5.8	3.8	0.0	0.0	0.0	17	72.4	13	58	
BUDAPEST	TUI AIRWAYS LTD	C	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	9	8	
BUDAPEST	WIZZ AIR	S	124	0	0	22.6	23.4	27.4	4.8	9.7	8.9	3.2	0.0	0.0	0.0	20	54.3	25	46	
<b>TOTAL BUDAPEST</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>30.4</b>	<b>28.3</b>	<b>6.0</b>	<b>8.7</b>	<b>7.6</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>65.2</b>	<b>17</b>	<b>112</b>	
<b>TOTAL HUNGARY</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>30.4</b>	<b>28.3</b>	<b>6.0</b>	<b>8.7</b>	<b>7.6</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>65.2</b>	<b>17</b>	<b>112</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	94.4	2	18	
KEFLAVIK	ICELANDAIR	S	97	0	1	10.2	42.9	31.6	12.2	2.0	0.0	0.0	0.0	0.0	1.0	5	80.6	8	62	
<b>TOTAL KEFLAVIK</b>			<b>97</b>	<b>0</b>	<b>1</b>	<b>10.2</b>	<b>42.9</b>	<b>31.6</b>	<b>12.2</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>5</b>	<b>83.8</b>	<b>7</b>	<b>80</b>	
<b>TOTAL ICELAND</b>			<b>97</b>	<b>0</b>	<b>1</b>	<b>10.2</b>	<b>42.9</b>	<b>31.6</b>	<b>12.2</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>5</b>	<b>83.8</b>	<b>7</b>	<b>80</b>	
<b>INDIA</b>																				
AHMEDABAD	AIR INDIA	S	42	0	1	9.3	27.9	34.9	14.0	0.0	7.0	2.3	0.0	2.3	0.0	2.3	51	63.0	19	26
<b>TOTAL AHMEDABAD</b>			<b>42</b>	<b>0</b>	<b>1</b>	<b>9.3</b>	<b>27.9</b>	<b>34.9</b>	<b>14.0</b>	<b>0.0</b>	<b>7.0</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>51</b>	<b>63.0</b>	<b>19</b>	<b>26</b>
AMRITSAR	AIR INDIA	S	27	0	9	0.0	11.1	8.3	8.3	13.9	25.0	5.6	2.8	0.0	0.0	25.0	59	66.7	25	27
<b>TOTAL AMRITSAR</b>			<b>27</b>	<b>0</b>	<b>9</b>	<b>0.0</b>	<b>11.1</b>	<b>8.3</b>	<b>8.3</b>	<b>13.9</b>	<b>25.0</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>59</b>	<b>66.7</b>	<b>25</b>	<b>27</b>
COCHIN	AIR INDIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	31	27	
<b>TOTAL COCHIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>31</b>	<b>27</b>	
GOA INTERNATIONAL	AIR INDIA	S	27	0	0	3.7	37.0	22.2	11.1	11.1	3.7	3.7	3.7	3.7	0.0	0.0	82	74.1	12	27
<b>TOTAL GOA INTERNATIONAL</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>37.0</b>	<b>22.2</b>	<b>11.1</b>	<b>11.1</b>	<b>3.7</b>	<b>3.7</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>82</b>	<b>74.1</b>	<b>12</b>	<b>27</b>
<b>TOTAL INDIA</b>			<b>96</b>	<b>0</b>	<b>10</b>	<b>4.7</b>	<b>24.5</b>	<b>22.6</b>	<b>11.3</b>	<b>7.5</b>	<b>12.3</b>	<b>3.8</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>9.4</b>	<b>62</b>	<b>61.3</b>	<b>22</b>	<b>107</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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>IRAQ</b>																				
ERBIL INTERNATIONAL	BH AIR	S	10	0	0	10.0	30.0	50.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL ERBIL INTERNATIONAL</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>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRAQ</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>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>																				
CORK	RYANAIR	S	62	0	0	21.0	62.9	14.5	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	67.7	15	62
<b>TOTAL CORK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>21.0</b>	<b>62.9</b>	<b>14.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>67.7</b>	<b>15</b>	<b>62</b>
DUBLIN	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	34.1	23	43
DUBLIN	RYANAIR	S	472	0	0	10.0	31.6	33.3	14.0	8.3	3.0	0.0	0.0	0.0	0.0	0.0	11	61.6	19	461
<b>TOTAL DUBLIN</b>			<b>472</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>31.6</b>	<b>33.3</b>	<b>14.0</b>	<b>8.3</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>59.2</b>	<b>19</b>	<b>504</b>
SHANNON	RYANAIR	S	62	0	0	6.5	54.8	29.0	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	72.6	15	62
<b>TOTAL SHANNON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>54.8</b>	<b>29.0</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>0.0</b>	<b>4</b>	<b>72.6</b>	<b>15</b>	<b>62</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>596</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>37.2</b>	<b>30.9</b>	<b>12.2</b>	<b>6.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>61.4</b>	<b>19</b>	<b>628</b>
<b>ISLE OF CURACAO</b>																				
ARUBA	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	21	8
<b>TOTAL ARUBA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>21</b>	<b>8</b>
<b>TOTAL ISLE OF CURACAO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>21</b>	<b>8</b>
<b>ISRAEL</b>																				
TEL AVIV	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	42.3	28	26
<b>TOTAL TEL AVIV</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>42.3</b>	<b>28</b>	<b>26</b>
<b>TOTAL ISRAEL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>42.3</b>	<b>28</b>	<b>26</b>
<b>ITALY</b>																				
BARI (PALESE)	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	74	0	0	17.6	20.3	43.2	6.8	10.8	1.4	0.0	0.0	0.0	0.0	0.0	10	62.9	16	62
BARI (PALESE)	EASYJET UK LTD	S	34	0	0	2.9	32.4	41.2	5.9	5.9	5.9	2.9	2.9	0.0	0.0	0.0	22	66.7	12	36
<b>TOTAL BARI (PALESE)</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>24.1</b>	<b>42.6</b>	<b>6.5</b>	<b>9.3</b>	<b>2.8</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>64.3</b>	<b>14</b>	<b>98</b>
BERGAMO	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	64.3	23	56
<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>64.3</b>	<b>23</b>	<b>56</b>
BOLOGNA	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.4	8	34
<b>TOTAL BOLOGNA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>82.4</b>	<b>8</b>	<b>34</b>
BOLZANO	SKYALPS	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	14	61.1	14	18
<b>TOTAL BOLZANO</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>14</b>	<b>61.1</b>	<b>14</b>	<b>18</b>
BRINDISI	EASYJET UK LTD	S	18	0	0	5.6	33.3	50.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	64.3	12	14
<b>TOTAL BRINDISI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>50.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>64.3</b>	<b>12</b>	<b>14</b>
CAGLIARI (ELMAS)	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	26	0	0	0.0	19.2	38.5	11.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	19	72.2	19	18
CAGLIARI (ELMAS)	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	10	28

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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 CAGLIARI (ELMAS)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>38.5</b>	<b>11.5</b>	<b>30.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>80.4</b>	<b>13</b>	<b>46</b>
CATANIA (FONTANAROSSA)	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	80	0	0	6.3	16.3	41.3	23.8	10.0	2.5	0.0	0.0	0.0	0.0	15	55.2	17	58	
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	98	0	0	1.0	23.5	46.9	10.2	14.3	4.1	0.0	0.0	0.0	0.0	15	58.2	20	78	
CATANIA (FONTANAROSSA)	WIZZ AIR UK LTD	S	18	0	0	5.6	50.0	27.8	5.6	5.6	5.6	0.0	0.0	0.0	0.0	12	94.4	3	18	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>23.0</b>	<b>42.9</b>	<b>15.3</b>	<b>11.7</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>61.3</b>	<b>17</b>	<b>154</b>	
FLORENCE	VUELING AIRLINES	S	152	0	0	18.4	29.6	37.5	7.9	3.9	2.6	0.0	0.0	0.0	0.0	8	77.2	10	136	
<b>TOTAL FLORENCE</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>18.4</b>	<b>29.6</b>	<b>37.5</b>	<b>7.9</b>	<b>3.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>77.2</b>	<b>10</b>	<b>136</b>	
LAMETIA-TERME	TUI AIRWAYS LTD	C	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	42.9	17	7	
<b>TOTAL LAMETIA-TERME</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>66.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>42.9</b>	<b>17</b>	<b>7</b>	
MILAN (LINATE)	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
MILAN (LINATE)	EASYJET UK LTD	S	106	0	0	1.9	27.4	48.1	9.4	11.3	0.9	0.0	0.0	0.9	0.0	17	75.8	12	62	
<b>TOTAL MILAN (LINATE)</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>27.1</b>	<b>48.6</b>	<b>9.3</b>	<b>11.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>17</b>	<b>75.8</b>	<b>12</b>	<b>62</b>	
MILAN (MALPENSA)	EASYJET UK LTD	S	315	0	0	3.2	35.6	35.9	12.7	8.6	2.9	0.0	1.3	0.0	0.0	13	73.2	15	276	
MILAN (MALPENSA)	WIZZ AIR MALTA	S	124	0	0	20.2	33.1	29.8	9.7	4.0	3.2	0.0	0.0	0.0	0.0	8	59.3	26	108	
<b>TOTAL MILAN (MALPENSA)</b>			<b>439</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>34.9</b>	<b>34.2</b>	<b>11.8</b>	<b>7.3</b>	<b>3.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>68.6</b>	<b>18</b>	<b>384</b>	
NAPLES	EASYJET UK LTD	S	186	0	0	9.1	31.2	36.6	7.5	8.1	4.3	1.6	1.6	0.0	0.0	17	77.8	11	176	
NAPLES	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	16	61.1	21	18	
NAPLES	WIZZ 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	74.2	13	62	
<b>TOTAL NAPLES</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>29.9</b>	<b>37.7</b>	<b>8.3</b>	<b>8.8</b>	<b>3.9</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>75.2</b>	<b>12</b>	<b>256</b>	
OLBIA	EASYJET UK LTD	S	86	0	0	1.2	17.4	40.7	18.6	11.6	10.5	0.0	0.0	0.0	0.0	20	61.4	15	42	
OLBIA	TUI AIRWAYS LTD	C	11	0	0	0.0	9.1	36.4	9.1	9.1	18.2	18.2	0.0	0.0	0.0	50	22.2	26	9	
<b>TOTAL OLBIA</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>16.5</b>	<b>40.2</b>	<b>17.5</b>	<b>11.3</b>	<b>11.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>54.7</b>	<b>17</b>	<b>51</b>	
PALERMO	EASYJET UK LTD	S	62	0	0	3.2	35.5	35.5	11.3	14.5	0.0	0.0	0.0	0.0	0.0	10	77.3	14	44	
<b>TOTAL PALERMO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>35.5</b>	<b>35.5</b>	<b>11.3</b>	<b>14.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.3</b>	<b>14</b>	<b>44</b>	
PISA	EASYJET UK LTD	S	134	0	0	6.0	25.4	43.3	11.9	9.0	3.0	1.5	0.0	0.0	0.0	14	67.9	18	106	
<b>TOTAL PISA</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>25.4</b>	<b>43.3</b>	<b>11.9</b>	<b>9.0</b>	<b>3.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>67.9</b>	<b>18</b>	<b>106</b>	
RIMINI	EASYJET UK LTD	S	16	0	0	6.3	37.5	50.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL RIMINI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>50.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ROME (FIUMICINO)	EASYJET UK LTD	S	186	0	0	2.2	30.1	40.9	15.6	8.6	1.1	1.6	0.0	0.0	0.0	13	64.0	13	186	
ROME (FIUMICINO)	TUI AIRWAYS LTD	C	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	32	25.0	43	4	
ROME (FIUMICINO)	VUELING AIRLINES	S	175	0	1	8.5	33.5	36.4	10.8	6.8	3.4	0.0	0.0	0.0	0.6	10	81.0	9	168	
ROME (FIUMICINO)	WIZZ AIR MALTA	S	124	0	0	7.3	28.2	36.3	15.3	8.1	4.0	0.8	0.0	0.0	0.0	13	71.8	13	124	
<b>TOTAL ROME (FIUMICINO)</b>			<b>489</b>	<b>0</b>	<b>1</b>	<b>5.7</b>	<b>30.6</b>	<b>38.2</b>	<b>13.7</b>	<b>8.0</b>	<b>2.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>12</b>	<b>71.6</b>	<b>12</b>	<b>482</b>	
SALERNO COSTA AMALFI	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	10	0	0	10.0	20.0	40.0	10.0	0.0	10.0	10.0	0.0	0.0	0.0	27	0.0	0	0	
SALERNO COSTA AMALFI	EASYJET UK LTD	S	18	0	0	22.2	27.8	33.3	5.6	5.6	5.6	0.0	0.0	0.0	0.0	9	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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 SALERNO COSTA AMALFI</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>25.0</b>	<b>35.7</b>	<b>7.1</b>	<b>3.6</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TURIN	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	52	0	0	9.6	19.2	38.5	7.7	17.3	3.8	0.0	3.8	0.0	0.0	0.0	21	86.2	8	58	
<b>TOTAL TURIN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>19.2</b>	<b>38.5</b>	<b>7.7</b>	<b>17.3</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>21</b>	<b>86.2</b>	<b>8</b>	<b>58</b>	
VENICE	EASYJET UK LTD	S	120	0	0	10.8	26.7	47.5	10.8	2.5	0.0	0.0	0.0	1.7	0.0	0.0	12	62.3	20	142	
VENICE	WIZZ 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	63.0	21	46	
<b>TOTAL VENICE</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>26.7</b>	<b>47.5</b>	<b>10.8</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>62.2</b>	<b>20</b>	<b>188</b>	
VERONA VILLAFRANCA	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	80	0	0	15.0	22.5	42.5	7.5	10.0	2.5	0.0	0.0	0.0	0.0	0.0	11	73.5	15	68	
VERONA VILLAFRANCA	EASYJET UK LTD	S	72	0	0	4.2	29.2	41.7	13.9	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	80.0	14	80	
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	13	0	0	0.0	30.8	38.5	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	70.0	17	10	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>165</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>26.1</b>	<b>41.8</b>	<b>10.9</b>	<b>8.5</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.6</b>	<b>14</b>	<b>158</b>	
<b>TOTAL ITALY</b>			<b>2438</b>	<b>0</b>	<b>1</b>	<b>7.5</b>	<b>28.5</b>	<b>39.6</b>	<b>11.6</b>	<b>8.6</b>	<b>3.1</b>	<b>0.5</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>70.4</b>	<b>15</b>	<b>2352</b>	
<b>JAMAICA</b>																					
KINGSTON	BRITISH AIRWAYS PLC	S	27	0	0	3.7	3.7	40.7	22.2	18.5	7.4	3.7	0.0	0.0	0.0	0.0	29	28.6	94	27	
<b>TOTAL KINGSTON</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>3.7</b>	<b>40.7</b>	<b>22.2</b>	<b>18.5</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>29</b>	<b>28.6</b>	<b>94</b>	<b>27</b>	
MONTEGO BAY	TUI AIRWAYS LTD	C	28	0	0	14.3	3.6	42.9	25.0	7.1	3.6	3.6	0.0	0.0	0.0	0.0	18	51.9	22	27	
<b>TOTAL MONTEGO BAY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>3.6</b>	<b>42.9</b>	<b>25.0</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>18</b>	<b>51.9</b>	<b>22</b>	<b>27</b>	
<b>TOTAL JAMAICA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>3.6</b>	<b>41.8</b>	<b>23.6</b>	<b>12.7</b>	<b>5.5</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>40.0</b>	<b>58</b>	<b>54</b>	
<b>LATVIA</b>																					
RIGA	AIR BALTIC	S	106	0	0	2.8	48.1	34.9	10.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	81.5	11	106	
RIGA	BRITISH AIRWAYS PLC	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
RIGA	NORWEGIAN AIR SWEDEN AB	S	34	0	0	0.0	29.4	44.1	23.5	2.9	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL RIGA</b>			<b>140</b>	<b>0</b>	<b>1</b>	<b>2.1</b>	<b>43.3</b>	<b>36.9</b>	<b>13.5</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>7</b>	<b>81.5</b>	<b>11</b>	<b>106</b>	
<b>TOTAL LATVIA</b>			<b>140</b>	<b>0</b>	<b>1</b>	<b>2.1</b>	<b>43.3</b>	<b>36.9</b>	<b>13.5</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>7</b>	<b>81.5</b>	<b>11</b>	<b>106</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	LUXAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1	
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>18</b>	<b>1</b>	
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>18</b>	<b>1</b>	
<b>MACEDONIA</b>																					
SKOPJE	FREEBIRD AIRLINES EUROPE LIMITED	C	9	0	0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL SKOPJE</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>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>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MACEDONIA</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>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>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MALTA</b>																					
MALTA	AIR MALTA	S	62	0	0	38.7	37.1	24.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.3	6	62	
MALTA	BA EUROFLYER LTD DBA BRITISH AIRWAYS	C	10	0	0	0.0	0.0	40.0	10.0	30.0	10.0	0.0	10.0	0.0	0.0	0.0	50	60.0	73	10	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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														
MALTA	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	118	0	0	0.8	15.3	47.5	14.4	15.3	5.1	0.8	0.8	0.0	0.0	0.0	20	76.3	12	80	
MALTA	EASYJET UK LTD	S	115	0	0	0.9	27.0	44.3	13.9	7.8	5.2	0.9	0.0	0.0	0.0	0.0	14	64.8	15	122	
MALTA	ENTER AIR	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	13	60.0	20	10	
MALTA	TUI AIRWAYS LTD	C	20	0	0	0.0	5.0	35.0	20.0	35.0	0.0	0.0	5.0	0.0	0.0	0.0	35	30.0	34	20	
<b>TOTAL MALTA</b>			<b>335</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>22.7</b>	<b>40.9</b>	<b>11.6</b>	<b>11.6</b>	<b>3.9</b>	<b>0.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>70.4</b>	<b>16</b>	<b>304</b>	
<b>TOTAL MALTA</b>			<b>335</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>22.7</b>	<b>40.9</b>	<b>11.6</b>	<b>11.6</b>	<b>3.9</b>	<b>0.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>70.4</b>	<b>16</b>	<b>304</b>	
<b>MAURITIUS</b>																					
MAURITIUS	AIR MAURITIUS LTD	S	46	0	1	2.1	23.4	51.1	12.8	2.1	2.1	0.0	2.1	2.1	0.0	2.1	24	55.2	30	56	
MAURITIUS	BRITISH AIRWAYS PLC	S	28	0	0	0.0	46.4	25.0	3.6	7.1	3.6	3.6	3.6	7.1	0.0	0.0	84	88.5	6	26	
<b>TOTAL MAURITIUS</b>			<b>74</b>	<b>0</b>	<b>1</b>	<b>1.3</b>	<b>32.0</b>	<b>41.3</b>	<b>9.3</b>	<b>4.0</b>	<b>2.7</b>	<b>1.3</b>	<b>2.7</b>	<b>4.0</b>	<b>0.0</b>	<b>1.3</b>	<b>47</b>	<b>65.5</b>	<b>22</b>	<b>82</b>	
<b>TOTAL MAURITIUS</b>			<b>74</b>	<b>0</b>	<b>1</b>	<b>1.3</b>	<b>32.0</b>	<b>41.3</b>	<b>9.3</b>	<b>4.0</b>	<b>2.7</b>	<b>1.3</b>	<b>2.7</b>	<b>4.0</b>	<b>0.0</b>	<b>1.3</b>	<b>47</b>	<b>65.5</b>	<b>22</b>	<b>82</b>	
<b>MEXICO</b>																					
CANCUN	BRITISH AIRWAYS PLC	S	62	0	0	12.9	41.9	30.6	8.1	3.2	0.0	0.0	3.2	0.0	0.0	0.0	12	53.4	42	58	
CANCUN	TUI AIRWAYS LTD	S	43	0	0	2.3	20.9	41.9	16.3	7.0	4.7	0.0	0.0	7.0	0.0	0.0	63	59.5	18	42	
<b>TOTAL CANCUN</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>33.3</b>	<b>35.2</b>	<b>11.4</b>	<b>4.8</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>56.0</b>	<b>32</b>	<b>100</b>	
<b>TOTAL MEXICO</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>33.3</b>	<b>35.2</b>	<b>11.4</b>	<b>4.8</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>56.0</b>	<b>32</b>	<b>100</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	26	0	0	15.4	7.7	53.8	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	73.3	19	30	
AGADIR (AL MASSIRA)	EASYJET UK LTD	S	45	0	1	19.6	21.7	41.3	4.3	2.2	8.7	0.0	0.0	0.0	0.0	2.2	11	87.0	10	46	
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	18	0	0	0.0	22.2	55.6	5.6	11.1	0.0	5.6	0.0	0.0	0.0	0.0	17	72.2	11	18	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>89</b>	<b>0</b>	<b>1</b>	<b>14.4</b>	<b>17.8</b>	<b>47.8</b>	<b>5.6</b>	<b>7.8</b>	<b>4.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>12</b>	<b>79.8</b>	<b>13</b>	<b>94</b>	
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	60	0	0	0.0	5.0	23.3	28.3	41.7	1.7	0.0	0.0	0.0	0.0	0.0	26	58.3	20	60	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.0</b>	<b>23.3</b>	<b>28.3</b>	<b>41.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>58.3</b>	<b>20</b>	<b>60</b>	
MARRAKESH	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	94	0	0	12.8	25.5	39.4	11.7	4.3	4.3	2.1	0.0	0.0	0.0	0.0	14	77.1	13	70	
MARRAKESH	EASYJET UK LTD	S	159	0	0	12.6	27.0	38.4	14.5	3.1	4.4	0.0	0.0	0.0	0.0	0.0	10	76.5	13	162	
MARRAKESH	TUI AIRWAYS LTD	S	18	0	0	5.6	11.1	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	44.4	29	18	
MARRAKESH	WIZZ AIR UK LTD	S	26	0	0	3.8	42.3	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	76.9	11	26	
<b>TOTAL MARRAKESH</b>			<b>297</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>26.9</b>	<b>39.4</b>	<b>13.8</b>	<b>4.0</b>	<b>3.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.6</b>	<b>14</b>	<b>276</b>	
TANGIERS (IBN BATUTA)	AIR ARABIA MAROC	S	28	0	0	3.6	42.9	32.1	10.7	3.6	0.0	0.0	7.1	0.0	0.0	0.0	22	65.4	17	26	
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>42.9</b>	<b>32.1</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>65.4</b>	<b>17</b>	<b>26</b>	
<b>TOTAL MOROCCO</b>			<b>474</b>	<b>0</b>	<b>1</b>	<b>10.1</b>	<b>23.4</b>	<b>38.5</b>	<b>13.9</b>	<b>9.5</b>	<b>3.4</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>14</b>	<b>73.0</b>	<b>15</b>	<b>456</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	100.0	0	1	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024		
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													
AMSTERDAM	BA EUROFLYER LTD DBA BRITISH 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	68.9	16	90
AMSTERDAM	EASYJET EUROPE	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
AMSTERDAM	EASYJET UK LTD	S	318	0	0	3.1	29.9	39.9	12.9	10.4	2.8	0.9	0.0	0.0	0.0	0.0	14	74.2	12	372
<b>TOTAL AMSTERDAM</b>			<b>318</b>	<b>0</b>	<b>1</b>	<b>3.1</b>	<b>29.8</b>	<b>39.8</b>	<b>12.9</b>	<b>10.3</b>	<b>2.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>14</b>	<b>71.7</b>	<b>13</b>	<b>463</b>
<b>TOTAL NETHERLANDS</b>			<b>318</b>	<b>0</b>	<b>1</b>	<b>3.1</b>	<b>29.8</b>	<b>39.8</b>	<b>12.9</b>	<b>10.3</b>	<b>2.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>14</b>	<b>71.7</b>	<b>13</b>	<b>463</b>
<b>NIGERIA</b>																				
LAGOS	AIR PEACE	S	62	0	0	9.7	38.7	30.6	9.7	4.8	4.8	0.0	1.6	0.0	0.0	0.0	15	75.5	12	53
<b>TOTAL LAGOS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>38.7</b>	<b>30.6</b>	<b>9.7</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.5</b>	<b>12</b>	<b>53</b>
<b>TOTAL NIGERIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>38.7</b>	<b>30.6</b>	<b>9.7</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.5</b>	<b>12</b>	<b>53</b>
<b>NORWAY</b>																				
ALESUND	NORWEGIAN AIR SHUTTLE	S	18	0	0	22.2	50.0	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL ALESUND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>50.0</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BERGEN	NORWEGIAN AIR SHUTTLE	S	92	0	0	14.1	54.3	23.9	4.3	1.1	2.2	0.0	0.0	0.0	0.0	0.0	4	81.9	8	116
BERGEN	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	39	2
<b>TOTAL BERGEN</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>54.3</b>	<b>23.9</b>	<b>4.3</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.4</b>	<b>8</b>	<b>118</b>
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	216	0	4	15.5	40.5	30.5	10.5	1.4	0.0	0.0	0.0	0.0	0.0	1.8	5	78.5	11	230
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>216</b>	<b>0</b>	<b>4</b>	<b>15.5</b>	<b>40.5</b>	<b>30.5</b>	<b>10.5</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>5</b>	<b>78.5</b>	<b>11</b>	<b>230</b>
STAVANGER	NORWEGIAN AIR SHUTTLE	S	45	0	0	42.2	46.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	4	80
<b>TOTAL STAVANGER</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>42.2</b>	<b>46.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>93.8</b>	<b>4</b>	<b>80</b>
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	36	0	0	27.8	55.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	95.2	3	42
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>55.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>95.2</b>	<b>3</b>	<b>42</b>
<b>TOTAL NORWAY</b>			<b>407</b>	<b>0</b>	<b>4</b>	<b>19.5</b>	<b>46.0</b>	<b>25.5</b>	<b>6.6</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>4</b>	<b>83.3</b>	<b>8</b>	<b>470</b>
<b>PAKISTAN</b>																				
ISLAMABAD INTERNATIONAL AIRPORT	BRITISH AIRWAYS PLC	S	14	0	13	7.4	0.0	11.1	3.7	25.9	3.7	0.0	0.0	0.0	0.0	48.1	27	0.0	0	0
ISLAMABAD INTERNATIONAL AIRPORT	EUROATLANTIC 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	11	0.0	0	0
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>15</b>	<b>0</b>	<b>13</b>	<b>7.1</b>	<b>0.0</b>	<b>14.3</b>	<b>3.6</b>	<b>25.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46.4</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PAKISTAN</b>			<b>15</b>	<b>0</b>	<b>13</b>	<b>7.1</b>	<b>0.0</b>	<b>14.3</b>	<b>3.6</b>	<b>25.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46.4</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>POLAND</b>																				
KRAKOW	EASYJET UK LTD	S	77	0	1	9.0	29.5	41.0	11.5	3.8	3.8	0.0	0.0	0.0	0.0	1.3	9	72.2	11	72
KRAKOW	WIZZ AIR	S	62	0	0	12.9	40.3	24.2	16.1	4.8	1.6	0.0	0.0	0.0	0.0	0.0	8	41.9	23	62
<b>TOTAL KRAKOW</b>			<b>139</b>	<b>0</b>	<b>1</b>	<b>10.7</b>	<b>34.3</b>	<b>33.6</b>	<b>13.6</b>	<b>4.3</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>9</b>	<b>58.2</b>	<b>17</b>	<b>134</b>
WROCLAW	SMARTWINGS	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 WROCLAW</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>141</b>	<b>0</b>	<b>1</b>	<b>10.6</b>	<b>33.8</b>	<b>34.5</b>	<b>13.4</b>	<b>4.2</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>9</b>	<b>58.2</b>	<b>17</b>	<b>134</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	120	0	0	10.8	25.0	49.2	11.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	7	77.6	8	116	
FARO	EASYJET EUROPE	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	
FARO	EASYJET UK LTD	S	327	0	1	8.5	33.8	35.4	12.8	4.9	3.7	0.3	0.0	0.3	0.0	0.3	12	70.9	15	382	
FARO	TUI AIRWAYS LTD	C	20	0	0	5.0	40.0	55.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	59.1	16	20	
FARO	WIZZ AIR UK LTD	S	90	0	0	3.3	28.9	34.4	16.7	10.0	6.7	0.0	0.0	0.0	0.0	0.0	15	56.8	30	88	
<b>TOTAL FARO</b>			<b>557</b>	<b>0</b>	<b>3</b>	<b>8.0</b>	<b>31.3</b>	<b>38.8</b>	<b>12.7</b>	<b>5.2</b>	<b>3.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>11</b>	<b>69.3</b>	<b>16</b>	<b>606</b>	
<b>LISBON</b>																					
LISBON	AIR PORTUGAL	S	104	0	0	3.8	33.7	34.6	15.4	8.7	3.8	0.0	0.0	0.0	0.0	0.0	12	60.8	17	100	
LISBON	EASYJET UK LTD	S	187	0	0	1.1	17.6	48.1	17.6	11.2	3.7	0.5	0.0	0.0	0.0	0.0	15	62.4	17	186	
<b>TOTAL LISBON</b>			<b>291</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>23.4</b>	<b>43.3</b>	<b>16.8</b>	<b>10.3</b>	<b>3.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>61.8</b>	<b>17</b>	<b>286</b>	
<b>OPORTO (PORTUGAL)</b>																					
OPORTO (PORTUGAL)	AIR PORTUGAL	S	120	0	3	8.9	36.6	28.5	10.6	4.9	3.3	2.4	2.4	0.0	0.0	2.4	18	63.7	15	124	
OPORTO (PORTUGAL)	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	86	0	0	3.5	25.6	40.7	19.8	3.5	4.7	0.0	1.2	1.2	0.0	0.0	27	66.2	17	68	
OPORTO (PORTUGAL)	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	
OPORTO (PORTUGAL)	EASYJET EUROPE	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	
OPORTO (PORTUGAL)	EASYJET UK LTD	S	104	0	2	9.4	21.7	31.1	17.0	9.4	7.5	1.9	0.0	0.0	0.0	1.9	19	74.5	15	106	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>310</b>	<b>0</b>	<b>9</b>	<b>7.5</b>	<b>28.2</b>	<b>32.3</b>	<b>15.0</b>	<b>6.0</b>	<b>5.0</b>	<b>1.6</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>2.8</b>	<b>21</b>	<b>68.1</b>	<b>16</b>	<b>298</b>	
<b>TOTAL PORTUGAL</b>			<b>1158</b>	<b>0</b>	<b>12</b>	<b>6.4</b>	<b>28.5</b>	<b>38.1</b>	<b>14.4</b>	<b>6.7</b>	<b>3.8</b>	<b>0.6</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>1.0</b>	<b>14</b>	<b>67.2</b>	<b>16</b>	<b>1190</b>	
<b>PORTUGAL(MADEIRA)</b>																					
<b>FUNCHAL</b>																					
FUNCHAL	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	62	0	0	29.0	12.9	37.1	11.3	6.5	3.2	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
FUNCHAL	EASYJET UK LTD	S	96	0	1	9.3	23.7	44.3	11.3	7.2	2.1	0.0	1.0	0.0	0.0	1.0	12	66.7	17	96	
<b>TOTAL FUNCHAL</b>			<b>158</b>	<b>0</b>	<b>1</b>	<b>17.0</b>	<b>19.5</b>	<b>41.5</b>	<b>11.3</b>	<b>6.9</b>	<b>2.5</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>11</b>	<b>66.7</b>	<b>17</b>	<b>96</b>	
<b>PORTO SANTO</b>																					
PORTO SANTO	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	24	9	
<b>TOTAL PORTO SANTO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>44.4</b>	<b>24</b>	<b>9</b>	
<b>TOTAL PORTUGAL</b>			<b>158</b>	<b>0</b>	<b>1</b>	<b>17.0</b>	<b>19.5</b>	<b>41.5</b>	<b>11.3</b>	<b>6.9</b>	<b>2.5</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>11</b>	<b>64.8</b>	<b>17</b>	<b>105</b>	
<b>QATAR</b>																					
<b>DOHA HAMAD</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	124	0	0	12.9	53.2	25.8	3.2	3.2	1.6	0.0	0.0	0.0	0.0	0.0	5	74.2	11	124	
<b>TOTAL DOHA HAMAD</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>53.2</b>	<b>25.8</b>	<b>3.2</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>74.2</b>	<b>11</b>	<b>124</b>	
<b>TOTAL QATAR</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>53.2</b>	<b>25.8</b>	<b>3.2</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>74.2</b>	<b>11</b>	<b>124</b>	
<b>REPUBLIC OF ROMANIA</b>																					
<b>PODGORICA</b>																					
PODGORICA	WIZZ AIR UK LTD	S	34	0	0	11.8	38.2	47.1	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.8	23	36	
<b>TOTAL PODGORICA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>38.2</b>	<b>47.1</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>83.8</b>	<b>23</b>	<b>36</b>	
<b>TIVAT</b>																					
TIVAT	EASYJET UK LTD	S	34	0	0	2.9	32.4	35.3	20.6	2.9	0.0	0.0	0.0	5.9	0.0	0.0	36	57.7	19	26	
<b>TOTAL TIVAT</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>32.4</b>	<b>35.3</b>	<b>20.6</b>	<b>2.9</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>36</b>	<b>57.7</b>	<b>19</b>	<b>26</b>	
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>35.3</b>	<b>41.2</b>	<b>11.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>73.0</b>	<b>21</b>	<b>62</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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								
BUCHAREST (OTOPENI)	ALBA STAR	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
BUCHAREST (OTOPENI)	EUROATLANTIC 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
BUCHAREST (OTOPENI)	WIZZ 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	66.1	15	62
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>15</b>	<b>63</b>
<b>TOTAL ROMANIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>15</b>	<b>63</b>
<b>SAINT KITTS AND NEVIS</b>																				
ST KITTS	BRITISH AIRWAYS PLC	S	17	0	0	11.8	17.6	41.2	17.6	0.0	11.8	0.0	0.0	0.0	0.0	0.0	15	66.7	21	18
<b>TOTAL ST KITTS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>17.6</b>	<b>41.2</b>	<b>17.6</b>	<b>0.0</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>66.7</b>	<b>21</b>	<b>18</b>
<b>TOTAL SAINT KITTS AND SAUDI ARABIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>17.6</b>	<b>41.2</b>	<b>17.6</b>	<b>0.0</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>66.7</b>	<b>21</b>	<b>18</b>
JEDDAH	SAUDI ARABIAN AIRLINES	S	34	0	0	11.8	29.4	32.4	11.8	8.8	5.9	0.0	0.0	0.0	0.0	0.0	13	57.9	27	38
JEDDAH	WIZZ AIR UK LTD	S	62	0	0	16.1	38.7	30.6	4.8	3.2	0.0	3.2	1.6	1.6	0.0	0.0	22	0.0	0	0
<b>TOTAL JEDDAH</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>14.6</b>	<b>35.4</b>	<b>31.3</b>	<b>7.3</b>	<b>5.2</b>	<b>2.1</b>	<b>2.1</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>57.9</b>	<b>27</b>	<b>38</b>
NEOM BAY	SAUDI ARABIAN AIRLINES	S	18	0	0	0.0	27.8	44.4	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL NEOM BAY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>44.4</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SAUDI ARABIA</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>34.2</b>	<b>33.3</b>	<b>10.5</b>	<b>4.4</b>	<b>1.8</b>	<b>1.8</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>57.9</b>	<b>27</b>	<b>38</b>
<b>SIERRA LEONE</b>																				
FREETOWN	ASCEND AIRWAYS LTD	C	0	0	7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL FREETOWN</b>			<b>0</b>	<b>0</b>	<b>7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SIERRA LEONE</b>			<b>0</b>	<b>0</b>	<b>7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SINGAPORE</b>																				
SINGAPORE	SINGAPORE AIRLINES	S	62	0	0	1.6	22.6	40.3	21.0	9.7	3.2	1.6	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL SINGAPORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>22.6</b>	<b>40.3</b>	<b>21.0</b>	<b>9.7</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SINGAPORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>22.6</b>	<b>40.3</b>	<b>21.0</b>	<b>9.7</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SLOVAK REPUBLIC</b>																				
KOSICE	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	46	1
<b>TOTAL KOSICE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>46</b>	<b>1</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>46</b>	<b>1</b>
<b>SLOVENIA</b>																				
LJUBLJANA	EASYJET UK LTD	S	52	0	0	11.5	32.7	42.3	1.9	7.7	3.8	0.0	0.0	0.0	0.0	0.0	8	77.8	12	54
<b>TOTAL LJUBLJANA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>32.7</b>	<b>42.3</b>	<b>1.9</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>77.8</b>	<b>12</b>	<b>54</b>
<b>TOTAL SLOVENIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>32.7</b>	<b>42.3</b>	<b>1.9</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>77.8</b>	<b>12</b>	<b>54</b>
<b>SPAIN</b>																				
A CORUNA	VUELING AIRLINES	S	32	0	0	3.1	18.8	56.3	21.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	65.7	11	35
<b>TOTAL A CORUNA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>18.8</b>	<b>56.3</b>	<b>21.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>65.7</b>	<b>11</b>	<b>35</b>
ALICANTE	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	78	0	0	11.5	26.9	38.5	10.3	10.3	2.6	0.0	0.0	0.0	0.0	0.0	11	64.1	16	64

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ALICANTE	EASYJET UK LTD	S	294	0	0	7.1	26.9	36.4	14.3	7.8	6.5	1.0	0.0	0.0	0.0	0.0	15	69.4	17	287
ALICANTE	RYANAIR	S	36	0	0	8.3	30.6	27.8	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	10	52.8	27	36
ALICANTE	TUI AIRWAYS LTD	C	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	75.0	17	16
ALICANTE	VUELING AIRLINES	S	84	0	0	16.7	36.9	34.5	7.1	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	6	28
<b>TOTAL ALICANTE</b>			<b>510</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>28.4</b>	<b>36.5</b>	<b>13.5</b>	<b>7.6</b>	<b>4.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>68.5</b>	<b>17</b>	<b>431</b>
ALMERIA	EASYJET UK LTD	S	28	0	0	0.0	46.4	42.9	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	62.5	14	16
<b>TOTAL ALMERIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.4</b>	<b>42.9</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>62.5</b>	<b>14</b>	<b>16</b>
ASTURIAS	VUELING AIRLINES	S	52	0	0	23.1	19.2	38.5	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7	79.6	12	54
<b>TOTAL ASTURIAS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>19.2</b>	<b>38.5</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>79.6</b>	<b>12</b>	<b>54</b>
BARCELONA	EASYJET UK LTD	S	247	0	1	9.7	33.5	35.5	12.1	6.5	2.0	0.4	0.0	0.0	0.0	0.4	9	77.6	13	232
BARCELONA	VUELING AIRLINES	S	470	0	11	13.3	30.1	32.4	10.4	7.9	2.7	0.6	0.0	0.2	0.0	2.3	12	74.4	12	538
<b>TOTAL BARCELONA</b>			<b>717</b>	<b>0</b>	<b>12</b>	<b>12.1</b>	<b>31.3</b>	<b>33.5</b>	<b>11.0</b>	<b>7.4</b>	<b>2.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>1.6</b>	<b>11</b>	<b>75.3</b>	<b>12</b>	<b>770</b>
BILBAO	ASCEND 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
BILBAO	BA EUROFLYER LTD DBA BRITISH AIRWAYS	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	67	0.0	0	0
BILBAO	BRITISH AIRWAYS PLC	S	0	0	8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
BILBAO	EASYJET UK LTD	S	6	0	0	0.0	50.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	91.7	3	36
BILBAO	VUELING AIRLINES	S	194	0	0	16.5	39.7	29.9	7.2	5.7	1.0	0.0	0.0	0.0	0.0	0.0	6	85.8	7	210
<b>TOTAL BILBAO</b>			<b>202</b>	<b>0</b>	<b>9</b>	<b>15.2</b>	<b>37.9</b>	<b>28.9</b>	<b>6.6</b>	<b>5.7</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>7</b>	<b>86.7</b>	<b>7</b>	<b>246</b>
GIRONA	TUI AIRWAYS LTD	C	11	0	0	0.0	18.2	63.6	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	12	75.0	8	8
<b>TOTAL GIRONA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>63.6</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>12</b>	<b>75.0</b>	<b>8</b>	<b>8</b>
GRANADA	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	72.2	19	18
<b>TOTAL GRANADA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>72.2</b>	<b>19</b>	<b>18</b>
IBIZA	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	100	0	0	7.0	18.0	41.0	22.0	6.0	5.0	1.0	0.0	0.0	0.0	0.0	15	65.5	20	84
IBIZA	EASYJET UK LTD	S	114	0	0	13.2	40.4	28.9	7.9	6.1	3.5	0.0	0.0	0.0	0.0	0.0	9	71.3	18	87
IBIZA	TUI AIRWAYS LTD	C	30	0	0	6.7	3.3	33.3	40.0	10.0	6.7	0.0	0.0	0.0	0.0	0.0	22	56.7	20	30
<b>TOTAL IBIZA</b>			<b>244</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>26.6</b>	<b>34.4</b>	<b>17.6</b>	<b>6.6</b>	<b>4.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>63.8</b>	<b>19</b>	<b>201</b>
JEREZ	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	18	9
<b>TOTAL JEREZ</b>			<b>9</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>77.8</b>	<b>18</b>	<b>9</b>
LEON	ENTER AIR	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL LEON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MADRID	AIR EUROPA	S	124	0	0	3.2	37.9	49.2	7.3	0.0	2.4	0.0	0.0	0.0	0.0	0.0	7	83.1	9	124
MADRID	EASYJET UK LTD	S	98	0	0	7.1	51.0	26.5	11.2	4.1	0.0	0.0	0.0	0.0	0.0	0.0	5	87.8	7	98
MADRID	IBERIA EXPRESS	S	122	0	4	19.0	37.3	34.1	4.8	1.6	0.0	0.0	0.0	0.0	0.0	3.2	4	79.5	10	118
<b>TOTAL MADRID</b>			<b>344</b>	<b>0</b>	<b>4</b>	<b>10.1</b>	<b>41.4</b>	<b>37.4</b>	<b>7.5</b>	<b>1.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>5</b>	<b>83.1</b>	<b>9</b>	<b>340</b>
MAHON	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	18	0	0	0.0	5.6	66.7	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	72.2	72	18

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MAHON	EASYJET UK LTD	S	124	0	0	4.8	30.6	33.1	23.4	4.8	3.2	0.0	0.0	0.0	0.0	0.0	12	63.6	18	88
MAHON	TUI AIRWAYS LTD	C	20	0	0	0.0	10.0	30.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	23	70.0	14	20
<b>TOTAL MAHON</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>25.3</b>	<b>36.4</b>	<b>24.1</b>	<b>6.8</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>65.9</b>	<b>25</b>	<b>126</b>
MALAGA	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	170	0	0	5.9	14.7	44.7	16.5	12.9	5.3	0.0	0.0	0.0	0.0	0.0	16	60.5	23	162
MALAGA	EASYJET UK LTD	S	285	0	0	6.7	35.8	38.2	8.8	7.7	2.5	0.0	0.4	0.0	0.0	0.0	10	62.7	19	279
MALAGA	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	5	0.0	0	0
MALAGA	TUI AIRWAYS LTD	C	26	0	0	0.0	11.5	53.8	26.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	14	53.6	20	28
MALAGA	VUELING AIRLINES	S	182	0	0	9.9	26.9	38.5	11.5	9.3	2.2	1.1	0.5	0.0	0.0	0.0	13	75.8	15	124
MALAGA	WIZZ AIR UK LTD	S	88	0	0	9.1	47.7	25.0	4.5	4.5	8.0	1.1	0.0	0.0	0.0	0.0	12	72.2	16	90
<b>TOTAL MALAGA</b>			<b>752</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>29.4</b>	<b>38.8</b>	<b>11.3</b>	<b>8.9</b>	<b>3.6</b>	<b>0.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>65.3</b>	<b>19</b>	<b>683</b>
MURCIA INTERNATIONAL	EASYJET UK LTD	S	62	0	0	17.7	29.0	41.9	3.2	4.8	3.2	0.0	0.0	0.0	0.0	0.0	9	82.3	9	62
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>29.0</b>	<b>41.9</b>	<b>3.2</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>9</b>	<b>82.3</b>	<b>9</b>	<b>62</b>
PALMA DE MALLORCA	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	107	0	0	5.6	15.0	43.9	14.0	14.0	6.5	0.9	0.0	0.0	0.0	0.0	19	67.8	16	86
PALMA DE MALLORCA	EASYJET EUROPE	S	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
PALMA DE MALLORCA	EASYJET UK LTD	S	328	0	1	4.0	22.2	35.3	16.1	14.6	6.1	1.2	0.3	0.0	0.0	0.3	20	58.0	22	345
PALMA DE MALLORCA	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	16	0.0	0	0
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	72	0	0	0.0	11.1	51.4	15.3	9.7	9.7	2.8	0.0	0.0	0.0	0.0	23	39.3	23	56
<b>TOTAL PALMA DE MALLORCA</b>			<b>508</b>	<b>0</b>	<b>5</b>	<b>3.7</b>	<b>18.9</b>	<b>39.0</b>	<b>15.6</b>	<b>13.6</b>	<b>6.6</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>20</b>	<b>56.5</b>	<b>21</b>	<b>487</b>
REUS	TUI AIRWAYS LTD	C	20	0	0	5.0	20.0	55.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	12	44.4	28	18
<b>TOTAL REUS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>20.0</b>	<b>55.0</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>44.4</b>	<b>28</b>	<b>18</b>
SANTIAGO DE COMPOSTELA (SPAIN)	VUELING AIRLINES	S	44	0	0	22.7	40.9	25.0	4.5	6.8	0.0	0.0	0.0	0.0	0.0	0.0	5	79.4	11	63
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>22.7</b>	<b>40.9</b>	<b>25.0</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>79.4</b>	<b>11</b>	<b>63</b>
SEVILLE	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	58	0	0	3.4	12.1	43.1	19.0	22.4	0.0	0.0	0.0	0.0	0.0	0.0	17	56.7	23	60
SEVILLE	EASYJET UK LTD	S	124	0	0	7.3	32.3	39.5	8.9	12.1	0.0	0.0	0.0	0.0	0.0	0.0	10	74.6	13	134
SEVILLE	VUELING AIRLINES	S	116	0	0	13.8	37.9	32.8	10.3	1.7	3.4	0.0	0.0	0.0	0.0	0.0	8	85.5	7	62
<b>TOTAL SEVILLE</b>			<b>298</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>30.5</b>	<b>37.6</b>	<b>11.4</b>	<b>10.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>73.0</b>	<b>14</b>	<b>256</b>
VALENCIA	EASYJET UK LTD	S	134	0	0	4.5	38.1	35.8	8.2	10.4	1.5	1.5	0.0	0.0	0.0	0.0	13	74.7	12	162
VALENCIA	VUELING AIRLINES	S	24	0	0	33.3	54.2	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.8	8	26
<b>TOTAL VALENCIA</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>40.5</b>	<b>32.3</b>	<b>7.0</b>	<b>8.9</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.5</b>	<b>12</b>	<b>188</b>
VALLADOLID	ENTER AIR	C	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL VALLADOLID</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
VITORIA	LEAV AVIATION GMBH	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 VITORIA</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>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
						More than 15 m early	15 m to 1 m early													
<b>TOTAL SPAIN</b>			<b>4159</b>	<b>0</b>	<b>30</b>	<b>9.1</b>	<b>29.8</b>	<b>36.7</b>	<b>12.1</b>	<b>7.8</b>	<b>3.2</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>12</b>	<b>70.9</b>	<b>15</b>	<b>4011</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	72	0	0	6.9	33.3	40.3	6.9	8.3	1.4	2.8	0.0	0.0	0.0	0.0	13	81.9	12	72
ARRECIFE	EASYJET UK LTD	S	149	0	0	6.0	26.2	40.3	16.1	9.4	0.7	1.3	0.0	0.0	0.0	0.0	12	65.5	16	148
ARRECIFE	TUI AIRWAYS LTD	C	26	0	0	0.0	19.2	65.4	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	9	74.1	9	27
<b>TOTAL ARRECIFE</b>			<b>247</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>27.5</b>	<b>42.9</b>	<b>13.0</b>	<b>8.5</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>70.7</b>	<b>14</b>	<b>247</b>
FUERTEVENTURA	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	26	0	0	30.8	23.1	38.5	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	72.2	22	18
FUERTEVENTURA	EASYJET UK LTD	S	79	0	0	10.1	36.7	32.9	11.4	5.1	0.0	3.8	0.0	0.0	0.0	0.0	11	71.9	15	64
FUERTEVENTURA	TUI AIRWAYS LTD	C	25	0	0	4.0	24.0	40.0	20.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	16	69.2	23	26
<b>TOTAL FUERTEVENTURA</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>13.1</b>	<b>31.5</b>	<b>35.4</b>	<b>11.5</b>	<b>4.6</b>	<b>1.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>71.3</b>	<b>18</b>	<b>108</b>
LAS PALMAS	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	52	0	0	9.6	17.3	53.8	3.8	11.5	3.8	0.0	0.0	0.0	0.0	0.0	12	73.9	13	46
LAS PALMAS	EASYJET UK LTD	S	61	0	0	6.6	18.0	34.4	18.0	16.4	4.9	0.0	1.6	0.0	0.0	0.0	19	50.0	27	70
LAS PALMAS	TUI AIRWAYS LTD	C	32	0	0	0.0	12.5	37.5	18.8	28.1	3.1	0.0	0.0	0.0	0.0	0.0	21	47.2	20	36
LAS PALMAS	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	84.6	11	26
<b>TOTAL LAS PALMAS</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>16.6</b>	<b>42.1</b>	<b>13.1</b>	<b>17.2</b>	<b>4.1</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>60.3</b>	<b>20</b>	<b>178</b>
SANTA CRUZ DE LA PALMA	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	20.0	10.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	28	20.0	23	10
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>10.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>20.0</b>	<b>23</b>	<b>10</b>
TENERIFE (SURREINA SOFIA)	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	102	0	0	14.7	22.5	46.1	7.8	4.9	2.9	1.0	0.0	0.0	0.0	0.0	10	73.4	15	94
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	185	0	0	9.2	28.6	41.6	13.0	5.4	2.2	0.0	0.0	0.0	0.0	0.0	9	59.4	22	185
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	56	0	0	1.8	21.4	37.5	19.6	16.1	3.6	0.0	0.0	0.0	0.0	0.0	17	60.0	19	60
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>343</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>25.7</b>	<b>42.3</b>	<b>12.5</b>	<b>7.0</b>	<b>2.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>61.9</b>	<b>20</b>	<b>339</b>
<b>TOTAL SPAIN(CANARY ST LUCIA)</b>			<b>875</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>25.5</b>	<b>41.1</b>	<b>12.6</b>	<b>9.1</b>	<b>2.3</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>64.7</b>	<b>18</b>	<b>882</b>
ST LUCIA (HEWANORRA)	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	10	9
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>62.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>88.9</b>	<b>10</b>	<b>9</b>
<b>SUDAN</b>																				
PORT SUDAN	BADR AIRLINES	S	0	0	7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL PORT SUDAN</b>			<b>0</b>	<b>0</b>	<b>7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SUDAN</b>			<b>0</b>	<b>0</b>	<b>7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SWEDEN</b>																				
GOTEBORG (LANDVETTER)	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.4	11	36

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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	
GOTEBORG (LANDVETTER)	NORWEGIAN AIR SWEDEN AB	S	36	0	0	13.9	41.7	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 GOTEBORG (LANDVETTER)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>41.7</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>69.4</b>	<b>11</b>	<b>36</b>	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.0	4	188	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SWEDEN AB	S	166	0	0	37.3	47.0	13.9	0.6	1.2	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
STOCKHOLM (ARLANDA)	SUNDAIR GMBH	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>36.9</b>	<b>46.4</b>	<b>14.3</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>91.0</b>	<b>4</b>	<b>188</b>	
<b>TOTAL SWEDEN</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>32.8</b>	<b>45.6</b>	<b>19.6</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>5</b>	<b>224</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET UK LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
BALE MULHOUSE	EASYJET UK LTD	S	124	0	0	13.7	33.1	41.1	6.5	4.0	0.0	1.6	0.0	0.0	0.0	0.0	8	73.6	13	125	
<b>TOTAL BALE MULHOUSE</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>32.8</b>	<b>41.6</b>	<b>6.4</b>	<b>4.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>73.6</b>	<b>13</b>	<b>125</b>	
GENEVA	EASYJET SWITZERLAND	S	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
GENEVA	EASYJET UK LTD	S	318	0	0	2.8	31.4	33.0	14.2	11.9	4.4	1.6	0.6	0.0	0.0	0.0	18	69.3	13	326	
<b>TOTAL GENEVA</b>			<b>318</b>	<b>0</b>	<b>3</b>	<b>2.8</b>	<b>31.2</b>	<b>32.7</b>	<b>14.0</b>	<b>11.8</b>	<b>4.4</b>	<b>1.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>18</b>	<b>68.9</b>	<b>13</b>	<b>326</b>	
ZURICH	EASYJET UK LTD	S	122	0	2	0.8	33.1	42.7	13.7	6.5	1.6	0.0	0.0	0.0	0.0	1.6	10	72.6	12	124	
ZURICH	SWISS AIRLINES	S	62	0	0	0.0	9.7	38.7	25.8	19.4	6.5	0.0	0.0	0.0	0.0	0.0	21	71.0	15	62	
<b>TOTAL ZURICH</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>0.5</b>	<b>25.3</b>	<b>41.4</b>	<b>17.7</b>	<b>10.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>14</b>	<b>72.0</b>	<b>13</b>	<b>186</b>	
<b>TOTAL SWITZERLAND</b>			<b>627</b>	<b>0</b>	<b>5</b>	<b>4.3</b>	<b>29.7</b>	<b>37.0</b>	<b>13.6</b>	<b>10.0</b>	<b>3.2</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>15</b>	<b>70.7</b>	<b>13</b>	<b>637</b>	
<b>TRINIDAD AND TOBAGO</b>																					
PORT OF SPAIN	BRITISH AIRWAYS PLC	S	26	0	0	11.5	23.1	38.5	11.5	11.5	3.8	0.0	0.0	0.0	0.0	0.0	13	76.9	12	26	
<b>TOTAL PORT OF SPAIN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>23.1</b>	<b>38.5</b>	<b>11.5</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>76.9</b>	<b>12</b>	<b>26</b>	
TOBAGO	BRITISH AIRWAYS PLC	S	10	0	0	30.0	30.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	9	18	
<b>TOTAL TOBAGO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>30.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>66.7</b>	<b>9</b>	<b>18</b>	
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>25.0</b>	<b>38.9</b>	<b>8.3</b>	<b>8.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.7</b>	<b>11</b>	<b>44</b>	
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	EASYJET UK LTD	S	80	0	0	7.5	27.5	36.3	20.0	7.5	1.3	0.0	0.0	0.0	0.0	0.0	10	70.3	13	64	
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	44.4	22.2	5.6	5.6	0.0	5.6	0.0	0.0	0.0	25	73.7	10	19	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>25.5</b>	<b>37.8</b>	<b>20.4</b>	<b>7.1</b>	<b>2.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>71.1</b>	<b>13</b>	<b>83</b>	
TUNIS	NOUVELAIR TUNISIE	S	31	0	0	16.1	38.7	22.6	0.0	12.9	6.5	0.0	3.2	0.0	0.0	0.0	23	63.3	16	30	
TUNIS	TUNISAIR	S	46	0	0	0.0	21.7	39.1	13.0	6.5	6.5	10.9	2.2	0.0	0.0	0.0	33	68.2	22	43	
<b>TOTAL TUNIS</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>28.6</b>	<b>32.5</b>	<b>7.8</b>	<b>9.1</b>	<b>6.5</b>	<b>6.5</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>66.2</b>	<b>20</b>	<b>73</b>	
<b>TOTAL TUNISIA</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>26.9</b>	<b>35.4</b>	<b>14.9</b>	<b>8.0</b>	<b>4.0</b>	<b>2.9</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>68.8</b>	<b>16</b>	<b>156</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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>TURKEY</b>																					
ANTALYA	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	47	0	0	17.0	21.3	44.7	8.5	6.4	2.1	0.0	0.0	0.0	0.0	0.0	9	33.3	35	30	
ANTALYA	CORENDON AIRLINES	S	45	0	0	6.7	24.4	31.1	20.0	13.3	4.4	0.0	0.0	0.0	0.0	0.0	15	41.7	32	36	
ANTALYA	EASYJET UK LTD	S	143	0	2	0.0	5.5	38.6	29.0	17.9	6.2	1.4	0.0	0.0	1.4	25	38.9	29	131		
ANTALYA	FREEBIRD AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	34.8	40	23		
ANTALYA	SUNEXPRESS	S	122	0	0	2.5	13.9	49.2	24.6	8.2	1.6	0.0	0.0	0.0	0.0	13	63.2	18	106		
ANTALYA	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	91.7	4	24		
ANTALYA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	41.1	30	56		
ANTALYA	TUI AIRWAYS LTD	S	56	0	0	0.0	8.9	51.8	21.4	14.3	1.8	0.0	1.8	0.0	0.0	19	0.0	0	0		
ANTALYA	WIZZ AIR UK LTD	S	34	0	0	5.9	20.6	41.2	17.6	11.8	2.9	0.0	0.0	0.0	14	57.1	21	35			
<b>TOTAL ANTALYA</b>			<b>447</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>12.9</b>	<b>43.2</b>	<b>22.9</b>	<b>12.7</b>	<b>3.6</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>17</b>	<b>49.0</b>	<b>25</b>	<b>441</b>	
BODRUM (MILAS)	EASYJET UK LTD	S	87	0	0	2.3	11.5	42.5	20.7	20.7	2.3	0.0	0.0	0.0	0.0	19	51.1	30	87		
BODRUM (MILAS)	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	20.0	29	10			
BODRUM (MILAS)	TUI AIRWAYS LTD	S	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0			
<b>TOTAL BODRUM (MILAS)</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>11.0</b>	<b>42.9</b>	<b>22.0</b>	<b>19.8</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>48.0</b>	<b>30</b>	<b>97</b>		
DALAMAN	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	52	0	0	3.8	17.3	40.4	15.4	15.4	7.7	0.0	0.0	0.0	0.0	20	54.8	42	42		
DALAMAN	CORENDON AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	12	16			
DALAMAN	EASYJET UK LTD	S	167	0	2	1.8	14.2	45.0	18.9	12.4	4.1	1.2	1.2	0.0	1.2	21	53.9	24	165		
DALAMAN	SUNEXPRESS	S	44	0	2	0.0	10.9	58.7	15.2	8.7	2.2	0.0	0.0	0.0	4.3	13	52.1	24	48		
DALAMAN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.4	22	54			
DALAMAN	TUI AIRWAYS LTD	S	42	0	2	0.0	20.5	54.5	13.6	6.8	0.0	0.0	0.0	0.0	4.5	10	0.0	0	0		
DALAMAN	WIZZ AIR UK LTD	S	36	0	0	13.9	13.9	47.2	13.9	5.6	0.0	0.0	5.6	0.0	0.0	22	52.9	38	34		
<b>TOTAL DALAMAN</b>			<b>341</b>	<b>0</b>	<b>6</b>	<b>2.9</b>	<b>15.0</b>	<b>47.6</b>	<b>16.7</b>	<b>11.0</b>	<b>3.5</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>18</b>	<b>54.6</b>	<b>27</b>	<b>359</b>	
ISTANBUL	THY TURKISH AIRLINES	S	229	0	1	6.1	41.3	36.1	12.6	1.7	0.4	0.9	0.4	0.0	0.4	8	80.1	8	196		
ISTANBUL	WIZZ AIR UK LTD	S	80	0	0	2.5	36.3	27.5	11.3	10.0	7.5	3.8	1.3	0.0	0.0	23	68.9	13	106		
<b>TOTAL ISTANBUL</b>			<b>309</b>	<b>0</b>	<b>1</b>	<b>5.2</b>	<b>40.0</b>	<b>33.9</b>	<b>12.3</b>	<b>3.9</b>	<b>2.3</b>	<b>1.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>12</b>	<b>76.2</b>	<b>10</b>	<b>302</b>	
IZMIR (ADNAN MENDERES)	BA EUROFLYER LTD DBA BRITISH AIRWAYS	C	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	11	33.3	23	3		
IZMIR (ADNAN MENDERES)	EASYJET UK LTD	S	17	0	0	0.0	11.8	58.8	23.5	0.0	5.9	0.0	0.0	0.0	0.0	14	73.1	11	26		
IZMIR (ADNAN MENDERES)	SUNEXPRESS	S	18	0	0	11.1	44.4	38.9	5.6	0.0	0.0	0.0	0.0	0.0	3	100.0	3	6			
IZMIR (ADNAN MENDERES)	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	42.9	23	14			
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>26.3</b>	<b>50.0</b>	<b>15.8</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>65.3</b>	<b>14</b>	<b>49</b>		
KAYSERI ERKILET	CORENDON AIRLINES	S	5	0	0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
<b>TOTAL KAYSERI ERKILET</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL TURKEY</b>			<b>1231</b>	<b>0</b>	<b>9</b>	<b>3.8</b>	<b>20.6</b>	<b>42.3</b>	<b>18.1</b>	<b>10.2</b>	<b>3.1</b>	<b>0.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>16</b>	<b>57.7</b>	<b>22</b>	<b>1248</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late								
<b>TURKMENISTAN</b>																					
ASHKHABAD	TURKMENISTAN AIRLINES	S	18	0	0	0.0	22.2	33.3	27.8	11.1	5.6	0.0	0.0	0.0	0.0	0.0	17	88.9	4	18	
<b>TOTAL ASHKHABAD</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>88.9</b>	<b>4</b>	<b>18</b>	
<b>TOTAL TURKMENISTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>88.9</b>	<b>4</b>	<b>18</b>	
<b>UGANDA</b>																					
ENTEBBE	UGANDA AIR CARGO	S	16	0	0	6.3	12.5	56.3	12.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL ENTEBBE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>56.3</b>	<b>12.5</b>	<b>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>TOTAL UGANDA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>56.3</b>	<b>12.5</b>	<b>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>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	186	0	0	3.8	35.5	40.3	15.1	3.8	1.6	0.0	0.0	0.0	0.0	0.0	8	78.0	10	186	
<b>TOTAL DUBAI</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>35.5</b>	<b>40.3</b>	<b>15.1</b>	<b>3.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>78.0</b>	<b>10</b>	<b>186</b>	
<b>TOTAL UNITED ARAB</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>35.5</b>	<b>40.3</b>	<b>15.1</b>	<b>3.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>78.0</b>	<b>10</b>	<b>186</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASYJET UK LTD	S	124	0	0	7.3	54.8	27.4	5.6	1.6	3.2	0.0	0.0	0.0	0.0	0.0	6	85.5	7	124	
<b>TOTAL ABERDEEN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>54.8</b>	<b>27.4</b>	<b>5.6</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>85.5</b>	<b>7</b>	<b>124</b>	
BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	170	0	0	12.4	45.9	26.5	6.5	6.5	1.8	0.6	0.0	0.0	0.0	0.0	8	78.0	9	184	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>45.9</b>	<b>26.5</b>	<b>6.5</b>	<b>6.5</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>78.0</b>	<b>9</b>	<b>184</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	228	0	0	11.4	44.3	28.5	6.6	5.7	2.6	0.9	0.0	0.0	0.0	0.0	9	76.7	13	331	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>44.3</b>	<b>28.5</b>	<b>6.6</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>0.0</b>	<b>9</b>	<b>76.7</b>	<b>13</b>	<b>331</b>	
BIRMINGHAM	BRITISH AIRWAYS PLC	C	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
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	0.0	5	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>1</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRISTOL	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 BRISTOL</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EDINBURGH	ASCEND AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
EDINBURGH	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	29	2	
EDINBURGH	EASYJET UK LTD	S	250	0	0	11.6	35.2	30.0	10.0	9.6	3.6	0.0	0.0	0.0	0.0	0.0	11	67.0	16	306	
<b>TOTAL EDINBURGH</b>			<b>251</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>35.5</b>	<b>29.9</b>	<b>10.0</b>	<b>9.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.6</b>	<b>16</b>	<b>308</b>	
GLASGOW	BRITISH AIRWAYS PLC	S	62	0	0	16.1	30.6	46.8	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	88.7	7	62	
GLASGOW	EASYJET UK LTD	S	236	0	0	11.9	37.3	29.2	8.9	8.5	4.2	0.0	0.0	0.0	0.0	0.0	11	76.4	12	274	
<b>TOTAL GLASGOW</b>			<b>298</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>35.9</b>	<b>32.9</b>	<b>7.7</b>	<b>7.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>78.7</b>	<b>11</b>	<b>336</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	358	0	7	4.1	36.7	35.3	9.3	5.8	6.3	0.3	0.3	0.0	0.0	1.9	13	59.4	34	364	
<b>TOTAL GUERNSEY</b>			<b>358</b>	<b>0</b>	<b>7</b>	<b>4.1</b>	<b>36.7</b>	<b>35.3</b>	<b>9.3</b>	<b>5.8</b>	<b>6.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>13</b>	<b>59.4</b>	<b>34</b>	<b>364</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
<b>TOTAL HEATHROW</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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
INVERNESS	EASYJET UK LTD	S	168	0	0	5.4	38.1	35.7	11.9	6.5	1.2	1.2	0.0	0.0	0.0	0.0	10	80.5	12	164
<b>TOTAL INVERNESS</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>38.1</b>	<b>35.7</b>	<b>11.9</b>	<b>6.5</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>10</b>	<b>80.5</b>	<b>12</b>	<b>164</b>
ISLE OF MAN	EASYJET UK LTD	S	124	0	0	4.0	41.1	30.6	12.1	10.5	1.6	0.0	0.0	0.0	0.0	0.0	10	72.2	19	126
<b>TOTAL ISLE OF MAN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>41.1</b>	<b>30.6</b>	<b>12.1</b>	<b>10.5</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>10</b>	<b>72.2</b>	<b>19</b>	<b>126</b>
JERSEY	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	98	0	0	33.7	28.6	32.7	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	70.0	29	10
JERSEY	EASYJET UK LTD	S	220	0	0	13.6	43.6	21.8	8.6	6.8	5.0	0.0	0.0	0.5	0.0	0.0	12	82.6	9	258
<b>TOTAL JERSEY</b>			<b>318</b>	<b>0</b>	<b>0</b>	<b>19.8</b>	<b>39.0</b>	<b>25.2</b>	<b>7.5</b>	<b>4.7</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>82.1</b>	<b>10</b>	<b>268</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	0.0	25	1
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>25</b>	<b>1</b>
LONDON CITY	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	2	1
<b>TOTAL LONDON CITY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>1</b>
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	52	100.0	4	1
MANCHESTER	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	48	1
<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>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>50.0</b>	<b>26</b>	<b>2</b>
NEWQUAY	EASTERN AIRWAYS	S	112	0	13	1.6	38.4	33.6	4.8	5.6	4.0	1.6	0.0	0.0	0.0	10.4	12	74.0	14	162
<b>TOTAL NEWQUAY</b>			<b>112</b>	<b>0</b>	<b>13</b>	<b>1.6</b>	<b>38.4</b>	<b>33.6</b>	<b>4.8</b>	<b>5.6</b>	<b>4.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.4</b>	<b>12</b>	<b>74.0</b>	<b>14</b>	<b>162</b>
STANSTED	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1
<b>TOTAL STANSTED</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>27</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2154</b>	<b>0</b>	<b>23</b>	<b>10.0</b>	<b>39.7</b>	<b>30.6</b>	<b>8.3</b>	<b>6.5</b>	<b>3.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>10</b>	<b>73.9</b>	<b>16</b>	<b>2372</b>
<b>USA</b>																				
BOSTON	JETBLUE AIRWAYS CORPORATION	S	18	0	0	33.3	38.9	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	90.3	5	62
<b>TOTAL BOSTON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>38.9</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>5</b>	<b>90.3</b>	<b>5</b>	<b>62</b>
LAS VEGAS	BRITISH AIRWAYS PLC	S	26	0	1	3.7	33.3	40.7	7.4	11.1	0.0	0.0	0.0	0.0	0.0	3.7	8	56.8	51	44
<b>TOTAL LAS VEGAS</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>3.7</b>	<b>33.3</b>	<b>40.7</b>	<b>7.4</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>3.7</b>	<b>8</b>	<b>56.8</b>	<b>51</b>	<b>44</b>
LOS ANGELES INTERNATIONAL	NORSE ATLANTIC UK LTD	S	38	0	0	2.6	34.2	47.4	10.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	7	78.9	9	38
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>34.2</b>	<b>47.4</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>78.9</b>	<b>9</b>	<b>38</b>
MELBOURNE FLATS	TUI AIRWAYS LTD	C	15	0	0	0.0	46.7	40.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	6	18
<b>TOTAL MELBOURNE FLATS</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.7</b>	<b>40.0</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>83.3</b>	<b>6</b>	<b>18</b>
MIAMI INTERNATIONAL	NORSE ATLANTIC UK LTD	S	62	0	0	14.5	40.3	33.9	3.2	8.1	0.0	0.0	0.0	0.0	0.0	0.0	6	68.8	13	44
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>40.3</b>	<b>33.9</b>	<b>3.2</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>0.0</b>	<b>6</b>	<b>68.8</b>	<b>13</b>	<b>44</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	59	0	3	6.5	27.4	30.6	17.7	9.7	3.2	0.0	0.0	0.0	0.0	4.8	13	53.2	37	56
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	18	0	0	11.1	61.1	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	88.7	8	62

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2024		
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
NEW YORK (JF KENNEDY)	JETBLUE AIRWAYS CORPORATION	S	0	0	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	13	62
NEW YORK (JF KENNEDY)	NORSE ATLANTIC UK LTD	S	62	0	0	0.0	38.7	35.5	12.9	6.5	4.8	1.6	0.0	0.0	0.0	0.0	14	82.4	6	88
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>139</b>	<b>0</b>	<b>3</b>	<b>4.2</b>	<b>36.6</b>	<b>31.0</b>	<b>14.1</b>	<b>7.7</b>	<b>3.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>13</b>	<b>78.0</b>	<b>15</b>	<b>268</b>
ORLANDO	BRITISH AIRWAYS PLC	S	124	0	0	8.1	38.7	32.3	10.5	5.6	3.2	0.0	1.6	0.0	0.0	0.0	12	56.5	29	122
ORLANDO	NORSE ATLANTIC UK LTD	S	62	0	0	6.5	30.6	38.7	9.7	6.5	4.8	0.0	3.2	0.0	0.0	0.0	20	89.6	6	48
<b>TOTAL ORLANDO</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>36.0</b>	<b>34.4</b>	<b>10.2</b>	<b>5.9</b>	<b>3.8</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>65.7</b>	<b>22</b>	<b>170</b>
TAMPA	BRITISH AIRWAYS PLC	S	62	0	0	12.9	37.1	29.0	11.3	9.7	0.0	0.0	0.0	0.0	0.0	0.0	8	66.1	20	61
<b>TOTAL TAMPA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>37.1</b>	<b>29.0</b>	<b>11.3</b>	<b>9.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>66.1</b>	<b>20</b>	<b>61</b>
<b>TOTAL USA</b>			<b>546</b>	<b>0</b>	<b>4</b>	<b>8.2</b>	<b>36.9</b>	<b>33.6</b>	<b>10.2</b>	<b>7.3</b>	<b>2.2</b>	<b>0.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>11</b>	<b>73.4</b>	<b>18</b>	<b>705</b>
<b>UZBEKISTAN</b>																				
TASHKENT	UZBEKISTAN AIRLINES	S	8	0	0	0.0	37.5	12.5	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	21	62.5	12	8
<b>TOTAL TASHKENT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>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>21</b>	<b>62.5</b>	<b>12</b>	<b>8</b>
<b>TOTAL UZBEKISTAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>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>21</b>	<b>62.5</b>	<b>12</b>	<b>8</b>
<b>TOTAL GATWICK</b>			<b>24022</b>	<b>0</b>	<b>147</b>	<b>8.2</b>	<b>29.2</b>	<b>36.7</b>	<b>12.6</b>	<b>8.4</b>	<b>3.3</b>	<b>0.6</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>13</b>	<b>68.1</b>	<b>16</b>	<b>23973</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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	BA CITYFLYER 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	6	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>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
VIENNA	GLOBAL REACH AVIATION	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0			
<b>TOTAL VIENNA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
<b>TOTAL AUSTRIA</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>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
<b>BELGIUM</b>																					
CHARLEROI	RYANAIR	S	18	0	0	22.2	55.6	16.7	5.6	0.0	0.0	0.0	0.0	0.0	1	68.4	42	19			
<b>TOTAL CHARLEROI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>55.6</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>68.4</b>	<b>42</b>	<b>19</b>			
<b>TOTAL BELGIUM</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>55.6</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>68.4</b>	<b>42</b>	<b>19</b>			
<b>BULGARIA</b>																					
BURGAS	JET2.COM LTD	S	12	0	0	0.0	58.3	16.7	8.3	0.0	16.7	0.0	0.0	0.0	17	81.8	8	11			
<b>TOTAL BURGAS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>58.3</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>17</b>	<b>81.8</b>	<b>8</b>	<b>11</b>			
<b>TOTAL BULGARIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>58.3</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>17</b>	<b>81.8</b>	<b>8</b>	<b>11</b>			
<b>CANADA</b>																					
TORONTO	AIR TRANSAT	S	52	0	0	13.5	44.2	25.0	7.7	5.8	3.8	0.0	0.0	0.0	9	80.4	8	46			
<b>TOTAL TORONTO</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>44.2</b>	<b>25.0</b>	<b>7.7</b>	<b>5.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.7</b>	<b>8</b>	<b>46</b>			
<b>TOTAL CANADA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>44.2</b>	<b>25.0</b>	<b>7.7</b>	<b>5.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.7</b>	<b>8</b>	<b>46</b>			
<b>CAPE VERDE ISLANDS</b>																					
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	10	0	0	10.0	10.0	70.0	10.0	0.0	0.0	0.0	0.0	0.0	9	66.7	11	9			
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</b>	<b>70.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>66.7</b>	<b>11</b>	<b>9</b>			
<b>TOTAL CAPE VERDE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</b>	<b>70.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>66.7</b>	<b>11</b>	<b>9</b>			
<b>CROATIA</b>																					
DUBROVNIK	TUI AIRWAYS LTD	S	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	15	25.0	44	8			
<b>TOTAL DUBROVNIK</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>55.6</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>25.0</b>	<b>44</b>	<b>8</b>			
SPLIT	EASYJET UK LTD	S	16	0	0	0.0	68.8	25.0	6.3	0.0	0.0	0.0	0.0	0.0	3	88.9	15	18			
<b>TOTAL SPLIT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>68.8</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.9</b>	<b>15</b>	<b>18</b>			
<b>TOTAL CROATIA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>48.0</b>	<b>36.0</b>	<b>12.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>69.2</b>	<b>24</b>	<b>26</b>			
<b>CYPRUS</b>																					
LARNACA	EASYJET UK LTD	S	17	0	0	5.9	23.5	41.2	23.5	5.9	0.0	0.0	0.0	0.0	9	87.5	8	8			
LARNACA	JET2.COM LTD	S	17	0	0	0.0	35.3	35.3	11.8	17.6	0.0	0.0	0.0	0.0	15	50.0	17	18			
<b>TOTAL LARNACA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>29.4</b>	<b>38.2</b>	<b>17.6</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>61.5</b>	<b>14</b>	<b>26</b>			
PAPHOS	JET2.COM LTD	S	18	0	0	0.0	27.8	33.3	27.8	11.1	0.0	0.0	0.0	0.0	14	72.2	11	18			
PAPHOS	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	12.5	25.0	25.0	6.3	0.0	0.0	0.0	46	58.8	12	17			
<b>TOTAL PAPHOS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>23.5</b>	<b>26.5</b>	<b>17.6</b>	<b>11.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>65.7</b>	<b>11</b>	<b>35</b>			
<b>TOTAL CYPRUS</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>23.5</b>	<b>30.9</b>	<b>22.1</b>	<b>14.7</b>	<b>5.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>63.9</b>	<b>13</b>	<b>61</b>			
<b>CZECH REPUBLIC</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	EASYJET UK LTD	S	18	0	0	22.2	50.0	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
PRAGUE	JET2.COM LTD	S	12	0	0	8.3	75.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	12	
<b>TOTAL PRAGUE</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>60.0</b>	<b>20.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>3</b>	<b>12</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>60.0</b>	<b>20.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>3</b>	<b>12</b>	
<b>EGYPT</b>																					
HURGHADA	EASYJET UK LTD	S	18	0	0	5.6	16.7	38.9	22.2	0.0	16.7	0.0	0.0	0.0	0.0	0.0	19	77.8	10	18	
<b>TOTAL HURGHADA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>38.9</b>	<b>22.2</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>77.8</b>	<b>10</b>	<b>18</b>	
SHARM EL SHEIKH (OPHIRA)	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	10.0	50.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
SHARM EL SHEIKH (OPHIRA)	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>54.5</b>	<b>27.3</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL EGYPT</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>10.3</b>	<b>27.6</b>	<b>34.5</b>	<b>10.3</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>23</b>	<b>77.8</b>	<b>10</b>	<b>18</b>	
<b>FRANCE</b>																					
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	137	0	1	1.4	24.6	34.1	21.7	10.1	7.2	0.0	0.0	0.0	0.0	0.7	17	50.0	25	124	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>137</b>	<b>0</b>	<b>1</b>	<b>1.4</b>	<b>24.6</b>	<b>34.1</b>	<b>21.7</b>	<b>10.1</b>	<b>7.2</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>50.0</b>	<b>25</b>	<b>124</b>	
<b>TOTAL FRANCE</b>			<b>137</b>	<b>0</b>	<b>1</b>	<b>1.4</b>	<b>24.6</b>	<b>34.1</b>	<b>21.7</b>	<b>10.1</b>	<b>7.2</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>50.0</b>	<b>25</b>	<b>124</b>	
<b>GERMANY</b>																					
BERLIN BRANDENBURG	EASYJET UK LTD	S	26	0	0	0.0	46.2	34.6	3.8	0.0	15.4	0.0	0.0	0.0	0.0	0.0	13	86.1	8	36	
<b>TOTAL BERLIN BRANDENBURG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.2</b>	<b>34.6</b>	<b>3.8</b>	<b>0.0</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>86.1</b>	<b>8</b>	<b>36</b>	
FRANKFURT MAIN	LUFTHANSA	S	114	0	2	0.9	40.5	37.1	15.5	4.3	0.0	0.0	0.0	0.0	0.0	1.7	7	88.2	6	109	
<b>TOTAL FRANKFURT MAIN</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>0.9</b>	<b>40.5</b>	<b>37.1</b>	<b>15.5</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>7</b>	<b>88.2</b>	<b>6</b>	<b>109</b>	
<b>TOTAL GERMANY</b>			<b>140</b>	<b>0</b>	<b>2</b>	<b>0.7</b>	<b>41.5</b>	<b>36.6</b>	<b>13.4</b>	<b>3.5</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>8</b>	<b>87.7</b>	<b>7</b>	<b>145</b>	
<b>GREECE</b>																					
CORFU	JET2.COM LTD	S	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	83.3	6	12	
CORFU	TUI AIRWAYS LTD	C	17	0	0	0.0	0.0	47.1	5.9	23.5	17.6	5.9	0.0	0.0	0.0	0.0	39	47.1	27	17	
<b>TOTAL CORFU</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.9</b>	<b>48.3</b>	<b>13.8</b>	<b>17.2</b>	<b>10.3</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>62.1</b>	<b>18</b>	<b>29</b>	
HERAKLION	JET2.COM LTD	S	26	0	0	3.8	26.9	26.9	19.2	19.2	3.8	0.0	0.0	0.0	0.0	0.0	19	66.7	11	27	
<b>TOTAL HERAKLION</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>26.9</b>	<b>26.9</b>	<b>19.2</b>	<b>19.2</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>66.7</b>	<b>11</b>	<b>27</b>	
KEFALLINIA	JET2.COM LTD	S	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	10	
<b>TOTAL KEFALLINIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>2</b>	<b>10</b>	
KOS	EASYJET UK LTD	S	17	0	0	5.9	5.9	23.5	29.4	23.5	11.8	0.0	0.0	0.0	0.0	0.0	27	31.3	33	16	
<b>TOTAL KOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>5.9</b>	<b>23.5</b>	<b>29.4</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>27</b>	<b>31.3</b>	<b>33</b>	<b>16</b>	
RHODES	JET2.COM LTD	S	26	0	0	7.7	23.1	38.5	23.1	3.8	0.0	0.0	0.0	3.8	0.0	0.0	53	55.6	86	27	
RHODES	TUI AIRWAYS LTD	C	17	0	0	0.0	0.0	41.2	29.4	5.9	23.5	0.0	0.0	0.0	0.0	0.0	30	35.7	53	14	
<b>TOTAL RHODES</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>14.0</b>	<b>39.5</b>	<b>25.6</b>	<b>4.7</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>48.8</b>	<b>75</b>	<b>41</b>	

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Reporting Airport: GLASGOW (Full Analysis)

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ZAKINTHOS	JET2.COM LTD	S	18	0	0	11.1	27.8	44.4	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	18
ZAKINTHOS	TUI AIRWAYS LTD	C	11	0	0	0.0	18.2	18.2	18.2	36.4	0.0	9.1	0.0	0.0	0.0	0.0	33	69.2	42	13
<b>TOTAL ZAKINTHOS</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>24.1</b>	<b>34.5</b>	<b>17.2</b>	<b>13.8</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>17</b>	<b>87.1</b>	<b>18</b>	<b>31</b>
<b>TOTAL GREECE</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>17.1</b>	<b>36.2</b>	<b>20.4</b>	<b>13.2</b>	<b>6.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>63.6</b>	<b>33</b>	<b>154</b>
<b>HUNGARY</b>																				
BUDAPEST	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
BUDAPEST	WIZZ AIR	S	18	0	0	22.2	27.8	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	34	16
<b>TOTAL BUDAPEST</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>21.1</b>	<b>31.6</b>	<b>26.3</b>	<b>15.8</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>50.0</b>	<b>34</b>	<b>16</b>
<b>TOTAL HUNGARY</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>21.1</b>	<b>31.6</b>	<b>26.3</b>	<b>15.8</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>50.0</b>	<b>34</b>	<b>16</b>
<b>ICELAND</b>																				
KEFLAVIK	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1
KEFLAVIK	ICELANDAIR	S	62	0	0	3.2	29.0	24.2	25.8	14.5	3.2	0.0	0.0	0.0	0.0	0.0	17	63.5	17	52
<b>TOTAL KEFLAVIK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>29.0</b>	<b>24.2</b>	<b>25.8</b>	<b>14.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>62.3</b>	<b>17</b>	<b>53</b>
<b>TOTAL ICELAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>29.0</b>	<b>24.2</b>	<b>25.8</b>	<b>14.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>62.3</b>	<b>17</b>	<b>53</b>
<b>IRISH REPUBLIC</b>																				
CORK	AER LINGUS	S	36	0	0	5.6	58.3	36.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL CORK</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>58.3</b>	<b>36.1</b>	<b>0.0</b>	<b>0.0</b>	<b>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>
DONEGAL	LOGANAIR LTD	S	18	0	0	0.0	27.8	66.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	13	12
<b>TOTAL DONEGAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>66.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.0</b>	<b>13</b>	<b>12</b>
DUBLIN	AER LINGUS	S	333	0	1	3.6	45.8	36.8	10.2	2.4	0.9	0.0	0.0	0.0	0.0	0.3	6	70.1	24	260
DUBLIN	LOGANAIR 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	
DUBLIN	RYANAIR	S	196	0	0	25.0	43.4	13.8	9.7	6.6	1.5	0.0	0.0	0.0	0.0	0.0	7	71.0	15	186
<b>TOTAL DUBLIN</b>			<b>529</b>	<b>0</b>	<b>2</b>	<b>11.5</b>	<b>44.8</b>	<b>28.2</b>	<b>10.0</b>	<b>4.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>7</b>	<b>70.4</b>	<b>20</b>	<b>446</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>583</b>	<b>0</b>	<b>2</b>	<b>10.8</b>	<b>45.1</b>	<b>29.9</b>	<b>9.2</b>	<b>3.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>6</b>	<b>70.6</b>	<b>20</b>	<b>458</b>
<b>ITALY</b>																				
BOLOGNA	BA CITYFLYER LTD	C	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	66.7	20	3
<b>TOTAL BOLOGNA</b>			<b>5</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>8</b>	<b>66.7</b>	<b>20</b>	<b>3</b>
NAPLES	JET2.COM LTD	S	10	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	70.0	9	10
NAPLES	TUI AIRWAYS LTD	C	10	0	0	0.0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	58.3	13	12
<b>TOTAL NAPLES</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>45.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>63.6</b>	<b>11</b>	<b>22</b>
PISA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
<b>TOTAL PISA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>1</b>
ROME (FIUMICINO)	JET2.COM LTD	S	18	0	0	5.6	27.8	38.9	16.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	55.6	16	18
<b>TOTAL ROME (FIUMICINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>38.9</b>	<b>16.7</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>55.6</b>	<b>16</b>	<b>18</b>
TREVISO	BA CITYFLYER 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 TREVISO</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>
VERONA VILLAFRANCA	JET2.COM LTD	S	8	0	0	0.0	0.0	25.0	12.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	43	87.5	8	8

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	11	0	0	0.0	36.4	36.4	9.1	18.2	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	7	9	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.1</b>	<b>31.6</b>	<b>10.5</b>	<b>21.1</b>	<b>15.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>82.4</b>	<b>7</b>	<b>17</b>	
<b>TOTAL ITALY</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>31.3</b>	<b>40.6</b>	<b>12.5</b>	<b>6.3</b>	<b>7.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>67.2</b>	<b>12</b>	<b>61</b>	
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	18	0	0	0.0	27.8	44.4	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	5	18	
MALTA	RYANAIR	S	18	0	0	0.0	0.0	27.8	33.3	38.9	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.9</b>	<b>36.1</b>	<b>22.2</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.9</b>	<b>36.1</b>	<b>22.2</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
<b>MEXICO</b>																					
CANCUN	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0	
CANCUN	TUI AIRWAYS LTD	S	15	0	0	0.0	6.7	40.0	20.0	13.3	13.3	0.0	6.7	0.0	0.0	0.0	44	50.0	48	16	
<b>TOTAL CANCUN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>35.3</b>	<b>23.5</b>	<b>11.8</b>	<b>17.6</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>50.0</b>	<b>48</b>	<b>16</b>	
<b>TOTAL MEXICO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>35.3</b>	<b>23.5</b>	<b>11.8</b>	<b>17.6</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>50.0</b>	<b>48</b>	<b>16</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	JET2.COM LTD	S	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	0.0	0	0	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MOROCCO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASTERN AIRWAYS	S	34	0	0	0.0	2.9	26.5	26.5	20.6	20.6	2.9	0.0	0.0	0.0	0.0	36	0.0	0	0	
AMSTERDAM	EASYJET EUROPE	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	
AMSTERDAM	EASYJET UK LTD	S	36	0	0	0.0	16.7	44.4	19.4	13.9	5.6	0.0	0.0	0.0	0.0	0.0	17	64.8	14	54	
AMSTERDAM	KLM	S	179	0	0	0.0	24.0	50.3	11.2	10.1	3.9	0.0	0.6	0.0	0.0	0.0	14	75.5	12	132	
AMSTERDAM	KLM CITYHOPPER	S	25	0	0	0.0	20.0	40.0	24.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	15	85.3	7	150	
<b>TOTAL AMSTERDAM</b>			<b>274</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>19.9</b>	<b>45.3</b>	<b>15.2</b>	<b>12.0</b>	<b>6.2</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>17</b>	<b>78.1</b>	<b>10</b>	<b>336</b>	
<b>TOTAL NETHERLANDS</b>			<b>274</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>19.9</b>	<b>45.3</b>	<b>15.2</b>	<b>12.0</b>	<b>6.2</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>17</b>	<b>78.1</b>	<b>10</b>	<b>336</b>	
<b>POLAND</b>																					
KRAKOW	JET2.COM LTD	S	12	0	0	0.0	58.3	25.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	41.7	29	12	
KRAKOW	RYANAIR	S	26	0	0	11.5	61.5	23.1	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	26	
<b>TOTAL KRAKOW</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>60.5</b>	<b>23.7</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>81.6</b>	<b>10</b>	<b>38</b>	
WROCLAW	RYANAIR	S	16	0	0	6.3	31.3	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	93.8	4	16	
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>93.8</b>	<b>4</b>	<b>16</b>	
<b>TOTAL POLAND</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>51.9</b>	<b>27.8</b>	<b>5.6</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>85.2</b>	<b>8</b>	<b>54</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	EASYJET UK LTD	S	34	0	0	5.9	47.1	32.4	5.9	8.8	0.0	0.0	0.0	0.0	0.0	0.0	8	57.5	20	40	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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	
FARO	JET2.COM LTD	S	62	0	0	16.1	54.8	27.4	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.5	7	62	
<b>TOTAL FARO</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>52.1</b>	<b>29.2</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>79.4</b>	<b>12</b>	<b>102</b>	
LISBON	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	16	
<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>3</b>	<b>16</b>	
OPORTO (PORTUGAL)	EASYJET UK LTD	S	18	0	0	5.6	38.9	27.8	5.6	0.0	16.7	5.6	0.0	0.0	0.0	0.0	26	94.4	3	18	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>50.0</b>	<b>28.9</b>	<b>3.5</b>	<b>2.6</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>8</b>	<b>83.8</b>	<b>10</b>	<b>136</b>	
FUNCHAL	JET2.COM LTD	S	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	8	
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>2</b>	<b>8</b>	
<b>TOTAL PORTUGAL ROMANIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>2</b>	<b>8</b>	
BUCHAREST (OTOPENI)	WIZZ 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	88.9	6	18	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.9</b>	<b>6</b>	<b>18</b>	
<b>TOTAL ROMANIA 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>88.9</b>	<b>6</b>	<b>18</b>	
ALICANTE	AIR NOSTRUM	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1	
ALICANTE	EASYJET UK LTD	S	62	0	0	1.6	30.6	43.5	8.1	14.5	1.6	0.0	0.0	0.0	0.0	0.0	13	58.1	19	62	
ALICANTE	JET2.COM LTD	S	62	0	0	3.2	33.9	48.4	8.1	0.0	1.6	4.8	0.0	0.0	0.0	0.0	14	90.3	8	62	
ALICANTE	RYANAIR	S	18	0	0	16.7	22.2	27.8	11.1	5.6	5.6	5.6	5.6	0.0	0.0	0.0	30	43.8	31	16	
ALICANTE	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	50.0	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	31.3	28	16	
<b>TOTAL ALICANTE</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>28.8</b>	<b>44.4</b>	<b>10.6</b>	<b>7.5</b>	<b>1.9</b>	<b>2.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>66.2</b>	<b>17</b>	<b>157</b>	
BARCELONA	EASYJET UK LTD	S	36	0	0	2.8	38.9	50.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	61.1	21	36	
<b>TOTAL BARCELONA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>38.9</b>	<b>50.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>61.1</b>	<b>21</b>	<b>36</b>	
GIRONA	JET2.COM LTD	S	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	8	8	
<b>TOTAL GIRONA</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>6</b>	<b>75.0</b>	<b>8</b>	<b>8</b>	
IBIZA	JET2.COM LTD	S	53	0	0	3.8	50.9	35.8	7.5	0.0	1.9	0.0	0.0	0.0	0.0	0.0	5	87.0	13	54	
IBIZA	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	44.4	38.9	5.6	5.6	0.0	0.0	0.0	0.0	0.0	19	94.4	5	18	
<b>TOTAL IBIZA</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>39.4</b>	<b>38.0</b>	<b>15.5</b>	<b>1.4</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.9</b>	<b>11</b>	<b>72</b>	
MAHON	BA CITYFLYER LTD	C	5	0	0	0.0	20.0	20.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	41	66.7	9	3	
MAHON	JET2.COM LTD	S	28	0	0	0.0	14.3	53.6	21.4	3.6	7.1	0.0	0.0	0.0	0.0	0.0	15	76.9	9	26	
<b>TOTAL MAHON</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.2</b>	<b>48.5</b>	<b>18.2</b>	<b>6.1</b>	<b>12.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>75.9</b>	<b>9</b>	<b>29</b>	
MALAGA	BA CITYFLYER LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	9	8	
MALAGA	EASYJET UK LTD	S	62	0	0	1.6	19.4	35.5	24.2	12.9	4.8	1.6	0.0	0.0	0.0	0.0	18	46.0	22	62	
MALAGA	JET2.COM LTD	S	54	0	0	0.0	25.9	48.1	18.5	3.7	3.7	0.0	0.0	0.0	0.0	0.0	9	83.3	7	54	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MALAGA	RYANAIR	S	36	0	0	2.8	33.3	38.9	11.1	13.9	0.0	0.0	0.0	0.0	0.0	0.0	11	76.9	13	26	
MALAGA	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	66.7	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	13	88.9	11	9	
<b>TOTAL MALAGA</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>24.1</b>	<b>43.5</b>	<b>17.6</b>	<b>9.4</b>	<b>3.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>68.1</b>	<b>14</b>	<b>159</b>	
PALMA DE MALLORCA	BA CITYFLYER LTD	C	7	0	0	0.0	14.3	42.9	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
PALMA DE MALLORCA	EASYJET UK LTD	S	54	0	0	3.7	14.8	27.8	14.8	27.8	11.1	0.0	0.0	0.0	0.0	0.0	26	52.9	19	34	
PALMA DE MALLORCA	JET2.COM LTD	S	87	0	0	1.1	43.7	33.3	9.2	6.9	4.6	1.1	0.0	0.0	0.0	0.0	13	75.6	13	86	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	30	0	0	0.0	3.3	53.3	26.7	10.0	6.7	0.0	0.0	0.0	0.0	0.0	20	52.5	27	40	
PALMA DE MALLORCA	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>26.8</b>	<b>35.2</b>	<b>15.6</b>	<b>13.4</b>	<b>6.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>65.0</b>	<b>18</b>	<b>160</b>	
REUS	JET2.COM LTD	S	26	0	0	0.0	42.3	34.6	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	12	84.6	12	26	
REUS	TUI AIRWAYS LTD	C	22	0	0	4.5	18.2	45.5	9.1	13.6	4.5	4.5	0.0	0.0	0.0	0.0	22	80.0	8	25	
<b>TOTAL REUS</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>31.3</b>	<b>39.6</b>	<b>8.3</b>	<b>10.4</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>16</b>	<b>82.4</b>	<b>10</b>	<b>51</b>	
<b>TOTAL SPAIN</b>			<b>705</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>28.4</b>	<b>41.4</b>	<b>14.2</b>	<b>8.5</b>	<b>4.3</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>70.3</b>	<b>15</b>	<b>672</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	45	0	0	6.7	20.0	40.0	13.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	16	76.7	10	43	
ARRECIFE	TUI AIRWAYS LTD	C	17	0	0	0.0	23.5	58.8	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	11	20	
ARRECIFE	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL ARRECIFE</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>20.6</b>	<b>44.4</b>	<b>14.3</b>	<b>11.1</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.8</b>	<b>10</b>	<b>63</b>	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	5.6	33.3	44.4	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	11	83.3	8	18	
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.3</b>	<b>8</b>	<b>18</b>	
LAS PALMAS	JET2.COM LTD	S	35	0	0	14.3	14.3	28.6	25.7	8.6	8.6	0.0	0.0	0.0	0.0	0.0	18	64.7	14	34	
LAS PALMAS	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	27.8	16.7	44.4	11.1	0.0	0.0	0.0	0.0	0.0	34	44.4	34	18	
<b>TOTAL LAS PALMAS</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>9.4</b>	<b>28.3</b>	<b>22.6</b>	<b>20.8</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>23</b>	<b>57.7</b>	<b>21</b>	<b>52</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	89	0	0	10.1	38.2	39.3	6.7	2.2	3.4	0.0	0.0	0.0	0.0	0.0	8	81.8	7	88	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	36	0	0	0.0	13.9	41.7	16.7	27.8	0.0	0.0	0.0	0.0	0.0	0.0	19	58.1	22	43	
TENERIFE (SURREINA SOFIA)	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	3	0.0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>31.0</b>	<b>40.5</b>	<b>9.5</b>	<b>9.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.0</b>	<b>12</b>	<b>131</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>260</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>24.2</b>	<b>39.2</b>	<b>13.5</b>	<b>11.5</b>	<b>4.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>72.3</b>	<b>13</b>	<b>264</b>	
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	EASYJET UK LTD	S	18	0	0	0.0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	55.6	23	9	
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	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	10	75.0	13	16	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.2</b>	<b>38.2</b>	<b>20.6</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>68.0</b>	<b>16</b>	<b>25</b>	
<b>TOTAL TUNISIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.2</b>	<b>38.2</b>	<b>20.6</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>68.0</b>	<b>16</b>	<b>25</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GLASGOW (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAY 2024			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	CORENDON AIRLINES	S	18	0	0	11.1	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	14	18
ANTALYA	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	97	2
ANTALYA	JET2.COM LTD	S	55	0	0	3.6	27.3	36.4	18.2	12.7	1.8	0.0	0.0	0.0	0.0	0.0	13	54.9	20	51
ANTALYA	SUNEXPRESS	S	36	0	0	0.0	13.9	69.4	13.9	2.8	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
ANTALYA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	12.5	94	24
ANTALYA	TUI AIRWAYS LTD	S	11	0	0	0.0	9.1	54.5	9.1	18.2	9.1	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL ANTALYA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>22.5</b>	<b>50.8</b>	<b>13.3</b>	<b>8.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>45.3</b>	<b>39</b>	<b>95</b>
BODRUM (MILAS)	JET2.COM LTD	S	18	0	0	0.0	38.9	44.4	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	10	33.3	25	18
<b>TOTAL BODRUM (MILAS)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>44.4</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>33.3</b>	<b>25</b>	<b>18</b>
DALAMAN	EASYJET UK LTD	S	17	0	0	5.9	0.0	35.3	17.6	29.4	11.8	0.0	0.0	0.0	0.0	0.0	25	50.0	22	18
DALAMAN	JET2.COM LTD	S	63	0	0	0.0	15.9	49.2	12.7	14.3	6.3	0.0	0.0	1.6	0.0	0.0	35	68.3	39	63
DALAMAN	SUNEXPRESS	S	16	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
DALAMAN	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	58.8	15	34
DALAMAN	TUI AIRWAYS LTD	S	16	0	0	6.3	0.0	68.8	6.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL DALAMAN</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>17.4</b>	<b>47.0</b>	<b>11.3</b>	<b>14.8</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>62.6</b>	<b>29</b>	<b>115</b>
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	18	0	0	16.7	33.3	22.2	16.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	66.7	15	18
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>66.7</b>	<b>15</b>	<b>18</b>
<b>TOTAL TURKEY</b>			<b>271</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>22.1</b>	<b>46.9</b>	<b>12.5</b>	<b>10.3</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>54.1</b>	<b>32</b>	<b>246</b>
<b>UNITED ARAB EMIRATES</b>																				
DUBAI	EMIRATES	S	61	0	1	1.6	21.0	50.0	14.5	6.5	4.8	0.0	0.0	0.0	0.0	1.6	13	45.2	20	62
<b>TOTAL DUBAI</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>21.0</b>	<b>50.0</b>	<b>14.5</b>	<b>6.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>13</b>	<b>45.2</b>	<b>20</b>	<b>62</b>
<b>TOTAL UNITED ARAB</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>21.0</b>	<b>50.0</b>	<b>14.5</b>	<b>6.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>13</b>	<b>45.2</b>	<b>20</b>	<b>62</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	LOGANAIR LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	82	0.0	0	0
<b>TOTAL ABERDEEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>82</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BARRA	LOGANAIR LTD	S	116	0	9	3.2	40.0	36.0	8.0	0.0	2.4	3.2	0.0	0.0	0.0	7.2	11	76.2	7	112
<b>TOTAL BARRA</b>			<b>116</b>	<b>0</b>	<b>9</b>	<b>3.2</b>	<b>40.0</b>	<b>36.0</b>	<b>8.0</b>	<b>0.0</b>	<b>2.4</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.2</b>	<b>11</b>	<b>76.2</b>	<b>7</b>	<b>112</b>
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	71	0	0	1.4	42.3	39.4	9.9	4.2	2.8	0.0	0.0	0.0	0.0	0.0	8	84.4	10	94
BELFAST CITY (GEORGE BEST)	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
BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	42	0	0	11.9	66.7	7.1	0.0	4.8	9.5	0.0	0.0	0.0	0.0	0.0	11	84.6	11	52
BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES (IRELAND) LIMITED	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>51.8</b>	<b>27.2</b>	<b>6.1</b>	<b>4.4</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.9</b>	<b>11</b>	<b>147</b>
BELFAST INTERNATIONAL	EASYJET UK LTD	S	213	0	0	12.7	68.1	12.7	2.3	2.3	1.9	0.0	0.0	0.0	0.0	0.0	4	81.2	13	264

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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 BELFAST INTERNATIONAL</b>			<b>213</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>68.1</b>	<b>12.7</b>	<b>2.3</b>	<b>2.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.2</b>	<b>13</b>	<b>264</b>		
BENBECULA	LOGANAIR LTD	S	95	0	1	4.2	29.2	46.9	8.3	4.2	4.2	2.1	0.0	0.0	1.0	12	66.3	20	93		
<b>TOTAL BENBECULA</b>			<b>95</b>	<b>0</b>	<b>1</b>	<b>4.2</b>	<b>29.2</b>	<b>46.9</b>	<b>8.3</b>	<b>4.2</b>	<b>4.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>12</b>	<b>66.3</b>	<b>20</b>	<b>93</b>		
BIRMINGHAM	AER LINGUS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
BIRMINGHAM	EASYJET UK LTD	S	114	0	0	3.5	68.4	20.2	4.4	1.8	1.8	0.0	0.0	0.0	0.0	4	82.0	8	168		
<b>TOTAL BIRMINGHAM</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>68.4</b>	<b>20.2</b>	<b>4.4</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>82.1</b>	<b>8</b>	<b>169</b>		
BRISTOL	EASYJET UK LTD	S	178	0	0	3.9	43.3	29.8	13.5	5.1	3.4	1.1	0.0	0.0	0.0	11	58.9	22	190		
<b>TOTAL BRISTOL</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>43.3</b>	<b>29.8</b>	<b>13.5</b>	<b>5.1</b>	<b>3.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>58.9</b>	<b>22</b>	<b>190</b>		
CAMPBELTOWN	LOGANAIR LTD	S	92	0	4	13.5	33.3	33.3	5.2	6.3	3.1	0.0	1.0	0.0	4.2	12	92.0	4	98		
<b>TOTAL CAMPBELTOWN</b>			<b>92</b>	<b>0</b>	<b>4</b>	<b>13.5</b>	<b>33.3</b>	<b>33.3</b>	<b>5.2</b>	<b>6.3</b>	<b>3.1</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>4.2</b>	<b>12</b>	<b>92.0</b>	<b>4</b>	<b>98</b>		
CITY OF DERRY (EGLINTON)	LOGANAIR LTD	S	34	0	0	2.9	29.4	47.1	5.9	8.8	2.9	2.9	0.0	0.0	0.0	14	93.8	10	32		
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>29.4</b>	<b>47.1</b>	<b>5.9</b>	<b>8.8</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>93.8</b>	<b>10</b>	<b>32</b>		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</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	0	1		
EDINBURGH	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1		
EDINBURGH	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	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>7</b>	<b>3</b>		
GATWICK	AER LINGUS	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
GATWICK	BRITISH AIRWAYS PLC	S	61	0	0	16.4	41.0	26.2	11.5	3.3	1.6	0.0	0.0	0.0	0.0	7	88.7	6	62		
GATWICK	EASYJET UK LTD	S	236	0	0	5.9	40.7	31.8	9.3	8.1	3.8	0.4	0.0	0.0	0.0	11	73.9	11	274		
<b>TOTAL GATWICK</b>			<b>298</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>40.6</b>	<b>30.5</b>	<b>10.1</b>	<b>7.0</b>	<b>3.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.6</b>	<b>10</b>	<b>336</b>		
HEATHROW	BRITISH AIRWAYS PLC	S	568	0	2	5.1	47.2	29.8	9.3	7.0	1.1	0.0	0.2	0.0	0.4	8	66.2	16	582		
<b>TOTAL HEATHROW</b>			<b>568</b>	<b>0</b>	<b>2</b>	<b>5.1</b>	<b>47.2</b>	<b>29.8</b>	<b>9.3</b>	<b>7.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>66.2</b>	<b>16</b>	<b>582</b>		
INVERNESS	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
INVERNESS	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	24	0.0	0	0		
<b>TOTAL INVERNESS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
ISLAY	LOGANAIR LTD	S	104	0	2	3.8	30.2	45.3	7.5	9.4	1.9	0.0	0.0	0.0	1.9	10	63.9	16	101		
<b>TOTAL ISLAY</b>			<b>104</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>30.2</b>	<b>45.3</b>	<b>7.5</b>	<b>9.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>10</b>	<b>63.9</b>	<b>16</b>	<b>101</b>		
JERSEY	EASYJET UK LTD	S	18	0	0	5.6	55.6	22.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	7	90.5	7	42		
<b>TOTAL JERSEY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>22.2</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>90.5</b>	<b>7</b>	<b>42</b>		
KIRKWALL	LOGANAIR LTD	S	70	0	1	22.5	35.2	33.8	4.2	2.8	0.0	0.0	0.0	0.0	1.4	4	84.3	11	67		
<b>TOTAL KIRKWALL</b>			<b>70</b>	<b>0</b>	<b>1</b>	<b>22.5</b>	<b>35.2</b>	<b>33.8</b>	<b>4.2</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>4</b>	<b>84.3</b>	<b>11</b>	<b>67</b>		
LONDON CITY	BA CITYFLYER LTD	S	224	0	0	4.9	54.5	25.0	8.9	4.5	2.2	0.0	0.0	0.0	0.0	7	85.6	8	243		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL LONDON CITY</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>54.5</b>	<b>25.0</b>	<b>8.9</b>	<b>4.5</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.5</b>	<b>8</b>	<b>243</b>
LUTON	EASYJET UK LTD	S	178	0	0	6.7	46.1	27.0	13.5	5.6	1.1	0.0	0.0	0.0	0.0	0.0	7	73.8	21	214
<b>TOTAL LUTON</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>46.1</b>	<b>27.0</b>	<b>13.5</b>	<b>5.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>73.8</b>	<b>21</b>	<b>214</b>
NEWQUAY	LOGANAIR LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL NEWQUAY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	EASYJET UK LTD	S	62	0	0	9.7	40.3	32.3	8.1	9.7	0.0	0.0	0.0	0.0	0.0	0.0	8	83.9	7	62
SOUTHAMPTON	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	78.0	10	50
<b>TOTAL SOUTHAMPTON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>40.3</b>	<b>32.3</b>	<b>8.1</b>	<b>9.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.3</b>	<b>8</b>	<b>112</b>
STANSTED	EASYJET UK LTD	S	105	0	0	12.4	55.2	14.3	3.8	6.7	7.6	0.0	0.0	0.0	0.0	0.0	12	74.9	14	175
<b>TOTAL STANSTED</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>55.2</b>	<b>14.3</b>	<b>3.8</b>	<b>6.7</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>12</b>	<b>74.9</b>	<b>14</b>	<b>175</b>
STORNOWAY	LOGANAIR LTD	S	168	0	0	9.5	53.0	32.7	1.2	1.8	0.6	0.0	1.2	0.0	0.0	0.0	7	81.2	15	167
<b>TOTAL STORNOWAY</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>53.0</b>	<b>32.7</b>	<b>1.2</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.2</b>	<b>15</b>	<b>167</b>
SUMBURGH	LOGANAIR LTD	S	61	0	1	3.2	25.8	50.0	12.9	6.5	0.0	0.0	0.0	0.0	0.0	1.6	9	58.1	24	55
<b>TOTAL SUMBURGH</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>25.8</b>	<b>50.0</b>	<b>12.9</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>9</b>	<b>58.1</b>	<b>24</b>	<b>55</b>
TIREE	LOGANAIR LTD	S	118	0	5	7.3	39.0	33.3	6.5	2.4	5.7	1.6	0.0	0.0	0.0	4.1	12	81.0	9	115
<b>TOTAL TIREE</b>			<b>118</b>	<b>0</b>	<b>5</b>	<b>7.3</b>	<b>39.0</b>	<b>33.3</b>	<b>6.5</b>	<b>2.4</b>	<b>5.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>12</b>	<b>81.0</b>	<b>9</b>	<b>115</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2935</b>	<b>0</b>	<b>25</b>	<b>7.1</b>	<b>46.5</b>	<b>29.6</b>	<b>7.9</b>	<b>5.1</b>	<b>2.4</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>8</b>	<b>75.4</b>	<b>13</b>	<b>3318</b>
<b>USA</b>																				
LAS VEGAS	KLM	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	69	0.0	0	0
<b>TOTAL LAS VEGAS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>69</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MELBOURNE FLATS	TUI AIRWAYS LTD	C	12	0	0	8.3	0.0	25.0	58.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	16	60.0	25	15
MELBOURNE FLATS	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0
<b>TOTAL MELBOURNE FLATS</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>0.0</b>	<b>23.1</b>	<b>53.8</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>60.0</b>	<b>25</b>	<b>15</b>
NEW YORK (JF KENNEDY)	HI FLY MALTA	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	0.0	0	0
<b>TOTAL NEW YORK (JF KENNEDY)</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>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>0.0</b>	<b>25.0</b>	<b>43.8</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>60.0</b>	<b>25</b>	<b>15</b>
<b>TOTAL GLASGOW</b>			<b>6197</b>	<b>0</b>	<b>33</b>	<b>6.0</b>	<b>38.5</b>	<b>33.5</b>	<b>11.0</b>	<b>6.7</b>	<b>3.2</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>11</b>	<b>72.9</b>	<b>15</b>	<b>6401</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: HEATHROW (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAY 2024			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>ALBANIA</b>																				
TIRANA	BRITISH AIRWAYS PLC	S	50	0	0	4.0	20.0	48.0	12.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	15	73.9	14	46
<b>TOTAL TIRANA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>20.0</b>	<b>48.0</b>	<b>12.0</b>	<b>8.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>73.9</b>	<b>14</b>	<b>46</b>
<b>TOTAL ALBANIA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>20.0</b>	<b>48.0</b>	<b>12.0</b>	<b>8.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>73.9</b>	<b>14</b>	<b>46</b>
<b>ALGERIA</b>																				
ALGIERS	AIR ALGERIE	S	44	0	0	2.3	13.6	36.4	18.2	13.6	15.9	0.0	0.0	0.0	0.0	0.0	26	66.7	24	42
<b>TOTAL ALGIERS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>13.6</b>	<b>36.4</b>	<b>18.2</b>	<b>13.6</b>	<b>15.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>66.7</b>	<b>24</b>	<b>42</b>
<b>TOTAL ALGERIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>13.6</b>	<b>36.4</b>	<b>18.2</b>	<b>13.6</b>	<b>15.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>66.7</b>	<b>24</b>	<b>42</b>
<b>ANTIGUA AND BARBUDA</b>																				
ANTIGUA	VIRGIN ATLANTIC AIRWAYS LTD	S	6	0	0	16.7	33.3	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	65	2
ANTIGUA	VIRGIN ATLANTIC INTERNATIONAL	S	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	89.5	7	19
<b>TOTAL ANTIGUA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>27.3</b>	<b>45.5</b>	<b>18.2</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.7</b>	<b>13</b>	<b>21</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>27.3</b>	<b>45.5</b>	<b>18.2</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.7</b>	<b>13</b>	<b>21</b>
<b>ARGENTINA</b>																				
BUENOS AIRES	BRITISH AIRWAYS PLC	S	62	0	1	15.9	28.6	39.7	4.8	4.8	1.6	1.6	0.0	1.6	0.0	1.6	35	82.3	11	62
<b>TOTAL BUENOS AIRES</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>15.9</b>	<b>28.6</b>	<b>39.7</b>	<b>4.8</b>	<b>4.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>35</b>	<b>82.3</b>	<b>11</b>	<b>62</b>
<b>TOTAL ARGENTINA</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>15.9</b>	<b>28.6</b>	<b>39.7</b>	<b>4.8</b>	<b>4.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>35</b>	<b>82.3</b>	<b>11</b>	<b>62</b>
<b>AUSTRALIA</b>																				
MELBOURNE	QANTAS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.4	13	62
<b>TOTAL MELBOURNE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.4</b>	<b>13</b>	<b>62</b>
PERTH (AUSTRALIA)	QANTAS	S	60	0	2	21.0	25.8	37.1	6.5	3.2	3.2	0.0	0.0	0.0	0.0	3.2	8	0.0	0	0
<b>TOTAL PERTH (AUSTRALIA)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>21.0</b>	<b>25.8</b>	<b>37.1</b>	<b>6.5</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SYDNEY	BRITISH AIRWAYS PLC	S	60	0	2	1.6	33.9	41.9	9.7	3.2	4.8	1.6	0.0	0.0	0.0	3.2	12	79.0	30	62
SYDNEY	QANTAS	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
SYDNEY	QANTAS	S	60	0	1	0.0	24.6	26.2	21.3	9.8	4.9	3.3	3.3	4.9	0.0	1.6	58	54.1	81	61
<b>TOTAL SYDNEY</b>			<b>122</b>	<b>0</b>	<b>3</b>	<b>0.8</b>	<b>28.8</b>	<b>34.4</b>	<b>16.0</b>	<b>6.4</b>	<b>4.8</b>	<b>2.4</b>	<b>1.6</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>35</b>	<b>66.7</b>	<b>55</b>	<b>123</b>
<b>TOTAL AUSTRALIA</b>			<b>182</b>	<b>0</b>	<b>5</b>	<b>7.5</b>	<b>27.8</b>	<b>35.3</b>	<b>12.8</b>	<b>5.3</b>	<b>4.3</b>	<b>1.6</b>	<b>1.1</b>	<b>1.6</b>	<b>0.0</b>	<b>2.7</b>	<b>26</b>	<b>70.3</b>	<b>41</b>	<b>185</b>
<b>AUSTRIA</b>																				
VIENNA	AUSTRIAN AIRLINES	S	308	0	2	8.1	42.9	34.8	7.1	4.8	1.6	0.0	0.0	0.0	0.0	0.6	7	82.3	9	310
VIENNA	BRITISH AIRWAYS PLC	S	194	0	0	10.3	49.0	28.9	4.6	3.1	3.1	1.0	0.0	0.0	0.0	0.0	8	69.0	14	224
<b>TOTAL VIENNA</b>			<b>502</b>	<b>0</b>	<b>2</b>	<b>8.9</b>	<b>45.2</b>	<b>32.5</b>	<b>6.2</b>	<b>4.2</b>	<b>2.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>7</b>	<b>76.7</b>	<b>11</b>	<b>534</b>
<b>TOTAL AUSTRIA</b>			<b>502</b>	<b>0</b>	<b>2</b>	<b>8.9</b>	<b>45.2</b>	<b>32.5</b>	<b>6.2</b>	<b>4.2</b>	<b>2.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>7</b>	<b>76.7</b>	<b>11</b>	<b>534</b>
<b>AZERBAIJAN</b>																				
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	28	0	0	14.3	35.7	35.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.8	9	26
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>35.7</b>	<b>35.7</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.8</b>	<b>9</b>	<b>26</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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 AZERBAIJAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>35.7</b>	<b>35.7</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.8</b>	<b>9</b>	<b>26</b>	
<b>BAHAMAS</b>																					
<b>NASSAU</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL NASSAU</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 BAHAMAS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>BAHRAIN</b>																					
<b>BAHRAIN</b>	BRITISH AIRWAYS PLC	S	26	0	0	7.7	50.0	34.6	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	69.4	13	61		
<b>BAHRAIN</b>	GULF AIR	S	123	0	1	1.6	44.4	46.0	4.8	0.8	0.8	0.0	0.8	0.0	0.8	6	82.3	8	124		
<b>TOTAL BAHRAIN</b>			<b>149</b>	<b>0</b>	<b>1</b>	<b>2.7</b>	<b>45.3</b>	<b>44.0</b>	<b>5.3</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>6</b>	<b>78.0</b>	<b>9</b>	<b>185</b>		
<b>TOTAL BAHRAIN</b>			<b>149</b>	<b>0</b>	<b>1</b>	<b>2.7</b>	<b>45.3</b>	<b>44.0</b>	<b>5.3</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>6</b>	<b>78.0</b>	<b>9</b>	<b>185</b>		
<b>BANGLADESH</b>																					
<b>HAZRAT SHAHJALAL INTERNATIONAL AIRPORT</b>	BIMAN BANGLADESH AIRLINES	S	44	0	0	0.0	34.1	50.0	6.8	6.8	2.3	0.0	0.0	0.0	0.0	9	63.9	14	36		
<b>TOTAL HAZRAT SHAHJALAL INTERNATIONAL AIRPORT</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.1</b>	<b>50.0</b>	<b>6.8</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>9</b>	<b>63.9</b>	<b>14</b>	<b>36</b>		
<b>TOTAL BANGLADESH</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.1</b>	<b>50.0</b>	<b>6.8</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>9</b>	<b>63.9</b>	<b>14</b>	<b>36</b>		
<b>BARBADOS</b>																					
<b>BRIDGETOWN</b>	BRITISH AIRWAYS PLC	S	62	0	0	3.2	35.5	48.4	9.7	1.6	1.6	0.0	0.0	0.0	0.0	6	87.1	7	62		
<b>BRIDGETOWN</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	6	0	0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	61.5	23	13		
<b>BRIDGETOWN</b>	VIRGIN ATLANTIC INTERNATIONAL	S	4	0	0	25.0	0.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	36	100.0	1	2		
<b>TOTAL BRIDGETOWN</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>34.7</b>	<b>44.4</b>	<b>8.3</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>8</b>	<b>83.1</b>	<b>10</b>	<b>77</b>		
<b>TOTAL BARBADOS</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>34.7</b>	<b>44.4</b>	<b>8.3</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>8</b>	<b>83.1</b>	<b>10</b>	<b>77</b>		
<b>BELGIUM</b>																					
<b>BRUSSELS</b>	BRITISH AIRWAYS PLC	S	210	0	0	8.1	40.5	32.9	11.0	5.2	2.4	0.0	0.0	0.0	0.0	8	62.9	16	167		
<b>BRUSSELS</b>	BRUSSELS AIRLINES	S	230	0	6	7.6	25.0	36.9	14.0	12.3	1.7	0.0	0.0	0.0	2.5	12	71.4	12	238		
<b>TOTAL BRUSSELS</b>			<b>440</b>	<b>0</b>	<b>6</b>	<b>7.8</b>	<b>32.3</b>	<b>35.0</b>	<b>12.6</b>	<b>9.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>10</b>	<b>67.9</b>	<b>14</b>	<b>405</b>		
<b>TOTAL BELGIUM</b>			<b>440</b>	<b>0</b>	<b>6</b>	<b>7.8</b>	<b>32.3</b>	<b>35.0</b>	<b>12.6</b>	<b>9.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>10</b>	<b>67.9</b>	<b>14</b>	<b>405</b>		
<b>BERMUDA</b>																					
<b>BERMUDA</b>	BRITISH AIRWAYS PLC	S	62	0	0	0.0	24.2	58.1	4.8	9.7	3.2	0.0	0.0	0.0	0.0	11	62.9	41	62		
<b>TOTAL BERMUDA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.2</b>	<b>58.1</b>	<b>4.8</b>	<b>9.7</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>62.9</b>	<b>41</b>	<b>62</b>		
<b>TOTAL BERMUDA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.2</b>	<b>58.1</b>	<b>4.8</b>	<b>9.7</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>62.9</b>	<b>41</b>	<b>62</b>		
<b>BRAZIL</b>																					
<b>SAO PAULO (GUARULHOS)</b>	BRITISH AIRWAYS PLC	S	62	0	0	22.6	38.7	29.0	6.5	1.6	1.6	0.0	0.0	0.0	0.0	5	80.6	7	62		
<b>SAO PAULO (GUARULHOS)</b>	LAN CHILE	S	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		
<b>SAO PAULO (GUARULHOS)</b>	TAM LINHAS AEREAS	S	62	0	0	12.9	54.8	19.4	8.1	1.6	1.6	1.6	0.0	0.0	0.0	7	75.8	8	62		
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>124</b>	<b>0</b>	<b>3</b>	<b>17.3</b>	<b>45.7</b>	<b>23.6</b>	<b>7.1</b>	<b>1.6</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>6</b>	<b>77.0</b>	<b>8</b>	<b>124</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL BRAZIL</b>			<b>124</b>	<b>0</b>	<b>3</b>	<b>17.3</b>	<b>45.7</b>	<b>23.6</b>	<b>7.1</b>	<b>1.6</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>6</b>	<b>77.0</b>	<b>8</b>	<b>124</b>	
<b>BRUNEI</b>																					
<b>BANDAR SERI BEGAWAN</b>	ROYAL BRUNEI AIRLINES	S	26	0	0	3.8	30.8	46.2	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	22	28	
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>30.8</b>	<b>46.2</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>50.0</b>	<b>22</b>	<b>28</b>	
<b>TOTAL BRUNEI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>30.8</b>	<b>46.2</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>50.0</b>	<b>22</b>	<b>28</b>	
<b>BULGARIA</b>																					
<b>SOFIA</b>	BRITISH AIRWAYS PLC	S	30	0	0	6.7	13.3	43.3	16.7	13.3	0.0	6.7	0.0	0.0	0.0	0.0	22	57.7	16	52	
<b>SOFIA</b>	BULGARIA AIR	S	38	0	0	5.3	23.7	57.9	7.9	0.0	2.6	2.6	0.0	0.0	0.0	0.0	12	47.4	24	38	
<b>TOTAL SOFIA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>19.1</b>	<b>51.5</b>	<b>11.8</b>	<b>5.9</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>16</b>	<b>53.3</b>	<b>19</b>	<b>90</b>	
<b>TOTAL BULGARIA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>19.1</b>	<b>51.5</b>	<b>11.8</b>	<b>5.9</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>16</b>	<b>53.3</b>	<b>19</b>	<b>90</b>	
<b>CANADA</b>																					
<b>CALGARY</b>	AIR CANADA	S	62	0	0	11.3	37.1	35.5	9.7	3.2	3.2	0.0	0.0	0.0	0.0	0.0	9	74.2	15	62	
<b>CALGARY</b>	WEST JET AIRLINES	S	60	0	4	10.9	43.8	26.6	6.3	4.7	1.6	0.0	0.0	0.0	0.0	6.3	6	58.1	31	62	
<b>TOTAL CALGARY</b>			<b>122</b>	<b>0</b>	<b>4</b>	<b>11.1</b>	<b>40.5</b>	<b>31.0</b>	<b>7.9</b>	<b>4.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>7</b>	<b>66.1</b>	<b>23</b>	<b>124</b>	
<b>HALIFAX INT</b>	AIR CANADA	S	56	0	6	8.1	40.3	35.5	1.6	1.6	1.6	1.6	0.0	0.0	0.0	9.7	8	75.8	13	62	
<b>TOTAL HALIFAX INT</b>			<b>56</b>	<b>0</b>	<b>6</b>	<b>8.1</b>	<b>40.3</b>	<b>35.5</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.7</b>	<b>8</b>	<b>75.8</b>	<b>13</b>	<b>62</b>	
<b>MONTREAL (DORVAL)</b>	AIR CANADA	S	102	0	4	5.7	54.7	16.0	9.4	8.5	1.9	0.0	0.0	0.0	0.0	3.8	9	81.6	18	122	
<b>MONTREAL (DORVAL)</b>	BRITISH AIRWAYS PLC	S	62	0	0	9.7	25.8	45.2	12.9	3.2	0.0	0.0	3.2	0.0	0.0	0.0	17	80.6	16	62	
<b>TOTAL MONTREAL (DORVAL)</b>			<b>164</b>	<b>0</b>	<b>4</b>	<b>7.1</b>	<b>44.0</b>	<b>26.8</b>	<b>10.7</b>	<b>6.5</b>	<b>1.2</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>12</b>	<b>81.3</b>	<b>17</b>	<b>184</b>	
<b>OTTAWA INTERNATIONAL</b>	AIR CANADA	S	36	0	0	2.8	41.7	38.9	2.8	8.3	0.0	0.0	2.8	2.8	0.0	0.0	26	0.0	0	0	
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>41.7</b>	<b>38.9</b>	<b>2.8</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TORONTO</b>	AIR CANADA	S	224	0	1	10.2	45.8	24.9	8.9	5.3	3.6	0.4	0.4	0.0	0.0	0.4	10	60.6	32	248	
<b>TORONTO</b>	BRITISH AIRWAYS PLC	S	122	0	2	0.8	24.2	37.9	15.3	12.9	5.6	0.8	0.8	0.0	0.0	1.6	19	60.5	26	123	
<b>TORONTO</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	9.7	21.0	43.5	19.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL TORONTO</b>			<b>408</b>	<b>0</b>	<b>3</b>	<b>7.3</b>	<b>35.5</b>	<b>31.6</b>	<b>12.4</b>	<b>7.8</b>	<b>3.6</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>60.5</b>	<b>30</b>	<b>371</b>	
<b>VANCOUVER</b>	AIR CANADA	S	62	0	0	25.8	45.2	14.5	9.7	3.2	1.6	0.0	0.0	0.0	0.0	0.0	5	69.8	15	62	
<b>VANCOUVER</b>	BRITISH AIRWAYS PLC	S	97	0	0	5.2	17.5	43.3	17.5	10.3	3.1	0.0	1.0	2.1	0.0	0.0	41	59.7	20	62	
<b>TOTAL VANCOUVER</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>28.3</b>	<b>32.1</b>	<b>14.5</b>	<b>7.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>64.8</b>	<b>17</b>	<b>124</b>	
<b>TOTAL CANADA</b>			<b>945</b>	<b>0</b>	<b>17</b>	<b>8.6</b>	<b>37.0</b>	<b>31.3</b>	<b>10.8</b>	<b>6.7</b>	<b>2.6</b>	<b>0.3</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>1.8</b>	<b>15</b>	<b>67.5</b>	<b>23</b>	<b>865</b>	
<b>CAYMAN ISLANDS</b>																					
<b>GRAND CAYMAN</b>	BRITISH AIRWAYS PLC	S	44	0	0	22.7	31.8	36.4	6.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	4	88.6	5	44	
<b>TOTAL GRAND CAYMAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>22.7</b>	<b>31.8</b>	<b>36.4</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.6</b>	<b>5</b>	<b>44</b>	
<b>TOTAL CAYMAN ISLANDS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>22.7</b>	<b>31.8</b>	<b>36.4</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.6</b>	<b>5</b>	<b>44</b>	
<b>CHILE</b>																					
<b>SANTIAGO DE CHILE</b>	BRITISH AIRWAYS PLC	S	27	0	0	11.1	40.7	29.6	7.4	7.4	3.7	0.0	0.0	0.0	0.0	0.0	9	88.9	8	36	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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 SANTIAGO DE CHILE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>40.7</b>	<b>29.6</b>	<b>7.4</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>9</b>	<b>88.9</b>	<b>8</b>	<b>36</b>
<b>TOTAL CHILE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>40.7</b>	<b>29.6</b>	<b>7.4</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>9</b>	<b>88.9</b>	<b>8</b>	<b>36</b>
<b>CHINA</b>																				
<b>BEIJING</b>	AIR CHINA	S	124	0	0	21.0	40.3	22.6	11.3	1.6	3.2	0.0	0.0	0.0	0.0	0.0	7	96.0	3	124
<b>TOTAL BEIJING</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>21.0</b>	<b>40.3</b>	<b>22.6</b>	<b>11.3</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>96.0</b>	<b>3</b>	<b>124</b>
<b>BEIJING DAXING INTERNATIONAL AIRPORT</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	47.1	31	34
<b>BEIJING DAXING INTERNATIONAL AIRPORT</b>	CHINA SOUTHERN	S	62	0	0	24.2	40.3	29.0	4.8	1.6	0.0	0.0	0.0	0.0	0.0	0.0	4	83.9	8	62
<b>TOTAL BEIJING DAXING INTERNATIONAL AIRPORT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>24.2</b>	<b>40.3</b>	<b>29.0</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>70.8</b>	<b>16</b>	<b>96</b>
<b>CHENGDU TIANFU</b>	AIR CHINA	S	28	0	0	17.9	39.3	35.7	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	72.7	65	22
<b>TOTAL CHENGDU TIANFU</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>39.3</b>	<b>35.7</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>0.0</b>	<b>5</b>	<b>72.7</b>	<b>65</b>	<b>22</b>
<b>CHONGQING JIANGBEI INTERNATIONAL</b>	TIANJIN AIRLINES	S	6	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	2	11
<b>TOTAL CHONGQING JIANGBEI INTERNATIONAL</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>90.9</b>	<b>2</b>	<b>11</b>
<b>GUANGZHOU BAIYUN INTERNATIONAL</b>	CHINA SOUTHERN	S	54	0	0	13.0	37.0	22.2	5.6	13.0	7.4	1.9	0.0	0.0	0.0	0.0	16	81.0	25	58
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>37.0</b>	<b>22.2</b>	<b>5.6</b>	<b>13.0</b>	<b>7.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>81.0</b>	<b>25</b>	<b>58</b>
<b>HAIKOU</b>	HAINAN AIRLINES	S	26	0	0	23.1	42.3	26.9	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	96.4	2	28
<b>TOTAL HAIKOU</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>42.3</b>	<b>26.9</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>96.4</b>	<b>2</b>	<b>28</b>
<b>QINGDAO</b>	BEIJING CAPITAL AIRLINES	S	18	0	0	11.1	50.0	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	5	18
<b>TOTAL QINGDAO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>50.0</b>	<b>27.8</b>	<b>5.6</b>	<b>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>88.9</b>	<b>5</b>	<b>18</b>
<b>SHANGHAI (PU DONG)</b>	BRITISH AIRWAYS PLC	S	62	0	0	8.1	22.6	53.2	8.1	4.8	3.2	0.0	0.0	0.0	0.0	0.0	10	85.5	5	62
<b>SHANGHAI (PU DONG)</b>	CHINA EASTERN AIRLINES	S	62	0	0	37.1	51.6	9.7	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	79.0	8	62
<b>SHANGHAI (PU DONG)</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	48.2	23	56
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>22.6</b>	<b>37.1</b>	<b>31.5</b>	<b>4.8</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>0.0</b>	<b>5</b>	<b>71.7</b>	<b>12</b>	<b>180</b>
<b>SHENZHEN (HUANGTIAN)</b>	SHENZHEN AIRLINES	S	38	0	0	15.8	39.5	34.2	2.6	2.6	5.3	0.0	0.0	0.0	0.0	0.0	8	88.2	8	34
<b>TOTAL SHENZHEN (HUANGTIAN)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>39.5</b>	<b>34.2</b>	<b>2.6</b>	<b>2.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.2</b>	<b>8</b>	<b>34</b>
<b>TIANJIN</b>	TIANJIN AIRLINES	S	25	0	0	40.0	32.0	4.0	12.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	7	70.4	1	19
<b>TOTAL TIANJIN</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>40.0</b>	<b>32.0</b>	<b>4.0</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>0.0</b>	<b>0.0</b>	<b>7</b>	<b>70.4</b>	<b>1</b>	<b>19</b>
<b>WUHAN TIANHE INTERNATIONAL</b>	CHINA SOUTHERN	S	16	0	0	31.3	50.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	6	18
<b>TOTAL WUHAN TIANHE INTERNATIONAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>50.0</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>83.3</b>	<b>6</b>	<b>18</b>
<b>XIAN XIANYANG</b>	TIANJIN AIRLINES	S	5	0	0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL XIAN XIANYANG</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CHINA</b>			<b>526</b>	<b>0</b>	<b>0</b>	<b>21.9</b>	<b>39.5</b>	<b>26.0</b>	<b>6.1</b>	<b>4.0</b>	<b>2.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.5</b>	<b>12</b>	<b>608</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
<b>COLOMBIA</b>																					
BOGOTA	AVIANCA COLOMBIA	S	62	0	0	14.5	40.3	25.8	6.5	8.1	0.0	0.0	0.0	4.8	0.0	0.0	46	88.7	7	62	
<b>TOTAL BOGOTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>40.3</b>	<b>25.8</b>	<b>6.5</b>	<b>8.1</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>46</b>	<b>88.7</b>	<b>7</b>	<b>62</b>	
<b>TOTAL COLOMBIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>40.3</b>	<b>25.8</b>	<b>6.5</b>	<b>8.1</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>46</b>	<b>88.7</b>	<b>7</b>	<b>62</b>	
<b>CROATIA</b>																					
DUBROVNIK	BRITISH AIRWAYS PLC	S	50	0	0	0.0	34.0	46.0	10.0	2.0	6.0	2.0	0.0	0.0	0.0	0.0	14	84.4	12	32	
<b>TOTAL DUBROVNIK</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.0</b>	<b>46.0</b>	<b>10.0</b>	<b>2.0</b>	<b>6.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>84.4</b>	<b>12</b>	<b>32</b>	
PULA	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4	
<b>TOTAL PULA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>4</b>	
SPLIT	BRITISH AIRWAYS PLC	S	58	0	0	0.0	37.9	51.7	6.9	3.4	0.0	0.0	0.0	0.0	0.0	0.0	6	70.0	18	40	
SPLIT	CROATIA AIRLINES	S	10	0	0	0.0	10.0	50.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	25	75.0	10	8	
<b>TOTAL SPLIT</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.8</b>	<b>51.5</b>	<b>8.8</b>	<b>4.4</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>70.8</b>	<b>17</b>	<b>48</b>	
ZAGREB	BRITISH AIRWAYS PLC	S	50	0	0	6.0	42.0	34.0	4.0	8.0	6.0	0.0	0.0	0.0	0.0	0.0	12	72.6	11	62	
ZAGREB	CROATIA AIRLINES	S	26	0	0	0.0	7.7	23.1	11.5	30.8	26.9	0.0	0.0	0.0	0.0	0.0	40	25.0	27	28	
<b>TOTAL ZAGREB</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>30.3</b>	<b>30.3</b>	<b>6.6</b>	<b>15.8</b>	<b>13.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>57.8</b>	<b>16</b>	<b>90</b>	
<b>TOTAL CROATIA</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>32.5</b>	<b>41.8</b>	<b>8.2</b>	<b>8.2</b>	<b>7.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>67.2</b>	<b>15</b>	<b>174</b>	
<b>CYPRUS</b>																					
LARNACA	BRITISH AIRWAYS PLC	S	238	0	0	2.9	25.6	50.8	15.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	9	62.2	20	240	
<b>TOTAL LARNACA</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>25.6</b>	<b>50.8</b>	<b>15.5</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>9</b>	<b>62.2</b>	<b>20</b>	<b>240</b>	
PAPHOS	BRITISH AIRWAYS PLC	S	18	0	0	0.0	16.7	72.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	12	
<b>TOTAL PAPHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>72.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>3</b>	<b>12</b>	
<b>TOTAL CYPRUS</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>25.0</b>	<b>52.3</b>	<b>15.2</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>64.0</b>	<b>20</b>	<b>252</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	BRITISH AIRWAYS PLC	S	280	0	0	8.9	37.5	37.9	9.3	5.7	0.7	0.0	0.0	0.0	0.0	0.0	7	70.4	14	320	
<b>TOTAL PRAGUE</b>			<b>280</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>37.5</b>	<b>37.9</b>	<b>9.3</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>0.0</b>	<b>7</b>	<b>70.4</b>	<b>14</b>	<b>320</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>280</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>37.5</b>	<b>37.9</b>	<b>9.3</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>0.0</b>	<b>7</b>	<b>70.4</b>	<b>14</b>	<b>320</b>	
<b>DENMARK</b>																					
BILLUND	BRITISH AIRWAYS PLC	S	62	0	0	8.1	45.2	30.6	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	75.8	11	60	
<b>TOTAL BILLUND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>45.2</b>	<b>30.6</b>	<b>9.7</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.8</b>	<b>11</b>	<b>60</b>	
COPENHAGEN	BRITISH AIRWAYS PLC	S	294	0	2	10.8	49.0	30.4	4.7	2.7	1.0	0.7	0.0	0.0	0.0	0.7	6	64.0	18	318	
COPENHAGEN	SAS	S	223	0	0	7.2	48.9	33.6	7.6	2.2	0.4	0.0	0.0	0.0	0.0	0.0	4	79.1	10	239	
COPENHAGEN	SCANDINAVIAN AIRLINES IRELAND LTD	S	68	0	0	16.2	44.1	33.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.8	9	37	
<b>TOTAL COPENHAGEN</b>			<b>585</b>	<b>0</b>	<b>2</b>	<b>10.1</b>	<b>48.4</b>	<b>32.0</b>	<b>6.0</b>	<b>2.2</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>5</b>	<b>71.2</b>	<b>14</b>	<b>594</b>	
<b>TOTAL DENMARK</b>			<b>647</b>	<b>0</b>	<b>2</b>	<b>9.9</b>	<b>48.1</b>	<b>31.9</b>	<b>6.3</b>	<b>2.6</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>5</b>	<b>71.6</b>	<b>14</b>	<b>654</b>	
<b>EGYPT</b>																					
CAIRO	BRITISH AIRWAYS PLC	S	116	0	0	11.2	30.2	37.1	12.9	6.9	1.7	0.0	0.0	0.0	0.0	0.0	9	71.8	13	124	
CAIRO	EGYPT AIR	S	174	0	0	0.6	20.1	48.9	16.7	8.6	4.6	0.0	0.0	0.6	0.0	0.0	19	40.9	28	186	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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 CAIRO</b>			<b>290</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>24.1</b>	<b>44.1</b>	<b>15.2</b>	<b>7.9</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>53.2</b>	<b>22</b>	<b>310</b>
LUXOR	EGYPT AIR	S	8	0	0	0.0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	15	8
<b>TOTAL LUXOR</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>9</b>	<b>75.0</b>	<b>15</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>298</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>23.8</b>	<b>45.0</b>	<b>14.8</b>	<b>8.1</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>53.8</b>	<b>22</b>	<b>318</b>
<b>ETHIOPIA</b>																				
ADDIS ABABA	ETHIOPIAN AIRLINES	S	62	0	0	9.7	30.6	53.2	4.8	1.6	0.0	0.0	0.0	0.0	0.0	0.0	5	77.4	10	62
<b>TOTAL ADDIS ABABA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>30.6</b>	<b>53.2</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.4</b>	<b>10</b>	<b>62</b>
<b>TOTAL ETHIOPIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>30.6</b>	<b>53.2</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.4</b>	<b>10</b>	<b>62</b>
<b>FINLAND</b>																				
HELSINKI	FINNAIR	S	327	0	40	13.4	36.0	30.2	8.2	0.5	0.5	0.0	0.3	0.0	0.0	10.9	5	80.2	9	246
<b>TOTAL HELSINKI</b>			<b>327</b>	<b>0</b>	<b>40</b>	<b>13.4</b>	<b>36.0</b>	<b>30.2</b>	<b>8.2</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>10.9</b>	<b>5</b>	<b>80.2</b>	<b>9</b>	<b>246</b>
<b>TOTAL FINLAND</b>			<b>327</b>	<b>0</b>	<b>40</b>	<b>13.4</b>	<b>36.0</b>	<b>30.2</b>	<b>8.2</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>10.9</b>	<b>5</b>	<b>80.2</b>	<b>9</b>	<b>246</b>
<b>FRANCE</b>																				
FIGARI	BRITISH AIRWAYS PLC	S	16	0	0	6.3	18.8	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	12	8
<b>TOTAL FIGARI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.0</b>	<b>12</b>	<b>8</b>
LYON	BRITISH AIRWAYS PLC	S	142	0	3	6.2	45.5	32.4	5.5	6.9	1.4	0.0	0.0	0.0	0.0	2.1	7	70.0	19	160
<b>TOTAL LYON</b>			<b>142</b>	<b>0</b>	<b>3</b>	<b>6.2</b>	<b>45.5</b>	<b>32.4</b>	<b>5.5</b>	<b>6.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>7</b>	<b>70.0</b>	<b>19</b>	<b>160</b>
MARSEILLE	BRITISH AIRWAYS PLC	S	224	0	6	3.5	40.4	37.4	10.4	5.2	0.4	0.0	0.0	0.0	0.0	2.6	7	64.5	19	241
<b>TOTAL MARSEILLE</b>			<b>224</b>	<b>0</b>	<b>6</b>	<b>3.5</b>	<b>40.4</b>	<b>37.4</b>	<b>10.4</b>	<b>5.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>7</b>	<b>64.5</b>	<b>19</b>	<b>241</b>
NICE	AIR FRANCE	S	62	0	0	3.2	35.5	40.3	14.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	9	87.1	7	62
NICE	BRITISH AIRWAYS PLC	S	432	0	2	3.0	26.0	40.1	16.4	10.4	3.0	0.7	0.0	0.0	0.0	0.5	14	54.2	21	423
<b>TOTAL NICE</b>			<b>494</b>	<b>0</b>	<b>2</b>	<b>3.0</b>	<b>27.2</b>	<b>40.1</b>	<b>16.1</b>	<b>9.9</b>	<b>2.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>13</b>	<b>58.3</b>	<b>19</b>	<b>485</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	368	0	4	6.2	37.1	38.4	7.8	6.2	3.0	0.0	0.3	0.0	0.0	1.1	9	76.2	12	347
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	378	0	2	3.2	40.0	39.7	6.3	8.2	0.5	1.3	0.3	0.0	0.0	0.5	10	55.8	20	420
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>746</b>	<b>0</b>	<b>6</b>	<b>4.7</b>	<b>38.6</b>	<b>39.1</b>	<b>7.0</b>	<b>7.2</b>	<b>1.7</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>10</b>	<b>64.9</b>	<b>16</b>	<b>767</b>
PARIS (ORLY)	VUELING AIRLINES	S	62	0	0	27.4	40.3	21.0	3.2	3.2	4.8	0.0	0.0	0.0	0.0	0.0	8	14.5	43	54
<b>TOTAL PARIS (ORLY)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>27.4</b>	<b>40.3</b>	<b>21.0</b>	<b>3.2</b>	<b>3.2</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>14.5</b>	<b>43</b>	<b>54</b>
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	168	0	4	8.1	36.6	36.6	9.9	2.9	1.7	1.2	0.6	0.0	0.0	2.3	10	66.1	18	172
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>168</b>	<b>0</b>	<b>4</b>	<b>8.1</b>	<b>36.6</b>	<b>36.6</b>	<b>9.9</b>	<b>2.9</b>	<b>1.7</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>10</b>	<b>66.1</b>	<b>18</b>	<b>172</b>
<b>TOTAL FRANCE</b>			<b>1852</b>	<b>0</b>	<b>21</b>	<b>5.3</b>	<b>36.0</b>	<b>37.8</b>	<b>10.0</b>	<b>7.2</b>	<b>1.9</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>10</b>	<b>62.1</b>	<b>18</b>	<b>1887</b>
<b>GEORGIA</b>																				
TBILISI	BRITISH AIRWAYS PLC	S	35	0	0	0.0	28.6	42.9	22.9	5.7	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL TBILISI</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>42.9</b>	<b>22.9</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GEORGIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>42.9</b>	<b>22.9</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>GERMANY</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
BERLIN BRANDENBURG	BRITISH AIRWAYS PLC	S	396	0	2	9.8	40.2	31.9	10.8	5.0	1.5	0.0	0.3	0.0	0.0	0.5	8	61.4	19	376	
<b>TOTAL BERLIN BRANDENBURG</b>			<b>396</b>	<b>0</b>	<b>2</b>	<b>9.8</b>	<b>40.2</b>	<b>31.9</b>	<b>10.8</b>	<b>5.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>8</b>	<b>61.4</b>	<b>19</b>	<b>376</b>	
COLOGNE BONN	BRITISH AIRWAYS PLC	S	100	0	0	8.0	46.0	32.0	9.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	74.0	10	94	
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	158	0	0	8.2	43.0	38.0	7.0	2.5	1.3	0.0	0.0	0.0	0.0	0.0	6	62.3	17	160	
<b>TOTAL COLOGNE BONN</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>44.2</b>	<b>35.7</b>	<b>7.8</b>	<b>3.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>66.7</b>	<b>15</b>	<b>254</b>	
DUSSELDORF	BRITISH AIRWAYS PLC	S	179	0	1	1.1	47.2	33.9	7.8	6.1	2.2	0.6	0.6	0.0	0.0	0.6	10	61.6	17	161	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	238	0	0	0.8	40.3	43.7	10.5	3.4	1.3	0.0	0.0	0.0	0.0	0.0	7	63.3	17	236	
<b>TOTAL DUSSELDORF</b>			<b>417</b>	<b>0</b>	<b>1</b>	<b>1.0</b>	<b>43.3</b>	<b>39.5</b>	<b>9.3</b>	<b>4.5</b>	<b>1.7</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>8</b>	<b>62.6</b>	<b>17</b>	<b>397</b>	
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	193	0	1	6.7	41.2	34.5	9.8	5.2	2.1	0.0	0.0	0.0	0.0	0.5	8	63.3	19	230	
FRANKFURT MAIN	LUFTHANSA	S	702	0	10	2.7	34.8	42.8	12.1	4.5	1.7	0.0	0.0	0.0	0.0	1.4	9	72.6	12	635	
<b>TOTAL FRANKFURT MAIN</b>			<b>895</b>	<b>0</b>	<b>11</b>	<b>3.5</b>	<b>36.2</b>	<b>41.1</b>	<b>11.6</b>	<b>4.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>8</b>	<b>70.1</b>	<b>14</b>	<b>865</b>	
HAMBURG	BRITISH AIRWAYS PLC	S	212	0	0	9.0	43.4	30.2	12.3	4.2	0.9	0.0	0.0	0.0	0.0	0.0	7	61.0	18	222	
HAMBURG	EUROWINGS LUFTVERKEHRS	S	168	0	0	0.0	33.3	43.5	14.9	7.1	1.2	0.0	0.0	0.0	0.0	0.0	10	50.0	27	170	
<b>TOTAL HAMBURG</b>			<b>380</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>38.9</b>	<b>36.1</b>	<b>13.4</b>	<b>5.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>56.3</b>	<b>22</b>	<b>392</b>	
HANOVER	BRITISH AIRWAYS PLC	S	122	0	0	14.8	53.3	23.8	3.3	3.3	0.0	0.8	0.0	0.8	0.0	0.0	12	60.6	29	132	
<b>TOTAL HANOVER</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>53.3</b>	<b>23.8</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>60.6</b>	<b>29</b>	<b>132</b>	
MUNICH	BRITISH AIRWAYS PLC	S	274	0	2	4.3	37.0	39.1	9.4	8.0	1.1	0.4	0.0	0.0	0.0	0.7	9	66.0	16	282	
MUNICH	LUFTHANSA	S	547	0	2	5.1	38.1	41.2	9.1	4.9	1.1	0.2	0.0	0.0	0.0	0.4	7	63.1	16	512	
<b>TOTAL MUNICH</b>			<b>821</b>	<b>0</b>	<b>4</b>	<b>4.8</b>	<b>37.7</b>	<b>40.5</b>	<b>9.2</b>	<b>5.9</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>8</b>	<b>64.1</b>	<b>16</b>	<b>794</b>	
STUTTGART	BRITISH AIRWAYS PLC	S	117	0	1	14.4	37.3	35.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.8	5	73.0	11	120	
STUTTGART	EUROWINGS LUFTVERKEHRS	S	158	0	0	1.3	34.8	41.8	8.2	7.0	5.7	0.0	1.3	0.0	0.0	0.0	16	72.2	15	162	
<b>TOTAL STUTTGART</b>			<b>275</b>	<b>0</b>	<b>1</b>	<b>6.9</b>	<b>35.9</b>	<b>39.1</b>	<b>7.2</b>	<b>6.5</b>	<b>3.3</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>11</b>	<b>72.5</b>	<b>13</b>	<b>282</b>	
<b>TOTAL GERMANY</b>			<b>3564</b>	<b>0</b>	<b>19</b>	<b>5.4</b>	<b>39.2</b>	<b>38.1</b>	<b>10.0</b>	<b>5.1</b>	<b>1.5</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>8</b>	<b>65.0</b>	<b>17</b>	<b>3492</b>	
<b>GHANA</b>																					
ACCRA	BRITISH AIRWAYS PLC	S	62	0	0	0.0	27.4	56.5	6.5	8.1	0.0	1.6	0.0	0.0	0.0	0.0	10	66.1	15	62	
<b>TOTAL ACCRA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.4</b>	<b>56.5</b>	<b>6.5</b>	<b>8.1</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>66.1</b>	<b>15</b>	<b>62</b>	
<b>TOTAL GHANA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.4</b>	<b>56.5</b>	<b>6.5</b>	<b>8.1</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>66.1</b>	<b>15</b>	<b>62</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	BRITISH AIRWAYS PLC	S	122	0	0	10.7	35.2	37.7	6.6	4.1	4.9	0.0	0.8	0.0	0.0	0.0	12	78.8	12	118	
<b>TOTAL GIBRALTAR</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>35.2</b>	<b>37.7</b>	<b>6.6</b>	<b>4.1</b>	<b>4.9</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>78.8</b>	<b>12</b>	<b>118</b>	
<b>TOTAL GIBRALTAR</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>35.2</b>	<b>37.7</b>	<b>6.6</b>	<b>4.1</b>	<b>4.9</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>78.8</b>	<b>12</b>	<b>118</b>	
<b>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	S	238	0	0	2.5	24.4	37.0	19.7	11.8	4.6	0.0	0.0	0.0	0.0	0.0	15	57.5	17	240	
ATHENS	AMERICAN AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
ATHENS	BRITISH AIRWAYS PLC	S	339	0	2	4.7	24.9	41.6	16.4	9.7	1.2	0.6	0.3	0.0	0.0	0.6	13	46.7	30	311	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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 ATHENS</b>			<b>578</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>24.7</b>	<b>39.8</b>	<b>17.8</b>	<b>10.5</b>	<b>2.6</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>13</b>	<b>51.3</b>	<b>24</b>	<b>551</b>	
CHANIA	BRITISH AIRWAYS PLC	S	48	0	0	0.0	22.9	47.9	16.7	8.3	2.1	0.0	0.0	2.1	0.0	0.0	36	78.1	10	32	
<b>TOTAL CHANIA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.9</b>	<b>47.9</b>	<b>16.7</b>	<b>8.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>78.1</b>	<b>10</b>	<b>32</b>	
CORFU	BRITISH AIRWAYS PLC	S	104	0	0	5.8	45.2	37.5	5.8	3.8	1.9	0.0	0.0	0.0	0.0	0.0	6	71.1	13	76	
<b>TOTAL CORFU</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>45.2</b>	<b>37.5</b>	<b>5.8</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>71.1</b>	<b>13</b>	<b>76</b>	
HERAKLION	BRITISH AIRWAYS PLC	S	52	0	0	0.0	23.1	57.7	5.8	11.5	0.0	0.0	0.0	1.9	0.0	0.0	37	75.0	9	20	
<b>TOTAL HERAKLION</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>57.7</b>	<b>5.8</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>75.0</b>	<b>9</b>	<b>20</b>	
KALAMATA	BRITISH AIRWAYS PLC	S	34	0	0	0.0	44.1	35.3	11.8	8.8	0.0	0.0	0.0	0.0	0.0	0.0	9	41.7	30	12	
<b>TOTAL KALAMATA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.1</b>	<b>35.3</b>	<b>11.8</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>41.7</b>	<b>30</b>	<b>12</b>	
KEFALLINIA	BRITISH AIRWAYS PLC	S	24	0	0	4.2	29.2	54.2	4.2	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	63.6	21	11	
<b>TOTAL KEFALLINIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>29.2</b>	<b>54.2</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>0.0</b>	<b>7</b>	<b>63.6</b>	<b>21</b>	<b>11</b>	
KOS	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	14	4	
<b>TOTAL KOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>14</b>	<b>4</b>	
MIKONOS	BRITISH AIRWAYS PLC	S	88	0	0	3.4	27.3	53.4	13.6	2.3	0.0	0.0	0.0	0.0	0.0	0.0	7	67.5	12	40	
<b>TOTAL MIKONOS</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>27.3</b>	<b>53.4</b>	<b>13.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>67.5</b>	<b>12</b>	<b>40</b>	
PREVEZA	BRITISH AIRWAYS PLC	S	32	0	0	6.3	37.5	46.9	3.1	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	55.0	17	20	
<b>TOTAL PREVEZA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>46.9</b>	<b>3.1</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>55.0</b>	<b>17</b>	<b>20</b>	
RHODES	BRITISH AIRWAYS PLC	S	12	0	0	0.0	8.3	58.3	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	17	70.0	7	10	
<b>TOTAL RHODES</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>58.3</b>	<b>16.7</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>70.0</b>	<b>7</b>	<b>10</b>	
SALONIKA	BRITISH AIRWAYS PLC	S	62	0	0	3.2	33.9	48.4	9.7	1.6	3.2	0.0	0.0	0.0	0.0	0.0	9	75.0	10	24	
<b>TOTAL SALONIKA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>33.9</b>	<b>48.4</b>	<b>9.7</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>75.0</b>	<b>10</b>	<b>24</b>	
THIRA (SANTORINI)	BRITISH AIRWAYS PLC	S	74	0	0	10.8	21.6	48.6	10.8	4.1	2.7	0.0	1.4	0.0	0.0	0.0	12	76.7	27	60	
<b>TOTAL THIRA (SANTORINI)</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>21.6</b>	<b>48.6</b>	<b>10.8</b>	<b>4.1</b>	<b>2.7</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>76.7</b>	<b>27</b>	<b>60</b>	
ZAKINTHOS	BRITISH AIRWAYS PLC	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	66.7	15	12	
<b>TOTAL ZAKINTHOS</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>66.7</b>	<b>15</b>	<b>12</b>	
<b>TOTAL GREECE</b>			<b>1124</b>	<b>0</b>	<b>2</b>	<b>4.1</b>	<b>28.1</b>	<b>43.4</b>	<b>13.8</b>	<b>7.9</b>	<b>2.0</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>13</b>	<b>58.2</b>	<b>21</b>	<b>872</b>	
<b>GRENADA</b>																					
GRENADA	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	37.5	37.5	6.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	61.5	21	13	
GRENADA	VIRGIN ATLANTIC INTERNATIONAL	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	4	
<b>TOTAL GRENADA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>35.3</b>	<b>41.2</b>	<b>5.9</b>	<b>5.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>70.6</b>	<b>17</b>	<b>17</b>	
<b>TOTAL GRENADA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>35.3</b>	<b>41.2</b>	<b>5.9</b>	<b>5.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>70.6</b>	<b>17</b>	<b>17</b>	
<b>HONG KONG</b>																					
HONG KONG (CHEK LAP KOK)	BRITISH AIRWAYS PLC	S	62	0	0	6.5	38.7	40.3	4.8	8.1	0.0	1.6	0.0	0.0	0.0	0.0	9	74.2	15	124	
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	300	0	0	4.0	25.0	39.7	17.0	10.7	3.3	0.3	0.0	0.0	0.0	0.0	14	66.7	18	261	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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 HONG KONG (CHEK LAP KOK)</b>			<b>362</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>27.3</b>	<b>39.8</b>	<b>14.9</b>	<b>10.2</b>	<b>2.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>69.1</b>	<b>17</b>	<b>385</b>	
<b>TOTAL HONG KONG HUNGARY</b>			<b>362</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>27.3</b>	<b>39.8</b>	<b>14.9</b>	<b>10.2</b>	<b>2.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>69.1</b>	<b>17</b>	<b>385</b>	
<b>BUDAPEST</b>	BRITISH AIRWAYS PLC	S	244	0	0	9.4	40.2	40.6	7.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	5	67.1	22	238	
<b>TOTAL BUDAPEST</b>			<b>244</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>40.2</b>	<b>40.6</b>	<b>7.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>67.1</b>	<b>22</b>	<b>238</b>	
<b>TOTAL HUNGARY</b>			<b>244</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>40.2</b>	<b>40.6</b>	<b>7.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>67.1</b>	<b>22</b>	<b>238</b>	
<b>ICELAND</b>																					
<b>KEFLAVIK</b>	BRITISH AIRWAYS PLC	S	48	0	0	14.6	45.8	31.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.9	45	54	
<b>KEFLAVIK</b>	ICELANDAIR	S	124	0	0	7.3	39.5	32.3	13.7	6.5	0.8	0.0	0.0	0.0	0.0	0.0	9	74.2	13	124	
<b>TOTAL KEFLAVIK</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>41.3</b>	<b>32.0</b>	<b>12.2</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>7</b>	<b>74.7</b>	<b>23</b>	<b>178</b>	
<b>TOTAL ICELAND</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>41.3</b>	<b>32.0</b>	<b>12.2</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>7</b>	<b>74.7</b>	<b>23</b>	<b>178</b>	
<b>INDIA</b>																					
<b>BANGALORE (BENGALURU)</b>	AIR INDIA	S	61	0	1	11.3	37.1	24.2	12.9	9.7	1.6	1.6	0.0	0.0	0.0	1.6	12	0.0	0	0	
<b>BANGALORE (BENGALURU)</b>	BRITISH AIRWAYS PLC	S	60	0	2	14.5	27.4	40.3	11.3	0.0	1.6	0.0	0.0	1.6	0.0	3.2	14	69.8	16	63	
<b>BANGALORE (BENGALURU)</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	41.9	16.1	27.4	11.3	1.6	1.6	0.0	0.0	0.0	0.0	0.0	6	37.1	27	62	
<b>TOTAL BANGALORE (BENGALURU)</b>			<b>183</b>	<b>0</b>	<b>3</b>	<b>22.6</b>	<b>26.9</b>	<b>30.6</b>	<b>11.8</b>	<b>3.8</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>1.6</b>	<b>11</b>	<b>53.6</b>	<b>22</b>	<b>125</b>	
<b>CHENNAI</b>	BRITISH AIRWAYS PLC	S	62	0	0	22.6	32.3	38.7	0.0	4.8	1.6	0.0	0.0	0.0	0.0	0.0	6	87.1	16	62	
<b>TOTAL CHENNAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>22.6</b>	<b>32.3</b>	<b>38.7</b>	<b>0.0</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.1</b>	<b>16</b>	<b>62</b>	
<b>DELHI</b>	AIR INDIA	S	214	0	0	0.0	2.3	10.3	18.7	26.6	21.5	7.5	9.3	3.7	0.0	0.0	87	55.6	20	150	
<b>DELHI</b>	BRITISH AIRWAYS PLC	S	124	0	0	17.7	19.4	34.7	6.5	5.6	12.1	3.2	0.8	0.0	0.0	0.0	24	95.2	6	63	
<b>DELHI</b>	TATA SIA AIRLINES LTD (VISTARA)	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.8	13	62	
<b>DELHI</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	13.7	25.8	30.6	8.1	4.8	11.3	4.0	1.6	0.0	0.0	0.0	27	50.8	24	119	
<b>TOTAL DELHI</b>			<b>462</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>13.2</b>	<b>22.3</b>	<b>12.6</b>	<b>15.2</b>	<b>16.2</b>	<b>5.4</b>	<b>5.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>62.6</b>	<b>18</b>	<b>394</b>	
<b>HYDERABAD ( RAJIV GHANDI )</b>	BRITISH AIRWAYS PLC	S	62	0	0	4.8	21.0	40.3	16.1	9.7	4.8	1.6	1.6	0.0	0.0	0.0	20	53.2	21	62	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>21.0</b>	<b>40.3</b>	<b>16.1</b>	<b>9.7</b>	<b>4.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>53.2</b>	<b>21</b>	<b>62</b>	
<b>MUMBAI</b>	AIR INDIA	S	124	0	0	1.6	16.9	32.3	20.2	17.7	9.7	1.6	0.0	0.0	0.0	0.0	25	47.2	30	121	
<b>MUMBAI</b>	BRITISH AIRWAYS PLC	S	184	0	0	7.1	31.0	40.2	10.3	4.9	4.9	1.1	0.5	0.0	0.0	0.0	14	68.7	16	163	
<b>MUMBAI</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	29.0	27.4	27.4	5.6	8.9	0.0	0.8	0.8	0.0	0.0	0.0	9	56.5	17	62	
<b>TOTAL MUMBAI</b>			<b>432</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>25.9</b>	<b>34.3</b>	<b>11.8</b>	<b>9.7</b>	<b>4.9</b>	<b>1.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>58.9</b>	<b>21</b>	<b>346</b>	
<b>TOTAL INDIA</b>			<b>1201</b>	<b>0</b>	<b>3</b>	<b>12.4</b>	<b>21.3</b>	<b>29.7</b>	<b>11.7</b>	<b>10.6</b>	<b>8.6</b>	<b>2.7</b>	<b>2.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.2</b>	<b>29</b>	<b>61.1</b>	<b>19</b>	<b>989</b>	
<b>IRAN</b>																					
<b>TEHRAN IMAM KHOMEINI</b>	IRAN AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	45	18	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2024		
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 TEHRAN IMAM KHOMEINI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>40.0</b>	<b>45</b>	<b>18</b>	
<b>TOTAL IRAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>40.0</b>	<b>45</b>	<b>18</b>	
<b>IRISH REPUBLIC</b>																				
CORK	AER LINGUS	S	246	0	2	11.7	48.4	32.3	5.6	0.8	0.0	0.4	0.0	0.0	0.0	0.8	4	60.9	17	246
<b>TOTAL CORK</b>			<b>246</b>	<b>0</b>	<b>2</b>	<b>11.7</b>	<b>48.4</b>	<b>32.3</b>	<b>5.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>4</b>	<b>60.9</b>	<b>17</b>	<b>246</b>
DUBLIN	AER LINGUS	S	691	0	2	5.2	46.2	32.9	10.7	4.0	0.7	0.0	0.0	0.0	0.0	0.3	7	54.4	23	828
DUBLIN	BRITISH AIRWAYS PLC	S	302	0	4	8.2	35.6	36.6	12.7	4.9	0.3	0.3	0.0	0.0	0.0	1.3	8	50.8	23	364
<b>TOTAL DUBLIN</b>			<b>993</b>	<b>0</b>	<b>6</b>	<b>6.1</b>	<b>42.9</b>	<b>34.0</b>	<b>11.3</b>	<b>4.3</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>7</b>	<b>53.3</b>	<b>23</b>	<b>1192</b>
IRELAND WEST(KNOCK)	AER LINGUS	S	62	0	0	4.8	51.6	35.5	6.5	1.6	0.0	0.0	0.0	0.0	0.0	0.0	4	29.0	35	62
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>51.6</b>	<b>35.5</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>29.0</b>	<b>35</b>	<b>62</b>
SHANNON	AER LINGUS	S	176	0	0	15.3	31.8	36.9	8.5	5.7	1.7	0.0	0.0	0.0	0.0	0.0	8	53.9	22	176
<b>TOTAL SHANNON</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>15.3</b>	<b>31.8</b>	<b>36.9</b>	<b>8.5</b>	<b>5.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>53.9</b>	<b>22</b>	<b>176</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1477</b>	<b>0</b>	<b>8</b>	<b>8.1</b>	<b>42.9</b>	<b>34.1</b>	<b>9.8</b>	<b>3.8</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>6</b>	<b>53.6</b>	<b>23</b>	<b>1676</b>
<b>ISRAEL</b>																				
TEL AVIV	BRITISH AIRWAYS PLC	S	13	0	46	0.0	3.4	8.5	5.1	1.7	3.4	0.0	0.0	0.0	0.0	78.0	22	70.6	12	34
TEL AVIV	EL AL	S	93	0	0	5.4	32.3	43.0	8.6	7.5	3.2	0.0	0.0	0.0	0.0	0.0	11	56.9	19	123
<b>TOTAL TEL AVIV</b>			<b>106</b>	<b>0</b>	<b>46</b>	<b>3.3</b>	<b>21.1</b>	<b>29.6</b>	<b>7.2</b>	<b>5.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.3</b>	<b>12</b>	<b>59.9</b>	<b>17</b>	<b>157</b>
<b>TOTAL ISRAEL</b>			<b>106</b>	<b>0</b>	<b>46</b>	<b>3.3</b>	<b>21.1</b>	<b>29.6</b>	<b>7.2</b>	<b>5.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.3</b>	<b>12</b>	<b>59.9</b>	<b>17</b>	<b>157</b>
<b>ITALY</b>																				
BOLOGNA	BRITISH AIRWAYS PLC	S	161	0	1	8.0	31.5	41.4	11.1	4.9	2.5	0.0	0.0	0.0	0.0	0.6	9	60.4	32	164
<b>TOTAL BOLOGNA</b>			<b>161</b>	<b>0</b>	<b>1</b>	<b>8.0</b>	<b>31.5</b>	<b>41.4</b>	<b>11.1</b>	<b>4.9</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>9</b>	<b>60.4</b>	<b>32</b>	<b>164</b>
BRINDISI	BRITISH AIRWAYS PLC	S	34	0	0	0.0	44.1	41.2	2.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	10	81.3	66	16
<b>TOTAL BRINDISI</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.1</b>	<b>41.2</b>	<b>2.9</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>81.3</b>	<b>66</b>	<b>16</b>
FLORENCE	BRITISH AIRWAYS PLC	S	124	0	0	6.5	41.1	38.7	7.3	4.0	1.6	0.8	0.0	0.0	0.0	0.0	8	74.2	9	61
<b>TOTAL FLORENCE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>41.1</b>	<b>38.7</b>	<b>7.3</b>	<b>4.0</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>74.2</b>	<b>9</b>	<b>61</b>
MILAN (LINATE)	BRITISH AIRWAYS PLC	S	406	0	0	3.7	34.5	41.9	10.3	7.6	1.0	0.5	0.5	0.0	0.0	0.0	11	58.3	18	264
<b>TOTAL MILAN (LINATE)</b>			<b>406</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>34.5</b>	<b>41.9</b>	<b>10.3</b>	<b>7.6</b>	<b>1.0</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>58.3</b>	<b>18</b>	<b>264</b>
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	162	0	2	1.8	30.5	45.7	12.2	7.3	1.2	0.0	0.0	0.0	0.0	1.2	10	53.4	19	248
<b>TOTAL MILAN (MALPENSA)</b>			<b>162</b>	<b>0</b>	<b>2</b>	<b>1.8</b>	<b>30.5</b>	<b>45.7</b>	<b>12.2</b>	<b>7.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>10</b>	<b>53.4</b>	<b>19</b>	<b>248</b>
NAPLES	BRITISH AIRWAYS PLC	S	186	0	0	2.2	29.6	41.9	12.4	11.3	2.2	0.5	0.0	0.0	0.0	0.0	12	59.0	19	186
<b>TOTAL NAPLES</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>29.6</b>	<b>41.9</b>	<b>12.4</b>	<b>11.3</b>	<b>2.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>59.0</b>	<b>19</b>	<b>186</b>
OLBIA	BRITISH AIRWAYS PLC	S	48	0	0	0.0	18.8	45.8	18.8	12.5	4.2	0.0	0.0	0.0	0.0	0.0	14	75.0	9	20
<b>TOTAL OLBIA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>45.8</b>	<b>18.8</b>	<b>12.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.0</b>	<b>9</b>	<b>20</b>
PALERMO	BRITISH AIRWAYS PLC	S	46	0	0	2.2	37.0	32.6	19.6	2.2	6.5	0.0	0.0	0.0	0.0	0.0	11	70.5	10	44
<b>TOTAL PALERMO</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>37.0</b>	<b>32.6</b>	<b>19.6</b>	<b>2.2</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>70.5</b>	<b>10</b>	<b>44</b>
PERUGIA	BRITISH AIRWAYS PLC	S	26	0	0	7.7	11.5	50.0	15.4	11.5	3.8	0.0	0.0	0.0	0.0	0.0	14	75.0	12	12

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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 PERUGIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>11.5</b>	<b>50.0</b>	<b>15.4</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.0</b>	<b>12</b>	<b>12</b>	
PISA	BRITISH AIRWAYS PLC	S	124	0	0	1.6	29.8	30.6	16.9	14.5	4.8	0.0	0.8	0.8	0.0	0.0	25	51.6	29	122	
<b>TOTAL PISA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>29.8</b>	<b>30.6</b>	<b>16.9</b>	<b>14.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>51.6</b>	<b>29</b>	<b>122</b>	
RIMINI	BRITISH AIRWAYS PLC	S	16	0	0	31.3	6.3	37.5	6.3	6.3	6.3	6.3	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL RIMINI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>6.3</b>	<b>37.5</b>	<b>6.3</b>	<b>6.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	511	0	3	3.3	33.3	42.8	10.3	7.0	1.8	0.4	0.4	0.2	0.0	0.6	12	55.7	21	442	
<b>TOTAL ROME (FIUMICINO)</b>			<b>511</b>	<b>0</b>	<b>3</b>	<b>3.3</b>	<b>33.3</b>	<b>42.8</b>	<b>10.3</b>	<b>7.0</b>	<b>1.8</b>	<b>0.4</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>55.7</b>	<b>21</b>	<b>442</b>	
VENICE	BRITISH AIRWAYS PLC	S	298	0	2	4.7	29.0	38.3	15.0	8.0	3.3	0.3	0.7	0.0	0.0	0.7	14	56.9	19	295	
<b>TOTAL VENICE</b>			<b>298</b>	<b>0</b>	<b>2</b>	<b>4.7</b>	<b>29.0</b>	<b>38.3</b>	<b>15.0</b>	<b>8.0</b>	<b>3.3</b>	<b>0.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>14</b>	<b>56.9</b>	<b>19</b>	<b>295</b>	
<b>TOTAL ITALY</b>			<b>2142</b>	<b>0</b>	<b>8</b>	<b>3.9</b>	<b>32.0</b>	<b>41.0</b>	<b>11.9</b>	<b>7.8</b>	<b>2.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>12</b>	<b>57.9</b>	<b>21</b>	<b>1874</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	VIRGIN ATLANTIC AIRWAYS LTD	S	35	0	0	11.4	25.7	48.6	0.0	11.4	2.9	0.0	0.0	0.0	0.0	0.0	10	80.6	20	61	
<b>TOTAL MONTEGO BAY</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>25.7</b>	<b>48.6</b>	<b>0.0</b>	<b>11.4</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.6</b>	<b>20</b>	<b>61</b>	
<b>TOTAL JAMAICA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>25.7</b>	<b>48.6</b>	<b>0.0</b>	<b>11.4</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.6</b>	<b>20</b>	<b>61</b>	
<b>JAPAN</b>																					
TOKYO (HANEDA)	ALL NIPPON AIRWAYS	S	62	0	0	19.4	19.4	45.2	8.1	4.8	1.6	0.0	1.6	0.0	0.0	0.0	12	79.0	9	62	
TOKYO (HANEDA)	BRITISH AIRWAYS PLC	S	124	0	0	24.2	25.0	31.5	11.3	5.6	1.6	0.8	0.0	0.0	0.0	0.0	9	81.5	12	123	
TOKYO (HANEDA)	JAPAN AIRLINES	S	124	0	0	4.0	27.4	52.4	10.5	4.8	0.8	0.0	0.0	0.0	0.0	0.0	7	80.6	8	124	
<b>TOTAL TOKYO (HANEDA)</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>24.8</b>	<b>42.6</b>	<b>10.3</b>	<b>5.2</b>	<b>1.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.6</b>	<b>10</b>	<b>309</b>	
<b>TOTAL JAPAN</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>24.8</b>	<b>42.6</b>	<b>10.3</b>	<b>5.2</b>	<b>1.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.6</b>	<b>10</b>	<b>309</b>	
<b>JORDAN</b>																					
AMMAN	BRITISH AIRWAYS PLC	S	62	0	0	21.0	25.8	30.6	16.1	4.8	1.6	0.0	0.0	0.0	0.0	0.0	8	77.1	9	35	
AMMAN	ROYAL JORDANIAN	S	62	0	0	25.8	37.1	33.9	0.0	1.6	1.6	0.0	0.0	0.0	0.0	0.0	3	83.9	8	62	
<b>TOTAL AMMAN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>23.4</b>	<b>31.5</b>	<b>32.3</b>	<b>8.1</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.4</b>	<b>9</b>	<b>97</b>	
<b>TOTAL JORDAN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>23.4</b>	<b>31.5</b>	<b>32.3</b>	<b>8.1</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.4</b>	<b>9</b>	<b>97</b>	
<b>KAZAKHSTAN</b>																					
ALMATY	AIR ASTANA	S	26	0	0	7.7	38.5	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	65.4	23	26	
<b>TOTAL ALMATY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>38.5</b>	<b>53.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>65.4</b>	<b>23</b>	<b>26</b>	
<b>TOTAL KAZAKHSTAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>38.5</b>	<b>53.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>65.4</b>	<b>23</b>	<b>26</b>	
<b>KENYA</b>																					
NAIROBI	BRITISH AIRWAYS PLC	S	62	0	0	1.6	24.2	58.1	14.5	1.6	0.0	0.0	0.0	0.0	0.0	0.0	8	67.7	18	62	
NAIROBI	KENYA AIRWAYS	S	62	0	0	0.0	37.1	27.4	8.1	12.9	1.6	3.2	9.7	0.0	0.0	0.0	35	72.6	18	62	
<b>TOTAL NAIROBI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>30.6</b>	<b>42.7</b>	<b>11.3</b>	<b>7.3</b>	<b>0.8</b>	<b>1.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>70.2</b>	<b>18</b>	<b>124</b>	
<b>TOTAL KENYA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>30.6</b>	<b>42.7</b>	<b>11.3</b>	<b>7.3</b>	<b>0.8</b>	<b>1.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>70.2</b>	<b>18</b>	<b>124</b>	
<b>KUWAIT</b>																					
KUWAIT	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	67.7	13	59	
KUWAIT	KUWAIT AIRWAYS	S	140	0	0	20.7	40.7	26.4	4.3	6.4	1.4	0.0	0.0	0.0	0.0	0.0	6	86.0	8	114	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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 KUWAIT</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>20.7</b>	<b>40.7</b>	<b>26.4</b>	<b>4.3</b>	<b>6.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>79.5</b>	<b>10</b>	<b>173</b>	
<b>TOTAL KUWAIT</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>20.7</b>	<b>40.7</b>	<b>26.4</b>	<b>4.3</b>	<b>6.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>79.5</b>	<b>10</b>	<b>173</b>	
<b>LATVIA</b>																					
<b>RIGA</b>	BRITISH AIRWAYS PLC	S	38	0	0	10.5	39.5	26.3	21.1	2.6	0.0	0.0	0.0	0.0	0.0	0.0	7	57.7	19	26	
<b>TOTAL RIGA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>39.5</b>	<b>26.3</b>	<b>21.1</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>57.7</b>	<b>19</b>	<b>26</b>	
<b>TOTAL LATVIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>39.5</b>	<b>26.3</b>	<b>21.1</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>57.7</b>	<b>19</b>	<b>26</b>	
<b>LEBANON</b>																					
<b>BEIRUT</b>	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	124	0	0	6.5	44.4	42.7	5.6	0.0	0.8	0.0	0.0	0.0	0.0	0.0	4	79.8	9	124	
<b>TOTAL BEIRUT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>44.4</b>	<b>42.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>79.8</b>	<b>9</b>	<b>124</b>	
<b>TOTAL LEBANON</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>44.4</b>	<b>42.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>79.8</b>	<b>9</b>	<b>124</b>	
<b>LUXEMBOURG</b>																					
<b>LUXEMBOURG</b>	BRITISH AIRWAYS PLC	S	98	0	2	12.0	51.0	24.0	9.0	1.0	1.0	0.0	0.0	0.0	0.0	2.0	5	57.4	19	94	
<b>TOTAL LUXEMBOURG</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>12.0</b>	<b>51.0</b>	<b>24.0</b>	<b>9.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>5</b>	<b>57.4</b>	<b>19</b>	<b>94</b>	
<b>TOTAL LUXEMBOURG</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>12.0</b>	<b>51.0</b>	<b>24.0</b>	<b>9.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>5</b>	<b>57.4</b>	<b>19</b>	<b>94</b>	
<b>MALAYSIA</b>																					
<b>KUALA LUMPUR (SEPANG)</b>	BRITISH AIRWAYS PLC	S	62	0	0	11.3	38.7	30.6	11.3	3.2	1.6	0.0	0.0	3.2	0.0	0.0	38	0.0	0	0	
<b>KUALA LUMPUR (SEPANG)</b>	MALAYSIAN AIRLINES SYSTEM-MAS	S	123	0	3	3.2	40.5	32.5	5.6	8.7	0.8	0.8	2.4	3.2	0.0	2.4	31	42.1	77	120	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>185</b>	<b>0</b>	<b>3</b>	<b>5.9</b>	<b>39.9</b>	<b>31.9</b>	<b>7.4</b>	<b>6.9</b>	<b>1.1</b>	<b>0.5</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>33</b>	<b>42.1</b>	<b>77</b>	<b>120</b>	
<b>TOTAL MALAYSIA</b>			<b>185</b>	<b>0</b>	<b>3</b>	<b>5.9</b>	<b>39.9</b>	<b>31.9</b>	<b>7.4</b>	<b>6.9</b>	<b>1.1</b>	<b>0.5</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>33</b>	<b>42.1</b>	<b>77</b>	<b>120</b>	
<b>MALDIVE ISLANDS</b>																					
<b>MALE INTERNATIONAL</b>	BRITISH AIRWAYS PLC	S	27	0	0	18.5	29.6	18.5	22.2	3.7	0.0	7.4	0.0	0.0	0.0	0.0	19	74.1	10	27	
<b>TOTAL MALE INTERNATIONAL</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>18.5</b>	<b>29.6</b>	<b>18.5</b>	<b>22.2</b>	<b>3.7</b>	<b>0.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>74.1</b>	<b>10</b>	<b>27</b>	
<b>TOTAL MALDIVE ISLANDS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>18.5</b>	<b>29.6</b>	<b>18.5</b>	<b>22.2</b>	<b>3.7</b>	<b>0.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>74.1</b>	<b>10</b>	<b>27</b>	
<b>MALTA</b>																					
<b>MALTA</b>	AIR MALTA	S	134	0	0	15.7	47.8	25.4	6.7	3.0	1.5	0.0	0.0	0.0	0.0	0.0	5	68.9	13	132	
<b>TOTAL MALTA</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>15.7</b>	<b>47.8</b>	<b>25.4</b>	<b>6.7</b>	<b>3.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>68.9</b>	<b>13</b>	<b>132</b>	
<b>TOTAL MALTA</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>15.7</b>	<b>47.8</b>	<b>25.4</b>	<b>6.7</b>	<b>3.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>68.9</b>	<b>13</b>	<b>132</b>	
<b>MEXICO</b>																					
<b>MEXICO CITY</b>	AEROMEXICO	S	61	0	3	14.1	39.1	26.6	0.0	10.9	1.6	0.0	1.6	1.6	0.0	4.7	30	78.7	16	61	
<b>MEXICO CITY</b>	BRITISH AIRWAYS PLC	S	62	0	0	11.3	21.0	37.1	19.4	8.1	1.6	1.6	0.0	0.0	0.0	0.0	14	53.2	38	62	
<b>TOTAL MEXICO CITY</b>			<b>123</b>	<b>0</b>	<b>3</b>	<b>12.7</b>	<b>30.2</b>	<b>31.7</b>	<b>9.5</b>	<b>9.5</b>	<b>1.6</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>2.4</b>	<b>22</b>	<b>65.9</b>	<b>27</b>	<b>123</b>	
<b>TOTAL MEXICO</b>			<b>123</b>	<b>0</b>	<b>3</b>	<b>12.7</b>	<b>30.2</b>	<b>31.7</b>	<b>9.5</b>	<b>9.5</b>	<b>1.6</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>2.4</b>	<b>22</b>	<b>65.9</b>	<b>27</b>	<b>123</b>	
<b>MOROCCO</b>																					
<b>CASABLANCA MOHAMED V</b>	ROYAL AIR MAROC	S	72	0	0	0.0	13.9	48.6	25.0	11.1	1.4	0.0	0.0	0.0	0.0	0.0	14	55.3	19	76	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.9</b>	<b>48.6</b>	<b>25.0</b>	<b>11.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>55.3</b>	<b>19</b>	<b>76</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MARRAKESH	BRITISH AIRWAYS PLC	S	32	0	0	25.0	37.5	31.3	3.1	0.0	3.1	0.0	0.0	0.0	0.0	0.0	6	86.8	6	38
<b>TOTAL MARRAKESH</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>37.5</b>	<b>31.3</b>	<b>3.1</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.8</b>	<b>6</b>	<b>38</b>
<b>TOTAL MOROCCO</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>21.2</b>	<b>43.3</b>	<b>18.3</b>	<b>7.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>65.8</b>	<b>15</b>	<b>114</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	BRITISH AIRWAYS PLC	S	490	0	4	5.7	35.6	41.5	8.5	6.1	1.8	0.0	0.0	0.0	0.0	0.8	8	60.0	19	444
AMSTERDAM	KLM	S	467	0	1	2.1	31.4	46.4	10.3	7.7	1.9	0.0	0.0	0.0	0.0	0.2	10	80.6	8	450
<b>TOTAL AMSTERDAM</b>			<b>957</b>	<b>0</b>	<b>5</b>	<b>4.0</b>	<b>33.6</b>	<b>43.9</b>	<b>9.4</b>	<b>6.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>9</b>	<b>70.2</b>	<b>14</b>	<b>894</b>
<b>TOTAL NETHERLANDS</b>			<b>957</b>	<b>0</b>	<b>5</b>	<b>4.0</b>	<b>33.6</b>	<b>43.9</b>	<b>9.4</b>	<b>6.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>9</b>	<b>70.2</b>	<b>14</b>	<b>894</b>
<b>NIGERIA</b>																				
ABUJA	BRITISH AIRWAYS PLC	S	62	0	0	12.9	33.9	41.9	9.7	0.0	0.0	0.0	1.6	0.0	0.0	0.0	9	79.0	15	62
<b>TOTAL ABUJA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>33.9</b>	<b>41.9</b>	<b>9.7</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>0.0</b>	<b>9</b>	<b>79.0</b>	<b>15</b>	<b>62</b>
LAGOS	BRITISH AIRWAYS PLC	S	62	0	0	9.7	33.9	45.2	9.7	1.6	0.0	0.0	0.0	0.0	0.0	0.0	5	82.3	9	62
LAGOS	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	7.4	29.6	55.6	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	86.7	22	59
LAGOS	VIRGIN ATLANTIC INTERNATIONAL	S	35	0	0	11.4	42.9	34.3	5.7	2.9	2.9	0.0	0.0	0.0	0.0	0.0	7	66.7	9	3
<b>TOTAL LAGOS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>35.5</b>	<b>44.4</b>	<b>8.1</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>84.0</b>	<b>15</b>	<b>124</b>
<b>TOTAL NIGERIA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>34.9</b>	<b>43.5</b>	<b>8.6</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>82.4</b>	<b>15</b>	<b>186</b>
<b>NORWAY</b>																				
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	160	0	0	13.1	41.3	35.0	7.5	2.5	0.6	0.0	0.0	0.0	0.0	0.0	5	73.8	20	170
OSLO (GARDERMOEN)	SAS	S	228	0	0	12.3	57.9	23.7	3.5	2.2	0.4	0.0	0.0	0.0	0.0	0.0	3	81.8	9	269
OSLO (GARDERMOEN)	SCANDINAVIAN AIRLINES IRELAND LTD	S	39	0	0	10.3	64.1	17.9	5.1	0.0	2.6	0.0	0.0	0.0	0.0	0.0	4	83.3	12	6
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>427</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>52.2</b>	<b>27.4</b>	<b>5.2</b>	<b>2.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>78.7</b>	<b>13</b>	<b>445</b>
STAVANGER	SAS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	7	52
<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>84.6</b>	<b>7</b>	<b>52</b>
<b>TOTAL NORWAY</b>			<b>427</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>52.2</b>	<b>27.4</b>	<b>5.2</b>	<b>2.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>79.4</b>	<b>13</b>	<b>497</b>
<b>OMAN</b>																				
MUSCAT	OMAN AIR	S	62	0	0	1.6	43.5	41.9	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.3	5	62
<b>TOTAL MUSCAT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>43.5</b>	<b>41.9</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.3</b>	<b>5</b>	<b>62</b>
<b>TOTAL OMAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>43.5</b>	<b>41.9</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.3</b>	<b>5</b>	<b>62</b>
<b>PAKISTAN</b>																				
ISLAMABAD INTERNATIONAL AIRPORT	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.7	39	26
<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>57.7</b>	<b>39</b>	<b>26</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>57.7</b>	<b>39</b>	<b>26</b>
<b>POLAND</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024		
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>KRAKOW</b>	BRITISH AIRWAYS PLC	S	50	0	0	2.0	26.0	54.0	8.0	4.0	0.0	2.0	2.0	2.0	0.0	0.0	33	75.0	11	44
<b>TOTAL KRAKOW</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>26.0</b>	<b>54.0</b>	<b>8.0</b>	<b>4.0</b>	<b>0.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>75.0</b>	<b>11</b>	<b>44</b>
<b>WARSAW (CHOPIN)</b>	BRITISH AIRWAYS PLC	S	158	0	0	11.4	37.3	38.0	10.1	2.5	0.0	0.6	0.0	0.0	0.0	0.0	7	67.9	17	156
<b>WARSAW (CHOPIN)</b>	LOT-POLISH AIRLINES	S	186	0	0	5.9	38.2	36.0	11.3	5.4	3.2	0.0	0.0	0.0	0.0	0.0	9	72.6	13	186
<b>TOTAL WARSAW (CHOPIN)</b>			<b>344</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>37.8</b>	<b>36.9</b>	<b>10.8</b>	<b>4.1</b>	<b>1.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>70.5</b>	<b>15</b>	<b>342</b>
<b>TOTAL POLAND</b>			<b>394</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>36.3</b>	<b>39.1</b>	<b>10.4</b>	<b>4.1</b>	<b>1.5</b>	<b>0.5</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>71.0</b>	<b>14</b>	<b>386</b>
<b>PORTUGAL(EXCLUDING</b>																				
<b>AZORES PONTA DELGADA</b>	BRITISH AIRWAYS PLC	S	14	0	0	0.0	35.7	42.9	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	12	4
<b>TOTAL AZORES PONTA DELGADA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.7</b>	<b>42.9</b>	<b>7.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.0</b>	<b>12</b>	<b>4</b>
<b>FARO</b>	BRITISH AIRWAYS PLC	S	146	0	0	4.1	31.5	41.8	8.9	11.6	2.1	0.0	0.0	0.0	0.0	0.0	11	66.1	15	123
<b>TOTAL FARO</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>31.5</b>	<b>41.8</b>	<b>8.9</b>	<b>11.6</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.1</b>	<b>15</b>	<b>123</b>
<b>LISBON</b>	AIR PORTUGAL	S	388	0	0	0.3	16.0	38.4	26.3	13.7	4.4	0.8	0.3	0.0	0.0	0.0	19	49.0	21	390
<b>LISBON</b>	BRITISH AIRWAYS PLC	S	274	0	1	3.3	29.1	42.2	12.7	9.1	2.9	0.0	0.4	0.0	0.0	0.4	13	57.2	25	276
<b>TOTAL LISBON</b>			<b>662</b>	<b>0</b>	<b>1</b>	<b>1.5</b>	<b>21.4</b>	<b>40.0</b>	<b>20.7</b>	<b>11.8</b>	<b>3.8</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>17</b>	<b>52.4</b>	<b>23</b>	<b>666</b>
<b>TOTAL PORTUGAL</b>			<b>822</b>	<b>0</b>	<b>1</b>	<b>1.9</b>	<b>23.5</b>	<b>40.3</b>	<b>18.3</b>	<b>11.8</b>	<b>3.4</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>16</b>	<b>54.7</b>	<b>22</b>	<b>793</b>
<b>PORTUGAL(MADEIRA)</b>																				
<b>FUNCHAL</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	85.5	14	62
<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>85.5</b>	<b>14</b>	<b>62</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>85.5</b>	<b>14</b>	<b>62</b>
<b>QATAR</b>																				
<b>DOHA HAMAD</b>	BRITISH AIRWAYS PLC	S	105	0	0	21.0	31.4	32.4	7.6	6.7	1.0	0.0	0.0	0.0	0.0	0.0	7	72.6	15	112
<b>DOHA HAMAD</b>	QATAR AIRWAYS	S	452	0	1	3.5	29.4	49.4	9.7	5.1	1.3	0.0	1.3	0.0	0.0	0.2	13	71.1	13	424
<b>TOTAL DOHA HAMAD</b>			<b>557</b>	<b>0</b>	<b>1</b>	<b>6.8</b>	<b>29.7</b>	<b>46.2</b>	<b>9.3</b>	<b>5.4</b>	<b>1.3</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>12</b>	<b>71.5</b>	<b>14</b>	<b>536</b>
<b>TOTAL QATAR</b>			<b>557</b>	<b>0</b>	<b>1</b>	<b>6.8</b>	<b>29.7</b>	<b>46.2</b>	<b>9.3</b>	<b>5.4</b>	<b>1.3</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>12</b>	<b>71.5</b>	<b>14</b>	<b>536</b>
<b>REPUBLIC OF KOREA</b>																				
<b>SEOUL (INCHEON)</b>	ASIANA AIRLINES	S	62	0	0	0.0	21.0	43.5	21.0	12.9	1.6	0.0	0.0	0.0	0.0	0.0	14	77.4	11	62
<b>SEOUL (INCHEON)</b>	KOREAN AIR	S	62	0	0	3.2	21.0	45.2	16.1	12.9	1.6	0.0	0.0	0.0	0.0	0.0	14	95.2	4	62
<b>TOTAL SEOUL (INCHEON)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>21.0</b>	<b>44.4</b>	<b>18.5</b>	<b>12.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>86.3</b>	<b>7</b>	<b>124</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>21.0</b>	<b>44.4</b>	<b>18.5</b>	<b>12.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>86.3</b>	<b>7</b>	<b>124</b>
<b>REPUBLIC OF SERBIA</b>																				
<b>BELGRADE</b>	AIR SERBIA	S	80	0	0	1.3	40.0	38.8	7.5	7.5	2.5	0.0	2.5	0.0	0.0	0.0	14	59.0	18	78
<b>BELGRADE</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	73.1	13	26
<b>TOTAL BELGRADE</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>40.0</b>	<b>38.8</b>	<b>7.5</b>	<b>7.5</b>	<b>2.5</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>62.5</b>	<b>16</b>	<b>104</b>
<b>TOTAL REPUBLIC OF</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>40.0</b>	<b>38.8</b>	<b>7.5</b>	<b>7.5</b>	<b>2.5</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>62.5</b>	<b>16</b>	<b>104</b>
<b>REPUBLIC OF SOUTH</b>																				
<b>CAPE TOWN</b>	BRITISH AIRWAYS PLC	S	62	0	0	22.6	40.3	30.6	1.6	3.2	0.0	0.0	0.0	1.6	0.0	0.0	21	95.2	4	62

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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 CAPE TOWN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>22.6</b>	<b>40.3</b>	<b>30.6</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>95.2</b>	<b>4</b>	<b>62</b>	
JOHANNESBURG	BRITISH AIRWAYS PLC	S	124	0	0	12.9	38.7	29.0	7.3	6.5	4.0	0.0	0.8	0.8	0.0	0.0	20	80.7	34	83	
JOHANNESBURG	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	6.5	62.9	21.0	3.2	1.6	4.8	0.0	0.0	0.0	0.0	0.0	7	82.5	12	61	
<b>TOTAL JOHANNESBURG</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>46.8</b>	<b>26.3</b>	<b>5.9</b>	<b>4.8</b>	<b>4.3</b>	<b>0.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>81.5</b>	<b>25</b>	<b>144</b>	
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>45.2</b>	<b>27.4</b>	<b>4.8</b>	<b>4.4</b>	<b>3.2</b>	<b>0.0</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>85.6</b>	<b>18</b>	<b>206</b>	
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	128	0	0	4.7	31.3	45.3	8.6	7.8	2.3	0.0	0.0	0.0	0.0	0.0	9	63.7	17	124	
BUCHAREST (OTOPENI)	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	73.3	10	60	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>31.3</b>	<b>45.3</b>	<b>8.6</b>	<b>7.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>66.8</b>	<b>15</b>	<b>184</b>	
<b>TOTAL ROMANIA</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>31.3</b>	<b>45.3</b>	<b>8.6</b>	<b>7.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>66.8</b>	<b>15</b>	<b>184</b>	
<b>RWANDA</b>																					
KIGALI	RWANDAIR EXPRESS	S	58	0	4	4.8	19.4	30.6	4.8	6.5	0.0	0.0	3.2	24.2	0.0	6.5	168	58.1	70	62	
<b>TOTAL KIGALI</b>			<b>58</b>	<b>0</b>	<b>4</b>	<b>4.8</b>	<b>19.4</b>	<b>30.6</b>	<b>4.8</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>24.2</b>	<b>0.0</b>	<b>6.5</b>	<b>168</b>	<b>58.1</b>	<b>70</b>	<b>62</b>	
<b>TOTAL RWANDA</b>			<b>58</b>	<b>0</b>	<b>4</b>	<b>4.8</b>	<b>19.4</b>	<b>30.6</b>	<b>4.8</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>24.2</b>	<b>0.0</b>	<b>6.5</b>	<b>168</b>	<b>58.1</b>	<b>70</b>	<b>62</b>	
<b>SAINT VINCENT AND THE E T JOSHUA</b>																					
E T JOSHUA	VIRGIN ATLANTIC AIRWAYS LTD	S	19	0	0	36.8	21.1	10.5	21.1	0.0	10.5	0.0	0.0	0.0	0.0	0.0	14	90.0	8	20	
E T JOSHUA	VIRGIN ATLANTIC INTERNATIONAL	S	6	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	4	6	
<b>TOTAL E T JOSHUA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>36.0</b>	<b>24.0</b>	<b>16.0</b>	<b>16.0</b>	<b>0.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>88.5</b>	<b>7</b>	<b>26</b>	
<b>TOTAL SAINT VINCENT</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>36.0</b>	<b>24.0</b>	<b>16.0</b>	<b>16.0</b>	<b>0.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>88.5</b>	<b>7</b>	<b>26</b>	
<b>SAUDI ARABIA</b>																					
JEDDAH	BRITISH AIRWAYS PLC	S	39	0	2	34.1	26.8	24.4	7.3	2.4	0.0	0.0	0.0	0.0	0.0	4.9	4	0.0	0	0	
JEDDAH	SAUDI ARABIAN AIRLINES	S	139	0	1	3.6	37.1	32.9	8.6	12.1	1.4	0.0	1.4	2.1	0.0	0.7	28	72.2	12	133	
<b>TOTAL JEDDAH</b>			<b>178</b>	<b>0</b>	<b>3</b>	<b>10.5</b>	<b>34.8</b>	<b>30.9</b>	<b>8.3</b>	<b>9.9</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>23</b>	<b>72.2</b>	<b>12</b>	<b>133</b>	
NEOM BAY	SAUDI ARABIAN AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	14	9	
<b>TOTAL NEOM 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>66.7</b>	<b>14</b>	<b>9</b>	
RIYADH	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
RIYADH	BRITISH AIRWAYS PLC	S	109	0	1	8.2	30.0	38.2	10.9	4.5	3.6	1.8	0.9	0.9	0.0	0.9	28	67.2	17	64	
RIYADH	SAUDI ARABIAN AIRLINES	S	196	0	0	1.0	28.6	45.9	13.3	6.1	3.1	1.0	1.0	0.0	0.0	0.0	14	69.9	14	176	
RIYADH	VIRGIN ATLANTIC AIRWAYS LTD	S	37	0	0	29.7	32.4	35.1	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
RIYADH	VIRGIN ATLANTIC INTERNATIONAL	S	25	0	0	28.0	36.0	28.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL RIYADH</b>			<b>367</b>	<b>0</b>	<b>1</b>	<b>7.9</b>	<b>29.9</b>	<b>41.3</b>	<b>10.9</b>	<b>4.9</b>	<b>2.7</b>	<b>1.1</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>16</b>	<b>69.3</b>	<b>15</b>	<b>241</b>	
<b>TOTAL SAUDI ARABIA</b>			<b>545</b>	<b>0</b>	<b>4</b>	<b>8.7</b>	<b>31.5</b>	<b>37.9</b>	<b>10.0</b>	<b>6.6</b>	<b>2.2</b>	<b>0.7</b>	<b>0.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>18</b>	<b>70.2</b>	<b>14</b>	<b>383</b>	
<b>SINGAPORE</b>																					
SINGAPORE	BRITISH AIRWAYS PLC	S	60	0	2	14.5	29.0	33.9	9.7	3.2	4.8	0.0	1.6	0.0	0.0	3.2	13	79.0	18	62	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2024			
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	
SINGAPORE	SINGAPORE AIRLINES	S	248	0	0	5.2	31.0	37.1	12.9	12.1	1.6	0.0	0.0	0.0	0.0	0.0	11	35.5	32	247	
<b>TOTAL SINGAPORE</b>			<b>308</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>30.6</b>	<b>36.5</b>	<b>12.3</b>	<b>10.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>44.2</b>	<b>29</b>	<b>309</b>	
<b>TOTAL SINGAPORE SLOVENIA</b>			<b>308</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>30.6</b>	<b>36.5</b>	<b>12.3</b>	<b>10.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>44.2</b>	<b>29</b>	<b>309</b>	
LJUBLJANA	BRITISH AIRWAYS PLC	S	64	0	0	7.8	32.8	40.6	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	62.5	29	48	
<b>TOTAL LJUBLJANA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>32.8</b>	<b>40.6</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>62.5</b>	<b>29</b>	<b>48</b>	
<b>TOTAL SLOVENIA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>32.8</b>	<b>40.6</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>62.5</b>	<b>29</b>	<b>48</b>	
<b>SPAIN</b>																					
BARCELONA	BRITISH AIRWAYS PLC	S	477	0	1	2.5	35.8	38.5	12.8	7.5	2.3	0.4	0.0	0.0	0.0	0.2	11	59.7	18	493	
BARCELONA	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	
BARCELONA	VUELING AIRLINES	S	124	0	0	15.3	27.4	33.1	13.7	6.5	4.0	0.0	0.0	0.0	0.0	0.0	11	40.3	29	124	
<b>TOTAL BARCELONA</b>			<b>602</b>	<b>0</b>	<b>1</b>	<b>5.1</b>	<b>34.2</b>	<b>37.3</b>	<b>12.9</b>	<b>7.3</b>	<b>2.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>11</b>	<b>56.0</b>	<b>21</b>	<b>617</b>	
BILBAO	BRITISH AIRWAYS PLC	S	10	0	3	7.7	15.4	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	23.1	7	0.0	0	0	
BILBAO	VUELING AIRLINES	S	62	0	0	0.0	17.7	53.2	21.0	4.8	3.2	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL BILBAO</b>			<b>72</b>	<b>0</b>	<b>3</b>	<b>1.3</b>	<b>17.3</b>	<b>50.7</b>	<b>20.0</b>	<b>4.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
IBIZA	BRITISH AIRWAYS PLC	S	116	0	0	7.8	35.3	47.4	6.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	6	53.4	20	86	
<b>TOTAL IBIZA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>35.3</b>	<b>47.4</b>	<b>6.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>53.4</b>	<b>20</b>	<b>86</b>	
MADRID	BRITISH AIRWAYS PLC	S	292	0	0	5.5	37.7	37.7	11.3	6.2	1.4	0.3	0.0	0.0	0.0	0.0	9	60.9	17	180	
MADRID	IBERIA	S	494	0	0	3.2	33.4	45.1	11.5	4.0	2.0	0.6	0.0	0.0	0.0	0.0	9	71.8	13	618	
<b>TOTAL MADRID</b>			<b>786</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>35.0</b>	<b>42.4</b>	<b>11.5</b>	<b>4.8</b>	<b>1.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>69.3</b>	<b>14</b>	<b>798</b>	
MALAGA	BRITISH AIRWAYS PLC	S	170	0	0	3.5	39.4	40.6	7.6	7.6	1.2	0.0	0.0	0.0	0.0	0.0	8	61.5	16	150	
<b>TOTAL MALAGA</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>39.4</b>	<b>40.6</b>	<b>7.6</b>	<b>7.6</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>8</b>	<b>61.5</b>	<b>16</b>	<b>150</b>	
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	168	0	0	1.2	26.2	45.8	11.9	9.5	4.8	0.6	0.0	0.0	0.0	0.0	14	57.4	19	153	
<b>TOTAL PALMA DE MALLORCA</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>26.2</b>	<b>45.8</b>	<b>11.9</b>	<b>9.5</b>	<b>4.8</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>57.4</b>	<b>19</b>	<b>153</b>	
SANTIAGO DE COMPOSTELA (SPAIN)	VUELING AIRLINES	S	62	0	0	3.2	46.8	25.8	4.8	4.8	11.3	3.2	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>46.8</b>	<b>25.8</b>	<b>4.8</b>	<b>4.8</b>	<b>11.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VALENCIA	BRITISH AIRWAYS PLC	S	114	0	0	4.4	28.9	43.0	18.4	5.3	0.0	0.0	0.0	0.0	0.0	0.0	9	64.9	12	71	
<b>TOTAL VALENCIA</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>28.9</b>	<b>43.0</b>	<b>18.4</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>64.9</b>	<b>12</b>	<b>71</b>	
<b>TOTAL SPAIN</b>			<b>2090</b>	<b>0</b>	<b>4</b>	<b>4.2</b>	<b>33.8</b>	<b>41.2</b>	<b>11.8</b>	<b>6.1</b>	<b>2.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>10</b>	<b>62.3</b>	<b>17</b>	<b>1875</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	S	48	0	0	12.5	35.4	33.3	16.7	2.1	0.0	0.0	0.0	0.0	0.0	0.0	7	73.7	23	38	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>35.4</b>	<b>33.3</b>	<b>16.7</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>73.7</b>	<b>23</b>	<b>38</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>35.4</b>	<b>33.3</b>	<b>16.7</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>73.7</b>	<b>23</b>	<b>38</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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>SRI LANKA</b>																					
COLOMBO	SRILANKAN AIRLINES	S	62	0	0	6.5	27.4	32.3	19.4	6.5	8.1	0.0	0.0	0.0	0.0	0.0	15	62.5	17	62	
<b>TOTAL COLOMBO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>27.4</b>	<b>32.3</b>	<b>19.4</b>	<b>6.5</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>62.5</b>	<b>17</b>	<b>62</b>	
<b>TOTAL SRI LANKA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>27.4</b>	<b>32.3</b>	<b>19.4</b>	<b>6.5</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>62.5</b>	<b>17</b>	<b>62</b>	
<b>ST LUCIA</b>																					
ST LUCIA (HEWANORRA)	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	14.3	20	3	
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	16	
<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>65.2</b>	<b>9</b>	<b>19</b>	
<b>TOTAL ST LUCIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>65.2</b>	<b>9</b>	<b>19</b>	
<b>SWEDEN</b>																					
GOTEBORG (LANDVETTER)	BRITISH AIRWAYS PLC	S	102	0	0	9.8	42.2	40.2	6.9	1.0	0.0	0.0	0.0	0.0	0.0	0.0	4	70.7	13	166	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>42.2</b>	<b>40.2</b>	<b>6.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>70.7</b>	<b>13</b>	<b>166</b>	
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	194	0	0	12.4	46.9	32.0	4.6	3.1	1.0	0.0	0.0	0.0	0.0	0.0	5	61.9	17	201	
STOCKHOLM (ARLANDA)	SAS	S	164	0	0	9.1	49.4	36.6	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	78.0	10	259	
STOCKHOLM (ARLANDA)	SCANDINAVIAN AIRLINES IRELAND LTD	S	121	0	0	6.6	57.9	25.6	5.0	3.3	1.7	0.0	0.0	0.0	0.0	0.0	5	71.0	18	31	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>479</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>50.5</b>	<b>31.9</b>	<b>4.8</b>	<b>2.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>70.9</b>	<b>14</b>	<b>491</b>	
<b>TOTAL SWEDEN</b>			<b>581</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>49.1</b>	<b>33.4</b>	<b>5.2</b>	<b>1.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>70.9</b>	<b>13</b>	<b>657</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	BRITISH AIRWAYS PLC	S	234	0	1	9.8	41.7	33.6	8.1	4.7	1.3	0.4	0.0	0.0	0.0	0.4	7	64.1	15	184	
<b>TOTAL BALE MULHOUSE</b>			<b>234</b>	<b>0</b>	<b>1</b>	<b>9.8</b>	<b>41.7</b>	<b>33.6</b>	<b>8.1</b>	<b>4.7</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>7</b>	<b>64.1</b>	<b>15</b>	<b>184</b>	
GENEVA	BRITISH AIRWAYS PLC	S	346	0	4	4.9	42.0	34.9	9.7	4.9	2.6	0.0	0.0	0.0	0.0	1.1	8	69.4	15	372	
GENEVA	SWISS AIRLINES	S	298	0	3	2.0	30.2	43.2	15.6	5.6	1.3	1.0	0.0	0.0	0.0	1.0	11	61.6	18	298	
<b>TOTAL GENEVA</b>			<b>644</b>	<b>0</b>	<b>7</b>	<b>3.5</b>	<b>36.6</b>	<b>38.7</b>	<b>12.4</b>	<b>5.2</b>	<b>2.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>10</b>	<b>65.9</b>	<b>16</b>	<b>670</b>	
ZURICH	BRITISH AIRWAYS PLC	S	238	0	0	2.5	29.8	46.6	11.8	8.0	0.8	0.4	0.0	0.0	0.0	0.0	10	62.7	17	266	
ZURICH	SWISS AIRLINES	S	428	0	6	0.9	24.0	45.6	15.9	9.9	1.6	0.7	0.0	0.0	0.0	1.4	13	59.2	18	434	
<b>TOTAL ZURICH</b>			<b>666</b>	<b>0</b>	<b>6</b>	<b>1.5</b>	<b>26.0</b>	<b>46.0</b>	<b>14.4</b>	<b>9.2</b>	<b>1.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>12</b>	<b>60.5</b>	<b>18</b>	<b>700</b>	
<b>TOTAL SWITZERLAND</b>			<b>1544</b>	<b>0</b>	<b>14</b>	<b>3.6</b>	<b>32.8</b>	<b>41.1</b>	<b>12.6</b>	<b>6.9</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>10</b>	<b>63.3</b>	<b>17</b>	<b>1554</b>	
<b>TAIWAN</b>																					
TAIPEI	CHINA AIRLINES	S	40	0	2	0.0	21.4	35.7	9.5	16.7	11.9	0.0	0.0	0.0	0.0	4.8	22	61.1	19	36	
TAIPEI	EVA AIR	S	62	0	0	3.2	35.5	35.5	16.1	9.7	0.0	0.0	0.0	0.0	0.0	0.0	9	58.1	19	62	
<b>TOTAL TAIPEI</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>29.8</b>	<b>35.6</b>	<b>13.5</b>	<b>12.5</b>	<b>4.8</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>59.2</b>	<b>19</b>	<b>98</b>	
<b>TOTAL TAIWAN</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>29.8</b>	<b>35.6</b>	<b>13.5</b>	<b>12.5</b>	<b>4.8</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>59.2</b>	<b>19</b>	<b>98</b>	
<b>THAILAND</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
BANGKOK SUVARNABHUMI	THAI AIRWAYS INTERNATIONAL	S	124	0	0	0.8	23.4	39.5	16.1	16.1	2.4	0.8	0.8	0.0	0.0	0.0	18	45.2	24	124	
<b>TOTAL BANGKOK SUVARNABHUMI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>23.4</b>	<b>39.5</b>	<b>16.1</b>	<b>16.1</b>	<b>2.4</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>45.2</b>	<b>24</b>	<b>124</b>	
<b>TOTAL THAILAND</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>23.4</b>	<b>39.5</b>	<b>16.1</b>	<b>16.1</b>	<b>2.4</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>45.2</b>	<b>24</b>	<b>124</b>	
<b>TUNISIA</b>																					
TUNIS	TUNISAIR	S	8	0	0	12.5	12.5	0.0	0.0	25.0	12.5	12.5	25.0	0.0	0.0	0.0	101	50.0	25	8	
<b>TOTAL TUNIS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>101</b>	<b>50.0</b>	<b>25</b>	<b>8</b>	
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>101</b>	<b>50.0</b>	<b>25</b>	<b>8</b>	
<b>TURKEY</b>																					
BODRUM (MILAS)	BRITISH AIRWAYS PLC	S	30	0	0	0.0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	81.3	12	16	
<b>TOTAL BODRUM (MILAS)</b>			<b>30</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>10</b>	<b>81.3</b>	<b>12</b>	<b>16</b>	
DALAMAN	BRITISH AIRWAYS PLC	S	30	0	0	6.7	36.7	46.7	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	20	24	
<b>TOTAL DALAMAN</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>36.7</b>	<b>46.7</b>	<b>6.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>66.7</b>	<b>20</b>	<b>24</b>	
ISTANBUL	BRITISH AIRWAYS PLC	S	160	0	0	8.1	27.5	44.4	11.3	7.5	1.3	0.0	0.0	0.0	0.0	0.0	9	60.5	18	162	
ISTANBUL	THY TURKISH AIRLINES	S	396	0	1	5.5	36.0	37.5	13.6	4.5	1.8	0.8	0.0	0.0	0.0	0.3	10	75.0	12	396	
<b>TOTAL ISTANBUL</b>			<b>556</b>	<b>0</b>	<b>1</b>	<b>6.3</b>	<b>33.6</b>	<b>39.5</b>	<b>12.9</b>	<b>5.4</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>10</b>	<b>70.8</b>	<b>14</b>	<b>558</b>	
ISTANBUL (SABIHA GOKCEN)	BRITISH AIRWAYS PLC	S	36	0	0	0.0	25.0	41.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	73.1	13	52	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>41.7</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>11</b>	<b>73.1</b>	<b>13</b>	<b>52</b>	
IZMIR (ADNAN MENDERES)	BRITISH AIRWAYS PLC	S	6	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	6	4	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>6</b>	<b>4</b>	
<b>TOTAL TURKEY</b>			<b>658</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>32.5</b>	<b>40.5</b>	<b>14.1</b>	<b>5.3</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>9</b>	<b>71.1</b>	<b>14</b>	<b>654</b>	
<b>TURKS AND CAICOS</b>																					
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	18	0	0	16.7	22.2	61.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	11	18	
<b>TOTAL PROVIDENCIALES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>22.2</b>	<b>61.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>77.8</b>	<b>11</b>	<b>18</b>	
<b>TOTAL TURKS AND CAICOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>22.2</b>	<b>61.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>77.8</b>	<b>11</b>	<b>18</b>	
<b>UNITED ARAB EMIRATES</b>																					
ABU DHABI 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	87.1	6	62	
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	248	0	0	10.9	42.7	31.0	7.7	6.0	1.6	0.0	0.0	0.0	0.0	0.0	7	77.0	11	248	
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>42.7</b>	<b>31.0</b>	<b>7.7</b>	<b>6.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>79.0</b>	<b>10</b>	<b>310</b>	
DUBAI	BRITISH AIRWAYS PLC	S	181	0	5	9.7	31.2	41.4	9.7	1.1	2.2	2.2	0.0	0.0	0.0	2.7	10	81.0	17	157	
DUBAI	EMIRATES	S	372	0	1	1.3	28.7	47.2	15.8	4.8	1.6	0.0	0.3	0.0	0.0	0.3	10	69.1	14	434	
<b>TOTAL DUBAI</b>			<b>553</b>	<b>0</b>	<b>6</b>	<b>4.1</b>	<b>29.5</b>	<b>45.3</b>	<b>13.8</b>	<b>3.6</b>	<b>1.8</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>10</b>	<b>72.4</b>	<b>15</b>	<b>591</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024		
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 UNITED ARAB UNITED KINGDOM</b>			<b>801</b>	<b>0</b>	<b>6</b>	<b>6.2</b>	<b>33.6</b>	<b>40.9</b>	<b>11.9</b>	<b>4.3</b>	<b>1.7</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>9</b>	<b>74.7</b>	<b>13</b>	<b>901</b>
<b>ABERDEEN</b>	BRITISH AIRWAYS PLC	S	376	0	0	16.5	43.4	27.4	7.4	4.3	0.5	0.3	0.3	0.0	0.0	0.0	7	65.2	17	394
<b>TOTAL ABERDEEN</b>			<b>376</b>	<b>0</b>	<b>0</b>	<b>16.5</b>	<b>43.4</b>	<b>27.4</b>	<b>7.4</b>	<b>4.3</b>	<b>0.5</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>65.2</b>	<b>17</b>	<b>394</b>
<b>BELFAST CITY (GEORGE BEST)</b>	BRITISH AIRWAYS PLC	S	368	0	0	12.0	47.6	30.2	7.1	2.4	0.8	0.0	0.0	0.0	0.0	0.0	5	61.4	19	369
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>368</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>47.6</b>	<b>30.2</b>	<b>7.1</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>0.0</b>	<b>5</b>	<b>61.4</b>	<b>19</b>	<b>369</b>
<b>CITY OF DERRY (EGLINTON)</b>	LOGANAIR LTD	S	176	0	0	5.7	33.5	38.1	10.2	6.3	4.0	2.3	0.0	0.0	0.0	0.0	13	68.0	17	176
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>33.5</b>	<b>38.1</b>	<b>10.2</b>	<b>6.3</b>	<b>4.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>68.0</b>	<b>17</b>	<b>176</b>
<b>DUNDEE</b>	LOGANAIR LTD	S	59	0	1	20.0	43.3	26.7	5.0	1.7	1.7	0.0	0.0	0.0	0.0	1.7	4	81.3	12	64
<b>TOTAL DUNDEE</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>20.0</b>	<b>43.3</b>	<b>26.7</b>	<b>5.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>4</b>	<b>81.3</b>	<b>12</b>	<b>64</b>
<b>EDINBURGH</b>	BRITISH AIRWAYS PLC	S	633	0	1	4.3	38.5	34.7	14.8	6.5	1.1	0.0	0.0	0.0	0.0	0.2	9	58.5	19	696
<b>TOTAL EDINBURGH</b>			<b>633</b>	<b>0</b>	<b>1</b>	<b>4.3</b>	<b>38.5</b>	<b>34.7</b>	<b>14.8</b>	<b>6.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>9</b>	<b>58.5</b>	<b>19</b>	<b>696</b>
<b>GLASGOW</b>	BRITISH AIRWAYS PLC	S	567	0	2	11.1	38.8	31.6	10.9	5.6	1.4	0.2	0.0	0.0	0.0	0.4	8	63.3	17	581
<b>TOTAL GLASGOW</b>			<b>567</b>	<b>0</b>	<b>2</b>	<b>11.1</b>	<b>38.8</b>	<b>31.6</b>	<b>10.9</b>	<b>5.6</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>63.3</b>	<b>17</b>	<b>581</b>
<b>INVERNESS</b>	BRITISH AIRWAYS PLC	S	124	0	0	5.6	46.0	30.6	12.9	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	54.0	20	124
<b>TOTAL INVERNESS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>46.0</b>	<b>30.6</b>	<b>12.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>54.0</b>	<b>20</b>	<b>124</b>
<b>ISLE OF MAN</b>	LOGANAIR LTD	S	62	0	0	16.1	41.9	32.3	6.5	1.6	0.0	0.0	0.0	1.6	0.0	0.0	10	39.7	27	68
<b>TOTAL ISLE OF MAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>41.9</b>	<b>32.3</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>39.7</b>	<b>27</b>	<b>68</b>
<b>JERSEY</b>	BRITISH AIRWAYS PLC	S	174	0	0	8.6	46.0	32.8	6.3	4.0	1.7	0.6	0.0	0.0	0.0	0.0	7	61.3	19	274
<b>TOTAL JERSEY</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>46.0</b>	<b>32.8</b>	<b>6.3</b>	<b>4.0</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>61.3</b>	<b>19</b>	<b>274</b>
<b>KIRKWALL</b>	LOGANAIR LTD	S	18	0	0	11.1	11.1	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	72.2	16	18
<b>TOTAL KIRKWALL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</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>9</b>	<b>72.2</b>	<b>16</b>	<b>18</b>
<b>MANCHESTER</b>	BRITISH AIRWAYS PLC	S	389	0	1	6.4	36.4	37.4	13.6	4.6	1.3	0.0	0.0	0.0	0.0	0.3	8	58.3	21	395
<b>TOTAL MANCHESTER</b>			<b>389</b>	<b>0</b>	<b>1</b>	<b>6.4</b>	<b>36.4</b>	<b>37.4</b>	<b>13.6</b>	<b>4.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>8</b>	<b>58.3</b>	<b>21</b>	<b>395</b>
<b>NEWCASTLE</b>	BRITISH AIRWAYS PLC	S	268	0	2	8.9	40.7	30.7	10.7	6.3	1.1	0.7	0.0	0.0	0.0	0.7	9	58.9	20	342
<b>TOTAL NEWCASTLE</b>			<b>268</b>	<b>0</b>	<b>2</b>	<b>8.9</b>	<b>40.7</b>	<b>30.7</b>	<b>10.7</b>	<b>6.3</b>	<b>1.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>9</b>	<b>58.9</b>	<b>20</b>	<b>342</b>
<b>SUMBURGH</b>	LOGANAIR LTD	S	18	0	0	11.1	38.9	33.3	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	61.1	29	18
<b>TOTAL SUMBURGH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>61.1</b>	<b>29</b>	<b>18</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3232</b>	<b>0</b>	<b>7</b>	<b>9.4</b>	<b>40.5</b>	<b>32.6</b>	<b>10.7</b>	<b>5.0</b>	<b>1.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>8</b>	<b>61.0</b>	<b>19</b>	<b>3519</b>
<b>USA</b>																				
<b>ATLANTA</b>	BRITISH AIRWAYS PLC	S	61	0	1	9.7	12.9	32.3	22.6	9.7	11.3	0.0	0.0	0.0	0.0	1.6	21	61.3	59	61
<b>ATLANTA</b>	DELTA AIRLINES	S	184	0	2	10.2	36.0	30.6	7.0	6.5	5.9	0.5	2.2	0.0	0.0	1.1	16	68.6	18	173
<b>ATLANTA</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	2	8.1	19.4	43.5	14.5	11.3	0.0	0.0	0.0	0.0	0.0	3.2	11	32.3	29	62
<b>TOTAL ATLANTA</b>			<b>305</b>	<b>0</b>	<b>5</b>	<b>9.7</b>	<b>28.1</b>	<b>33.5</b>	<b>11.6</b>	<b>8.1</b>	<b>5.8</b>	<b>0.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>16</b>	<b>59.5</b>	<b>29</b>	<b>296</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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
AUSTIN (BERGSTROM)	BRITISH AIRWAYS PLC	S	114	0	1	1.7	26.1	30.4	14.8	10.4	12.2	2.6	0.9	0.0	0.0	0.9	27	58.1	27	60
<b>TOTAL AUSTIN (BERGSTROM)</b>			<b>114</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>26.1</b>	<b>30.4</b>	<b>14.8</b>	<b>10.4</b>	<b>12.2</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>27</b>	<b>58.1</b>	<b>27</b>	<b>60</b>
BALTIMORE	BRITISH AIRWAYS PLC	S	62	0	0	0.0	16.1	35.5	22.6	17.7	6.5	1.6	0.0	0.0	0.0	0.0	23	51.6	25	58
<b>TOTAL BALTIMORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.1</b>	<b>35.5</b>	<b>22.6</b>	<b>17.7</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>51.6</b>	<b>25</b>	<b>58</b>
BOSTON	AMERICAN AIRLINES	S	62	0	0	25.8	43.5	14.5	3.2	1.6	3.2	1.6	1.6	4.8	0.0	0.0	43	80.6	37	62
BOSTON	BRITISH AIRWAYS PLC	S	180	0	6	9.7	29.0	34.9	11.3	7.5	2.2	1.6	0.5	0.0	0.0	3.2	14	64.7	14	181
BOSTON	DELTA AIRLINES	S	62	0	0	4.8	43.5	37.1	8.1	1.6	1.6	0.0	1.6	1.6	0.0	0.0	16	87.1	4	60
BOSTON	JETBLUE AIRWAYS CORPORATION	S	62	0	0	6.5	58.1	27.4	4.8	1.6	1.6	0.0	0.0	0.0	0.0	0.0	4	96.8	4	62
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	112	0	0	17.0	43.8	29.5	6.3	2.7	0.9	0.0	0.0	0.0	0.0	0.0	6	65.3	15	108
BOSTON	VIRGIN ATLANTIC INTERNATIONAL	S	12	0	0	16.7	50.0	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	27	6
<b>TOTAL BOSTON</b>			<b>490</b>	<b>0</b>	<b>6</b>	<b>12.5</b>	<b>40.1</b>	<b>30.2</b>	<b>7.9</b>	<b>4.0</b>	<b>1.8</b>	<b>0.8</b>	<b>0.6</b>	<b>0.8</b>	<b>0.0</b>	<b>1.2</b>	<b>14</b>	<b>73.4</b>	<b>15</b>	<b>479</b>
CHARLOTTE	AMERICAN AIRLINES	S	181	0	10	9.9	35.1	21.5	9.9	5.8	6.3	2.6	1.0	2.6	0.0	5.2	47	65.4	30	185
<b>TOTAL CHARLOTTE</b>			<b>181</b>	<b>0</b>	<b>10</b>	<b>9.9</b>	<b>35.1</b>	<b>21.5</b>	<b>9.9</b>	<b>5.8</b>	<b>6.3</b>	<b>2.6</b>	<b>1.0</b>	<b>2.6</b>	<b>0.0</b>	<b>5.2</b>	<b>47</b>	<b>65.4</b>	<b>30</b>	<b>185</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	186	0	1	15.5	40.6	16.6	11.2	5.9	6.4	1.6	1.6	0.0	0.0	0.5	18	62.1	37	244
CHICAGO (O'HARE)	BRITISH AIRWAYS PLC	S	185	0	1	0.5	20.4	40.3	13.4	15.1	6.5	1.6	1.6	0.0	0.0	0.5	24	64.8	17	163
CHICAGO (O'HARE)	UNITED AIRLINES	S	182	0	4	2.2	50.0	23.7	10.2	4.8	3.8	1.6	1.6	0.0	0.0	2.2	14	73.7	26	180
<b>TOTAL CHICAGO (O'HARE)</b>			<b>553</b>	<b>0</b>	<b>6</b>	<b>6.1</b>	<b>37.0</b>	<b>26.8</b>	<b>11.6</b>	<b>8.6</b>	<b>5.5</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>19</b>	<b>66.4</b>	<b>28</b>	<b>587</b>
CINCINNATI	BRITISH AIRWAYS PLC	S	44	0	0	9.1	25.0	29.5	13.6	20.5	2.3	0.0	0.0	0.0	0.0	0.0	16	60.5	17	41
<b>TOTAL CINCINNATI</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>25.0</b>	<b>29.5</b>	<b>13.6</b>	<b>20.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>60.5</b>	<b>17</b>	<b>41</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	258	0	0	6.6	45.7	26.7	9.3	6.2	1.2	1.6	2.3	0.4	0.0	0.0	19	71.4	46	247
DALLAS/FORT WORTH	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	58.1	26	62
<b>TOTAL DALLAS/FORT WORTH</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>45.7</b>	<b>26.7</b>	<b>9.3</b>	<b>6.2</b>	<b>1.2</b>	<b>1.6</b>	<b>2.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>68.8</b>	<b>42</b>	<b>309</b>
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	4.8	17.7	41.9	16.1	6.5	12.9	0.0	0.0	0.0	0.0	0.0	21	72.6	13	62
DENVER INTERNATIONAL	UNITED AIRLINES	S	122	0	2	3.2	29.0	46.0	10.5	4.8	4.8	0.0	0.0	0.0	0.0	1.6	11	87.9	8	124
<b>TOTAL DENVER INTERNATIONAL</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>25.3</b>	<b>44.6</b>	<b>12.4</b>	<b>5.4</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>15</b>	<b>82.8</b>	<b>10</b>	<b>186</b>
DETROIT	DELTA AIRLINES	S	61	0	2	6.3	57.1	22.2	6.3	0.0	3.2	1.6	0.0	0.0	0.0	3.2	9	80.6	27	62
<b>TOTAL DETROIT</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>57.1</b>	<b>22.2</b>	<b>6.3</b>	<b>0.0</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>9</b>	<b>80.6</b>	<b>27</b>	<b>62</b>
HOUSTON	BRITISH AIRWAYS PLC	S	120	0	2	8.2	21.3	40.2	13.1	8.2	6.6	0.8	0.0	0.0	0.0	1.6	15	62.1	24	124
HOUSTON	UNITED AIRLINES	S	122	0	2	5.6	33.9	27.4	10.5	8.9	6.5	4.8	0.8	0.0	0.0	1.6	23	61.3	34	122
<b>TOTAL HOUSTON</b>			<b>242</b>	<b>0</b>	<b>4</b>	<b>6.9</b>	<b>27.6</b>	<b>33.7</b>	<b>11.8</b>	<b>8.5</b>	<b>6.5</b>	<b>2.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>19</b>	<b>61.7</b>	<b>29</b>	<b>246</b>
LAS VEGAS	BRITISH AIRWAYS PLC	S	89	0	0	9.0	28.1	37.1	11.2	7.9	4.5	0.0	1.1	1.1	0.0	0.0	19	83.9	11	62

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024		
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								
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	61	0	1	4.8	24.2	43.5	9.7	14.5	1.6	0.0	0.0	0.0	0.0	1.6	12	62.9	25	62
<b>TOTAL LAS VEGAS</b>			<b>150</b>	<b>0</b>	<b>1</b>	<b>7.3</b>	<b>26.5</b>	<b>39.7</b>	<b>10.6</b>	<b>10.6</b>	<b>3.3</b>	<b>0.0</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>16</b>	<b>73.4</b>	<b>18</b>	<b>124</b>
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	124	0	3	7.9	27.6	30.7	15.7	9.4	2.4	2.4	0.0	1.6	0.0	2.4	27	80.6	26	185
LOS ANGELES INTERNATIONAL	BRITISH AIRWAYS PLC	S	186	0	0	6.5	29.6	43.0	12.9	5.4	2.7	0.0	0.0	0.0	0.0	0.0	9	73.0	19	181
LOS ANGELES INTERNATIONAL	DELTA AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	12
LOS ANGELES INTERNATIONAL	UNITED AIRLINES	S	62	0	0	4.8	30.6	43.5	9.7	3.2	4.8	0.0	3.2	0.0	0.0	0.0	17	89.5	7	123
LOS ANGELES INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	180	0	6	13.4	34.4	34.4	9.1	4.8	0.5	0.0	0.0	0.0	0.0	3.2	7	63.8	19	175
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>552</b>	<b>0</b>	<b>9</b>	<b>8.9</b>	<b>30.8</b>	<b>37.4</b>	<b>11.9</b>	<b>5.9</b>	<b>2.1</b>	<b>0.5</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>1.6</b>	<b>13</b>	<b>76.2</b>	<b>18</b>	<b>676</b>
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	124	0	1	9.6	44.0	28.8	7.2	6.4	0.8	0.8	0.8	0.8	0.0	0.8	16	73.4	16	122
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	66	0	0	22.7	19.7	33.3	6.1	9.1	9.1	0.0	0.0	0.0	0.0	0.0	14	69.7	12	66
MIAMI INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	114	0	6	15.8	35.8	29.2	8.3	4.2	0.8	0.8	0.0	0.0	0.0	5.0	8	71.1	20	116
MIAMI INTERNATIONAL	VIRGIN ATLANTIC INTERNATIONAL	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	3
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>306</b>	<b>0</b>	<b>7</b>	<b>15.0</b>	<b>35.5</b>	<b>30.0</b>	<b>7.3</b>	<b>6.1</b>	<b>2.6</b>	<b>0.6</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>2.2</b>	<b>12</b>	<b>72.0</b>	<b>16</b>	<b>307</b>
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	61	0	1	11.3	37.1	32.3	4.8	4.8	3.2	1.6	3.2	0.0	0.0	1.6	18	93.5	4	62
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>11.3</b>	<b>37.1</b>	<b>32.3</b>	<b>4.8</b>	<b>4.8</b>	<b>3.2</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>18</b>	<b>93.5</b>	<b>4</b>	<b>62</b>
NASHVILLE METROPOLITAN	BRITISH AIRWAYS PLC	S	61	0	1	12.9	25.8	27.4	19.4	11.3	1.6	0.0	0.0	0.0	0.0	1.6	11	48.4	27	62
<b>TOTAL NASHVILLE METROPOLITAN</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>12.9</b>	<b>25.8</b>	<b>27.4</b>	<b>19.4</b>	<b>11.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>11</b>	<b>48.4</b>	<b>27</b>	<b>62</b>
NEW ORLEANS	BRITISH AIRWAYS PLC	S	46	0	0	4.3	28.3	34.8	26.1	4.3	2.2	0.0	0.0	0.0	0.0	0.0	12	68.9	18	45
<b>TOTAL NEW ORLEANS</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>28.3</b>	<b>34.8</b>	<b>26.1</b>	<b>4.3</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>68.9</b>	<b>18</b>	<b>45</b>
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	196	0	3	12.1	39.7	25.6	7.0	5.5	5.5	1.0	1.0	1.0	0.0	1.5	20	77.6	48	244
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	492	0	4	10.9	27.4	39.5	11.1	7.5	1.8	0.6	0.4	0.0	0.0	0.8	11	81.6	10	494
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	124	0	0	6.5	47.6	25.8	8.1	8.9	1.6	1.6	0.0	0.0	0.0	0.0	11	79.0	15	123
NEW YORK (JF KENNEDY)	JETBLUE AIRWAYS CORPORATION	S	124	0	0	10.5	50.8	24.2	7.3	4.8	0.8	0.8	0.0	0.8	0.0	0.0	10	91.1	6	124
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	387	0	8	14.4	37.2	24.6	11.9	6.3	2.0	0.8	0.5	0.3	0.0	2.0	12	70.0	16	382
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC INTERNATIONAL	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1325</b>	<b>0</b>	<b>15</b>	<b>11.6</b>	<b>36.3</b>	<b>30.3</b>	<b>10.1</b>	<b>6.7</b>	<b>2.3</b>	<b>0.8</b>	<b>0.4</b>	<b>0.3</b>	<b>0.0</b>	<b>1.1</b>	<b>13</b>	<b>78.2</b>	<b>19</b>	<b>1367</b>
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	120	0	4	4.0	23.4	42.7	15.3	7.3	3.2	0.8	0.0	0.0	0.0	3.2	14	81.5	10	124

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024		
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
NEW YORK (NEWARK)	UNITED AIRLINES	S	428	0	9	11.2	43.5	27.0	6.9	3.0	4.3	0.9	0.9	0.2	0.0	2.1	13	77.7	15	365
<b>TOTAL NEW YORK (NEWARK)</b>			<b>548</b>	<b>0</b>	<b>13</b>	<b>9.6</b>	<b>39.0</b>	<b>30.5</b>	<b>8.7</b>	<b>3.9</b>	<b>4.1</b>	<b>0.9</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>2.3</b>	<b>13</b>	<b>78.7</b>	<b>14</b>	<b>489</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	104	0	1	16.2	41.9	21.0	8.6	4.8	3.8	1.9	1.0	0.0	0.0	1.0	13	58.0	25	119
ORLANDO	VIRGIN ATLANTIC INTERNATIONAL	S	20	0	0	30.0	30.0	25.0	5.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	11	100.0	2	5
<b>TOTAL ORLANDO</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>18.4</b>	<b>40.0</b>	<b>21.6</b>	<b>8.0</b>	<b>4.8</b>	<b>3.2</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>59.7</b>	<b>24</b>	<b>124</b>
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	124	0	0	14.5	40.3	23.4	6.5	5.6	4.8	3.2	1.6	0.0	0.0	0.0	17	77.6	43	124
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	12.9	29.0	37.1	11.3	1.6	6.5	1.6	0.0	0.0	0.0	0.0	11	74.2	13	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>36.6</b>	<b>28.0</b>	<b>8.1</b>	<b>4.3</b>	<b>5.4</b>	<b>2.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>76.5</b>	<b>33</b>	<b>186</b>
PHOENIX	AMERICAN AIRLINES	S	62	0	0	6.5	58.1	16.1	0.0	6.5	8.1	0.0	4.8	0.0	0.0	0.0	21	79.0	15	62
PHOENIX	BRITISH AIRWAYS PLC	S	62	0	0	3.2	24.2	35.5	14.5	14.5	8.1	0.0	0.0	0.0	0.0	0.0	18	58.1	19	62
<b>TOTAL PHOENIX</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>41.1</b>	<b>25.8</b>	<b>7.3</b>	<b>10.5</b>	<b>8.1</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>68.5</b>	<b>17</b>	<b>124</b>
PITTSBURGH	BRITISH AIRWAYS PLC	S	62	0	0	8.1	9.7	38.7	14.5	16.1	12.9	0.0	0.0	0.0	0.0	0.0	23	74.1	14	54
<b>TOTAL PITTSBURGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>9.7</b>	<b>38.7</b>	<b>14.5</b>	<b>16.1</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>74.1</b>	<b>14</b>	<b>54</b>
PORTLAND (OREGON)	BRITISH AIRWAYS PLC	S	62	0	0	8.1	24.2	46.8	11.3	4.8	4.8	0.0	0.0	0.0	0.0	0.0	12	75.8	16	60
<b>TOTAL PORTLAND (OREGON)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>24.2</b>	<b>46.8</b>	<b>11.3</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>12</b>	<b>75.8</b>	<b>16</b>	<b>60</b>
RALEIGH	AMERICAN AIRLINES	S	62	0	0	17.7	43.5	19.4	3.2	4.8	8.1	0.0	3.2	0.0	0.0	0.0	16	83.9	7	62
<b>TOTAL RALEIGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>43.5</b>	<b>19.4</b>	<b>3.2</b>	<b>4.8</b>	<b>8.1</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.9</b>	<b>7</b>	<b>62</b>
SALT LAKE CITY	DELTA AIRLINES	S	43	0	2	6.7	44.4	31.1	4.4	4.4	4.4	0.0	0.0	0.0	0.0	4.4	9	80.0	24	44
<b>TOTAL SALT LAKE CITY</b>			<b>43</b>	<b>0</b>	<b>2</b>	<b>6.7</b>	<b>44.4</b>	<b>31.1</b>	<b>4.4</b>	<b>4.4</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>9</b>	<b>80.0</b>	<b>24</b>	<b>44</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	116	0	0	12.1	22.4	39.7	12.1	6.9	5.2	0.0	1.7	0.0	0.0	0.0	17	83.9	9	124
<b>TOTAL SAN DIEGO</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>22.4</b>	<b>39.7</b>	<b>12.1</b>	<b>6.9</b>	<b>5.2</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>83.9</b>	<b>9</b>	<b>124</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	124	0	0	8.9	30.6	40.3	8.9	6.5	4.0	0.8	0.0	0.0	0.0	0.0	11	71.0	13	120
SAN FRANCISCO	UNITED AIRLINES	S	179	0	7	7.5	36.0	31.7	7.5	7.0	3.2	2.2	1.1	0.0	0.0	3.8	15	68.8	20	184
SAN FRANCISCO	VIRGIN ATLANTIC AIRWAYS LTD	S	116	0	2	11.9	42.4	27.1	6.8	3.4	4.2	0.8	1.7	0.0	0.0	1.7	14	60.2	21	119
<b>TOTAL SAN FRANCISCO</b>			<b>419</b>	<b>0</b>	<b>9</b>	<b>9.1</b>	<b>36.2</b>	<b>32.9</b>	<b>7.7</b>	<b>5.8</b>	<b>3.7</b>	<b>1.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>14</b>	<b>67.0</b>	<b>18</b>	<b>423</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	122	0	2	4.0	27.4	33.1	19.4	10.5	4.0	0.0	0.0	0.0	0.0	1.6	15	68.3	16	123
SEATTLE (TACOMA)	DELTA AIRLINES	S	61	0	1	27.4	45.2	14.5	8.1	1.6	1.6	0.0	0.0	0.0	0.0	1.6	4	82.3	10	62
SEATTLE (TACOMA)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	25.8	38.7	25.8	1.6	6.5	1.6	0.0	0.0	0.0	0.0	0.0	6	37.1	33	62
<b>TOTAL SEATTLE (TACOMA)</b>			<b>245</b>	<b>0</b>	<b>3</b>	<b>15.3</b>	<b>34.7</b>	<b>26.6</b>	<b>12.1</b>	<b>7.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>10</b>	<b>64.0</b>	<b>19</b>	<b>247</b>
TAMPA	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	30.6	45.2	19.4	1.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	67.9	13	56

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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
TAMPA	VIRGIN ATLANTIC 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	83.3	13	6
<b>TOTAL TAMPA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>30.6</b>	<b>45.2</b>	<b>19.4</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>69.4</b>	<b>13</b>	<b>62</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	183	0	3	7.0	25.8	36.0	17.2	8.6	3.2	0.5	0.0	0.0	0.0	1.6	13	62.1	20	124
WASHINGTON (DULLES)	UNITED AIRLINES	S	122	0	2	0.8	25.8	41.9	8.9	9.7	4.0	4.0	3.2	0.0	0.0	1.6	25	61.3	22	122
WASHINGTON (DULLES)	VIRGIN ATLANTIC AIRWAYS LTD	S	46	0	2	2.1	37.5	33.3	6.3	8.3	6.3	0.0	2.1	0.0	0.0	4.2	18	41.9	28	60
WASHINGTON (DULLES)	VIRGIN ATLANTIC INTERNATIONAL	S	14	0	0	0.0	50.0	35.7	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL WASHINGTON (DULLES)</b>			<b>365</b>	<b>0</b>	<b>7</b>	<b>4.0</b>	<b>28.2</b>	<b>37.6</b>	<b>12.6</b>	<b>8.6</b>	<b>4.0</b>	<b>1.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>18</b>	<b>57.7</b>	<b>22</b>	<b>306</b>
<b>TOTAL USA</b>			<b>7413</b>	<b>0</b>	<b>105</b>	<b>9.8</b>	<b>34.6</b>	<b>31.3</b>	<b>10.3</b>	<b>6.7</b>	<b>3.9</b>	<b>1.0</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>1.4</b>	<b>16</b>	<b>71.5</b>	<b>21</b>	<b>7457</b>
<b>UZBEKISTAN</b>																				
TASHKENT	UZBEKISTAN AIRLINES	S	18	0	0	0.0	5.6	50.0	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	17	55.6	21	18
<b>TOTAL TASHKENT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>50.0</b>	<b>27.8</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>55.6</b>	<b>21</b>	<b>18</b>
<b>TOTAL UZBEKISTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>50.0</b>	<b>27.8</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>55.6</b>	<b>21</b>	<b>18</b>
<b>VIETNAM</b>																				
HANOI	VIETNAM AIRLINES	S	24	0	0	4.2	16.7	33.3	12.5	16.7	12.5	4.2	0.0	0.0	0.0	0.0	30	66.7	14	18
<b>TOTAL HANOI</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>16.7</b>	<b>33.3</b>	<b>12.5</b>	<b>16.7</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>30</b>	<b>66.7</b>	<b>14</b>	<b>18</b>
HO CHI MINH CITY	VIETNAM AIRLINES	S	18	0	0	0.0	27.8	22.2	22.2	11.1	5.6	5.6	5.6	0.0	0.0	0.0	39	50.0	19	12
<b>TOTAL HO CHI MINH CITY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>22.2</b>	<b>22.2</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>50.0</b>	<b>19</b>	<b>12</b>
<b>TOTAL VIETNAM</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>21.4</b>	<b>28.6</b>	<b>16.7</b>	<b>14.3</b>	<b>9.5</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>60.0</b>	<b>16</b>	<b>30</b>
<b>TOTAL HEATHROW</b>			<b>41330</b>	<b>0</b>	<b>348</b>	<b>7.6</b>	<b>35.1</b>	<b>36.3</b>	<b>10.6</b>	<b>6.2</b>	<b>2.4</b>	<b>0.5</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.8</b>	<b>12</b>	<b>66.5</b>	<b>18</b>	<b>40998</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: ISLE OF MAN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 16 m early	16 m to 16 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
<b>GERMANY</b>																					
FRANKFURT MAIN	VISTAJET GMBH	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
<b>TOTAL FRANKFURT MAIN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL GERMANY</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>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>IRISH REPUBLIC</b>																					
DUBLIN	EMERALD AIRLINES (IRELAND) LIMITED	S	100	0	0	1.0	54.0	36.0	7.0	2.0	0.0	0.0	0.0	0.0	0.0	4	53.7	33	63		
DUBLIN	EMERALD AIRLINES 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	116	5		
<b>TOTAL DUBLIN</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>54.0</b>	<b>36.0</b>	<b>7.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>50.0</b>	<b>39</b>	<b>68</b>		
<b>TOTAL IRISH REPUBLIC</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>54.0</b>	<b>36.0</b>	<b>7.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>50.0</b>	<b>39</b>	<b>68</b>		
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	BA CITYFLYER LTD	C	7	0	0	0.0	28.6	14.3	42.9	14.3	0.0	0.0	0.0	0.0	0.0	15	0.0	51	1		
FARO	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	100.0	0	1		
<b>TOTAL FARO</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>14.3</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>15</b>	<b>50.0</b>	<b>26</b>	<b>2</b>		
LISBON	VISTAJET LTD MALTA	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL LISBON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>50.0</b>	<b>26</b>	<b>2</b>		
<b>SPAIN</b>																					
MALAGA	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	71.4	13	7		
<b>TOTAL MALAGA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>71.4</b>	<b>13</b>	<b>7</b>		
PALMA DE MALLORCA	BA CITYFLYER LTD	C	7	0	0	0.0	0.0	28.6	42.9	14.3	14.3	0.0	0.0	0.0	0.0	28	50.0	23	6		
<b>TOTAL PALMA DE MALLORCA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>28.6</b>	<b>42.9</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>50.0</b>	<b>23</b>	<b>6</b>		
<b>TOTAL SPAIN</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>28.6</b>	<b>42.9</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>61.5</b>	<b>17</b>	<b>13</b>		
<b>SWITZERLAND</b>																					
ZURICH	VISTAJET LTD MALTA	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		
<b>TOTAL ZURICH</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>		
<b>TOTAL SWITZERLAND</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>		
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	0	4		
<b>TOTAL BELFAST CITY (GEORGE BEST)</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>18</b>	<b>100.0</b>	<b>0</b>	<b>4</b>		
BELFAST INTERNATIONAL	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	11	28		
<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</b>	<b>92.9</b>	<b>11</b>	<b>28</b>		
BIRMINGHAM	LOGANAIR LTD	S	54	0	0	9.3	51.9	29.6	3.7	1.9	3.7	0.0	0.0	0.0	0.0	6	60.3	19	53		
<b>TOTAL BIRMINGHAM</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>51.9</b>	<b>29.6</b>	<b>3.7</b>	<b>1.9</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>60.3</b>	<b>19</b>	<b>53</b>		
BRISTOL	EASYJET UK LTD	S	20	0	0	0.0	75.0	15.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	4	57.1	51	26		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: ISLE OF MAN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL BRISTOL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>15.0</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>4</b>	<b>57.1</b>	<b>51</b>	<b>26</b>	
EDINBURGH	LOGANAIR LTD	S	38	0	0	10.5	42.1	15.8	5.3	10.5	10.5	5.3	0.0	0.0	0.0	22	68.4	25	34	
<b>TOTAL EDINBURGH</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>42.1</b>	<b>15.8</b>	<b>5.3</b>	<b>10.5</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>68.4</b>	<b>25</b>	<b>34</b>	
GATWICK	EASYJET UK LTD	S	124	0	0	4.8	38.7	31.5	11.3	10.5	3.2	0.0	0.0	0.0	0.0	12	73.0	19	126	
<b>TOTAL GATWICK</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>38.7</b>	<b>31.5</b>	<b>11.3</b>	<b>10.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>73.0</b>	<b>19</b>	<b>126</b>	
GUERNSEY	BLUE ISLANDS LIMITED	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	4	
<b>TOTAL GUERNSEY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>19</b>	<b>4</b>	
HEATHROW	LOGANAIR LTD	S	62	0	0	3.2	45.2	40.3	6.5	3.2	0.0	0.0	1.6	0.0	0.0	10	44.3	26	62	
<b>TOTAL HEATHROW</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>45.2</b>	<b>40.3</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>44.3</b>	<b>26</b>	<b>62</b>	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	64	0	0	10.9	48.4	21.9	6.3	6.3	4.7	1.6	0.0	0.0	0.0	13	84.8	19	92	
LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	S	108	0	0	1.9	45.4	36.1	9.3	5.6	0.0	1.9	0.0	0.0	0.0	11	75.5	12	98	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>46.5</b>	<b>30.8</b>	<b>8.1</b>	<b>5.8</b>	<b>1.7</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>79.9</b>	<b>16</b>	<b>190</b>	
LONDON CITY	LOGANAIR LTD	S	60	0	4	10.9	59.4	17.2	1.6	1.6	3.1	0.0	0.0	0.0	6.3	4	65.8	13	70	
<b>TOTAL LONDON CITY</b>			<b>60</b>	<b>0</b>	<b>4</b>	<b>10.9</b>	<b>59.4</b>	<b>17.2</b>	<b>1.6</b>	<b>1.6</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>4</b>	<b>65.8</b>	<b>13</b>	<b>70</b>	
LUTON	EASYJET UK LTD	S	6	0	0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	56	6	
<b>TOTAL LUTON</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>66.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>56</b>	<b>6</b>	
MANCHESTER	EASYJET UK LTD	S	54	0	0	7.4	40.7	14.8	13.0	18.5	1.9	0.0	3.7	0.0	0.0	29	62.1	21	58	
MANCHESTER	LOGANAIR LTD	S	126	0	0	10.3	53.2	29.4	3.2	2.4	0.0	0.8	0.0	0.0	0.0	7	77.4	10	115	
<b>TOTAL MANCHESTER</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>49.4</b>	<b>25.0</b>	<b>6.1</b>	<b>7.2</b>	<b>0.6</b>	<b>0.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>72.5</b>	<b>14</b>	<b>173</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>720</b>	<b>0</b>	<b>4</b>	<b>7.0</b>	<b>47.8</b>	<b>27.6</b>	<b>7.2</b>	<b>6.2</b>	<b>2.2</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.6</b>	<b>11</b>	<b>70.4</b>	<b>18</b>	<b>776</b>	
<b>USA</b>																				
WATERBURY OXFORD	JOURNEY AVIATION	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	138	0.0	0	0	
<b>TOTAL WATERBURY OXFORD</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>138</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL USA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>138</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ISLE OF MAN</b>			<b>838</b>	<b>0</b>	<b>4</b>	<b>6.3</b>	<b>47.9</b>	<b>28.5</b>	<b>7.7</b>	<b>5.8</b>	<b>2.0</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.5</b>	<b>11</b>	<b>68.6</b>	<b>20</b>	<b>859</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2024				
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 16 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 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>																						
VIENNA	BLUE ISLANDS LIMITED	C	6	0	0	16.7	16.7	16.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
<b>TOTAL VIENNA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</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>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL AUSTRIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</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>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>CROATIA</b>																						
SPLIT	BA CITYFLYER LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL SPLIT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>TOTAL CROATIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>FRANCE</b>																						
PARIS (CHARLES DE GAULLE)	BLUE ISLANDS LIMITED	S	6	0	0	0.0	0.0	33.3	0.0	50.0	16.7	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</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>39</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL FRANCE</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</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>39</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>GERMANY</b>																						
BRAUNSCHWEIG	BLUE ISLANDS LIMITED	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	133	1		
<b>TOTAL BRAUNSCHWEIG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>133</b>	<b>1</b>		
BREMEN	BLUE ISLANDS LIMITED	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	108	2		
<b>TOTAL BREMEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>108</b>	<b>2</b>		
COLOGNE BONN	BLUE ISLANDS LIMITED	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	2		
<b>TOTAL COLOGNE BONN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>40</b>	<b>2</b>		
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	33.3	24	6		
<b>TOTAL DUSSELDORF</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>62.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>33.3</b>	<b>24</b>	<b>6</b>		
FRANKFURT MAIN	BLUE ISLANDS LIMITED	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	146	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>0.0</b>	<b>146</b>	<b>1</b>		
HANOVER	BLUE ISLANDS LIMITED	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	2		
<b>TOTAL HANOVER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>9</b>	<b>2</b>		
MUNICH	AIR DOLOMITI	S	10	0	0	0.0	0.0	20.0	30.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	31	37.5	18	8		
<b>TOTAL MUNICH</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>30.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>37.5</b>	<b>18</b>	<b>8</b>		
<b>TOTAL GERMANY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>38.9</b>	<b>22.2</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>36.4</b>	<b>40</b>	<b>22</b>		
<b>IRISH REPUBLIC</b>																						
DUBLIN	AER LINGUS	S	15	0	0	0.0	33.3	46.7	13.3	0.0	6.7	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
DUBLIN	BLUE ISLANDS LIMITED	S	18	0	2	5.0	25.0	20.0	10.0	10.0	0.0	10.0	10.0	0.0	0.0	10.0	64	43.8	57	26		
DUBLIN	EMERALD AIRLINES UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1		
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	64.3	24	14		
<b>TOTAL DUBLIN</b>			<b>33</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>28.6</b>	<b>31.4</b>	<b>11.4</b>	<b>5.7</b>	<b>2.9</b>	<b>5.7</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>40</b>	<b>51.1</b>	<b>44</b>	<b>41</b>		
<b>TOTAL IRISH REPUBLIC</b>			<b>33</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>28.6</b>	<b>31.4</b>	<b>11.4</b>	<b>5.7</b>	<b>2.9</b>	<b>5.7</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>40</b>	<b>51.1</b>	<b>44</b>	<b>41</b>		
<b>LUXEMBOURG</b>																						

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2024		
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
LUXEMBOURG	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	75.0	9	4
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>9</b>	<b>4</b>
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>9</b>	<b>4</b>
NETHERLANDS																				
ROTTERDAM	BLUE ISLANDS LIMITED	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	7	100.0	5	4
<b>TOTAL ROTTERDAM</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>5</b>	<b>4</b>
<b>TOTAL NETHERLANDS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>5</b>	<b>4</b>
PORTUGAL(EXCLUDING FARO)																				
FARO	BA CITYFLYER 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	8	100.0	15	1
<b>TOTAL FARO</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>8</b>	<b>100.0</b>	<b>15</b>	<b>1</b>
<b>TOTAL PORTUGAL</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>8</b>	<b>100.0</b>	<b>15</b>	<b>1</b>
SPAIN																				
IBIZA	BA CITYFLYER LTD	C	3	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL IBIZA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
MALAGA	BA CITYFLYER LTD	C	7	0	0	0.0	14.3	28.6	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	19	71.4	13	7
<b>TOTAL MALAGA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>28.6</b>	<b>28.6</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>71.4</b>	<b>13</b>	<b>7</b>
PALMA DE MALLORCA	BA CITYFLYER LTD	C	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	7
<b>TOTAL PALMA DE MALLORCA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>55.6</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>3</b>	<b>7</b>
<b>TOTAL SPAIN</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>26.3</b>	<b>36.8</b>	<b>21.1</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>86.7</b>	<b>7</b>	<b>15</b>
SWITZERLAND																				
BERNE	BLUE ISLANDS LIMITED	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
BERNE	BLUE ISLANDS LIMITED	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	18	0.0	0	0
<b>TOTAL BERNE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ZURICH	BLUE ISLANDS LIMITED	C	3	0	0	0.0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	45	33.3	89	6
ZURICH	BLUE ISLANDS LIMITED	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	36	0.0	0	0
<b>TOTAL ZURICH</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</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>40</b>	<b>33.3</b>	<b>89</b>	<b>6</b>
<b>TOTAL SWITZERLAND</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>30.0</b>	<b>10.0</b>	<b>10.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>33.3</b>	<b>89</b>	<b>6</b>
UNITED KINGDOM																				
BELFAST INTERNATIONAL	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	16
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>16</b>
BIRMINGHAM	BLUE ISLANDS LIMITED	S	34	0	6	7.5	22.5	20.0	10.0	2.5	15.0	5.0	2.5	0.0	0.0	15.0	33	37.5	51	43
BIRMINGHAM	EASYJET UK LTD	S	18	0	0	11.1	44.4	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	93.8	3	16
<b>TOTAL BIRMINGHAM</b>			<b>52</b>	<b>0</b>	<b>6</b>	<b>8.6</b>	<b>29.3</b>	<b>22.4</b>	<b>12.1</b>	<b>1.7</b>	<b>10.3</b>	<b>3.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>10.3</b>	<b>24</b>	<b>50.0</b>	<b>38</b>	<b>59</b>
BRISTOL	BLUE ISLANDS LIMITED	S	62	0	6	0.0	20.6	16.2	7.4	19.1	13.2	0.0	14.7	0.0	0.0	8.8	63	69.4	42	62
<b>TOTAL BRISTOL</b>			<b>62</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>20.6</b>	<b>16.2</b>	<b>7.4</b>	<b>19.1</b>	<b>13.2</b>	<b>0.0</b>	<b>14.7</b>	<b>0.0</b>	<b>0.0</b>	<b>8.8</b>	<b>63</b>	<b>69.4</b>	<b>42</b>	<b>62</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: JERSEY (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAY 2024			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	BLUE ISLANDS LIMITED	S	54	0	8	4.8	14.5	27.4	9.7	11.3	14.5	0.0	1.6	3.2	0.0	12.9	42	50.0	45	48
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	21	2
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>58</b>	<b>0</b>	<b>8</b>	<b>4.5</b>	<b>15.2</b>	<b>28.8</b>	<b>9.1</b>	<b>12.1</b>	<b>13.6</b>	<b>0.0</b>	<b>1.5</b>	<b>3.0</b>	<b>0.0</b>	<b>12.1</b>	<b>40</b>	<b>48.1</b>	<b>44</b>	<b>50</b>
EDINBURGH	EASYJET UK LTD	S	18	0	0	0.0	0.0	38.9	33.3	27.8	0.0	0.0	0.0	0.0	0.0	0.0	25	66.7	17	18
<b>TOTAL EDINBURGH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>38.9</b>	<b>33.3</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>66.7</b>	<b>17</b>	<b>18</b>
EXETER	BLUE ISLANDS LIMITED	S	65	0	0	0.0	16.9	46.2	9.2	4.6	13.8	3.1	6.2	0.0	0.0	0.0	37	43.5	45	60
<b>TOTAL EXETER</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.9</b>	<b>46.2</b>	<b>9.2</b>	<b>4.6</b>	<b>13.8</b>	<b>3.1</b>	<b>6.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>43.5</b>	<b>45</b>	<b>60</b>
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	90	0	0	13.3	50.0	31.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	70.0	30	10
GATWICK	BRITISH AIRWAYS PLC	S	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
GATWICK	EASYJET UK LTD	S	220	0	0	10.5	50.0	20.5	6.4	7.7	4.5	0.0	0.0	0.5	0.0	0.0	12	85.7	8	259
<b>TOTAL GATWICK</b>			<b>318</b>	<b>0</b>	<b>0</b>	<b>11.0</b>	<b>49.7</b>	<b>24.5</b>	<b>6.0</b>	<b>5.3</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>85.1</b>	<b>9</b>	<b>269</b>
GLASGOW	EASYJET UK LTD	S	18	0	0	16.7	38.9	27.8	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	88.1	9	42
<b>TOTAL GLASGOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.1</b>	<b>9</b>	<b>42</b>
GUERNSEY	AURIGNY AIR SERVICES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
GUERNSEY	BLUE ISLANDS LIMITED	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	4
GUERNSEY	BLUE ISLANDS LIMITED	S	161	0	7	0.0	22.6	25.6	13.1	12.5	11.3	6.0	4.8	0.0	0.0	4.2	43	57.1	27	152
<b>TOTAL GUERNSEY</b>			<b>161</b>	<b>0</b>	<b>7</b>	<b>0.0</b>	<b>22.6</b>	<b>25.6</b>	<b>13.1</b>	<b>12.5</b>	<b>11.3</b>	<b>6.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>43</b>	<b>57.8</b>	<b>27</b>	<b>157</b>
HEATHROW	BRITISH AIRWAYS PLC	S	174	0	0	1.7	51.1	33.3	8.6	3.4	1.1	0.6	0.0	0.0	0.0	0.0	7	63.0	18	273
<b>TOTAL HEATHROW</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>51.1</b>	<b>33.3</b>	<b>8.6</b>	<b>3.4</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>63.0</b>	<b>18</b>	<b>273</b>
HUMBERSIDE	EASTERN AIRWAYS	S	8	0	0	12.5	0.0	37.5	0.0	0.0	12.5	12.5	25.0	0.0	0.0	0.0	92	80.0	10	5
<b>TOTAL HUMBERSIDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>0.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>92</b>	<b>80.0</b>	<b>10</b>	<b>5</b>
ISLE OF MAN	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	50.0	19	4
<b>TOTAL ISLE OF MAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>19</b>	<b>4</b>
LEEDS BRADFORD	JET2.COM LTD	S	10	0	0	0.0	20.0	0.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	24	87.5	11	8
<b>TOTAL LEEDS BRADFORD</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>87.5</b>	<b>11</b>	<b>8</b>
LIVERPOOL (JOHN LENNON)	AURIGNY AIR SERVICES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	58	0	2	16.7	46.7	28.3	0.0	1.7	3.3	0.0	0.0	0.0	0.0	3.3	6	81.5	11	107
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>16.7</b>	<b>46.7</b>	<b>28.3</b>	<b>0.0</b>	<b>1.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>6</b>	<b>80.7</b>	<b>11</b>	<b>108</b>
LUTON	EASYJET UK LTD	S	62	0	0	3.2	51.6	29.0	6.5	9.7	0.0	0.0	0.0	0.0	0.0	0.0	8	85.2	9	88
<b>TOTAL LUTON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>51.6</b>	<b>29.0</b>	<b>6.5</b>	<b>9.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>85.2</b>	<b>9</b>	<b>88</b>
MANCHESTER	EASYJET UK LTD	S	50	0	0	14.0	46.0	26.0	10.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	6	74.2	12	66
<b>TOTAL MANCHESTER</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>46.0</b>	<b>26.0</b>	<b>10.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>74.2</b>	<b>12</b>	<b>66</b>
NEWCASTLE	BLUE ISLANDS LIMITED	S	12	0	2	0.0	7.1	21.4	14.3	0.0	21.4	14.3	7.1	0.0	0.0	14.3	73	0.0	0	0

Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
NEWCASTLE	JET2.COM LTD	S	4	0	0	0.0	25.0	25.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	84	100.0	0	2
<b>TOTAL NEWCASTLE</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>11.1</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>76</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
NORWICH	BLUE ISLANDS LIMITED	S	10	0	0	0.0	0.0	40.0	10.0	0.0	30.0	0.0	20.0	0.0	0.0	0.0	89	33.3	21	6
<b>TOTAL NORWICH</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>30.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>89</b>	<b>33.3</b>	<b>21</b>	<b>6</b>
SOUTHAMPTON	BLUE ISLANDS LIMITED	S	167	0	13	2.8	22.2	25.0	12.8	11.7	8.3	8.9	1.1	0.0	0.0	7.2	34	62.4	26	186
<b>TOTAL SOUTHAMPTON</b>			<b>167</b>	<b>0</b>	<b>13</b>	<b>2.8</b>	<b>22.2</b>	<b>25.0</b>	<b>12.8</b>	<b>11.7</b>	<b>8.3</b>	<b>8.9</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>7.2</b>	<b>34</b>	<b>62.4</b>	<b>26</b>	<b>186</b>
TEESSIDE INTERNATIONAL AIRPORT	EASTERN AIRWAYS	S	8	0	0	0.0	12.5	37.5	0.0	0.0	0.0	12.5	25.0	12.5	0.0	0.0	142	100.0	6	5
<b>TOTAL TEESSIDE INTERNATIONAL AIRPORT</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>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>142</b>	<b>100.0</b>	<b>6</b>	<b>5</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1315</b>	<b>0</b>	<b>44</b>	<b>5.4</b>	<b>34.7</b>	<b>27.3</b>	<b>9.4</b>	<b>7.9</b>	<b>6.5</b>	<b>2.6</b>	<b>2.5</b>	<b>0.3</b>	<b>0.0</b>	<b>3.2</b>	<b>25</b>	<b>68.9</b>	<b>20</b>	<b>1484</b>
<b>TOTAL JERSEY</b>			<b>1414</b>	<b>0</b>	<b>46</b>	<b>5.3</b>	<b>34.0</b>	<b>27.7</b>	<b>9.9</b>	<b>8.4</b>	<b>6.3</b>	<b>2.6</b>	<b>2.5</b>	<b>0.3</b>	<b>0.0</b>	<b>3.2</b>	<b>25</b>	<b>68.1</b>	<b>21</b>	<b>1578</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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>BULGARIA</b>																					
BURGAS	BH AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1		
BURGAS	JET2.COM LTD	S	18	0	0	0.0	5.6	44.4	22.2	11.1	5.6	11.1	0.0	0.0	0.0	34	55.6	47	18		
<b>TOTAL BURGAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>44.4</b>	<b>22.2</b>	<b>11.1</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>57.9</b>	<b>45</b>	<b>19</b>		
<b>TOTAL BULGARIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>44.4</b>	<b>22.2</b>	<b>11.1</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>57.9</b>	<b>45</b>	<b>19</b>		
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	S	28	0	0	14.3	32.1	46.4	7.1	0.0	0.0	0.0	0.0	0.0	4	65.4	16	26			
DUBROVNIK	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	8			
DUBROVNIK	TUI AIRWAYS LTD	S	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	16	0.0	0	0			
<b>TOTAL DUBROVNIK</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>28.1</b>	<b>50.0</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>0.0</b>	<b>5</b>	<b>61.8</b>	<b>18</b>	<b>34</b>		
SPLIT	JET2.COM LTD	S	16	0	0	6.3	50.0	43.8	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	10			
<b>TOTAL SPLIT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>50.0</b>	<b>43.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>1</b>	<b>10</b>		
ZADAR	RYANAIR	S	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 ZADAR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>4</b>	<b>16</b>		
<b>TOTAL CROATIA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>35.4</b>	<b>47.9</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</b>	<b>75.0</b>	<b>11</b>	<b>60</b>		
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	34	0	0	2.9	23.5	50.0	11.8	8.8	2.9	0.0	0.0	0.0	12	62.9	16	35			
<b>TOTAL LARNACA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>23.5</b>	<b>50.0</b>	<b>11.8</b>	<b>8.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>62.9</b>	<b>16</b>	<b>35</b>			
PAPHOS	JET2.COM LTD	S	35	0	0	5.7	25.7	34.3	11.4	11.4	5.7	5.7	0.0	0.0	24	60.0	20	35			
<b>TOTAL PAPHOS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>25.7</b>	<b>34.3</b>	<b>11.4</b>	<b>11.4</b>	<b>5.7</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>60.0</b>	<b>20</b>	<b>35</b>			
<b>TOTAL CYPRUS</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>24.6</b>	<b>42.0</b>	<b>11.6</b>	<b>10.1</b>	<b>4.3</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>61.4</b>	<b>18</b>	<b>70</b>		
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	18	0	0	0.0	38.9	22.2	16.7	5.6	5.6	0.0	11.1	0.0	0.0	35	83.3	6	18		
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>22.2</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>83.3</b>	<b>6</b>	<b>18</b>		
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>22.2</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>83.3</b>	<b>6</b>	<b>18</b>		
<b>FRANCE</b>																					
BEAUVAIS	RYANAIR	S	34	0	0	11.8	38.2	20.6	14.7	8.8	5.9	0.0	0.0	0.0	15	89.3	6	28			
<b>TOTAL BEAUVAIS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>38.2</b>	<b>20.6</b>	<b>14.7</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>89.3</b>	<b>6</b>	<b>28</b>		
BERGERAC	JET2.COM LTD	S	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	15	100.0	2	2			
<b>TOTAL BERGERAC</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>2</b>	<b>2</b>		
NICE	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	100.0	7	2			
NICE	JET2.COM LTD	S	6	0	0	0.0	16.7	16.7	33.3	33.3	0.0	0.0	0.0	0.0	26	100.0	2	6			
<b>TOTAL NICE</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>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>3</b>	<b>8</b>		
PARIS (CHARLES DE GAULLE)	EASYJET EUROPE	S	18	0	0	22.2	27.8	27.8	11.1	5.6	5.6	0.0	0.0	0.0	12	0.0	0	0			
PARIS (CHARLES DE GAULLE)	JET2.COM LTD	S	36	0	0	0.0	27.8	36.1	16.7	8.3	11.1	0.0	0.0	0.0	20	64.9	12	36			

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
							15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late								
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>27.8</b>	<b>33.3</b>	<b>14.8</b>	<b>7.4</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>64.9</b>	<b>12</b>	<b>36</b>	
PERPIGNAN	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	10	62.5	21	16	
<b>TOTAL PERPIGNAN</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>10</b>	<b>62.5</b>	<b>21</b>	<b>16</b>	
<b>TOTAL FRANCE</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>29.8</b>	<b>29.8</b>	<b>17.5</b>	<b>8.8</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.8</b>	<b>11</b>	<b>90</b>	
<b>GREECE</b>																					
CHANIA	JET2.COM LTD	S	12	0	0	0.0	41.7	41.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	15	54.5	20	11	
CHANIA	RYANAIR	S	8	0	0	0.0	37.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	39	8	
<b>TOTAL CHANIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>35.0</b>	<b>5.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>52.6</b>	<b>28</b>	<b>19</b>	
CORFU	JET2.COM LTD	S	22	0	0	13.6	31.8	40.9	4.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	7	79.2	11	24	
CORFU	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	11.1	11.1	11.1	44.4	22.2	0.0	0.0	0.0	0.0	80	50.0	30	8	
<b>TOTAL CORFU</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>22.6</b>	<b>32.3</b>	<b>6.5</b>	<b>9.7</b>	<b>12.9</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>71.9</b>	<b>16</b>	<b>32</b>	
HERAKLION	JET2.COM LTD	S	48	0	0	4.2	27.1	50.0	6.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	12	90.9	4	44	
<b>TOTAL HERAKLION</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>27.1</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>90.9</b>	<b>4</b>	<b>44</b>	
KEFALLINIA	JET2.COM LTD	S	21	0	0	38.1	38.1	19.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	70.8	16	24	
<b>TOTAL KEFALLINIA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>38.1</b>	<b>38.1</b>	<b>19.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>70.8</b>	<b>16</b>	<b>24</b>	
KOS	JET2.COM LTD	S	28	0	0	3.6	21.4	53.6	7.1	10.7	3.6	0.0	0.0	0.0	0.0	0.0	12	53.6	15	28	
<b>TOTAL KOS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>21.4</b>	<b>53.6</b>	<b>7.1</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>53.6</b>	<b>15</b>	<b>28</b>	
RHODES	JET2.COM LTD	S	32	0	0	3.1	12.5	37.5	28.1	18.8	0.0	0.0	0.0	0.0	0.0	0.0	17	63.3	16	30	
<b>TOTAL RHODES</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>12.5</b>	<b>37.5</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>0.0</b>	<b>17</b>	<b>63.3</b>	<b>16</b>	<b>30</b>	
SALONIKA	JET2.COM LTD	S	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	62.5	15	8	
<b>TOTAL SALONIKA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>62.5</b>	<b>15</b>	<b>8</b>	
SKIATHOS	JET2.COM LTD	S	17	0	0	5.9	35.3	47.1	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	10	16	
<b>TOTAL SKIATHOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>35.3</b>	<b>47.1</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.0</b>	<b>10</b>	<b>16</b>	
THIRA (SANTORINI)	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	39	10	
<b>TOTAL THIRA (SANTORINI)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>39</b>	<b>10</b>	
ZAKINTHOS	JET2.COM LTD	S	16	0	0	6.3	31.3	43.8	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	92.9	4	14	
<b>TOTAL ZAKINTHOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>43.8</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>92.9</b>	<b>4</b>	<b>14</b>	
<b>TOTAL GREECE</b>			<b>221</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>27.1</b>	<b>41.2</b>	<b>9.5</b>	<b>8.6</b>	<b>4.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>70.7</b>	<b>14</b>	<b>225</b>	
<b>HUNGARY</b>																					
BUDAPEST	JET2.COM LTD	S	12	0	0	16.7	33.3	33.3	0.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	12	66.7	25	12	
<b>TOTAL BUDAPEST</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</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>12</b>	<b>66.7</b>	<b>25</b>	<b>12</b>	
<b>TOTAL HUNGARY</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</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>12</b>	<b>66.7</b>	<b>25</b>	<b>12</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	150	0	0	4.7	26.7	33.3	18.0	12.0	5.3	0.0	0.0	0.0	0.0	0.0	16	62.5	23	144	
DUBLIN	RYANAIR	S	188	0	0	5.3	48.4	35.6	4.8	2.1	3.7	0.0	0.0	0.0	0.0	0.0	7	69.1	14	178	
<b>TOTAL DUBLIN</b>			<b>338</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>38.8</b>	<b>34.6</b>	<b>10.7</b>	<b>6.5</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.1</b>	<b>18</b>	<b>322</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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 IRISH REPUBLIC</b>			<b>338</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>38.8</b>	<b>34.6</b>	<b>10.7</b>	<b>6.5</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.1</b>	<b>18</b>	<b>322</b>	
<b>ITALY</b>																					
CATANIA (FONTANAROSSA)	JET2.COM LTD	S	8	0	0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	10	80.0	16	10		
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.0</b>	<b>16</b>	<b>10</b>		
NAPLES	JET2.COM LTD	S	16	0	0	0.0	31.3	43.8	6.3	6.3	6.3	0.0	0.0	0.0	19	77.8	20	18			
<b>TOTAL NAPLES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>43.8</b>	<b>6.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>77.8</b>	<b>20</b>	<b>18</b>			
PISA	JET2.COM LTD	S	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	2			
<b>TOTAL PISA</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>8</b>	<b>100.0</b>	<b>0</b>	<b>2</b>			
ROME (FIUMICINO)	JET2.COM LTD	S	18	0	0	0.0	33.3	38.9	16.7	0.0	11.1	0.0	0.0	0.0	14	88.9	6	18			
<b>TOTAL ROME (FIUMICINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>38.9</b>	<b>16.7</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>88.9</b>	<b>6</b>	<b>18</b>			
VERONA VILLAFRANCA	JET2.COM LTD	S	8	0	0	25.0	37.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	8	87.5	7	8			
<b>TOTAL VERONA VILLAFRANCA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>37.5</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>8</b>	<b>87.5</b>	<b>7</b>	<b>8</b>			
<b>TOTAL ITALY</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>29.6</b>	<b>38.9</b>	<b>13.0</b>	<b>5.6</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>83.9</b>	<b>12</b>	<b>56</b>		
<b>LATVIA</b>																					
RIGA	RYANAIR	S	34	0	0	0.0	88.2	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0	38.9	28	18			
<b>TOTAL RIGA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>88.2</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>38.9</b>	<b>28</b>	<b>18</b>			
<b>TOTAL LATVIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>88.2</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>38.9</b>	<b>28</b>	<b>18</b>			
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	18	0	0	0.0	33.3	55.6	5.6	0.0	5.6	0.0	0.0	0.0	10	100.0	2	18			
<b>TOTAL MALTA</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>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>2</b>	<b>18</b>			
<b>TOTAL MALTA</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>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>2</b>	<b>18</b>			
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	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	1	0.0	0	0			
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>60.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
MARRAKESH	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	10	18			
<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</b>	<b>72.2</b>	<b>10</b>	<b>18</b>			
<b>TOTAL MOROCCO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>60.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>72.2</b>	<b>10</b>	<b>18</b>			
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	181	0	3	2.2	21.2	42.9	9.8	10.9	8.2	1.1	1.6	0.5	0.0	1.6	25	78.5	10	179	
<b>TOTAL AMSTERDAM</b>			<b>181</b>	<b>0</b>	<b>3</b>	<b>2.2</b>	<b>21.2</b>	<b>42.9</b>	<b>9.8</b>	<b>10.9</b>	<b>8.2</b>	<b>1.1</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>1.6</b>	<b>25</b>	<b>78.5</b>	<b>10</b>	<b>179</b>	
<b>TOTAL NETHERLANDS</b>			<b>181</b>	<b>0</b>	<b>3</b>	<b>2.2</b>	<b>21.2</b>	<b>42.9</b>	<b>9.8</b>	<b>10.9</b>	<b>8.2</b>	<b>1.1</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>1.6</b>	<b>25</b>	<b>78.5</b>	<b>10</b>	<b>179</b>	
<b>NORWAY</b>																					
BERGEN	JET2.COM LTD	S	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	5	66.7	12	6			
<b>TOTAL BERGEN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>66.7</b>	<b>12</b>	<b>6</b>			
<b>TOTAL NORWAY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>66.7</b>	<b>12</b>	<b>6</b>			
<b>POLAND</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	46	0	0	4.3	56.5	28.3	8.7	0.0	2.2	0.0	0.0	0.0	0.0	0.0	5	93.8	1	16
GDANSK	WIZZ AIR	S	18	0	0	0.0	33.3	50.0	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	6
<b>TOTAL GDANSK</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>50.0</b>	<b>34.4</b>	<b>9.4</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>95.5</b>	<b>2</b>	<b>22</b>
KRAKOW	JET2.COM LTD	S	18	0	0	11.1	11.1	27.8	27.8	16.7	0.0	0.0	5.6	0.0	0.0	0.0	26	65.0	33	20
KRAKOW	RYANAIR	S	54	0	0	14.8	61.1	22.2	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	38.2	25	34
<b>TOTAL KRAKOW</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>48.6</b>	<b>23.6</b>	<b>8.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>48.1</b>	<b>28</b>	<b>54</b>
POZNAN	RYANAIR	S	18	0	0	5.6	55.6	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	5	18
<b>TOTAL POZNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>83.3</b>	<b>5</b>	<b>18</b>
WARSAW (CHOPIN)	WIZZ AIR	S	28	0	0	7.1	32.1	35.7	17.9	3.6	0.0	0.0	3.6	0.0	0.0	0.0	13	77.8	14	18
<b>TOTAL WARSAW (CHOPIN)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>32.1</b>	<b>35.7</b>	<b>17.9</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>77.8</b>	<b>14</b>	<b>18</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	18	18
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>18</b>	<b>18</b>
WROCLAW	RYANAIR	S	28	0	0	7.1	53.6	35.7	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	12	18
<b>TOTAL WROCLAW</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>53.6</b>	<b>35.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>77.8</b>	<b>12</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>48.1</b>	<b>31.4</b>	<b>8.6</b>	<b>2.4</b>	<b>0.5</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>68.9</b>	<b>16</b>	<b>148</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	JET2.COM LTD	S	107	0	0	6.5	36.4	36.4	10.3	7.5	0.0	0.0	2.8	0.0	0.0	0.0	15	79.4	11	102
FARO	RYANAIR	S	36	0	0	2.8	25.0	50.0	2.8	19.4	0.0	0.0	0.0	0.0	0.0	0.0	11	93.8	2	16
<b>TOTAL FARO</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.6</b>	<b>39.9</b>	<b>8.4</b>	<b>10.5</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>14</b>	<b>81.4</b>	<b>9</b>	<b>118</b>
OPORTO (PORTUGAL)	RYANAIR	S	18	0	0	5.6	27.8	0.0	38.9	22.2	5.6	0.0	0.0	0.0	0.0	0.0	24	100.0	2	18
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>0.0</b>	<b>38.9</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>100.0</b>	<b>2</b>	<b>18</b>
<b>TOTAL PORTUGAL</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>32.9</b>	<b>35.4</b>	<b>11.8</b>	<b>11.8</b>	<b>0.6</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>83.8</b>	<b>8</b>	<b>136</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	14	7
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>44.4</b>	<b>14</b>	<b>7</b>
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>44.4</b>	<b>14</b>	<b>7</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	RYANAIR	S	28	0	0	0.0	32.1	64.3	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	55.6	34	18
BUCHAREST (OTOPENI)	WIZZ AIR MALTA	S	26	0	0	3.8	38.5	34.6	19.2	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7	53.8	23	26
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>35.2</b>	<b>50.0</b>	<b>11.1</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>54.5</b>	<b>28</b>	<b>44</b>
CLUJ NAPOCA	WIZZ AIR MALTA	S	18	0	0	16.7	16.7	27.8	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	14	44.4	33	18
<b>TOTAL CLUJ NAPOCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>27.8</b>	<b>22.2</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>44.4</b>	<b>33</b>	<b>18</b>
<b>TOTAL ROMANIA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>30.6</b>	<b>44.4</b>	<b>13.9</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>51.6</b>	<b>29</b>	<b>62</b>
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	RYANAIR	S	18	0	0	5.6	44.4	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	68.8	9	16

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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 BRATISLAVA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>68.8</b>	<b>9</b>	<b>16</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>68.8</b>	<b>9</b>	<b>16</b>	
<b>SPAIN</b>																					
ALICANTE	JET2.COM LTD	S	123	0	0	4.1	33.3	34.1	13.0	4.1	7.3	3.3	0.8	0.0	0.0	0.0	20	81.3	12	123	
ALICANTE	RYANAIR	S	122	0	0	3.3	25.4	40.2	17.2	10.7	3.3	0.0	0.0	0.0	0.0	0.0	13	70.4	12	98	
<b>TOTAL ALICANTE</b>			<b>245</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>29.4</b>	<b>37.1</b>	<b>15.1</b>	<b>7.3</b>	<b>5.3</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>76.5</b>	<b>12</b>	<b>221</b>	
ALMERIA	JET2.COM LTD	S	10	0	0	20.0	20.0	20.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	18	87.5	8	8	
<b>TOTAL ALMERIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>10.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>87.5</b>	<b>8</b>	<b>8</b>	
BARCELONA	JET2.COM LTD	S	18	0	0	11.1	50.0	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	7	18	
<b>TOTAL BARCELONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>50.0</b>	<b>27.8</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
GIRONA	JET2.COM LTD	S	18	0	0	11.1	50.0	16.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	84.2	3	18	
GIRONA	RYANAIR	S	26	0	0	7.7	38.5	42.3	3.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	9	84.6	9	26	
<b>TOTAL GIRONA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>43.2</b>	<b>31.8</b>	<b>6.8</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>84.4</b>	<b>7</b>	<b>44</b>	
IBIZA	JET2.COM LTD	S	64	0	0	10.9	26.6	37.5	14.1	7.8	3.1	0.0	0.0	0.0	0.0	0.0	11	74.2	13	62	
IBIZA	RYANAIR	S	18	0	0	0.0	16.7	66.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	16	18	
<b>TOTAL IBIZA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>24.4</b>	<b>43.9</b>	<b>13.4</b>	<b>7.3</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.5</b>	<b>14</b>	<b>80</b>	
JEREZ	JET2.COM LTD	S	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL JEREZ</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MAHON	JET2.COM LTD	S	34	0	0	5.9	38.2	44.1	2.9	0.0	0.0	5.9	2.9	0.0	0.0	0.0	17	87.5	7	32	
<b>TOTAL MAHON</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>38.2</b>	<b>44.1</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.5</b>	<b>7</b>	<b>32</b>	
MALAGA	EASYJET EUROPE	S	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	51	0.0	0	0	
MALAGA	JET2.COM LTD	S	112	0	0	4.5	26.8	43.8	10.7	8.9	3.6	1.8	0.0	0.0	0.0	0.0	14	80.9	13	110	
MALAGA	RYANAIR	S	58	0	0	0.0	15.5	39.7	29.3	13.8	1.7	0.0	0.0	0.0	0.0	0.0	16	57.7	16	26	
<b>TOTAL MALAGA</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>23.0</b>	<b>42.1</b>	<b>16.9</b>	<b>10.7</b>	<b>2.8</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>76.5</b>	<b>14</b>	<b>136</b>	
PALMA DE MALLORCA	EASYJET EUROPE	S	16	0	0	31.3	18.8	31.3	0.0	12.5	6.3	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
PALMA DE MALLORCA	JET2.COM LTD	S	131	0	0	2.3	26.7	38.9	15.3	13.7	1.5	0.0	1.5	0.0	0.0	0.0	17	79.7	12	123	
PALMA DE MALLORCA	RYANAIR	S	96	0	0	1.0	27.1	44.8	12.5	12.5	2.1	0.0	0.0	0.0	0.0	0.0	11	75.6	11	90	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	19	0	0	0.0	10.5	21.1	36.8	31.6	0.0	0.0	0.0	0.0	0.0	0.0	24	42.9	27	7	
<b>TOTAL PALMA DE MALLORCA</b>			<b>262</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>25.2</b>	<b>39.3</b>	<b>14.9</b>	<b>14.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>76.8</b>	<b>12</b>	<b>220</b>	
REUS	JET2.COM LTD	S	16	0	0	0.0	50.0	31.3	6.3	0.0	0.0	6.3	6.3	0.0	0.0	0.0	24	92.9	3	14	
REUS	RYANAIR	S	26	0	0	3.8	30.8	42.3	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	10	18	
<b>TOTAL REUS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>38.1</b>	<b>38.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>78.1</b>	<b>7</b>	<b>32</b>	
<b>TOTAL SPAIN</b>			<b>923</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>28.3</b>	<b>39.0</b>	<b>14.3</b>	<b>9.4</b>	<b>2.9</b>	<b>1.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>77.9</b>	<b>11</b>	<b>791</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	61	0	0	6.6	37.7	34.4	3.3	14.8	3.3	0.0	0.0	0.0	0.0	0.0	11	83.6	11	61	
ARRECIFE	RYANAIR	S	18	0	0	5.6	55.6	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	15	18	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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>79</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>41.8</b>	<b>35.4</b>	<b>2.5</b>	<b>11.4</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.7</b>	<b>12</b>	<b>79</b>	
FUERTEVENTURA	JET2.COM LTD	S	35	0	0	8.6	48.6	31.4	5.7	5.7	0.0	0.0	0.0	0.0	0.0	0.0	5	94.1	3	34	
FUERTEVENTURA	RYANAIR	S	18	0	0	0.0	16.7	72.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	6	18	
<b>TOTAL FUERTEVENTURA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>37.7</b>	<b>45.3</b>	<b>7.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>92.3</b>	<b>4</b>	<b>52</b>	
<b>LAS PALMAS</b>	JET2.COM LTD	S	35	0	0	17.1	34.3	31.4	8.6	2.9	5.7	0.0	0.0	0.0	0.0	0.0	9	79.4	10	34	
<b>TOTAL LAS PALMAS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>17.1</b>	<b>34.3</b>	<b>31.4</b>	<b>8.6</b>	<b>2.9</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.4</b>	<b>10</b>	<b>34</b>	
<b>TENERIFE (SURREINA SOFIA)</b>	JET2.COM LTD	S	89	0	0	7.9	31.5	43.8	9.0	4.5	2.2	1.1	0.0	0.0	0.0	0.0	10	78.2	9	87	
<b>TENERIFE (SURREINA SOFIA)</b>	RYANAIR	S	17	0	0	5.9	47.1	47.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	18.8	27	16	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>34.0</b>	<b>44.3</b>	<b>7.5</b>	<b>3.8</b>	<b>1.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>68.9</b>	<b>11</b>	<b>103</b>	
<b>TOTAL SPAIN(CANARY TURKEY)</b>			<b>273</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>37.0</b>	<b>40.3</b>	<b>6.2</b>	<b>5.9</b>	<b>2.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>78.0</b>	<b>10</b>	<b>268</b>	
<b>ANTALYA</b>	JET2.COM LTD	S	56	0	0	0.0	1.8	35.7	30.4	21.4	8.9	0.0	0.0	1.8	0.0	0.0	43	45.3	23	53	
<b>ANTALYA</b>	SUNEXPRESS	S	32	0	0	12.5	18.8	18.8	28.1	15.6	6.3	0.0	0.0	0.0	0.0	0.0	18	68.2	23	22	
<b>TOTAL ANTALYA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>8.0</b>	<b>29.5</b>	<b>29.5</b>	<b>19.3</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>52.0</b>	<b>23</b>	<b>75</b>	
<b>BODRUM (MILAS)</b>	JET2.COM LTD	S	16	0	0	0.0	43.8	31.3	6.3	12.5	0.0	6.3	0.0	0.0	0.0	0.0	18	83.3	8	18	
<b>TOTAL BODRUM (MILAS)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>31.3</b>	<b>6.3</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>18</b>	<b>83.3</b>	<b>8</b>	<b>18</b>	
<b>DALAMAN</b>	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	5	4	
<b>DALAMAN</b>	JET2.COM LTD	S	61	0	0	3.3	18.0	44.3	21.3	9.8	3.3	0.0	0.0	0.0	0.0	0.0	15	45.9	24	61	
<b>TOTAL DALAMAN</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>18.0</b>	<b>44.3</b>	<b>21.3</b>	<b>9.8</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>47.7</b>	<b>23</b>	<b>65</b>	
<b>IZMIR (ADNAN MENDERES)</b>	JET2.COM LTD	S	18	0	0	16.7	27.8	27.8	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	61.1	19	18	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>27.8</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>61.1</b>	<b>19</b>	<b>18</b>	
<b>TOTAL TURKEY</b>			<b>183</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>16.4</b>	<b>34.4</b>	<b>24.0</b>	<b>14.2</b>	<b>4.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>54.5</b>	<b>21</b>	<b>176</b>	
<b>UNITED KINGDOM</b>																					
<b>BELFAST CITY (GEORGE BEST)</b>	AER LINGUS	S	228	0	2	9.6	48.3	28.3	4.8	3.5	1.3	2.6	0.9	0.0	0.0	0.9	11	86.7	6	228	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>228</b>	<b>0</b>	<b>2</b>	<b>9.6</b>	<b>48.3</b>	<b>28.3</b>	<b>4.8</b>	<b>3.5</b>	<b>1.3</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>11</b>	<b>86.7</b>	<b>6</b>	<b>228</b>	
<b>BELFAST INTERNATIONAL</b>	EASYJET UK LTD	S	26	0	0	3.8	42.3	23.1	11.5	11.5	7.7	0.0	0.0	0.0	0.0	0.0	18	73.1	10	50	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>42.3</b>	<b>23.1</b>	<b>11.5</b>	<b>11.5</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>73.1</b>	<b>10</b>	<b>50</b>	
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	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	2	16.7	77	6	
<b>TOTAL GUERNSEY</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>2</b>	<b>16.7</b>	<b>77</b>	<b>6</b>	
<b>JERSEY</b>	JET2.COM LTD	S	10	0	0	0.0	20.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	24	87.5	10	8	
<b>TOTAL JERSEY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>87.5</b>	<b>10</b>	<b>8</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>268</b>	<b>0</b>	<b>4</b>	<b>8.5</b>	<b>46.7</b>	<b>26.5</b>	<b>6.6</b>	<b>5.5</b>	<b>1.8</b>	<b>2.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>12</b>	<b>82.7</b>	<b>9</b>	<b>292</b>	
<b>TOTAL LEEDS BRADFORD</b>			<b>3259</b>	<b>0</b>	<b>7</b>	<b>5.7</b>	<b>33.1</b>	<b>36.8</b>	<b>11.6</b>	<b>7.8</b>	<b>3.3</b>	<b>0.8</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>14</b>	<b>73.7</b>	<b>13</b>	<b>3007</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		15 m to 1 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early														
<b>ALBANIA</b>																					
TIRANA	AIR ONE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1	
<b>TOTAL TIRANA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>25</b>	<b>1</b>	
<b>TOTAL ALBANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>25</b>	<b>1</b>	
<b>BULGARIA</b>																					
BURGAS	JET2.COM LTD	S	18	0	0	0.0	5.6	22.2	11.1	33.3	27.8	0.0	0.0	0.0	0.0	0.0	38	55.6	21	18	
<b>TOTAL BURGAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>22.2</b>	<b>11.1</b>	<b>33.3</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>55.6</b>	<b>21</b>	<b>18</b>	
SOFIA	RYANAIR	S	24	0	0	0.0	29.2	58.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	13	18		
<b>TOTAL SOFIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.2</b>	<b>58.3</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>6</b>	<b>83.3</b>	<b>13</b>	<b>18</b>		
<b>TOTAL BULGARIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.0</b>	<b>42.9</b>	<b>11.9</b>	<b>14.3</b>	<b>11.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>69.4</b>	<b>17</b>	<b>36</b>		
<b>CYPRUS</b>																					
LARNACA	EASYJET UK LTD	S	27	0	0	0.0	40.7	40.7	18.5	0.0	0.0	0.0	0.0	0.0	0.0	6	81.5	10	27		
<b>TOTAL LARNACA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.7</b>	<b>40.7</b>	<b>18.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.5</b>	<b>10</b>	<b>27</b>		
PAPHOS	JET2.COM LTD	S	16	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	19	10		
PAPHOS	RYANAIR	S	8	0	0	12.5	0.0	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	14	90.0	5	10		
<b>TOTAL PAPHOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>25.0</b>	<b>45.8</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>8</b>	<b>85.0</b>	<b>12</b>	<b>20</b>		
<b>TOTAL CYPRUS</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>33.3</b>	<b>43.1</b>	<b>21.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.0</b>	<b>11</b>	<b>47</b>		
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	26	0	0	0.0	57.7	26.9	3.8	3.8	7.7	0.0	0.0	0.0	0.0	10	0.0	0	0		
<b>TOTAL PRAGUE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.7</b>	<b>26.9</b>	<b>3.8</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL CZECH REPUBLIC</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.7</b>	<b>26.9</b>	<b>3.8</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>EGYPT</b>																					
HURGHADA	EASYJET UK LTD	S	18	0	0	0.0	27.8	50.0	5.6	16.7	0.0	0.0	0.0	0.0	0.0	13	83.3	8	18		
<b>TOTAL HURGHADA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>50.0</b>	<b>5.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>83.3</b>	<b>8</b>	<b>18</b>		
SHARM EL SHEIKH (OPHIRA)	EASYJET UK LTD	S	18	0	0	0.0	16.7	61.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>61.1</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL EGYPT</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>55.6</b>	<b>13.9</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.3</b>	<b>8</b>	<b>18</b>		
<b>FRANCE</b>																					
BERGERAC	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	28		
<b>TOTAL BERGERAC</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>28</b>		
NICE	EASYJET UK LTD	S	50	0	0	2.0	42.0	20.0	12.0	12.0	12.0	0.0	0.0	0.0	0.0	20	84.8	5	79		
<b>TOTAL NICE</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>42.0</b>	<b>20.0</b>	<b>12.0</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>20</b>	<b>84.8</b>	<b>5</b>	<b>79</b>		
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	32	0	0	0.0	50.0	40.6	9.4	0.0	0.0	0.0	0.0	0.0	0.0	4	80.4	11	46		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>40.6</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>80.4</b>	<b>11</b>	<b>46</b>		
<b>TOTAL FRANCE</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>45.1</b>	<b>28.0</b>	<b>11.0</b>	<b>7.3</b>	<b>7.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>86.3</b>	<b>6</b>	<b>153</b>		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

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

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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>GERMANY</b>																					
BERLIN BRANDENBURG	EASYJET UK LTD	S	18	0	0	16.7	72.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BERLIN BRANDENBURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>72.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>72.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>GREECE</b>																					
ATHENS	TRADE AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	45	2	
<b>TOTAL ATHENS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>45</b>	<b>2</b>	
CORFU	EASYJET UK LTD	S	17	0	0	17.6	47.1	23.5	0.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	8	100.0	2	18	
CORFU	JET2.COM LTD	S	18	0	0	22.2	27.8	33.3	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	47.1	21	17	
CORFU	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	17	18	
<b>TOTAL CORFU</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>37.1</b>	<b>28.6</b>	<b>5.7</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>67.9</b>	<b>13</b>	<b>53</b>	
HERAKLION	EASYJET UK LTD	S	10	0	0	0.0	30.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	6	10	
HERAKLION	JET2.COM LTD	S	17	0	0	0.0	29.4	70.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	64.7	17	17	
<b>TOTAL HERAKLION</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.6</b>	<b>63.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>70.4</b>	<b>13</b>	<b>27</b>	
KOS	EASYJET UK LTD	S	16	0	0	6.3	18.8	37.5	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	9	8	
KOS	JET2.COM LTD	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	33.3	22	9	
<b>TOTAL KOS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>42.3</b>	<b>23.1</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>52.9</b>	<b>16</b>	<b>17</b>	
RHODES	JET2.COM LTD	S	18	0	0	0.0	11.1	33.3	44.4	5.6	5.6	0.0	0.0	0.0	0.0	0.0	18	72.2	16	18	
<b>TOTAL RHODES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>33.3</b>	<b>44.4</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>72.2</b>	<b>16</b>	<b>18</b>	
ZAKINTHOS	JET2.COM LTD	S	18	0	0	5.6	27.8	44.4	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	70.0	18	10	
<b>TOTAL ZAKINTHOS</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>8</b>	<b>70.0</b>	<b>18</b>	<b>10</b>	
<b>TOTAL GREECE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>26.6</b>	<b>41.9</b>	<b>16.9</b>	<b>5.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>66.1</b>	<b>15</b>	<b>127</b>	
<b>HUNGARY</b>																					
BUDAPEST	RYANAIR	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	0.0	0	0	
BUDAPEST	WIZZ AIR	S	18	0	0	5.6	27.8	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	58.8	19	17	
<b>TOTAL BUDAPEST</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>50.0</b>	<b>38.2</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>58.8</b>	<b>19</b>	<b>17</b>	
<b>TOTAL HUNGARY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>50.0</b>	<b>38.2</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>58.8</b>	<b>19</b>	<b>17</b>	
<b>ICELAND</b>																					
KEFLAVIK	FLY PLAY HF	S	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL KEFLAVIK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ICELAND</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	44	0	0	18.2	45.5	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	4	26	
<b>TOTAL CORK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>45.5</b>	<b>27.3</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>92.3</b>	<b>4</b>	<b>26</b>	
DUBLIN	AER LINGUS	S	122	0	0	14.8	58.2	20.5	4.9	0.0	0.0	1.6	0.0	0.0	0.0	0.0	4	63.0	31	108	
DUBLIN	EMERALD AIRLINES (IRELAND) LIMITED	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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	
DUBLIN	RYANAIR	S	354	0	0	12.4	48.9	27.7	4.5	3.7	2.3	0.3	0.0	0.3	0.0	0.0	10	80.1	9	316	
<b>TOTAL DUBLIN</b>			<b>476</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>51.3</b>	<b>25.8</b>	<b>4.6</b>	<b>2.7</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>75.5</b>	<b>15</b>	<b>425</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	70	0	0	0.0	31.4	45.7	14.3	7.1	1.4	0.0	0.0	0.0	0.0	0.0	9	51.6	21	62	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.4</b>	<b>45.7</b>	<b>14.3</b>	<b>7.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>51.6</b>	<b>21</b>	<b>62</b>	
SHANNON	RYANAIR	S	26	0	0	15.4	50.0	30.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	10	18	
<b>TOTAL SHANNON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>50.0</b>	<b>30.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>77.8</b>	<b>10</b>	<b>18</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>616</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>48.5</b>	<b>28.4</b>	<b>6.0</b>	<b>2.9</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>73.6</b>	<b>15</b>	<b>531</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	26	0	0	0.0	38.5	34.6	15.4	11.5	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	9	18	
<b>TOTAL BERGAMO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.5</b>	<b>34.6</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>10</b>	<b>77.8</b>	<b>9</b>	<b>18</b>	
ROME (CIAMPINO)	RYANAIR	S	34	0	0	0.0	44.1	50.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	61.1	15	18	
<b>TOTAL ROME (CIAMPINO)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.1</b>	<b>50.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>61.1</b>	<b>15</b>	<b>18</b>	
<b>TOTAL ITALY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>43.3</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>69.4</b>	<b>12</b>	<b>36</b>	
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	28	0	0	7.1	25.0	53.6	3.6	3.6	7.1	0.0	0.0	0.0	0.0	0.0	11	88.5	5	26	
<b>TOTAL KAUNAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>25.0</b>	<b>53.6</b>	<b>3.6</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>88.5</b>	<b>5</b>	<b>26</b>	
<b>TOTAL LITHUANIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>25.0</b>	<b>53.6</b>	<b>3.6</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>88.5</b>	<b>5</b>	<b>26</b>	
<b>MALTA</b>																					
MALTA	EASYJET UK LTD	S	19	0	0	0.0	52.6	21.1	10.5	10.5	5.3	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
MALTA	JET2.COM LTD	S	8	0	0	12.5	25.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
MALTA	RYANAIR	S	18	0	0	0.0	16.7	55.6	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	11	18	
<b>TOTAL MALTA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>33.3</b>	<b>37.8</b>	<b>20.0</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>10</b>	<b>77.8</b>	<b>11</b>	<b>18</b>	
<b>TOTAL MALTA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>33.3</b>	<b>37.8</b>	<b>20.0</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>10</b>	<b>77.8</b>	<b>11</b>	<b>18</b>	
<b>MOROCCO</b>																					
MARRAKESH	EASYJET UK LTD	S	16	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL MARRAKESH</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MOROCCO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET UK LTD	S	58	0	1	1.7	50.8	27.1	3.4	13.6	1.7	0.0	0.0	0.0	0.0	1.7	8	77.4	12	62	
<b>TOTAL AMSTERDAM</b>			<b>58</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>50.8</b>	<b>27.1</b>	<b>3.4</b>	<b>13.6</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>8</b>	<b>77.4</b>	<b>12</b>	<b>62</b>	
<b>TOTAL NETHERLANDS</b>			<b>58</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>50.8</b>	<b>27.1</b>	<b>3.4</b>	<b>13.6</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>8</b>	<b>77.4</b>	<b>12</b>	<b>62</b>	
<b>NORWAY</b>																					
BERGEN	WIDEROE FLYVESELSKAP A/S	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	95	0.0	0	0	
BERGEN	WIDEROE FLYVESELSKAP A/S	S	0	0	0	0.0	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 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>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>95</b>	<b>100.0</b>	<b>5</b>	<b>8</b>	
OSLO (GARDERMOEN)	THOMAS COOK SCANDANAVIA	C	0	0	0	0.0	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	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
							early	late	late	late	late	late									
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>4</b>			
STAVANGER	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	50.0	10	2			
STAVANGER	WIDEROE FLYVESELSKAP A/S	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			
<b>TOTAL STAVANGER</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</b>	<b>50.0</b>	<b>10</b>	<b>2</b>			
<b>TOTAL NORWAY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>92.9</b>	<b>4</b>	<b>14</b>			
<b>POLAND</b>																					
GDANSK	WIZZ AIR	S	26	0	0	7.7	30.8	53.8	7.7	0.0	0.0	0.0	0.0	0.0	4	90.0	4	20			
<b>TOTAL GDANSK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>30.8</b>	<b>53.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.0</b>	<b>4</b>	<b>20</b>			
KATOWICE	WIZZ AIR	S	26	0	0	11.5	42.3	34.6	3.8	7.7	0.0	0.0	0.0	0.0	5	87.5	7	16			
<b>TOTAL KATOWICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>42.3</b>	<b>34.6</b>	<b>3.8</b>	<b>7.7</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>			
KRAKOW	RYANAIR	S	44	0	0	2.3	70.5	25.0	0.0	2.3	0.0	0.0	0.0	0.0	2	88.5	8	26			
<b>TOTAL KRAKOW</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>70.5</b>	<b>25.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.5</b>	<b>8</b>	<b>26</b>			
POZNAN	RYANAIR	S	26	0	0	3.8	61.5	34.6	0.0	0.0	0.0	0.0	0.0	0.0	1	89.3	4	28			
<b>TOTAL POZNAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>61.5</b>	<b>34.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>89.3</b>	<b>4</b>	<b>28</b>			
SZCZECIN (GOLENOW)	RYANAIR	S	36	0	0	0.0	41.7	47.2	2.8	0.0	8.3	0.0	0.0	0.0	10	72.2	11	18			
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>47.2</b>	<b>2.8</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.2</b>	<b>11</b>	<b>18</b>			
WARSAW (CHOPIN)	WIZZ AIR	S	40	0	0	10.0	37.5	30.0	7.5	7.5	5.0	0.0	2.5	0.0	15	83.3	9	36			
<b>TOTAL WARSAW (CHOPIN)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>37.5</b>	<b>30.0</b>	<b>7.5</b>	<b>7.5</b>	<b>5.0</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>15</b>	<b>83.3</b>	<b>9</b>	<b>36</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	76.5	8	17			
<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</b>	<b>76.5</b>	<b>8</b>	<b>17</b>			
WROCLAW	RYANAIR	S	18	0	0	5.6	55.6	38.9	0.0	0.0	0.0	0.0	0.0	0.0	1	65.2	13	23			
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>65.2</b>	<b>13</b>	<b>23</b>			
<b>TOTAL POLAND</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>49.1</b>	<b>36.6</b>	<b>3.2</b>	<b>2.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>6</b>	<b>82.1</b>	<b>8</b>	<b>184</b>			
<b>PORTUGAL(EXCLUDING</b>																					
FARO	EASYJET UK LTD	S	124	0	0	7.3	54.8	26.6	2.4	2.4	3.2	2.4	0.8	0.0	10	75.6	13	123			
FARO	JET2.COM LTD	S	36	0	0	19.4	50.0	30.6	0.0	0.0	0.0	0.0	0.0	0.0	2	91.2	5	34			
FARO	RYANAIR	S	28	0	0	3.6	67.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	2	57.1	22	28			
<b>TOTAL FARO</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>55.9</b>	<b>27.7</b>	<b>1.6</b>	<b>1.6</b>	<b>2.1</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>7</b>	<b>75.7</b>	<b>13</b>	<b>185</b>			
LISBON	ASL BV	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
<b>TOTAL LISBON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
OPORTO (PORTUGAL)	RYANAIR	S	20	0	0	5.0	50.0	25.0	0.0	5.0	5.0	0.0	10.0	0.0	30	100.0	2	18			
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>30</b>	<b>100.0</b>	<b>2</b>	<b>18</b>			
<b>TOTAL PORTUGAL</b>			<b>209</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>55.5</b>	<b>27.3</b>	<b>1.4</b>	<b>1.9</b>	<b>2.4</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>10</b>	<b>77.8</b>	<b>12</b>	<b>203</b>			
<b>PORTUGAL(MADEIRA)</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
FUNCHAL	JET2.COM LTD	S	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>3</b>	<b>8</b>
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>3</b>	<b>8</b>
<b>ROMANIA</b>																				
BACAU	DAN AIR (AOC) S.R.L	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	54	6
<b>TOTAL BACAU</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>54</b>	<b>6</b>
BUCHAREST (OTOPENI)	WIZZ AIR MALTA	S	18	0	0	11.1	16.7	55.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	61.5	19	26
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>16.7</b>	<b>55.6</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>61.5</b>	<b>19</b>	<b>26</b>
IASI	WIZZ AIR MALTA	S	25	1	0	23.1	11.5	38.5	11.5	11.5	0.0	0.0	0.0	0.0	3.8	0.0	9	85.7	6	28
<b>TOTAL IASI</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>23.1</b>	<b>11.5</b>	<b>38.5</b>	<b>11.5</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>9</b>	<b>85.7</b>	<b>6</b>	<b>28</b>
<b>TOTAL ROMANIA</b>			<b>43</b>	<b>1</b>	<b>0</b>	<b>18.2</b>	<b>13.6</b>	<b>45.5</b>	<b>11.4</b>	<b>9.1</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>8</b>	<b>70.0</b>	<b>16</b>	<b>60</b>
<b>SLOVAK REPUBLIC</b>																				
KOSICE	RYANAIR	S	26	0	0	0.0	38.5	57.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	61.1	13	18
<b>TOTAL KOSICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.5</b>	<b>57.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>61.1</b>	<b>13</b>	<b>18</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.5</b>	<b>57.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>61.1</b>	<b>13</b>	<b>18</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET UK LTD	S	111	0	0	2.7	35.1	42.3	9.9	6.3	1.8	0.9	0.0	0.9	0.0	0.0	23	87.3	6	79
ALICANTE	JET2.COM LTD	S	36	0	0	5.6	22.2	61.1	8.3	2.8	0.0	0.0	0.0	0.0	0.0	0.0	4	85.3	5	34
ALICANTE	RYANAIR	S	78	0	0	6.4	37.2	38.5	14.1	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	85.4	10	96
<b>TOTAL ALICANTE</b>			<b>225</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>33.8</b>	<b>44.0</b>	<b>11.1</b>	<b>4.9</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>86.1</b>	<b>8</b>	<b>209</b>
BARCELONA	EASYJET UK LTD	S	22	0	2	8.3	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	2	100.0	5	17
BARCELONA	RYANAIR	S	54	0	0	3.7	38.9	38.9	9.3	5.6	3.7	0.0	0.0	0.0	0.0	0.0	10	74.1	14	54
<b>TOTAL BARCELONA</b>			<b>76</b>	<b>0</b>	<b>2</b>	<b>5.1</b>	<b>42.3</b>	<b>37.2</b>	<b>6.4</b>	<b>3.8</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>7</b>	<b>80.3</b>	<b>12</b>	<b>71</b>
IBIZA	JET2.COM LTD	S	32	0	0	12.5	46.9	40.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.3	6	26
IBIZA	RYANAIR	S	8	0	0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	8
<b>TOTAL IBIZA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>52.5</b>	<b>35.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>88.2</b>	<b>7</b>	<b>34</b>
LEON	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	21	0.0	0	0
<b>TOTAL LEON</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>
MADRID	RYANAIR	S	26	0	0	0.0	42.3	34.6	3.8	15.4	3.8	0.0	0.0	0.0	0.0	0.0	13	84.6	7	26
<b>TOTAL MADRID</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.3</b>	<b>34.6</b>	<b>3.8</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>84.6</b>	<b>7</b>	<b>26</b>
MAHON	JET2.COM LTD	S	16	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	70.0	12	10
<b>TOTAL MAHON</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>70.0</b>	<b>12</b>	<b>10</b>
MALAGA	EASYJET UK LTD	S	112	0	0	4.5	51.8	33.0	3.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	81.3	8	107
MALAGA	JET2.COM LTD	S	28	0	0	3.6	42.9	39.3	10.7	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
MALAGA	RYANAIR	S	97	0	0	3.1	38.1	42.3	9.3	3.1	3.1	1.0	0.0	0.0	0.0	0.0	8	79.5	11	88

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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 MALAGA</b>			<b>237</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>45.1</b>	<b>37.6</b>	<b>6.8</b>	<b>5.1</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.5</b>	<b>9</b>	<b>195</b>
PALMA DE MALLORCA	EASYJET EUROPE	S	8	0	0	0.0	25.0	25.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	19	30.0	25	10
PALMA DE MALLORCA	EASYJET UK LTD	S	113	0	0	0.9	52.2	36.3	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	74.8	10	103
PALMA DE MALLORCA	JET2.COM LTD	S	68	0	0	2.9	35.3	41.2	11.8	7.4	0.0	1.5	0.0	0.0	0.0	0.0	9	83.3	13	48
PALMA DE MALLORCA	RYANAIR	S	71	0	0	1.4	22.5	42.3	14.1	14.1	4.2	1.4	0.0	0.0	0.0	0.0	16	72.2	11	54
<b>TOTAL PALMA DE MALLORCA</b>			<b>260</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>38.8</b>	<b>38.8</b>	<b>9.6</b>	<b>9.2</b>	<b>1.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>74.0</b>	<b>11</b>	<b>215</b>
REUS	JET2.COM LTD	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	0.0	0	0
REUS	RYANAIR	S	36	0	0	0.0	30.6	41.7	8.3	13.9	0.0	5.6	0.0	0.0	0.0	0.0	16	77.8	12	36
<b>TOTAL REUS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>40.4</b>	<b>34.6</b>	<b>7.7</b>	<b>9.6</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>77.8</b>	<b>12</b>	<b>36</b>
SALAMANCA	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	19	0.0	0	0
<b>TOTAL SALAMANCA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
VALLADOLID	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	10	0.0	0	0
<b>TOTAL VALLADOLID</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 SPAIN</b>			<b>936</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>40.4</b>	<b>38.9</b>	<b>8.6</b>	<b>6.3</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>10</b>	<b>80.4</b>	<b>10</b>	<b>796</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	EASYJET UK LTD	S	18	0	0	0.0	44.4	16.7	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	13	44.4	26	18
ARRECIFE	JET2.COM LTD	S	36	0	0	19.4	47.2	27.8	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	6	76.9	14	26
ARRECIFE	RYANAIR	S	35	0	0	8.6	37.1	28.6	11.4	5.7	2.9	5.7	0.0	0.0	0.0	0.0	15	73.5	11	34
<b>TOTAL ARRECIFE</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>42.7</b>	<b>25.8</b>	<b>10.1</b>	<b>3.4</b>	<b>4.5</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>67.9</b>	<b>16</b>	<b>78</b>
FUERTEVENTURA	EASYJET UK LTD	S	17	0	0	5.9	47.1	47.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
FUERTEVENTURA	JET2.COM LTD	S	17	0	0	5.9	23.5	47.1	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	14	18
FUERTEVENTURA	RYANAIR	S	10	0	0	0.0	30.0	50.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	10
<b>TOTAL FUERTEVENTURA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>34.1</b>	<b>47.7</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>89.3</b>	<b>9</b>	<b>28</b>
LAS PALMAS	JET2.COM LTD	S	27	0	0	22.2	29.6	33.3	3.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	81.3	10	16
<b>TOTAL LAS PALMAS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>29.6</b>	<b>33.3</b>	<b>3.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.3</b>	<b>10</b>	<b>16</b>
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	53	0	0	11.3	49.1	34.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	97.1	3	34
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	54	0	0	5.6	37.0	40.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	86.4	7	44
TENERIFE (SURREINA SOFIA)	RYANAIR	S	54	0	0	0.0	33.3	48.1	7.4	5.6	3.7	0.0	1.9	0.0	0.0	0.0	12	67.9	13	53
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>39.8</b>	<b>41.0</b>	<b>9.9</b>	<b>1.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.7</b>	<b>8</b>	<b>131</b>
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>321</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>38.9</b>	<b>37.1</b>	<b>9.3</b>	<b>3.4</b>	<b>1.9</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>78.3</b>	<b>11</b>	<b>253</b>
STOCKHOLM (ARLANDA)	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	26
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>26</b>
<b>TOTAL SWEDEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>26</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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>SWITZERLAND</b>																					
GENEVA	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 GENEVA</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 SWITZERLAND</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>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	EASYJET UK LTD	S	27	0	0	3.7	33.3	44.4	3.7	14.8	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	7	18	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>33.3</b>	<b>44.4</b>	<b>3.7</b>	<b>14.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
<b>TOTAL TUNISIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>33.3</b>	<b>44.4</b>	<b>3.7</b>	<b>14.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
<b>TURKEY</b>																					
ANTALYA	EASYJET UK LTD	S	37	0	0	0.0	48.6	37.8	5.4	2.7	5.4	0.0	0.0	0.0	0.0	0.0	8	80.6	6	36	
ANTALYA	JET2.COM LTD	S	36	0	0	0.0	8.3	58.3	13.9	13.9	5.6	0.0	0.0	0.0	0.0	0.0	17	57.1	24	35	
ANTALYA	SUNEXPRESS	S	20	0	0	5.0	15.0	45.0	25.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>25.8</b>	<b>47.3</b>	<b>12.9</b>	<b>7.5</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>69.0</b>	<b>15</b>	<b>71</b>	
BODRUM (MILAS)	EASYJET UK LTD	S	16	0	0	6.3	31.3	43.8	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	70.6	34	17	
BODRUM (MILAS)	JET2.COM LTD	S	16	0	0	0.0	6.3	43.8	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	55.6	17	18	
<b>TOTAL BODRUM (MILAS)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>18.8</b>	<b>43.8</b>	<b>15.6</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>62.9</b>	<b>25</b>	<b>35</b>	
DALAMAN	EASYJET UK LTD	S	45	0	0	0.0	28.9	42.2	8.9	15.6	2.2	2.2	0.0	0.0	0.0	0.0	16	77.1	19	35	
DALAMAN	JET2.COM LTD	S	36	0	0	13.9	33.3	38.9	11.1	2.8	0.0	0.0	0.0	0.0	0.0	0.0	6	71.4	9	28	
<b>TOTAL DALAMAN</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>30.9</b>	<b>40.7</b>	<b>9.9</b>	<b>9.9</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>12</b>	<b>74.6</b>	<b>15</b>	<b>63</b>	
<b>TOTAL TURKEY</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>26.7</b>	<b>44.2</b>	<b>12.1</b>	<b>10.2</b>	<b>2.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>69.8</b>	<b>17</b>	<b>169</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI (WORLD CENTRAL)	ICELANDAIR	C	2	0	0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
<b>TOTAL DUBAI (WORLD CENTRAL)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED ARAB</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	LOGANAIR 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 ABERDEEN</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>		
BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	36	0	0	8.3	44.4	16.7	11.1	16.7	0.0	2.8	0.0	0.0	0.0	0.0	14	92.1	3	76	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>44.4</b>	<b>16.7</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>92.1</b>	<b>3</b>	<b>76</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	230	0	0	3.5	60.9	19.1	8.3	4.8	3.5	0.0	0.0	0.0	0.0	0.0	8	82.7	10	295	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>60.9</b>	<b>19.1</b>	<b>8.3</b>	<b>4.8</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>82.7</b>	<b>10</b>	<b>295</b>	
BIGGIN HILL	BA CITYFLYER LTD	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0	
<b>TOTAL BIGGIN HILL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>37</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
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		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early														
<b>TOTAL BIRMINGHAM</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BOURNEMOUTH</b>	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL 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>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CITY OF DERRY (EGLINTON)</b>	EASYJET UK LTD	S	18	0	0	27.8	33.3	27.8	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>33.3</b>	<b>27.8</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>GATWICK</b>	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	31	0.0	0	0	
<b>GATWICK</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>TOTAL GATWICK</b>			<b>2</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>GLASGOW</b>	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 GLASGOW</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	25	26	
<b>TOTAL GUERNSEY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>61.5</b>	<b>25</b>	<b>26</b>	
<b>ISLE OF MAN</b>	EASYJET UK LTD	S	64	0	0	6.3	51.6	25.0	6.3	6.3	1.6	3.1	0.0	0.0	0.0	0.0	12	79.6	16	93	
<b>ISLE OF MAN</b>	LOGANAIR LTD	S	108	0	0	0.9	44.4	36.1	12.0	4.6	0.0	0.0	1.9	0.0	0.0	0.0	11	86.0	9	98	
<b>TOTAL ISLE OF MAN</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>47.1</b>	<b>32.0</b>	<b>9.9</b>	<b>5.2</b>	<b>0.6</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.9</b>	<b>12</b>	<b>191</b>	
<b>JERSEY</b>	EASYJET UK LTD	S	58	0	0	8.6	53.4	29.3	5.2	0.0	3.4	0.0	0.0	0.0	0.0	0.0	7	79.4	12	107	
<b>TOTAL JERSEY</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>53.4</b>	<b>29.3</b>	<b>5.2</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>7</b>	<b>79.4</b>	<b>12</b>	<b>107</b>	
<b>LEEDS BRADFORD</b>	EMERALD AIRLINES (IRELAND) LIMITED	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1	
<b>TOTAL LEEDS BRADFORD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>29</b>	<b>1</b>	
<b>LUTON</b>	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	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	
<b>LUTON</b>	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1	
<b>LUTON</b>	LOGANAIR LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL LUTON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>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>100.0</b>	<b>6</b>	<b>2</b>	
<b>MANCHESTER</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>TOTAL MANCHESTER</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>NEWCASTLE</b>	LOGANAIR 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	21	0.0	0	0	
<b>TOTAL NEWCASTLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SOUTHAMPTON</b>	BLUE ISLANDS LIMITED	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	135	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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>135</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>STANSTED</b>	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	42	2	
<b>STANSTED</b>	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	28	0.0	0	0	

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

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAY 2024				
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TOTAL STANSTED			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	42	2
TOTAL UNITED KINGDOM			526	0	5	4.9	51.8	24.1	8.7	6.2	2.3	0.8	0.4	0.0	0.0	0.9	10	82.2	11	700
TOTAL LIVERPOOL (JOHN			3766	1	9	6.2	42.9	34.5	8.2	5.2	2.0	0.5	0.2	0.1	0.0	0.2	9	78.4	11	3521

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024		
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>BELGIUM</b>																				
ANTWERP	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	73.3	17	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>73.3</b>	<b>17</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>73.3</b>	<b>17</b>	<b>28</b>
<b>DENMARK</b>																				
BILLUND	SUN AIR OF SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.1	2	34
<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>91.4</b>	<b>2</b>	<b>34</b>
<b>TOTAL DENMARK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>91.4</b>	<b>2</b>	<b>34</b>
<b>FRANCE</b>																				
NICE	BA CITYFLYER LTD	S	107	0	1	0.0	15.7	39.8	20.4	10.2	8.3	3.7	0.9	0.0	0.0	0.9	25	64.6	20	94
<b>TOTAL NICE</b>			<b>107</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>15.7</b>	<b>39.8</b>	<b>20.4</b>	<b>10.2</b>	<b>8.3</b>	<b>3.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>25</b>	<b>64.6</b>	<b>20</b>	<b>94</b>
<b>TOTAL FRANCE</b>			<b>107</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>15.7</b>	<b>39.8</b>	<b>20.4</b>	<b>10.2</b>	<b>8.3</b>	<b>3.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>25</b>	<b>64.6</b>	<b>20</b>	<b>94</b>
<b>GERMANY</b>																				
BERLIN BRANDENBURG	BA CITYFLYER LTD	S	185	0	0	9.2	41.6	36.8	8.6	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	65.5	16	191
<b>TOTAL BERLIN BRANDENBURG</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>41.6</b>	<b>36.8</b>	<b>8.6</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>65.5</b>	<b>16</b>	<b>191</b>
FRANKFURT MAIN	AIR DOLOMITI	S	138	0	2	0.0	27.9	42.9	13.6	14.3	0.0	0.0	0.0	0.0	0.0	1.4	12	58.9	20	94
FRANKFURT MAIN	BA CITYFLYER LTD	S	116	0	0	12.1	34.5	41.4	3.4	5.2	3.4	0.0	0.0	0.0	0.0	0.0	8	80.6	11	134
FRANKFURT MAIN	LUFTHANSA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.1	7	84
<b>TOTAL FRANKFURT MAIN</b>			<b>254</b>	<b>0</b>	<b>2</b>	<b>5.5</b>	<b>30.9</b>	<b>42.2</b>	<b>9.0</b>	<b>10.2</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>75.1</b>	<b>12</b>	<b>312</b>
<b>TOTAL GERMANY</b>			<b>439</b>	<b>0</b>	<b>2</b>	<b>7.0</b>	<b>35.4</b>	<b>39.9</b>	<b>8.8</b>	<b>7.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>8</b>	<b>71.4</b>	<b>14</b>	<b>503</b>
<b>GREECE</b>																				
MIKONOS	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	10	16
<b>TOTAL MIKONOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>81.3</b>	<b>10</b>	<b>16</b>
<b>TOTAL GREECE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>81.3</b>	<b>10</b>	<b>16</b>
<b>IRISH REPUBLIC</b>																				
DUBLIN	BA CITYFLYER LTD	S	312	0	2	13.1	33.4	39.5	10.5	2.2	0.0	0.6	0.0	0.0	0.0	0.6	6	74.1	14	315
<b>TOTAL DUBLIN</b>			<b>312</b>	<b>0</b>	<b>2</b>	<b>13.1</b>	<b>33.4</b>	<b>39.5</b>	<b>10.5</b>	<b>2.2</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>6</b>	<b>74.1</b>	<b>14</b>	<b>315</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>312</b>	<b>0</b>	<b>2</b>	<b>13.1</b>	<b>33.4</b>	<b>39.5</b>	<b>10.5</b>	<b>2.2</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>6</b>	<b>74.1</b>	<b>14</b>	<b>315</b>
<b>ITALY</b>																				
FLORENCE	BA CITYFLYER LTD	S	129	0	0	2.3	24.8	48.1	16.3	3.9	3.9	0.8	0.0	0.0	0.0	0.0	12	70.8	16	137
<b>TOTAL FLORENCE</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>24.8</b>	<b>48.1</b>	<b>16.3</b>	<b>3.9</b>	<b>3.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>70.8</b>	<b>16</b>	<b>137</b>
MILAN (LINATE)	BA CITYFLYER LTD	S	117	0	0	7.7	35.0	45.3	6.0	3.4	2.6	0.0	0.0	0.0	0.0	0.0	7	100.0	5	2
MILAN (LINATE)	ITALIA TRASPOTO AEREO	S	266	0	0	12.0	33.8	38.7	14.7	0.8	0.0	0.0	0.0	0.0	0.0	0.0	6	65.0	14	276
<b>TOTAL MILAN (LINATE)</b>			<b>383</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>34.2</b>	<b>40.7</b>	<b>12.0</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>65.2</b>	<b>14</b>	<b>278</b>
OLBIA	BA CITYFLYER LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL OLBIA</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>0</b>	<b>0</b>
PISA	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	189	0.0	249	1

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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 PISA</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>189</b>	<b>0.0</b>	<b>249</b>	<b>1</b>	
ROME (FIUMICINO)	ITALIA TRASPOTO AEREO	S	106	0	0	14.2	24.5	35.8	17.9	4.7	1.9	0.0	0.9	0.0	0.0	0.0	11	69.2	24	106	
<b>TOTAL ROME (FIUMICINO)</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>14.2</b>	<b>24.5</b>	<b>35.8</b>	<b>17.9</b>	<b>4.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>69.2</b>	<b>24</b>	<b>106</b>	
<b>TOTAL ITALY</b>			<b>621</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>30.4</b>	<b>41.5</b>	<b>13.8</b>	<b>2.6</b>	<b>1.6</b>	<b>0.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>67.4</b>	<b>17</b>	<b>522</b>	
<b>LITHUANIA</b>																					
VILNIUS	LOT-POLISH AIRLINES	S	44	0	0	15.9	40.9	38.6	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	3	86.0	7	42	
<b>TOTAL VILNIUS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>40.9</b>	<b>38.6</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>86.0</b>	<b>7</b>	<b>42</b>	
<b>TOTAL LITHUANIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>40.9</b>	<b>38.6</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>86.0</b>	<b>7</b>	<b>42</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	LUXAIR	S	254	0	2	1.2	25.4	46.5	15.6	6.3	3.5	0.0	0.8	0.0	0.0	0.8	13	74.6	13	280	
<b>TOTAL LUXEMBOURG</b>			<b>254</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>25.4</b>	<b>46.5</b>	<b>15.6</b>	<b>6.3</b>	<b>3.5</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>74.6</b>	<b>13</b>	<b>280</b>	
<b>TOTAL LUXEMBOURG</b>			<b>254</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>25.4</b>	<b>46.5</b>	<b>15.6</b>	<b>6.3</b>	<b>3.5</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>74.6</b>	<b>13</b>	<b>280</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	BA CITYFLYER LTD	S	257	0	0	4.3	31.1	45.9	11.3	5.8	1.6	0.0	0.0	0.0	0.0	0.0	9	71.5	14	253	
AMSTERDAM	KLM	S	406	0	14	1.4	35.0	42.1	11.9	4.5	1.7	0.0	0.0	0.0	0.0	3.3	9	73.8	10	430	
<b>TOTAL AMSTERDAM</b>			<b>663</b>	<b>0</b>	<b>14</b>	<b>2.5</b>	<b>33.5</b>	<b>43.6</b>	<b>11.7</b>	<b>5.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>9</b>	<b>73.0</b>	<b>12</b>	<b>683</b>	
ROTTERDAM	BA CITYFLYER LTD	S	166	0	0	3.0	42.8	34.9	12.0	6.0	0.6	0.0	0.0	0.6	0.0	0.0	10	73.1	11	182	
<b>TOTAL ROTTERDAM</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>42.8</b>	<b>34.9</b>	<b>12.0</b>	<b>6.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>73.1</b>	<b>11</b>	<b>182</b>	
<b>TOTAL NETHERLANDS</b>			<b>829</b>	<b>0</b>	<b>14</b>	<b>2.6</b>	<b>35.3</b>	<b>41.9</b>	<b>11.7</b>	<b>5.2</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>1.7</b>	<b>9</b>	<b>73.0</b>	<b>11</b>	<b>865</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	BA CITYFLYER LTD	S	22	0	0	0.0	36.4	59.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	68.4	12	17	
<b>TOTAL FARO</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.4</b>	<b>59.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>68.4</b>	<b>12</b>	<b>17</b>	
<b>TOTAL PORTUGAL</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.4</b>	<b>59.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>68.4</b>	<b>12</b>	<b>17</b>	
<b>SPAIN</b>																					
BARCELONA	BA CITYFLYER LTD	S	34	0	0	0.0	26.5	50.0	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	56.5	18	46	
<b>TOTAL BARCELONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.5</b>	<b>50.0</b>	<b>17.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>56.5</b>	<b>18</b>	<b>46</b>	
IBIZA	BA CITYFLYER LTD	S	113	0	0	5.3	29.2	44.2	14.2	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	72.6	11	113	
<b>TOTAL IBIZA</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>29.2</b>	<b>44.2</b>	<b>14.2</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>0.0</b>	<b>9</b>	<b>72.6</b>	<b>11</b>	<b>113</b>	
MALAGA	BA CITYFLYER LTD	S	58	0	0	1.7	20.7	37.9	15.5	12.1	12.1	0.0	0.0	0.0	0.0	0.0	20	51.6	28	60	
<b>TOTAL MALAGA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>20.7</b>	<b>37.9</b>	<b>15.5</b>	<b>12.1</b>	<b>12.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>51.6</b>	<b>28</b>	<b>60</b>	
PALMA DE MALLORCA	BA CITYFLYER LTD	S	67	0	0	1.5	14.9	52.2	14.9	16.4	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	24	61	
<b>TOTAL PALMA DE MALLORCA</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>14.9</b>	<b>52.2</b>	<b>14.9</b>	<b>16.4</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>50.0</b>	<b>24</b>	<b>61</b>	
SAN SEBASTIAN	BA CITYFLYER 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	
SAN SEBASTIAN	BA CITYFLYER LTD	S	27	0	0	7.4	25.9	40.7	11.1	11.1	3.7	0.0	0.0	0.0	0.0	0.0	14	94.4	3	17	
<b>TOTAL SAN SEBASTIAN</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>27.6</b>	<b>41.4</b>	<b>10.3</b>	<b>10.3</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>94.4</b>	<b>3</b>	<b>17</b>	
<b>TOTAL SPAIN</b>			<b>301</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>23.9</b>	<b>45.2</b>	<b>14.6</b>	<b>10.3</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>62.4</b>	<b>18</b>	<b>297</b>	
<b>SWITZERLAND</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2024		
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
ZURICH	BA CITYFLYER LTD	S	132	0	0	0.8	28.8	42.4	9.1	14.4	3.8	0.8	0.0	0.0	0.0	0.0	15	78.5	10	142
ZURICH	SWISS AIRLINES	S	212	0	2	0.5	15.4	42.1	22.4	13.1	5.1	0.5	0.0	0.0	0.0	0.9	19	61.6	17	183
<b>TOTAL ZURICH</b>			<b>344</b>	<b>0</b>	<b>2</b>	<b>0.6</b>	<b>20.5</b>	<b>42.2</b>	<b>17.3</b>	<b>13.6</b>	<b>4.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>17</b>	<b>68.9</b>	<b>14</b>	<b>325</b>
<b>TOTAL SWITZERLAND</b>			<b>344</b>	<b>0</b>	<b>2</b>	<b>0.6</b>	<b>20.5</b>	<b>42.2</b>	<b>17.3</b>	<b>13.6</b>	<b>4.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>17</b>	<b>68.9</b>	<b>14</b>	<b>325</b>
<b>UNITED KINGDOM</b>																				
BELFAST CITY (GEORGE BEST)	BA CITYFLYER LTD	S	136	0	0	6.6	45.6	36.0	4.4	2.2	5.1	0.0	0.0	0.0	0.0	0.0	8	82.1	9	141
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>45.6</b>	<b>36.0</b>	<b>4.4</b>	<b>2.2</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>82.1</b>	<b>9</b>	<b>141</b>
EDINBURGH	BA CITYFLYER LTD	S	359	0	0	8.1	45.1	33.1	6.4	4.7	1.9	0.6	0.0	0.0	0.0	0.0	7	78.3	10	424
<b>TOTAL EDINBURGH</b>			<b>359</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>45.1</b>	<b>33.1</b>	<b>6.4</b>	<b>4.7</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>78.3</b>	<b>10</b>	<b>424</b>
GLASGOW	BA CITYFLYER LTD	S	224	0	0	8.5	37.9	35.7	9.8	4.9	2.7	0.4	0.0	0.0	0.0	0.0	9	79.1	10	243
<b>TOTAL GLASGOW</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>37.9</b>	<b>35.7</b>	<b>9.8</b>	<b>4.9</b>	<b>2.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.1</b>	<b>10</b>	<b>243</b>
GUERNSEY	AURIGNY AIR SERVICES	S	92	0	16	4.6	38.9	29.6	4.6	3.7	3.7	0.0	0.0	0.0	0.0	14.8	9	62.1	31	110
<b>TOTAL GUERNSEY</b>			<b>92</b>	<b>0</b>	<b>16</b>	<b>4.6</b>	<b>38.9</b>	<b>29.6</b>	<b>4.6</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>14.8</b>	<b>9</b>	<b>62.1</b>	<b>31</b>	<b>110</b>
ISLE OF MAN	LOGANAIR LTD	S	60	0	4	10.9	28.1	39.1	10.9	1.6	3.1	0.0	0.0	0.0	0.0	6.3	9	59.1	17	64
<b>TOTAL ISLE OF MAN</b>			<b>60</b>	<b>0</b>	<b>4</b>	<b>10.9</b>	<b>28.1</b>	<b>39.1</b>	<b>10.9</b>	<b>1.6</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>9</b>	<b>59.1</b>	<b>17</b>	<b>64</b>
<b>TOTAL UNITED KINGDOM</b>			<b>871</b>	<b>0</b>	<b>20</b>	<b>7.7</b>	<b>41.4</b>	<b>34.2</b>	<b>7.1</b>	<b>4.0</b>	<b>2.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>8</b>	<b>75.9</b>	<b>13</b>	<b>982</b>
<b>TOTAL LONDON CITY</b>			<b>4144</b>	<b>0</b>	<b>43</b>	<b>5.8</b>	<b>32.7</b>	<b>40.4</b>	<b>11.7</b>	<b>5.8</b>	<b>2.2</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>10</b>	<b>72.1</b>	<b>14</b>	<b>4320</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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>ALBANIA</b>																					
TIRANA	WIZZ AIR UK LTD	S	203	0	1	2.9	32.8	34.3	8.8	7.4	6.4	1.0	4.9	1.0	0.0	0.5	28	64.5	30	183	
<b>TOTAL TIRANA</b>			<b>203</b>	<b>0</b>	<b>1</b>	<b>2.9</b>	<b>32.8</b>	<b>34.3</b>	<b>8.8</b>	<b>7.4</b>	<b>6.4</b>	<b>1.0</b>	<b>4.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.5</b>	<b>28</b>	<b>64.5</b>	<b>30</b>	<b>183</b>	
<b>TOTAL ALBANIA</b>			<b>203</b>	<b>0</b>	<b>1</b>	<b>2.9</b>	<b>32.8</b>	<b>34.3</b>	<b>8.8</b>	<b>7.4</b>	<b>6.4</b>	<b>1.0</b>	<b>4.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.5</b>	<b>28</b>	<b>64.5</b>	<b>30</b>	<b>183</b>	
<b>AUSTRIA</b>																					
GRAZ	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	114	1	
<b>TOTAL GRAZ</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>114</b>	<b>1</b>	
SALZBURG	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	1	28	
<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>1</b>	<b>28</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>96.6</b>	<b>5</b>	<b>29</b>	
<b>BELGIUM</b>																					
BRUSSELS	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	129	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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>129</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</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>129</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BOSNIA-HERZEGOVINA</b>																					
SARAJEVO	WIZZ AIR UK LTD	S	17	0	0	5.9	52.9	0.0	0.0	23.5	17.6	0.0	0.0	0.0	0.0	0.0	27	87.5	101	16	
<b>TOTAL SARAJEVO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>52.9</b>	<b>0.0</b>	<b>0.0</b>	<b>23.5</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>87.5</b>	<b>101</b>	<b>16</b>	
<b>TOTAL BOSNIA-</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>52.9</b>	<b>0.0</b>	<b>0.0</b>	<b>23.5</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>87.5</b>	<b>101</b>	<b>16</b>	
<b>BULGARIA</b>																					
BURGAS	RYANAIR	S	18	0	0	0.0	27.8	50.0	11.1	0.0	5.6	5.6	0.0	0.0	0.0	0.0	19	55.6	55	18	
BURGAS	WIZZ AIR UK 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	10	86.1	9	36	
<b>TOTAL BURGAS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.4</b>	<b>43.2</b>	<b>9.1</b>	<b>4.5</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.9</b>	<b>24</b>	<b>54</b>	
PLOVDIV	WIZZ AIR UK LTD	S	28	0	0	3.6	42.9	42.9	3.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	46.2	22	26	
<b>TOTAL PLOVDIV</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>42.9</b>	<b>42.9</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>0.0</b>	<b>6</b>	<b>46.2</b>	<b>22</b>	<b>26</b>	
SOFIA	WIZZ AIR	S	106	0	0	0.9	28.3	52.8	12.3	1.9	3.8	0.0	0.0	0.0	0.0	0.0	10	78.3	12	152	
<b>TOTAL SOFIA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>28.3</b>	<b>52.8</b>	<b>12.3</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>78.3</b>	<b>12</b>	<b>152</b>	
VARNA	WIZZ AIR	S	44	0	0	0.0	29.5	50.0	13.6	2.3	4.5	0.0	0.0	0.0	0.0	0.0	11	80.4	9	46	
<b>TOTAL VARNA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.5</b>	<b>50.0</b>	<b>13.6</b>	<b>2.3</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>80.4</b>	<b>9</b>	<b>46</b>	
<b>TOTAL BULGARIA</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>32.0</b>	<b>49.1</b>	<b>10.8</b>	<b>3.2</b>	<b>3.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.2</b>	<b>15</b>	<b>278</b>	
<b>CROATIA</b>																					
PULA	EASYJET UK LTD	S	18	0	0	16.7	33.3	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.8	16	26	
<b>TOTAL PULA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>44.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>80.8</b>	<b>16</b>	<b>26</b>	
SPLIT	EASYJET UK LTD	S	80	0	0	10.0	45.0	28.8	6.3	7.5	2.5	0.0	0.0	0.0	0.0	0.0	9	87.1	8	70	
<b>TOTAL SPLIT</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>45.0</b>	<b>28.8</b>	<b>6.3</b>	<b>7.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.1</b>	<b>8</b>	<b>70</b>	
<b>TOTAL CROATIA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>42.9</b>	<b>31.6</b>	<b>6.1</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>8</b>	<b>85.4</b>	<b>10</b>	<b>96</b>	
<b>CYPRUS</b>																					
LARNACA	EASYJET UK LTD	S	35	0	0	0.0	8.6	51.4	20.0	17.1	2.9	0.0	0.0	0.0	0.0	0.0	19	61.5	19	26	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LARNACA	WIZZ AIR	S	62	0	0	4.8	35.5	53.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	95.2	3	62
LARNACA	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	10
<b>TOTAL LARNACA</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>25.8</b>	<b>52.6</b>	<b>11.3</b>	<b>6.2</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>10</b>	<b>81.6</b>	<b>9</b>	<b>98</b>
PAPHOS	EASYJET UK LTD	S	43	0	0	4.7	9.3	67.4	16.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	10	71.2	13	52
PAPHOS	TUI AIRWAYS LTD	C	7	0	0	0.0	14.3	28.6	28.6	14.3	0.0	14.3	0.0	0.0	0.0	0.0	40	0.0	0	0
<b>TOTAL PAPHOS</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>10.0</b>	<b>62.0</b>	<b>18.0</b>	<b>4.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>71.2</b>	<b>13</b>	<b>52</b>
<b>TOTAL CYPRUS</b>			<b>147</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>20.4</b>	<b>55.8</b>	<b>13.6</b>	<b>5.4</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>12</b>	<b>78.0</b>	<b>10</b>	<b>150</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	EASYJET UK LTD	S	52	0	0	1.9	34.6	23.1	21.2	9.6	5.8	0.0	3.8	0.0	0.0	0.0	23	61.4	32	44
PRAGUE	WIZZ AIR UK LTD	S	126	0	2	3.9	50.8	24.2	7.8	8.6	0.0	1.6	1.6	0.0	0.0	1.6	13	69.4	32	124
<b>TOTAL PRAGUE</b>			<b>178</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>46.1</b>	<b>23.9</b>	<b>11.7</b>	<b>8.9</b>	<b>1.7</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>16</b>	<b>67.3</b>	<b>32</b>	<b>168</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>178</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>46.1</b>	<b>23.9</b>	<b>11.7</b>	<b>8.9</b>	<b>1.7</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>16</b>	<b>67.3</b>	<b>32</b>	<b>168</b>
<b>EGYPT</b>																				
HURGHADA	EASYJET UK LTD	S	24	0	1	0.0	20.0	28.0	28.0	16.0	4.0	0.0	0.0	0.0	0.0	4.0	20	44.4	18	18
<b>TOTAL HURGHADA</b>			<b>24</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>20.0</b>	<b>28.0</b>	<b>28.0</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>4.0</b>	<b>20</b>	<b>44.4</b>	<b>18</b>	<b>18</b>
SHARM EL SHEIKH (OPHIRA)	EASYJET UK LTD	S	27	0	0	0.0	25.9	48.1	18.5	3.7	3.7	0.0	0.0	0.0	0.0	0.0	13	51.9	17	27
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.9</b>	<b>48.1</b>	<b>18.5</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>13</b>	<b>51.9</b>	<b>17</b>	<b>27</b>
SPHINX INTERNATIONAL	EASYJET UK LTD	S	27	0	0	0.0	18.5	22.2	29.6	25.9	3.7	0.0	0.0	0.0	0.0	0.0	21	41.7	27	24
SPHINX INTERNATIONAL	WIZZ AIR UK LTD	S	26	0	0	0.0	11.5	38.5	11.5	15.4	23.1	0.0	0.0	0.0	0.0	0.0	27	51.9	28	27
<b>TOTAL SPHINX INTERNATIONAL</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.1</b>	<b>30.2</b>	<b>20.8</b>	<b>20.8</b>	<b>13.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>47.1</b>	<b>28</b>	<b>51</b>
<b>TOTAL EGYPT</b>			<b>104</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>19.0</b>	<b>34.3</b>	<b>21.9</b>	<b>15.2</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>20</b>	<b>47.9</b>	<b>23</b>	<b>96</b>
<b>ESTONIA</b>																				
TALLIN	WIZZ AIR UK LTD	S	34	0	0	8.8	32.4	32.4	8.8	2.9	8.8	2.9	2.9	0.0	0.0	0.0	22	50.0	30	36
<b>TOTAL TALLIN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>32.4</b>	<b>32.4</b>	<b>8.8</b>	<b>2.9</b>	<b>8.8</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>50.0</b>	<b>30</b>	<b>36</b>
<b>TOTAL ESTONIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>32.4</b>	<b>32.4</b>	<b>8.8</b>	<b>2.9</b>	<b>8.8</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>50.0</b>	<b>30</b>	<b>36</b>
<b>FRANCE</b>																				
BEZIERS	RYANAIR	S	26	0	0	0.0	38.5	38.5	11.5	3.8	3.8	0.0	3.8	0.0	0.0	0.0	18	60.7	16	28
<b>TOTAL BEZIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.5</b>	<b>38.5</b>	<b>11.5</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>18</b>	<b>60.7</b>	<b>16</b>	<b>28</b>
BORDEAUX	EASYJET UK LTD	S	45	0	0	0.0	26.7	26.7	22.2	6.7	17.8	0.0	0.0	0.0	0.0	0.0	24	60.7	19	28
<b>TOTAL BORDEAUX</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>26.7</b>	<b>22.2</b>	<b>6.7</b>	<b>17.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>60.7</b>	<b>19</b>	<b>28</b>
LYON	EASYJET EUROPE	S	0	0	0	0.0	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
LYON	EASYJET UK LTD	S	43	0	0	2.3	18.6	44.2	14.0	16.3	4.7	0.0	0.0	0.0	0.0	0.0	16	65.6	20	61
<b>TOTAL LYON</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>18.6</b>	<b>44.2</b>	<b>14.0</b>	<b>16.3</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>64.5</b>	<b>20</b>	<b>62</b>
NICE	EASYJET UK LTD	S	96	0	0	4.2	25.0	30.2	9.4	18.8	11.5	1.0	0.0	0.0	0.0	0.0	23	62.1	28	124
<b>TOTAL NICE</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>25.0</b>	<b>30.2</b>	<b>9.4</b>	<b>18.8</b>	<b>11.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>62.1</b>	<b>28</b>	<b>124</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2024		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	204	0	0	1.0	36.8	32.4	18.1	9.8	2.0	0.0	0.0	0.0	0.0	0.0	12	57.9	22	202
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>36.8</b>	<b>32.4</b>	<b>18.1</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>0.0</b>	<b>12</b>	<b>57.9</b>	<b>22</b>	<b>202</b>
TOULOUSE (BLAGNAC)	AIR NOSTRUM	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	2
TOULOUSE (BLAGNAC)	MALTA MEDAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	43	2
<b>TOTAL 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>50.0</b>	<b>30</b>	<b>4</b>
<b>TOTAL FRANCE</b>			<b>414</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>31.2</b>	<b>32.9</b>	<b>15.7</b>	<b>11.8</b>	<b>6.3</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>60.3</b>	<b>23</b>	<b>448</b>
<b>GEORGIA</b>																				
TBILISI	EASYJET UK LTD	S	18	0	1	0.0	0.0	31.6	31.6	15.8	15.8	0.0	0.0	0.0	0.0	5.3	30	0.0	0	0
<b>TOTAL TBILISI</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>31.6</b>	<b>31.6</b>	<b>15.8</b>	<b>15.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GEORGIA</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>31.6</b>	<b>31.6</b>	<b>15.8</b>	<b>15.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>GERMANY</b>																				
BERLIN BRANDENBURG	EASYJET UK LTD	S	34	0	0	0.0	23.5	32.4	20.6	14.7	5.9	0.0	0.0	2.9	0.0	0.0	31	62.2	16	43
<b>TOTAL BERLIN BRANDENBURG</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>32.4</b>	<b>20.6</b>	<b>14.7</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>62.2</b>	<b>16</b>	<b>43</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	1
DORTMUND	THOMAS COOK SCANDANAVIA	C	0	0	0	0.0	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
DORTMUND	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL DORTMUND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>4</b>
HANOVER	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	109	1
<b>TOTAL HANOVER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>109</b>	<b>1</b>
MUNICH	WIZZ AIR UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	91	0.0	0	0
<b>TOTAL MUNICH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>91</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.9</b>	<b>31.4</b>	<b>20.0</b>	<b>14.3</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>64.0</b>	<b>17</b>	<b>48</b>
<b>GREECE</b>																				
ATHENS	EASYJET UK LTD	S	18	0	0	0.0	11.1	38.9	22.2	16.7	11.1	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
ATHENS	RYANAIR	S	42	0	0	0.0	7.1	28.6	11.9	28.6	23.8	0.0	0.0	0.0	0.0	0.0	34	50.0	26	44
ATHENS	WIZZ AIR UK LTD	S	36	0	0	0.0	2.8	44.4	30.6	19.4	2.8	0.0	0.0	0.0	0.0	0.0	19	55.6	28	36
<b>TOTAL ATHENS</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>36.5</b>	<b>20.8</b>	<b>22.9</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>27</b>	<b>52.5</b>	<b>27</b>	<b>80</b>
CHANIA	EASYJET UK LTD	S	34	0	0	0.0	47.1	35.3	14.7	2.9	0.0	0.0	0.0	0.0	0.0	0.0	7	91.7	5	36
<b>TOTAL CHANIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.1</b>	<b>35.3</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>7</b>	<b>91.7</b>	<b>5</b>	<b>36</b>
CORFU	EASYJET UK LTD	S	62	0	0	6.5	27.4	40.3	8.1	11.3	3.2	3.2	0.0	0.0	0.0	0.0	15	72.6	14	62
CORFU	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	44.4	0.0	11.1	22.2	22.2	0.0	0.0	0.0	0.0	50	66.7	15	9
<b>TOTAL CORFU</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>23.9</b>	<b>40.8</b>	<b>7.0</b>	<b>11.3</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>19</b>	<b>71.8</b>	<b>14</b>	<b>71</b>
HERAKLION	EASYJET UK LTD	S	26	0	0	0.0	19.2	30.8	23.1	19.2	7.7	0.0	0.0	0.0	0.0	0.0	23	53.8	17	26

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
HERAKLION	JET2.COM LTD	S	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	0.0	0	0	
<b>TOTAL HERAKLION</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.7</b>	<b>35.3</b>	<b>26.5</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>22</b>	<b>53.8</b>	<b>17</b>	<b>26</b>	
KOS	TUI AIRWAYS LTD	C	7	0	0	0.0	0.0	28.6	14.3	42.9	14.3	0.0	0.0	0.0	0.0	0.0	36	0.0	64	7	
<b>TOTAL KOS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>28.6</b>	<b>14.3</b>	<b>42.9</b>	<b>14.3</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>64</b>	<b>7</b>	
MIKONOS	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	10	
<b>TOTAL MIKONOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>10</b>	
RHODES	EASYJET UK LTD	S	61	0	0	0.0	18.0	37.7	11.5	19.7	13.1	0.0	0.0	0.0	0.0	0.0	25	61.7	35	60	
RHODES	JET2.COM LTD	S	9	0	0	0.0	0.0	11.1	11.1	77.8	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
RHODES	TUI AIRWAYS LTD	C	14	0	0	0.0	0.0	14.3	28.6	21.4	35.7	0.0	0.0	0.0	0.0	0.0	46	50.0	16	16	
<b>TOTAL RHODES</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.1</b>	<b>31.0</b>	<b>14.3</b>	<b>26.2</b>	<b>15.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>59.2</b>	<b>31</b>	<b>76</b>	
SALONIKA	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	83	1	
SALONIKA	SMARTWINGS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	1	
<b>TOTAL SALONIKA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>62</b>	<b>2</b>	
THIRA (SANTORINI)	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	16	
<b>TOTAL THIRA (SANTORINI)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
ZAKINTHOS	EASYJET UK LTD	S	18	0	0	0.0	33.3	50.0	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	10	93.8	6	16	
ZAKINTHOS	JET2.COM LTD	S	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	16	0.0	0	0	
<b>TOTAL ZAKINTHOS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>50.0</b>	<b>19.2</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>93.8</b>	<b>6</b>	<b>16</b>	
<b>TOTAL GREECE</b>			<b>352</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>17.3</b>	<b>36.6</b>	<b>16.2</b>	<b>17.9</b>	<b>9.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>66.5</b>	<b>20</b>	<b>340</b>	
<b>HUNGARY</b>																					
BUDAPEST	WIZZ AIR	S	186	0	0	11.3	44.1	26.3	4.8	5.4	2.7	5.4	0.0	0.0	0.0	0.0	15	60.2	20	186	
BUDAPEST	WIZZ AIR UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	83	0.0	0	0	
<b>TOTAL BUDAPEST</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>43.6</b>	<b>26.1</b>	<b>4.8</b>	<b>5.9</b>	<b>3.2</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>60.2</b>	<b>20</b>	<b>186</b>	
DEBRECEN	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	79.5	13	44	
DEBRECEN	WIZZ AIR UK LTD	S	28	0	0	3.6	28.6	35.7	14.3	10.7	3.6	3.6	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL DEBRECEN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>28.6</b>	<b>35.7</b>	<b>14.3</b>	<b>10.7</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>79.5</b>	<b>13</b>	<b>44</b>	
<b>TOTAL HUNGARY</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>41.7</b>	<b>27.3</b>	<b>6.0</b>	<b>6.5</b>	<b>3.2</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>63.9</b>	<b>19</b>	<b>230</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET UK LTD	S	16	0	0	18.8	62.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	86.1	6	36	
<b>TOTAL KEFLAVIK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>62.5</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>86.1</b>	<b>6</b>	<b>36</b>	
<b>TOTAL ICELAND</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>62.5</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>86.1</b>	<b>6</b>	<b>36</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	44	0	0	2.3	40.9	36.4	6.8	13.6	0.0	0.0	0.0	0.0	0.0	0.0	10	80.4	10	46	
<b>TOTAL CORK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>40.9</b>	<b>36.4</b>	<b>6.8</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.4</b>	<b>10</b>	<b>46</b>	
DUBLIN	RYANAIR	S	222	0	0	0.9	34.2	32.4	13.1	12.6	5.9	0.0	0.0	0.9	0.0	0.0	19	67.7	17	220	
<b>TOTAL DUBLIN</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>34.2</b>	<b>32.4</b>	<b>13.1</b>	<b>12.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>67.7</b>	<b>17</b>	<b>220</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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	
IRELAND WEST(KNOCK)	RYANAIR	S	98	0	0	3.1	55.1	27.6	10.2	4.1	0.0	0.0	0.0	0.0	0.0	0.0	5	69.5	22	82	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>55.1</b>	<b>27.6</b>	<b>10.2</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>69.5</b>	<b>22</b>	<b>82</b>	
KERRY COUNTY	RYANAIR	S	72	0	0	5.6	50.0	23.6	8.3	9.7	2.8	0.0	0.0	0.0	0.0	0.0	9	73.6	14	72	
<b>TOTAL KERRY COUNTY</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>23.6</b>	<b>8.3</b>	<b>9.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>73.6</b>	<b>14</b>	<b>72</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>436</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>42.2</b>	<b>30.3</b>	<b>11.0</b>	<b>10.3</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>70.5</b>	<b>17</b>	<b>420</b>	
<b>ISRAEL</b>																					
TEL AVIV	EL AL	S	94	0	0	2.1	26.6	37.2	19.1	8.5	6.4	0.0	0.0	0.0	0.0	0.0	15	61.2	20	98	
TEL AVIV	ISRAIR 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	
TEL AVIV	ISRAIR LTD	S	52	0	0	0.0	11.5	40.4	26.9	17.3	1.9	1.9	0.0	0.0	0.0	0.0	22	0.0	0	0	
TEL AVIV	WIZZ AIR UK LTD	S	39	0	5	0.0	9.1	40.9	20.5	6.8	2.3	4.5	4.5	0.0	0.0	11.4	35	52.9	23	34	
<b>TOTAL TEL AVIV</b>			<b>186</b>	<b>0</b>	<b>5</b>	<b>1.0</b>	<b>18.8</b>	<b>38.7</b>	<b>21.5</b>	<b>10.5</b>	<b>4.2</b>	<b>1.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>21</b>	<b>59.1</b>	<b>20</b>	<b>132</b>	
<b>TOTAL ISRAEL</b>			<b>186</b>	<b>0</b>	<b>5</b>	<b>1.0</b>	<b>18.8</b>	<b>38.7</b>	<b>21.5</b>	<b>10.5</b>	<b>4.2</b>	<b>1.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>21</b>	<b>59.1</b>	<b>20</b>	<b>132</b>	
<b>ITALY</b>																					
BOLOGNA	RYANAIR	S	36	0	0	8.3	44.4	38.9	5.6	2.8	0.0	0.0	0.0	0.0	0.0	0.0	5	71.1	20	38	
<b>TOTAL BOLOGNA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>44.4</b>	<b>38.9</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>71.1</b>	<b>20</b>	<b>38</b>	
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	44	0	0	0.0	31.8	47.7	6.8	4.5	2.3	2.3	4.5	0.0	0.0	0.0	21	85.2	10	54	
CATANIA (FONTANAROSSA)	RYANAIR	S	18	0	0	0.0	44.4	22.2	11.1	5.6	16.7	0.0	0.0	0.0	0.0	0.0	19	72.2	19	18	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.5</b>	<b>40.3</b>	<b>8.1</b>	<b>4.8</b>	<b>6.5</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>81.9</b>	<b>12</b>	<b>72</b>	
MILAN (MALPENSA)	EASYJET EUROPE	S	18	0	0	0.0	27.8	33.3	5.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	25	40.0	36	20	
MILAN (MALPENSA)	EASYJET UK LTD	S	16	0	0	0.0	37.5	31.3	18.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	16	85.7	17	21	
<b>TOTAL MILAN (MALPENSA)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.4</b>	<b>32.4</b>	<b>11.8</b>	<b>8.8</b>	<b>14.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>63.4</b>	<b>26</b>	<b>41</b>	
NAPLES	EASYJET UK LTD	S	62	0	0	12.9	38.7	37.1	6.5	3.2	1.6	0.0	0.0	0.0	0.0	0.0	6	79.6	11	54	
NAPLES	RYANAIR	S	36	0	0	0.0	36.1	33.3	11.1	11.1	2.8	2.8	2.8	0.0	0.0	0.0	24	61.1	14	36	
<b>TOTAL NAPLES</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>37.8</b>	<b>35.7</b>	<b>8.2</b>	<b>6.1</b>	<b>2.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>72.2</b>	<b>12</b>	<b>90</b>	
OLBIA	EASYJET UK LTD	S	18	0	0	0.0	11.1	33.3	5.6	38.9	11.1	0.0	0.0	0.0	0.0	0.0	31	56.3	17	16	
<b>TOTAL OLBIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>33.3</b>	<b>5.6</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>56.3</b>	<b>17</b>	<b>16</b>	
PALERMO	EASYJET UK LTD	S	28	0	0	0.0	10.7	50.0	10.7	28.6	0.0	0.0	0.0	0.0	0.0	0.0	16	92.3	8	26	
<b>TOTAL PALERMO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>50.0</b>	<b>10.7</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>92.3</b>	<b>8</b>	<b>26</b>	
PISA	EASYJET UK LTD	S	36	0	0	5.6	27.8	36.1	27.8	2.8	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	14	36	
<b>TOTAL PISA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>36.1</b>	<b>27.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>14</b>	<b>36</b>	
ROME (FIUMICINO)	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
ROME (FIUMICINO)	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	43	1	
<b>TOTAL ROME (FIUMICINO)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>43</b>	<b>1</b>	
TREVISIO	RYANAIR	S	16	0	0	0.0	6.3	50.0	18.8	12.5	0.0	12.5	0.0	0.0	0.0	0.0	30	94.4	3	18	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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 TREVISO</b>			<b>16</b>	<b>0</b>	<b>0</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>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>TOTAL ITALY</b>			<b>329</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>31.0</b>	<b>38.6</b>	<b>10.9</b>	<b>9.4</b>	<b>4.0</b>	<b>1.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.1</b>	<b>15</b>	<b>338</b>	
<b>JORDAN</b>																					
AMMAN	WIZZ AIR UK LTD	S	28	0	0	0.0	46.4	35.7	14.3	3.6	0.0	0.0	0.0	0.0	0.0	0.0	8	32.4	36	33	
<b>TOTAL AMMAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.4</b>	<b>35.7</b>	<b>14.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>32.4</b>	<b>36</b>	<b>33</b>	
<b>TOTAL JORDAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.4</b>	<b>35.7</b>	<b>14.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>32.4</b>	<b>36</b>	<b>33</b>	
<b>KOSOVO</b>																					
PRISTINA	WIZZ AIR UK LTD	S	44	0	0	2.3	38.6	43.2	9.1	6.8	0.0	0.0	0.0	0.0	0.0	0.0	7	54.3	30	35	
<b>TOTAL PRISTINA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>38.6</b>	<b>43.2</b>	<b>9.1</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>54.3</b>	<b>30</b>	<b>35</b>	
<b>TOTAL KOSOVO</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>38.6</b>	<b>43.2</b>	<b>9.1</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>54.3</b>	<b>30</b>	<b>35</b>	
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	62	0	0	3.2	27.4	43.5	14.5	8.1	3.2	0.0	0.0	0.0	0.0	0.0	13	87.1	7	62	
KAUNAS	WIZZ AIR UK LTD	S	62	0	0	12.9	58.1	22.6	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	74.2	28	62	
<b>TOTAL KAUNAS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>42.7</b>	<b>33.1</b>	<b>8.9</b>	<b>5.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>80.6</b>	<b>18</b>	<b>124</b>	
VILNIUS	RYANAIR	S	62	0	0	0.0	45.2	33.9	3.2	14.5	3.2	0.0	0.0	0.0	0.0	0.0	12	82.3	8	62	
VILNIUS	WIZZ AIR	S	62	0	0	27.4	56.5	4.8	4.8	6.5	0.0	0.0	0.0	0.0	0.0	0.0	4	83.9	9	62	
<b>TOTAL VILNIUS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>50.8</b>	<b>19.4</b>	<b>4.0</b>	<b>10.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.1</b>	<b>8</b>	<b>124</b>	
<b>TOTAL LITHUANIA</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>46.8</b>	<b>26.2</b>	<b>6.5</b>	<b>8.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.9</b>	<b>13</b>	<b>248</b>	
<b>MACEDONIA</b>																					
SKOPJE	WIZZ AIR UK LTD	S	35	0	0	11.4	34.3	17.1	11.4	11.4	8.6	0.0	5.7	0.0	0.0	0.0	29	42.3	56	26	
<b>TOTAL SKOPJE</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>34.3</b>	<b>17.1</b>	<b>11.4</b>	<b>11.4</b>	<b>8.6</b>	<b>0.0</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>42.3</b>	<b>56</b>	<b>26</b>	
<b>TOTAL MACEDONIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>34.3</b>	<b>17.1</b>	<b>11.4</b>	<b>11.4</b>	<b>8.6</b>	<b>0.0</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>42.3</b>	<b>56</b>	<b>26</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	46	0	0	0.0	17.4	28.3	10.9	30.4	10.9	2.2	0.0	0.0	0.0	0.0	30	46.5	27	43	
<b>TOTAL MALTA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.4</b>	<b>28.3</b>	<b>10.9</b>	<b>30.4</b>	<b>10.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>46.5</b>	<b>27</b>	<b>43</b>	
<b>TOTAL MALTA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.4</b>	<b>28.3</b>	<b>10.9</b>	<b>30.4</b>	<b>10.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>46.5</b>	<b>27</b>	<b>43</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	EASYJET UK LTD	S	33	0	1	8.8	29.4	47.1	5.9	2.9	2.9	0.0	0.0	0.0	0.0	2.9	7	86.1	7	36	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>8.8</b>	<b>29.4</b>	<b>47.1</b>	<b>5.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>7</b>	<b>86.1</b>	<b>7</b>	<b>36</b>	
MARRAKESH	EASYJET UK LTD	S	34	0	0	11.8	47.1	17.6	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	74.1	12	27	
<b>TOTAL MARRAKESH</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>47.1</b>	<b>17.6</b>	<b>17.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>74.1</b>	<b>12</b>	<b>27</b>	
<b>TOTAL MOROCCO</b>			<b>67</b>	<b>0</b>	<b>1</b>	<b>10.3</b>	<b>38.2</b>	<b>32.4</b>	<b>11.8</b>	<b>4.4</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>8</b>	<b>81.0</b>	<b>9</b>	<b>63</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET EUROPE	S	18	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	70.4	11	52	
AMSTERDAM	EASYJET UK LTD	S	240	0	0	0.0	42.5	36.3	9.2	8.8	2.9	0.0	0.4	0.0	0.0	0.0	11	73.5	15	302	
<b>TOTAL AMSTERDAM</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.0</b>	<b>34.5</b>	<b>9.3</b>	<b>8.1</b>	<b>2.7</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>73.0</b>	<b>14</b>	<b>354</b>	
MAASTRICHT	RYANAIR SUN	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	6	2	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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 MAASTRICHT</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>6</b>	<b>2</b>	
<b>TOTAL NETHERLANDS</b>			<b>259</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.8</b>	<b>34.7</b>	<b>9.3</b>	<b>8.1</b>	<b>2.7</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>73.2</b>	<b>14</b>	<b>356</b>	
<b>NORWAY</b>																					
<b>BODO</b>	COPENHAGEN AIRTAXI	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 BODO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>POLAND</b>																					
<b>BYDGOSZCZ</b>	RYANAIR	S	26	0	0	15.4	50.0	26.9	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	57.7	21	26	
<b>BYDGOSZCZ</b>	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	37	26	
<b>TOTAL BYDGOSZCZ</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>50.0</b>	<b>26.9</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>59.6</b>	<b>29</b>	<b>52</b>	
<b>GDANSK</b>	WIZZ AIR	S	128	0	0	10.9	49.2	28.9	5.5	2.3	3.1	0.0	0.0	0.0	0.0	0.0	6	73.0	17	122	
<b>TOTAL GDANSK</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>49.2</b>	<b>28.9</b>	<b>5.5</b>	<b>2.3</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>6</b>	<b>73.0</b>	<b>17</b>	<b>122</b>	
<b>KATOWICE</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	29	1	
<b>KATOWICE</b>	WIZZ AIR	S	106	0	0	3.8	50.9	32.1	9.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	73.4	16	124	
<b>TOTAL KATOWICE</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>50.9</b>	<b>32.1</b>	<b>9.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>72.8</b>	<b>16</b>	<b>125</b>	
<b>KRAKOW</b>	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>KRAKOW</b>	RYANAIR	S	61	0	0	0.0	36.1	37.7	14.8	9.8	1.6	0.0	0.0	0.0	0.0	0.0	10	67.7	25	62	
<b>KRAKOW</b>	WIZZ AIR	S	70	0	0	4.3	58.6	27.1	5.7	4.3	0.0	0.0	0.0	0.0	0.0	0.0	4	82.0	9	61	
<b>TOTAL KRAKOW</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>47.7</b>	<b>31.8</b>	<b>10.6</b>	<b>6.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>74.8</b>	<b>17</b>	<b>123</b>	
<b>LUBLIN (PORT LOTNICZY)</b>	RYANAIR	S	52	0	0	5.8	63.5	23.1	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	60.0	25	53	
<b>LUBLIN (PORT LOTNICZY)</b>	WIZZ AIR UK LTD	S	62	0	1	19.0	52.4	12.7	4.8	6.3	3.2	0.0	0.0	0.0	0.0	1.6	8	91.9	8	62	
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>114</b>	<b>0</b>	<b>1</b>	<b>13.0</b>	<b>57.4</b>	<b>17.4</b>	<b>4.3</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>0.9</b>	<b>6</b>	<b>76.9</b>	<b>16</b>	<b>115</b>	
<b>POZNAN</b>	WIZZ AIR UK LTD	S	62	0	0	4.8	46.8	16.1	1.6	3.2	16.1	3.2	4.8	3.2	0.0	0.0	47	81.0	20	62	
<b>TOTAL POZNAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>46.8</b>	<b>16.1</b>	<b>1.6</b>	<b>3.2</b>	<b>16.1</b>	<b>3.2</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>81.0</b>	<b>20</b>	<b>62</b>	
<b>RZESZOW</b>	RYANAIR	S	26	0	0	0.0	26.9	30.8	15.4	15.4	11.5	0.0	0.0	0.0	0.0	0.0	20	73.1	14	26	
<b>TOTAL RZESZOW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>30.8</b>	<b>15.4</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>20</b>	<b>73.1</b>	<b>14</b>	<b>26</b>	
<b>WARSAW (CHOPIN)</b>	WIZZ AIR	S	178	0	2	1.1	28.9	47.8	10.0	10.0	1.1	0.0	0.0	0.0	0.0	1.1	11	66.1	21	218	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>178</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>28.9</b>	<b>47.8</b>	<b>10.0</b>	<b>10.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>11</b>	<b>66.1</b>	<b>21</b>	<b>218</b>	
<b>WROCLAW</b>	SMARTWINGS	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	75	0.0	0	0	
<b>WROCLAW</b>	WIZZ AIR	S	62	0	0	3.2	38.7	29.0	16.1	12.9	0.0	0.0	0.0	0.0	0.0	0.0	11	70.0	12	80	
<b>TOTAL WROCLAW</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>37.5</b>	<b>28.1</b>	<b>15.6</b>	<b>14.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>70.0</b>	<b>12</b>	<b>80</b>	
<b>TOTAL POLAND</b>			<b>836</b>	<b>0</b>	<b>3</b>	<b>5.6</b>	<b>44.2</b>	<b>31.2</b>	<b>8.2</b>	<b>6.8</b>	<b>2.7</b>	<b>0.2</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>11</b>	<b>71.6</b>	<b>18</b>	<b>923</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
<b>FARO</b>	EASYJET UK LTD	S	194	0	1	3.1	37.9	32.3	12.8	11.8	1.5	0.0	0.0	0.0	0.0	0.5	11	63.6	20	162	
<b>FARO</b>	JET2.COM LTD	S	18	0	0	5.6	33.3	50.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>FARO</b>	RYANAIR	S	46	0	0	4.3	30.4	28.3	21.7	10.9	4.3	0.0	0.0	0.0	0.0	0.0	15	86.4	10	44	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: LUTON (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAY 2024			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL FARO</b>			<b>258</b>	<b>0</b>	<b>1</b>	<b>3.5</b>	<b>36.3</b>	<b>32.8</b>	<b>14.3</b>	<b>10.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>11</b>	<b>68.4</b>	<b>18</b>	<b>206</b>
LISBON	EASYJET UK LTD	S	185	0	0	0.5	20.5	40.0	20.5	14.1	4.3	0.0	0.0	0.0	0.0	0.0	16	55.1	25	185
LISBON	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	60.7	19	61
<b>TOTAL LISBON</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>20.5</b>	<b>40.0</b>	<b>20.5</b>	<b>14.1</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>16</b>	<b>56.5</b>	<b>23</b>	<b>246</b>
OPORTO (PORTUGAL)	EASYJET UK LTD	S	26	0	0	0.0	23.1	42.3	7.7	19.2	3.8	3.8	0.0	0.0	0.0	0.0	22	67.9	13	28
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>42.3</b>	<b>7.7</b>	<b>19.2</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>67.9</b>	<b>13</b>	<b>28</b>
<b>TOTAL PORTUGAL</b>			<b>469</b>	<b>0</b>	<b>1</b>	<b>2.1</b>	<b>29.4</b>	<b>36.2</b>	<b>16.4</b>	<b>12.6</b>	<b>3.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>14</b>	<b>62.3</b>	<b>20</b>	<b>480</b>
PORTUGAL(MADEIRA)																				
FUNCHAL	JET2.COM LTD	S	8	0	0	0.0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
<b>TOTAL FUNCHAL</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>0.0</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL</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>0.0</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>REPUBLIC OF MOLDOVA</b>																				
CHISINAU INTERNATIONAL	FLY ONE	S	30	0	0	3.3	46.7	43.3	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5	89.6	4	48
CHISINAU INTERNATIONAL	WIZZ AIR UK LTD	S	96	0	1	24.7	43.3	21.6	1.0	4.1	2.1	2.1	0.0	0.0	0.0	1.0	7	71.0	15	62
<b>TOTAL CHISINAU INTERNATIONAL</b>			<b>126</b>	<b>0</b>	<b>1</b>	<b>19.7</b>	<b>44.1</b>	<b>26.8</b>	<b>0.8</b>	<b>4.7</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>7</b>	<b>79.1</b>	<b>10</b>	<b>110</b>
<b>TOTAL REPUBLIC OF REPUBLIC OF</b>			<b>126</b>	<b>0</b>	<b>1</b>	<b>19.7</b>	<b>44.1</b>	<b>26.8</b>	<b>0.8</b>	<b>4.7</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>7</b>	<b>79.1</b>	<b>10</b>	<b>110</b>
TIVAT	EASYJET UK LTD	S	28	0	0	10.7	57.1	28.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.4	4	18
<b>TOTAL TIVAT</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>57.1</b>	<b>28.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>94.4</b>	<b>4</b>	<b>18</b>
<b>TOTAL REPUBLIC OF REPUBLIC OF SERBIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>57.1</b>	<b>28.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>94.4</b>	<b>4</b>	<b>18</b>
BELGRADE	WIZZ AIR UK LTD	S	62	0	0	3.2	46.8	30.6	6.5	4.8	4.8	0.0	3.2	0.0	0.0	0.0	15	62.9	24	62
<b>TOTAL BELGRADE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>46.8</b>	<b>30.6</b>	<b>6.5</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>62.9</b>	<b>24</b>	<b>62</b>
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>46.8</b>	<b>30.6</b>	<b>6.5</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>62.9</b>	<b>24</b>	<b>62</b>
BACAU	DAN AIR (AOC) S.R.L	S	18	0	0	5.6	61.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	5	24
BACAU	WIZZ AIR UK LTD	S	80	0	0	8.8	45.0	21.3	8.8	8.8	3.8	2.5	1.3	0.0	0.0	0.0	16	54.8	18	62
<b>TOTAL BACAU</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>48.0</b>	<b>21.4</b>	<b>7.1</b>	<b>9.2</b>	<b>3.1</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>64.0</b>	<b>14</b>	<b>86</b>
BRASOV-GHIMBAV	WIZZ AIR UK LTD	S	44	0	0	22.7	45.5	22.7	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4	96.4	2	28
<b>TOTAL BRASOV-GHIMBAV</b>			<b>44</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>4</b>	<b>96.4</b>	<b>2</b>	<b>28</b>
BUCHAREST (BANEASA)	WIZZ AIR MALTA	S	62	0	0	0.0	56.5	22.6	11.3	4.8	1.6	1.6	1.6	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL BUCHAREST (BANEASA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>56.5</b>	<b>22.6</b>	<b>11.3</b>	<b>4.8</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BUCHAREST (OTOPENI)	WIZZ AIR MALTA	S	222	0	0	4.1	32.4	37.4	14.0	8.1	3.2	0.9	0.0	0.0	0.0	0.0	13	69.6	18	214
BUCHAREST (OTOPENI)	WIZZ AIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	579	2
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>32.4</b>	<b>37.4</b>	<b>14.0</b>	<b>8.1</b>	<b>3.2</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>69.0</b>	<b>24</b>	<b>216</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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
CLUJ NAPOCA	WIZZ AIR MALTA	S	106	0	0	6.6	58.5	24.5	3.8	4.7	1.9	0.0	0.0	0.0	0.0	0.0	6	79.0	10	123
<b>TOTAL CLUJ NAPOCA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>58.5</b>	<b>24.5</b>	<b>3.8</b>	<b>4.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>79.0</b>	<b>10</b>	<b>123</b>
CONSTANTA	WIZZ AIR UK LTD	S	44	0	0	4.5	29.5	43.2	15.9	4.5	0.0	0.0	2.3	0.0	0.0	0.0	12	62.5	60	24
<b>TOTAL CONSTANTA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>29.5</b>	<b>43.2</b>	<b>15.9</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>62.5</b>	<b>60</b>	<b>24</b>
CRAIOVA	WIZZ AIR MALTA	S	62	0	0	0.0	72.6	25.8	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.3	8	61
<b>TOTAL CRAIOVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>72.6</b>	<b>25.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>90.3</b>	<b>8</b>	<b>61</b>
IASI	WIZZ AIR MALTA	S	124	0	0	11.3	54.0	21.8	7.3	2.4	0.8	2.4	0.0	0.0	0.0	0.0	8	85.5	8	124
<b>TOTAL IASI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>54.0</b>	<b>21.8</b>	<b>7.3</b>	<b>2.4</b>	<b>0.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>85.5</b>	<b>8</b>	<b>124</b>
SATU MARE	WIZZ AIR UK LTD	S	34	0	0	2.9	55.9	23.5	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	16	28
<b>TOTAL SATU MARE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>55.9</b>	<b>23.5</b>	<b>5.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>16</b>	<b>28</b>
SIBIU	WIZZ AIR MALTA	S	62	0	0	19.4	56.5	9.7	8.1	0.0	3.2	1.6	1.6	0.0	0.0	0.0	10	85.5	7	62
<b>TOTAL SIBIU</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>56.5</b>	<b>9.7</b>	<b>8.1</b>	<b>0.0</b>	<b>3.2</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.5</b>	<b>7</b>	<b>62</b>
SUCEAVA	WIZZ AIR UK LTD	S	124	0	2	17.5	36.5	24.6	6.3	5.6	1.6	2.4	4.0	0.0	0.0	1.6	19	72.9	42	96
<b>TOTAL SUCEAVA</b>			<b>124</b>	<b>0</b>	<b>2</b>	<b>17.5</b>	<b>36.5</b>	<b>24.6</b>	<b>6.3</b>	<b>5.6</b>	<b>1.6</b>	<b>2.4</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>19</b>	<b>72.9</b>	<b>42</b>	<b>96</b>
TIMISOARA	WIZZ AIR MALTA	S	62	0	0	0.0	61.3	35.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.7	6	62
<b>TOTAL TIMISOARA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.3</b>	<b>35.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.7</b>	<b>6</b>	<b>62</b>
TIRGU MURES	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	60.7	29	28
<b>TOTAL TIRGU MURES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>60.7</b>	<b>29</b>	<b>28</b>
<b>TOTAL ROMANIA</b>			<b>1044</b>	<b>0</b>	<b>2</b>	<b>8.1</b>	<b>47.7</b>	<b>27.1</b>	<b>8.1</b>	<b>5.1</b>	<b>1.7</b>	<b>1.1</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>10</b>	<b>76.8</b>	<b>18</b>	<b>938</b>
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	WIZZ AIR UK LTD	S	62	0	0	12.9	69.4	12.9	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	97.1	7	34
<b>TOTAL BRATISLAVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>69.4</b>	<b>12.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>97.1</b>	<b>7</b>	<b>34</b>
KOSICE	WIZZ AIR UK LTD	S	44	0	0	20.5	54.5	20.5	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2	67.6	45	34
<b>TOTAL KOSICE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>54.5</b>	<b>20.5</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>67.6</b>	<b>45</b>	<b>34</b>
TATRY-POPRAD	WIZZ AIR UK LTD	S	18	0	0	16.7	61.1	11.1	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	5	73.7	29	19
<b>TOTAL TATRY-POPRAD</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>61.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>73.7</b>	<b>29</b>	<b>19</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>62.9</b>	<b>15.3</b>	<b>4.0</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>80.5</b>	<b>27</b>	<b>87</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET UK LTD	S	134	0	0	3.0	42.5	33.6	10.4	6.0	3.7	0.0	0.7	0.0	0.0	0.0	12	67.9	18	131
ALICANTE	JET2.COM LTD	S	18	0	0	0.0	11.1	50.0	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
ALICANTE	RYANAIR	S	70	0	0	0.0	27.1	22.9	11.4	25.7	12.9	0.0	0.0	0.0	0.0	0.0	25	78.6	13	70
<b>TOTAL ALICANTE</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>35.1</b>	<b>31.5</b>	<b>12.2</b>	<b>12.2</b>	<b>6.8</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>71.6</b>	<b>16</b>	<b>201</b>
ALMERIA	EASYJET UK LTD	S	16	0	0	0.0	56.3	31.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL ALMERIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>56.3</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>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BARCELONA	EASYJET UK LTD	S	124	0	0	1.6	48.4	29.8	12.1	5.6	1.6	0.8	0.0	0.0	0.0	0.0	9	74.6	11	126
BARCELONA	RYANAIR	S	72	0	0	4.2	23.6	20.8	19.4	19.4	11.1	1.4	0.0	0.0	0.0	0.0	24	41.7	26	72

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL BARCELONA</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>39.3</b>	<b>26.5</b>	<b>14.8</b>	<b>10.7</b>	<b>5.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>62.6</b>	<b>17</b>	<b>198</b>
IBIZA	EASYJET UK LTD	S	57	0	0	1.8	42.1	29.8	10.5	8.8	3.5	3.5	0.0	0.0	0.0	0.0	15	63.6	16	33
<b>TOTAL IBIZA</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>42.1</b>	<b>29.8</b>	<b>10.5</b>	<b>8.8</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>15</b>	<b>63.6</b>	<b>16</b>	<b>33</b>
MADRID	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	56	0.0	0	0
MADRID	IBERIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	31	2
<b>TOTAL MADRID</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>56</b>	<b>50.0</b>	<b>31</b>	<b>2</b>
MAHON	EASYJET UK LTD	S	36	0	0	5.6	36.1	50.0	5.6	2.8	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	7	36
<b>TOTAL MAHON</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>36.1</b>	<b>50.0</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.3</b>	<b>7</b>	<b>36</b>
MALAGA	EASYJET UK LTD	S	186	0	0	3.8	26.3	32.3	23.7	11.8	2.2	0.0	0.0	0.0	0.0	0.0	14	58.9	20	185
MALAGA	RYANAIR	S	70	0	0	2.9	31.4	35.7	11.4	12.9	5.7	0.0	0.0	0.0	0.0	0.0	14	54.2	20	72
<b>TOTAL MALAGA</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>27.7</b>	<b>33.2</b>	<b>20.3</b>	<b>12.1</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>14</b>	<b>57.6</b>	<b>20</b>	<b>257</b>
MURCIA INTERNATIONAL	EASYJET UK LTD	S	18	0	0	0.0	33.3	61.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	93.8	4	16
MURCIA INTERNATIONAL	RYANAIR	S	44	0	0	0.0	25.0	38.6	13.6	22.7	0.0	0.0	0.0	0.0	0.0	0.0	14	78.6	15	42
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.4</b>	<b>45.2</b>	<b>9.7</b>	<b>17.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.8</b>	<b>12</b>	<b>58</b>
PALMA DE MALLORCA	EASYJET EUROPE	S	62	0	0	19.4	41.9	27.4	6.5	1.6	3.2	0.0	0.0	0.0	0.0	0.0	7	52.3	22	44
PALMA DE MALLORCA	EASYJET UK LTD	S	144	0	0	4.2	32.6	38.2	13.9	9.0	2.1	0.0	0.0	0.0	0.0	0.0	11	62.3	16	151
PALMA DE MALLORCA	JET2.COM LTD	S	48	0	0	0.0	12.5	47.9	16.7	20.8	2.1	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
PALMA DE MALLORCA	RYANAIR	S	26	0	0	0.0	26.9	11.5	19.2	23.1	19.2	0.0	0.0	0.0	0.0	0.0	30	92.9	6	28
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	19	0	0	0.0	0.0	36.8	26.3	26.3	10.5	0.0	0.0	0.0	0.0	0.0	29	43.8	28	16
<b>TOTAL PALMA DE MALLORCA</b>			<b>299</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>28.8</b>	<b>35.1</b>	<b>14.0</b>	<b>11.7</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>62.8</b>	<b>17</b>	<b>239</b>
REUS	EASYJET UK LTD	S	18	0	0	0.0	0.0	88.9	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	81.3	10	16
REUS	JET2.COM LTD	S	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL REUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>73.1</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.3</b>	<b>10</b>	<b>16</b>
SEVILLE	RYANAIR	S	17	0	0	5.9	11.8	29.4	5.9	35.3	11.8	0.0	0.0	0.0	0.0	0.0	30	93.8	5	16
<b>TOTAL SEVILLE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>11.8</b>	<b>29.4</b>	<b>5.9</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>30</b>	<b>93.8</b>	<b>5</b>	<b>16</b>
VITORIA	LEAV AVIATION GMBH	C	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	53	0.0	0	0
VITORIA	SMARTWINGS	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL VITORIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>1192</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>32.1</b>	<b>33.9</b>	<b>14.3</b>	<b>11.7</b>	<b>4.3</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>65.7</b>	<b>16</b>	<b>1056</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	EASYJET UK LTD	S	36	0	0	5.6	33.3	30.6	11.1	11.1	5.6	0.0	2.8	0.0	0.0	0.0	22	85.2	6	27
ARRECIFE	JET2.COM LTD	S	18	0	0	22.2	22.2	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
ARRECIFE	RYANAIR	S	16	0	0	0.0	68.8	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.2	13	18
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	16.7	11.1	27.8	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	61.1	20	18
<b>TOTAL ARRECIFE</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>33.0</b>	<b>26.1</b>	<b>15.9</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>74.6</b>	<b>12</b>	<b>63</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: LUTON (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAY 2024			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
FUERTEVENTURA	EASYJET UK LTD	S	35	0	0	8.6	37.1	28.6	11.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	10	71.4	13	28
FUERTEVENTURA	JET2.COM LTD	S	8	0	0	12.5	37.5	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
FUERTEVENTURA	RYANAIR	S	18	0	0	0.0	83.3	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	2	94.4	5	18
<b>TOTAL FUERTEVENTURA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>50.8</b>	<b>21.3</b>	<b>8.2</b>	<b>13.1</b>	<b>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>80.4</b>	<b>10</b>	<b>46</b>
LAS PALMAS	EASYJET UK LTD	S	44	0	0	6.8	36.4	31.8	15.9	4.5	4.5	0.0	0.0	0.0	0.0	0.0	11	65.4	18	26
LAS PALMAS	JET2.COM LTD	S	18	0	0	11.1	33.3	27.8	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
LAS PALMAS	RYANAIR	S	18	0	0	5.6	22.2	50.0	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	8	93.8	5	16
<b>TOTAL LAS PALMAS</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>32.5</b>	<b>35.0</b>	<b>12.5</b>	<b>10.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.2</b>	<b>13</b>	<b>42</b>
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	79	0	0	6.3	30.4	44.3	15.2	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7	84.5	19	71
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	28	0	0	0.0	28.6	42.9	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
TENERIFE (SURREINA SOFIA)	RYANAIR	S	18	0	0	0.0	33.3	50.0	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	61.1	24	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>30.4</b>	<b>44.8</b>	<b>16.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.8</b>	<b>20</b>	<b>89</b>
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>354</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>35.0</b>	<b>33.9</b>	<b>13.8</b>	<b>8.5</b>	<b>1.7</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.9</b>	<b>15</b>	<b>240</b>
STOCKHOLM (ARLANDA)	LEAV AVIATION GMBH	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	16	0.0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</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>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>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>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SWITZERLAND																				
BALE MULHOUSE	EASYJET SWITZERLAND	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	116	0.0	0	0
BALE MULHOUSE	EASYJET UK LTD	S	26	0	0	0.0	34.6	42.3	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL BALE MULHOUSE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>40.7</b>	<b>7.4</b>	<b>14.8</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</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	0.0	192	2
GENEVA	EASYJET UK LTD	S	80	0	0	0.0	18.8	35.0	21.3	18.8	6.3	0.0	0.0	0.0	0.0	0.0	19	66.4	17	110
<b>TOTAL GENEVA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>35.0</b>	<b>21.3</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>19</b>	<b>65.2</b>	<b>21</b>	<b>112</b>
ZURICH	EASYJET UK LTD	S	44	0	0	0.0	34.1	31.8	20.5	13.6	0.0	0.0	0.0	0.0	0.0	0.0	13	61.5	13	50
<b>TOTAL ZURICH</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.1</b>	<b>31.8</b>	<b>20.5</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>61.5</b>	<b>13</b>	<b>50</b>
<b>TOTAL SWITZERLAND</b>			<b>151</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.8</b>	<b>35.1</b>	<b>18.5</b>	<b>16.6</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>17</b>	<b>64.0</b>	<b>18</b>	<b>162</b>
TUNISIA																				
ENFIDHA - HAMMAMET INTL	EASYJET UK LTD	S	46	0	0	17.4	30.4	39.1	6.5	0.0	2.2	2.2	0.0	2.2	0.0	0.0	23	84.6	10	26
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	16	0	0	0.0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	27	50.0	26	16
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>22.6</b>	<b>41.9</b>	<b>11.3</b>	<b>3.2</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>71.4</b>	<b>16</b>	<b>42</b>
JERBA	EASYJET UK LTD	S	18	0	0	0.0	16.7	38.9	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL JERBA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>38.9</b>	<b>22.2</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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 TUNISIA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>21.3</b>	<b>41.3</b>	<b>13.8</b>	<b>7.5</b>	<b>3.8</b>	<b>1.3</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>71.4</b>	<b>16</b>	<b>42</b>	
<b>TURKEY</b>																					
ANTALYA	EASYJET UK LTD	S	36	0	0	0.0	19.4	55.6	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	10	53.8	22	26	
ANTALYA	JET2.COM LTD	S	17	0	0	0.0	0.0	23.5	5.9	41.2	23.5	5.9	0.0	0.0	0.0	0.0	49	0.0	0	0	
ANTALYA	SUNEXPRESS	S	62	0	0	0.0	11.3	40.3	32.3	14.5	1.6	0.0	0.0	0.0	0.0	0.0	17	52.6	22	38	
ANTALYA	WIZZ AIR UK LTD	S	36	0	0	2.8	19.4	41.7	13.9	8.3	11.1	2.8	0.0	0.0	0.0	0.0	21	69.2	12	26	
<b>TOTAL ANTALYA</b>			<b>151</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>13.9</b>	<b>42.4</b>	<b>21.2</b>	<b>14.6</b>	<b>6.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>57.8</b>	<b>19</b>	<b>90</b>	
BODRUM (MILAS)	EASYJET UK LTD	S	36	0	0	2.8	16.7	50.0	27.8	0.0	0.0	2.8	0.0	0.0	0.0	0.0	14	63.0	18	53	
<b>TOTAL BODRUM (MILAS)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>16.7</b>	<b>50.0</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>63.0</b>	<b>18</b>	<b>53</b>	
DALAMAN	EASYJET UK LTD	S	55	0	0	0.0	23.6	34.5	21.8	12.7	5.5	1.8	0.0	0.0	0.0	0.0	19	71.4	14	56	
DALAMAN	JET2.COM LTD	S	18	0	0	0.0	5.6	22.2	27.8	38.9	5.6	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
DALAMAN	TUI AIRWAYS LTD	C	11	0	0	0.0	0.0	54.5	36.4	9.1	0.0	0.0	0.0	0.0	0.0	0.0	17	50.0	21	10	
DALAMAN	WIZZ AIR UK LTD	S	18	0	0	0.0	44.4	50.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	47.1	15	17	
<b>TOTAL DALAMAN</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.6</b>	<b>37.3</b>	<b>20.6</b>	<b>15.7</b>	<b>3.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>63.9</b>	<b>15</b>	<b>83</b>	
ISTANBUL	WIZZ AIR UK LTD	S	62	0	0	11.3	40.3	29.0	4.8	11.3	3.2	0.0	0.0	0.0	0.0	0.0	10	70.1	17	97	
<b>TOTAL ISTANBUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>40.3</b>	<b>29.0</b>	<b>4.8</b>	<b>11.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>70.1</b>	<b>17</b>	<b>97</b>	
IZMIR (ADNAN MENDERES)	EASYJET UK LTD	S	26	0	0	0.0	26.9	23.1	19.2	19.2	7.7	3.8	0.0	0.0	0.0	0.0	25	76.9	10	26	
IZMIR (ADNAN MENDERES)	SUNEXPRESS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	9	10	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>23.1</b>	<b>19.2</b>	<b>19.2</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>75.0</b>	<b>9</b>	<b>36</b>	
<b>TOTAL TURKEY</b>			<b>377</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>21.5</b>	<b>38.2</b>	<b>18.8</b>	<b>13.3</b>	<b>4.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>65.0</b>	<b>16</b>	<b>359</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASYJET UK LTD	S	44	0	0	4.5	38.6	34.1	9.1	4.5	4.5	0.0	4.5	0.0	0.0	0.0	24	68.7	15	65	
<b>TOTAL ABERDEEN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>38.6</b>	<b>34.1</b>	<b>9.1</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>68.7</b>	<b>15</b>	<b>65</b>	
BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	44	0	0	2.3	47.7	40.9	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	13	54	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>47.7</b>	<b>40.9</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>66.7</b>	<b>13</b>	<b>54</b>	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	176	0	0	9.1	46.0	28.4	8.5	7.4	0.6	0.0	0.0	0.0	0.0	0.0	7	82.6	12	236	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>46.0</b>	<b>28.4</b>	<b>8.5</b>	<b>7.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>82.6</b>	<b>12</b>	<b>236</b>	
EDINBURGH	EASYJET UK LTD	S	180	0	0	10.0	38.3	29.4	11.1	8.3	1.7	1.1	0.0	0.0	0.0	0.0	11	62.3	22	219	
<b>TOTAL EDINBURGH</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>38.3</b>	<b>29.4</b>	<b>11.1</b>	<b>8.3</b>	<b>1.7</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>62.3</b>	<b>22</b>	<b>219</b>	
GATWICK	EASYJET UK LTD	S	3	0	1	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	18	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GLASGOW	EASYJET UK LTD	S	178	0	0	9.6	47.2	27.0	9.6	5.6	1.1	0.0	0.0	0.0	0.0	0.0	7	72.4	21	214	
<b>TOTAL GLASGOW</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>47.2</b>	<b>27.0</b>	<b>9.6</b>	<b>5.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>72.4</b>	<b>21</b>	<b>214</b>	
INVERNESS	EASYJET UK LTD	S	104	0	1	0.0	30.5	31.4	20.0	13.3	2.9	0.0	0.0	1.0	0.0	1.0	21	43.9	25	98	
INVERNESS	JET2.COM LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
INVERNESS	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	22	0.0	0	0
<b>TOTAL INVERNESS</b>			<b>106</b>	<b>0</b>	<b>1</b>	<b>0.9</b>	<b>29.9</b>	<b>30.8</b>	<b>20.6</b>	<b>13.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	<b>21</b>	<b>43.9</b>	<b>25</b>	<b>98</b>
ISLE OF MAN	EASYJET UK LTD	S	6	0	0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	27	6
<b>TOTAL ISLE OF MAN</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>83.3</b>	<b>27</b>	<b>6</b>
JERSEY	EASYJET UK LTD	S	62	0	0	6.5	51.6	19.4	9.7	12.9	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	8	88
<b>TOTAL JERSEY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>51.6</b>	<b>19.4</b>	<b>9.7</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.5</b>	<b>8</b>	<b>88</b>
<b>TOTAL UNITED KINGDOM</b>			<b>799</b>	<b>0</b>	<b>2</b>	<b>7.6</b>	<b>42.4</b>	<b>28.7</b>	<b>11.0</b>	<b>8.0</b>	<b>1.4</b>	<b>0.2</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>11</b>	<b>70.6</b>	<b>17</b>	<b>980</b>
<b>TOTAL LUTON</b>			<b>9387</b>	<b>0</b>	<b>20</b>	<b>5.0</b>	<b>36.5</b>	<b>32.6</b>	<b>11.9</b>	<b>9.2</b>	<b>3.5</b>	<b>0.6</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>14</b>	<b>69.7</b>	<b>18</b>	<b>9305</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>ALBANIA</b>																					
TIRANA	RYANAIR UK LTD	S	26	0	0	0.0	15.4	38.5	23.1	11.5	11.5	0.0	0.0	0.0	0.0	0.0	22	80.8	14	26	
<b>TOTAL TIRANA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</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>22</b>	<b>80.8</b>	<b>14</b>	<b>26</b>	
<b>TOTAL ALBANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</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>22</b>	<b>80.8</b>	<b>14</b>	<b>26</b>	
<b>AUSTRIA</b>																					
INNSBRUCK	JET2.COM LTD	S	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	30	100.0	8	2	
<b>TOTAL INNSBRUCK</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>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>100.0</b>	<b>8</b>	<b>2</b>	
SALZBURG	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	1	
<b>TOTAL SALZBURG</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
VIENNA	AUSTRIAN AIRLINES	S	30	0	0	3.3	43.3	50.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.6	5	32	
VIENNA	JET2.COM LTD	S	12	0	0	0.0	16.7	41.7	16.7	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	58.3	24	12	
VIENNA	RYANAIR	S	44	0	0	2.3	38.6	29.5	11.4	13.6	4.5	0.0	0.0	0.0	0.0	0.0	14	52.2	23	46	
VIENNA	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	76	1	
<b>TOTAL VIENNA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>37.2</b>	<b>38.4</b>	<b>9.3</b>	<b>10.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>65.9</b>	<b>17</b>	<b>91</b>	
<b>TOTAL AUSTRIA</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>36.6</b>	<b>35.5</b>	<b>11.8</b>	<b>11.8</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>67.0</b>	<b>17</b>	<b>94</b>	
<b>BAHRAIN</b>																					
BAHRAIN	GULF AIR	S	46	0	0	4.3	58.7	30.4	0.0	2.2	2.2	2.2	0.0	0.0	0.0	0.0	7	66.7	32	36	
<b>TOTAL BAHRAIN</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>58.7</b>	<b>30.4</b>	<b>0.0</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>32</b>	<b>36</b>	
<b>TOTAL BAHRAIN</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>58.7</b>	<b>30.4</b>	<b>0.0</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>32</b>	<b>36</b>	
<b>BANGLADESH</b>																					
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT	BIMAN BANGLADESH AIRLINES	S	0	0	12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	57.7	25	26	
<b>TOTAL HAZRAT SHAHJALAL INTERNATIONAL AIRPORT</b>			<b>0</b>	<b>0</b>	<b>12</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>57.7</b>	<b>25</b>	<b>26</b>	
<b>TOTAL BANGLADESH</b>			<b>0</b>	<b>0</b>	<b>12</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>57.7</b>	<b>25</b>	<b>26</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	AER LINGUS	S	26	0	0	7.7	42.3	42.3	3.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
BRIDGETOWN	AER LINGUS (UK) LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	11	25	
<b>TOTAL BRIDGETOWN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>42.3</b>	<b>42.3</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>7</b>	<b>80.0</b>	<b>11</b>	<b>25</b>	
<b>TOTAL BARBADOS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>42.3</b>	<b>42.3</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>7</b>	<b>80.0</b>	<b>11</b>	<b>25</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	103	0	0	2.9	30.1	39.8	16.5	8.7	1.9	0.0	0.0	0.0	0.0	0.0	11	88.9	6	108	
BRUSSELS	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	65	0.0	0	0	
<b>TOTAL BRUSSELS</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>29.8</b>	<b>39.4</b>	<b>16.3</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>12</b>	<b>88.9</b>	<b>6</b>	<b>108</b>	
CHARLEROI	RYANAIR	S	178	0	0	7.9	43.3	26.4	9.6	6.7	6.2	0.0	0.0	0.0	0.0	0.0	12	76.3	9	160	
<b>TOTAL CHARLEROI</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>43.3</b>	<b>26.4</b>	<b>9.6</b>	<b>6.7</b>	<b>6.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>76.3</b>	<b>9</b>	<b>160</b>	
<b>TOTAL BELGIUM</b>			<b>282</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>38.3</b>	<b>31.2</b>	<b>12.1</b>	<b>7.4</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>81.3</b>	<b>8</b>	<b>268</b>	
<b>BULGARIA</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													late
BURGAS	BH AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	39	1	
BURGAS	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	6	
BURGAS	JET2.COM LTD	S	28	0	0	3.6	7.1	14.3	25.0	35.7	3.6	3.6	7.1	0.0	0.0	0.0	47	40.9	22	22
BURGAS	TUI AIRWAYS LTD	C	16	0	0	6.3	18.8	31.3	12.5	25.0	0.0	0.0	6.3	0.0	0.0	0.0	34	58.8	19	17
<b>TOTAL BURGAS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>11.4</b>	<b>20.5</b>	<b>20.5</b>	<b>31.8</b>	<b>2.3</b>	<b>2.3</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>54.3</b>	<b>18</b>	<b>46</b>
SOFIA	EASYJET UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.8	10	16	
<b>TOTAL SOFIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>68.8</b>	<b>10</b>	<b>16</b>	
<b>TOTAL BULGARIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>11.4</b>	<b>20.5</b>	<b>20.5</b>	<b>31.8</b>	<b>2.3</b>	<b>2.3</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>58.1</b>	<b>16</b>	<b>62</b>
<b>CANADA</b>																				
TORONTO	AIR TRANSAT	S	44	0	0	0.0	34.1	43.2	13.6	6.8	2.3	0.0	0.0	0.0	0.0	9	78.9	12	38	
<b>TOTAL TORONTO</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.1</b>	<b>43.2</b>	<b>13.6</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.9</b>	<b>12</b>	<b>38</b>	
<b>TOTAL CANADA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.1</b>	<b>43.2</b>	<b>13.6</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.9</b>	<b>12</b>	<b>38</b>	
<b>CAPE VERDE ISLANDS</b>																				
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	36	0	0	2.8	13.9	50.0	19.4	5.6	5.6	2.8	0.0	0.0	0.0	20	69.4	13	36	
<b>TOTAL BOA VISTA (RABIL)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>13.9</b>	<b>50.0</b>	<b>19.4</b>	<b>5.6</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>69.4</b>	<b>13</b>	<b>36</b>	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	26	0	0	0.0	11.5	30.8	30.8	23.1	3.8	0.0	0.0	0.0	0.0	19	67.9	13	28	
<b>TOTAL ILHA DO SAL C.VERDE</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>19</b>	<b>67.9</b>	<b>13</b>	<b>28</b>	
<b>TOTAL CAPE VERDE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>12.9</b>	<b>41.9</b>	<b>24.2</b>	<b>12.9</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>68.8</b>	<b>13</b>	<b>64</b>	
<b>CHINA</b>																				
BEIJING	HAINAN AIRLINES	S	50	0	0	0.0	60.0	16.0	10.0	6.0	6.0	2.0	0.0	0.0	0.0	14	76.5	19	34	
<b>TOTAL BEIJING</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</b>	<b>16.0</b>	<b>10.0</b>	<b>6.0</b>	<b>6.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>76.5</b>	<b>19</b>	<b>34</b>	
SHANGHAI (PU DONG)	JUNEYAO AIRLINES	S	24	0	0	0.0	50.0	16.7	29.2	4.2	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>16.7</b>	<b>29.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CHINA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>56.8</b>	<b>16.2</b>	<b>16.2</b>	<b>5.4</b>	<b>4.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>76.5</b>	<b>19</b>	<b>34</b>	
<b>CROATIA</b>																				
DUBROVNIK	EASYJET UK LTD	S	17	0	0	11.8	17.6	17.6	23.5	11.8	17.6	0.0	0.0	0.0	0.0	26	66.7	16	18	
DUBROVNIK	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3		
DUBROVNIK	JET2.COM LTD	S	30	0	0	6.7	13.3	53.3	20.0	6.7	0.0	0.0	0.0	0.0	0.0	12	71.4	9	28	
DUBROVNIK	RYANAIR	S	18	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	7	88.9	5	18	
DUBROVNIK	TUI AIRWAYS LTD	S	15	0	0	0.0	0.0	53.3	26.7	13.3	6.7	0.0	0.0	0.0	0.0	20	56.3	24	16	
<b>TOTAL DUBROVNIK</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>18.8</b>	<b>41.3</b>	<b>20.0</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>15</b>	<b>72.3</b>	<b>12</b>	<b>83</b>	
PULA	JET2.COM LTD	S	18	0	0	5.6	33.3	50.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
PULA	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	50.0	31.3	12.5	0.0	0.0	0.0	0.0	0.0	15	71.4	15	14	
<b>TOTAL PULA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>20.6</b>	<b>50.0</b>	<b>20.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>71.4</b>	<b>15</b>	<b>14</b>	
SPLIT	EASYJET UK LTD	S	26	0	0	3.8	38.5	23.1	15.4	19.2	0.0	0.0	0.0	0.0	0.0	13	76.9	13	26	
SPLIT	JET2.COM LTD	S	30	0	0	3.3	36.7	53.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	9	24	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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									
SPLIT	TUI AIRWAYS LTD	C	11	0	0	9.1	18.2	27.3	36.4	9.1	0.0	0.0	0.0	0.0	0.0	0.0	13	80.0	9	10	
<b>TOTAL SPLIT</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>34.3</b>	<b>37.3</b>	<b>14.9</b>	<b>9.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.7</b>	<b>11</b>	<b>60</b>	
ZADAR	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	28	18	
<b>TOTAL ZADAR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>28</b>	<b>18</b>	
ZAGREB	RYANAIR	S	18	0	0	5.6	22.2	38.9	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	75.0	8	16	
<b>TOTAL ZAGREB</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>38.9</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>75.0</b>	<b>8</b>	<b>16</b>	
<b>TOTAL CROATIA</b>			<b>199</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>24.6</b>	<b>41.2</b>	<b>17.6</b>	<b>9.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>74.9</b>	<b>13</b>	<b>191</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	47	0	0	0.0	0.0	12.8	23.4	38.3	23.4	2.1	0.0	0.0	0.0	0.0	45	49.1	19	55	
LARNACA	TUI AIRWAYS LTD	C	32	0	0	6.3	3.1	46.9	25.0	15.6	3.1	0.0	0.0	0.0	0.0	0.0	19	85.3	7	34	
<b>TOTAL LARNACA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>1.3</b>	<b>26.6</b>	<b>24.1</b>	<b>29.1</b>	<b>15.2</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>62.9</b>	<b>15</b>	<b>89</b>	
PAPHOS	EASYJET UK LTD	S	35	0	0	2.9	28.6	42.9	11.4	8.6	5.7	0.0	0.0	0.0	0.0	0.0	13	71.4	16	35	
PAPHOS	JET2.COM LTD	S	55	0	0	0.0	0.0	30.9	21.8	32.7	10.9	1.8	0.0	1.8	0.0	0.0	57	52.5	34	61	
PAPHOS	RYANAIR	S	26	0	0	3.8	7.7	46.2	23.1	15.4	3.8	0.0	0.0	0.0	0.0	0.0	18	42.3	23	26	
PAPHOS	TUI AIRWAYS LTD	C	46	0	0	2.2	10.9	45.7	23.9	13.0	4.3	0.0	0.0	0.0	0.0	0.0	19	59.1	20	44	
PAPHOS	TUI AIRWAYS 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	108	0.0	0	0	
<b>TOTAL PAPHOS</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>10.4</b>	<b>39.6</b>	<b>20.1</b>	<b>18.9</b>	<b>7.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>56.6</b>	<b>25</b>	<b>166</b>	
<b>TOTAL CYPRUS</b>			<b>243</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>7.4</b>	<b>35.4</b>	<b>21.4</b>	<b>22.2</b>	<b>10.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>58.8</b>	<b>21</b>	<b>255</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	52	0	0	1.9	30.8	38.5	11.5	5.8	7.7	1.9	1.9	0.0	0.0	0.0	20	57.4	22	54	
PRAGUE	JET2.COM LTD	S	30	0	0	0.0	20.0	46.7	20.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	12	43.3	29	30	
PRAGUE	RYANAIR	S	54	0	0	5.6	40.7	25.9	11.1	7.4	5.6	3.7	0.0	0.0	0.0	0.0	16	82.3	8	62	
PRAGUE	RYANAIR UK LTD	S	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL PRAGUE</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>34.0</b>	<b>35.4</b>	<b>12.5</b>	<b>7.6</b>	<b>4.9</b>	<b>2.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>65.1</b>	<b>17</b>	<b>146</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>34.0</b>	<b>35.4</b>	<b>12.5</b>	<b>7.6</b>	<b>4.9</b>	<b>2.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>65.1</b>	<b>17</b>	<b>146</b>	
<b>DENMARK</b>																					
BILLUND	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	2	6	
BILLUND	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	24	
BILLUND	RYANAIR 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	60.0	14	10	
<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>57.1</b>	<b>13</b>	<b>40</b>	
COPENHAGEN	EASYJET UK LTD	S	36	0	0	5.6	58.3	33.3	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	78.3	12	82	
COPENHAGEN	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	7	26	
COPENHAGEN	NORWEGIAN AIR SWEDEN AB	S	34	0	0	0.0	47.1	32.4	14.7	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
COPENHAGEN	RYANAIR	S	62	0	0	9.7	48.4	27.4	4.8	9.7	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	17	44	
COPENHAGEN	RYANAIR UK LTD	S	10	0	0	0.0	0.0	20.0	50.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	33	82.1	21	28	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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
COPENHAGEN	SAS	S	112	0	0	0.9	45.5	41.1	10.7	1.8	0.0	0.0	0.0	0.0	0.0	0.0	5	85.5	5	108
<b>TOTAL COPENHAGEN</b>			<b>254</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>46.5</b>	<b>34.6</b>	<b>10.2</b>	<b>3.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.4</b>	<b>10</b>	<b>288</b>
<b>TOTAL DENMARK</b>			<b>254</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>46.5</b>	<b>34.6</b>	<b>10.2</b>	<b>3.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>78.4</b>	<b>11</b>	<b>328</b>
<b>DOMINICAN REPUBLIC</b>																				
PUNTA CANA	TUI AIRWAYS LTD	C	36	0	0	2.8	13.9	38.9	22.2	5.6	16.7	0.0	0.0	0.0	0.0	0.0	27	55.6	18	36
<b>TOTAL PUNTA CANA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>13.9</b>	<b>38.9</b>	<b>22.2</b>	<b>5.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>55.6</b>	<b>18</b>	<b>36</b>
<b>TOTAL DOMINICAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>13.9</b>	<b>38.9</b>	<b>22.2</b>	<b>5.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>55.6</b>	<b>18</b>	<b>36</b>
<b>EGYPT</b>																				
CAIRO	EGYPT AIR	S	62	0	0	3.2	14.5	25.8	25.8	21.0	9.7	0.0	0.0	0.0	0.0	0.0	25	48.4	21	62
<b>TOTAL CAIRO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>14.5</b>	<b>25.8</b>	<b>25.8</b>	<b>21.0</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>25</b>	<b>48.4</b>	<b>21</b>	<b>62</b>
HURGHADA	EASYJET UK LTD	S	52	0	0	0.0	17.3	48.1	15.4	7.7	11.5	0.0	0.0	0.0	0.0	0.0	20	62.3	30	53
HURGHADA	TUI AIRWAYS LTD	S	35	0	0	8.6	11.4	34.3	28.6	14.3	0.0	0.0	2.9	0.0	0.0	0.0	24	61.8	18	34
<b>TOTAL HURGHADA</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>14.9</b>	<b>42.5</b>	<b>20.7</b>	<b>10.3</b>	<b>6.9</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>62.1</b>	<b>25</b>	<b>87</b>
SHARM EL SHEIKH (OPHIRA)	EASYJET UK LTD	S	35	0	0	0.0	14.3	34.3	20.0	22.9	8.6	0.0	0.0	0.0	0.0	0.0	23	62.2	15	37
SHARM EL SHEIKH (OPHIRA)	TUI AIRWAYS LTD	S	43	0	0	0.0	2.3	44.2	37.2	9.3	4.7	0.0	0.0	2.3	0.0	0.0	39	36.1	33	36
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>39.7</b>	<b>29.5</b>	<b>15.4</b>	<b>6.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>49.3</b>	<b>24</b>	<b>73</b>
<b>TOTAL EGYPT</b>			<b>227</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>12.3</b>	<b>37.0</b>	<b>25.1</b>	<b>15.0</b>	<b>7.5</b>	<b>0.0</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>54.1</b>	<b>24</b>	<b>222</b>
<b>ETHIOPIA</b>																				
ADDIS ABABA	ETHIOPIAN AIRLINES	S	42	0	0	0.0	21.4	40.5	26.2	9.5	2.4	0.0	0.0	0.0	0.0	0.0	12	57.1	13	42
<b>TOTAL ADDIS ABABA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>40.5</b>	<b>26.2</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>12</b>	<b>57.1</b>	<b>13</b>	<b>42</b>
<b>TOTAL ETHIOPIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>40.5</b>	<b>26.2</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>12</b>	<b>57.1</b>	<b>13</b>	<b>42</b>
<b>FINLAND</b>																				
HELSINKI	FINNAIR	S	94	0	8	12.7	43.1	24.5	4.9	4.9	2.0	0.0	0.0	0.0	0.0	7.8	7	85.3	6	102
<b>TOTAL HELSINKI</b>			<b>94</b>	<b>0</b>	<b>8</b>	<b>12.7</b>	<b>43.1</b>	<b>24.5</b>	<b>4.9</b>	<b>4.9</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.8</b>	<b>7</b>	<b>85.3</b>	<b>6</b>	<b>102</b>
<b>TOTAL FINLAND</b>			<b>94</b>	<b>0</b>	<b>8</b>	<b>12.7</b>	<b>43.1</b>	<b>24.5</b>	<b>4.9</b>	<b>4.9</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.8</b>	<b>7</b>	<b>85.3</b>	<b>6</b>	<b>102</b>
<b>FRANCE</b>																				
BEAUVAIS	RYANAIR	S	70	0	2	11.1	34.7	33.3	11.1	5.6	1.4	0.0	0.0	0.0	0.0	2.8	8	57.3	18	81
BEAUVAIS	RYANAIR UK LTD	S	36	0	0	8.3	41.7	13.9	16.7	8.3	8.3	2.8	0.0	0.0	0.0	0.0	19	100.0	2	8
<b>TOTAL BEAUVAIS</b>			<b>106</b>	<b>0</b>	<b>2</b>	<b>10.2</b>	<b>37.0</b>	<b>26.9</b>	<b>13.0</b>	<b>6.5</b>	<b>3.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>12</b>	<b>61.1</b>	<b>17</b>	<b>89</b>
BERGERAC	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2
<b>TOTAL BERGERAC</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>2</b>
BEZIERS	RYANAIR	S	28	0	0	0.0	32.1	50.0	14.3	3.6	0.0	0.0	0.0	0.0	0.0	0.0	8	71.4	12	28
<b>TOTAL BEZIERS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.1</b>	<b>50.0</b>	<b>14.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>71.4</b>	<b>12</b>	<b>28</b>
BORDEAUX	EASYJET UK LTD	S	18	0	0	0.0	61.1	16.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	28	36
BORDEAUX	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	8	26

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL BORDEAUX</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.1</b>	<b>16.7</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>61.3</b>	<b>19</b>	<b>62</b>	
CARCASSONNE	RYANAIR	S	26	0	0	0.0	19.2	11.5	19.2	38.5	7.7	3.8	0.0	0.0	0.0	0.0	33	63.9	22	36	
CARCASSONNE	RYANAIR UK LTD	S	10	0	0	0.0	20.0	70.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL CARCASSONNE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.4</b>	<b>27.8</b>	<b>13.9</b>	<b>27.8</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>27</b>	<b>63.9</b>	<b>22</b>	<b>36</b>	
LILLE	AIR HORIZONT	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL LILLE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LIMOGES	RYANAIR	S	26	0	0	0.0	3.8	26.9	38.5	19.2	11.5	0.0	0.0	0.0	0.0	0.0	28	65.4	17	26	
LIMOGES	RYANAIR UK LTD	S	10	0	0	0.0	60.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL LIMOGES</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.4</b>	<b>22.2</b>	<b>36.1</b>	<b>13.9</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>65.4</b>	<b>17</b>	<b>26</b>	
LYON	EASYJET UK LTD	S	18	0	0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	16	
<b>TOTAL LYON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>1</b>	<b>16</b>	
MARSEILLE	RYANAIR	S	26	0	0	0.0	26.9	30.8	26.9	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15	83.3	10	18	
<b>TOTAL MARSEILLE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>30.8</b>	<b>26.9</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>83.3</b>	<b>10</b>	<b>18</b>	
NANTES	RYANAIR	S	34	0	0	8.8	47.1	29.4	2.9	5.9	0.0	0.0	0.0	5.9	0.0	0.0	26	61.1	16	18	
NANTES	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	10	
<b>TOTAL NANTES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>47.1</b>	<b>29.4</b>	<b>2.9</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>26</b>	<b>57.1</b>	<b>17</b>	<b>28</b>	
NICE	EASYJET UK LTD	S	40	0	0	2.5	17.5	27.5	7.5	17.5	17.5	10.0	0.0	0.0	0.0	0.0	38	54.5	25	33	
NICE	JET2.COM LTD	S	22	0	0	0.0	0.0	27.3	22.7	40.9	9.1	0.0	0.0	0.0	0.0	0.0	36	46.2	23	26	
<b>TOTAL NICE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>11.3</b>	<b>27.4</b>	<b>12.9</b>	<b>25.8</b>	<b>14.5</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>50.8</b>	<b>24</b>	<b>59</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	192	0	2	0.5	13.9	50.0	20.1	11.9	2.1	0.5	0.0	0.0	0.0	1.0	15	85.4	8	198	
PARIS (CHARLES DE GAULLE)	EASYJET EUROPE	S	36	0	0	0.0	22.2	38.9	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	18	65.8	17	72	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	207	0	3	1.0	34.8	34.3	14.8	8.1	4.8	0.5	0.5	0.0	0.0	1.4	15	64.2	25	161	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>435</b>	<b>0</b>	<b>5</b>	<b>0.7</b>	<b>24.5</b>	<b>41.6</b>	<b>17.7</b>	<b>9.5</b>	<b>4.1</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>15</b>	<b>74.1</b>	<b>16</b>	<b>431</b>	
PARIS (ORLY)	EASYJET EUROPE	S	0	0	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	15	46	
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	50.0	21	14	
<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>59.7</b>	<b>16</b>	<b>60</b>	
TOULOUSE (BLAGNAC)	RYANAIR	S	18	0	0	0.0	55.6	27.8	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FRANCE</b>			<b>818</b>	<b>0</b>	<b>7</b>	<b>2.5</b>	<b>28.0</b>	<b>35.6</b>	<b>16.2</b>	<b>10.9</b>	<b>4.5</b>	<b>1.0</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.8</b>	<b>17</b>	<b>68.6</b>	<b>16</b>	<b>855</b>	
<b>GAMBIA</b>																					
BANJUL	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BANJUL</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 GAMBIA</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>GERMANY</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
BERLIN BRANDENBURG	EASYJET EUROPE	S	8	0	0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
BERLIN BRANDENBURG	EASYJET UK LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	2	
BERLIN BRANDENBURG	EASYJET UK LTD	S	36	0	0	5.6	44.4	33.3	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	76.3	9	36	
BERLIN BRANDENBURG	RYANAIR	S	96	0	0	1.0	26.0	30.2	27.1	12.5	3.1	0.0	0.0	0.0	0.0	0.0	15	60.2	18	108	
BERLIN BRANDENBURG	RYANAIR UK LTD	S	10	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	0.0	0	0	
<b>TOTAL BERLIN BRANDENBURG</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>35.3</b>	<b>29.3</b>	<b>21.3</b>	<b>9.3</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>64.2</b>	<b>16</b>	<b>146</b>	
COLOGNE BONN	RYANAIR	S	82	0	0	6.1	23.2	25.6	13.4	17.1	9.8	2.4	2.4	0.0	0.0	0.0	30	51.6	33	64	
<b>TOTAL COLOGNE BONN</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>23.2</b>	<b>25.6</b>	<b>13.4</b>	<b>17.1</b>	<b>9.8</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>51.6</b>	<b>33</b>	<b>64</b>	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	131	0	3	0.7	38.1	38.8	11.9	3.7	4.5	0.0	0.0	0.0	0.0	2.2	10	76.3	13	112	
<b>TOTAL DUSSELDORF</b>			<b>131</b>	<b>0</b>	<b>3</b>	<b>0.7</b>	<b>38.1</b>	<b>38.8</b>	<b>11.9</b>	<b>3.7</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>10</b>	<b>76.3</b>	<b>13</b>	<b>112</b>	
FRANKFURT MAIN	LUFTHANSA	S	231	0	0	0.0	23.8	53.2	14.3	6.5	1.7	0.4	0.0	0.0	0.0	0.0	11	83.1	8	212	
<b>TOTAL FRANKFURT MAIN</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.8</b>	<b>53.2</b>	<b>14.3</b>	<b>6.5</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.1</b>	<b>8</b>	<b>212</b>	
HAMBURG	EASYJET UK LTD	S	26	0	0	0.0	42.3	34.6	11.5	11.5	0.0	0.0	0.0	0.0	0.0	0.0	9	71.4	15	28	
HAMBURG	EUROWINGS LUFTVERKEHRS	S	34	0	0	2.9	35.3	38.2	5.9	8.8	8.8	0.0	0.0	0.0	0.0	0.0	13	61.8	14	34	
<b>TOTAL HAMBURG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>38.3</b>	<b>36.7</b>	<b>8.3</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.1</b>	<b>14</b>	<b>62</b>	
MEMMINGEN ALLGAU	RYANAIR	S	18	0	0	0.0	0.0	33.3	5.6	44.4	16.7	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>5.6</b>	<b>44.4</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MUNICH	EASYJET UK LTD	S	34	0	0	0.0	26.5	14.7	17.6	29.4	11.8	0.0	0.0	0.0	0.0	0.0	27	66.7	21	38	
MUNICH	LUFTHANSA	S	62	0	0	1.6	24.2	54.8	11.3	4.8	3.2	0.0	0.0	0.0	0.0	0.0	10	70.2	12	158	
MUNICH	MED-VIEW AIRLINE	S	115	0	0	0.0	15.7	52.2	17.4	11.3	3.5	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL MUNICH</b>			<b>211</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>19.9</b>	<b>46.9</b>	<b>15.6</b>	<b>12.3</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>69.5</b>	<b>14</b>	<b>196</b>	
STUTT GART	EUROWINGS LUFTVERKEHRS	S	34	0	1	0.0	22.9	45.7	8.6	17.1	2.9	0.0	0.0	0.0	0.0	2.9	16	58.3	13	22	
<b>TOTAL STUTT GART</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>22.9</b>	<b>45.7</b>	<b>8.6</b>	<b>17.1</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>16</b>	<b>58.3</b>	<b>13</b>	<b>22</b>	
<b>TOTAL GERMANY</b>			<b>917</b>	<b>0</b>	<b>4</b>	<b>1.3</b>	<b>27.3</b>	<b>41.6</b>	<b>14.5</b>	<b>10.2</b>	<b>4.1</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>14</b>	<b>71.0</b>	<b>14</b>	<b>814</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	EASYJET UK LTD	S	34	0	0	8.8	52.9	23.5	2.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	7	80.6	11	36	
<b>TOTAL GIBRALTAR</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>52.9</b>	<b>23.5</b>	<b>2.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.6</b>	<b>11</b>	<b>36</b>	
<b>TOTAL GIBRALTAR</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>52.9</b>	<b>23.5</b>	<b>2.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.6</b>	<b>11</b>	<b>36</b>	
<b>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	S	28	0	0	0.0	3.6	14.3	39.3	32.1	10.7	0.0	0.0	0.0	0.0	0.0	30	43.3	21	30	
ATHENS	EASYJET UK LTD	S	35	0	0	0.0	11.4	17.1	11.4	42.9	17.1	0.0	0.0	0.0	0.0	0.0	38	47.2	21	36	
ATHENS	JET2.COM LTD	S	36	0	0	0.0	0.0	11.1	25.0	33.3	25.0	2.8	2.8	0.0	0.0	0.0	52	7.7	46	26	
<b>TOTAL ATHENS</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.1</b>	<b>14.1</b>	<b>24.2</b>	<b>36.4</b>	<b>18.2</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>34.8</b>	<b>28</b>	<b>92</b>	
CHANIA	EASYJET UK LTD	S	10	0	0	0.0	0.0	50.0	40.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	25	75.0	11	8	
CHANIA	JET2.COM LTD	S	18	0	0	0.0	11.1	22.2	11.1	50.0	5.6	0.0	0.0	0.0	0.0	0.0	29	33.3	98	17	
CHANIA	RYANAIR	S	26	0	0	0.0	19.2	38.5	7.7	23.1	7.7	3.8	0.0	0.0	0.0	0.0	24	53.6	18	28	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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	
CHANIA	TUI AIRWAYS LTD	C	20	0	0	0.0	5.0	35.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	22	50.0	15	12	
<b>TOTAL CHANIA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.8</b>	<b>35.1</b>	<b>18.9</b>	<b>28.4</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>25</b>	<b>50.0</b>	<b>38</b>	<b>65</b>	
CORFU	EASYJET UK LTD	S	54	0	0	3.7	31.5	29.6	22.2	11.1	1.9	0.0	0.0	0.0	0.0	0.0	13	70.5	18	44	
CORFU	JET2.COM LTD	S	49	0	0	2.0	8.2	42.9	22.4	12.2	10.2	2.0	0.0	0.0	0.0	0.0	25	56.5	27	46	
CORFU	RYANAIR	S	28	0	0	3.6	21.4	42.9	25.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	11	60.0	26	20	
CORFU	RYANAIR 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	66	8	
CORFU	TUI AIRWAYS LTD	C	34	0	0	0.0	2.9	35.3	29.4	26.5	5.9	0.0	0.0	0.0	0.0	0.0	25	33.3	42	33	
<b>TOTAL CORFU</b>			<b>165</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>17.0</b>	<b>37.0</b>	<b>24.2</b>	<b>13.9</b>	<b>4.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>55.6</b>	<b>29</b>	<b>151</b>	
HERAKLION	CORENDON AIRLINES EUROPE	S	18	0	0	0.0	27.8	38.9	11.1	5.6	5.6	0.0	0.0	11.1	0.0	0.0	55	77.8	11	18	
HERAKLION	EASYJET UK LTD	S	42	0	0	0.0	19.0	33.3	31.0	9.5	2.4	4.8	0.0	0.0	0.0	0.0	22	57.1	24	35	
HERAKLION	JET2.COM LTD	S	67	0	0	1.5	9.0	41.8	19.4	17.9	9.0	0.0	0.0	1.5	0.0	0.0	44	65.2	15	66	
HERAKLION	TUI AIRWAYS LTD	C	42	0	0	0.0	19.0	35.7	31.0	7.1	4.8	0.0	2.4	0.0	0.0	0.0	21	70.6	35	34	
<b>TOTAL HERAKLION</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>16.0</b>	<b>37.9</b>	<b>24.3</b>	<b>11.8</b>	<b>5.9</b>	<b>1.2</b>	<b>0.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>66.0</b>	<b>21</b>	<b>153</b>	
KALAMATA	JET2.COM LTD	S	16	0	0	0.0	25.0	31.3	25.0	12.5	6.3	0.0	0.0	0.0	0.0	0.0	19	66.7	12	18	
<b>TOTAL KALAMATA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>31.3</b>	<b>25.0</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>66.7</b>	<b>12</b>	<b>18</b>	
KAVALA	TUI AIRWAYS LTD	C	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	8	71.4	13	7	
<b>TOTAL KAVALA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>71.4</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>71.4</b>	<b>13</b>	<b>7</b>	
KEFALLINIA	JET2.COM LTD	S	32	0	0	3.1	15.6	34.4	31.3	15.6	0.0	0.0	0.0	0.0	0.0	0.0	16	68.8	11	32	
KEFALLINIA	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	55.6	16.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	19	52.9	21	17	
<b>TOTAL KEFALLINIA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>12.0</b>	<b>42.0</b>	<b>26.0</b>	<b>16.0</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>17</b>	<b>63.3</b>	<b>14</b>	<b>49</b>	
KOS	EASYJET UK LTD	S	38	0	0	2.6	28.9	36.8	18.4	13.2	0.0	0.0	0.0	0.0	0.0	0.0	12	85.4	7	48	
KOS	JET2.COM LTD	S	49	0	0	0.0	4.1	24.5	26.5	24.5	20.4	0.0	0.0	0.0	0.0	0.0	37	22.0	41	41	
KOS	TUI AIRWAYS LTD	C	35	0	0	0.0	14.3	42.9	22.9	17.1	2.9	0.0	0.0	0.0	0.0	0.0	17	77.8	12	36	
<b>TOTAL KOS</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>14.8</b>	<b>33.6</b>	<b>23.0</b>	<b>18.9</b>	<b>9.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>62.4</b>	<b>20</b>	<b>125</b>	
MIKONOS	EASYJET UK LTD	S	18	0	0	0.0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	23	87.5	4	16	
<b>TOTAL MIKONOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>11.1</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>87.5</b>	<b>4</b>	<b>16</b>	
MYTILINI	JET2.COM LTD	S	16	0	0	0.0	0.0	43.8	37.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	20	55.6	18	18	
<b>TOTAL MYTILINI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>43.8</b>	<b>37.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>55.6</b>	<b>18</b>	<b>18</b>	
PREVEZA	JET2.COM LTD	S	20	0	0	5.0	20.0	35.0	25.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	14	55.0	36	20	
PREVEZA	TUI AIRWAYS LTD	C	9	0	0	0.0	11.1	33.3	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	32	25.0	22	8	
<b>TOTAL PREVEZA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>17.2</b>	<b>34.5</b>	<b>20.7</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>20</b>	<b>46.4</b>	<b>32</b>	<b>28</b>	
RHODES	AEGEAN AIRLINES	C	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
RHODES	EASYJET UK LTD	S	49	0	0	0.0	16.3	30.6	24.5	18.4	10.2	0.0	0.0	0.0	0.0	0.0	25	48.1	31	52	
RHODES	JET2.COM LTD	S	65	0	0	0.0	4.6	21.5	20.0	32.3	20.0	0.0	0.0	1.5	0.0	0.0	56	19.4	36	62	
RHODES	RYANAIR	S	44	0	0	2.3	18.2	43.2	22.7	11.4	0.0	0.0	0.0	2.3	0.0	0.0	27	55.9	15	34	

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
RHODES	RYANAIR 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	60.0	12	10
RHODES	TUI AIRWAYS LTD	C	36	0	0	11.1	8.3	25.0	16.7	33.3	2.8	2.8	0.0	0.0	0.0	0.0	25	77.1	14	35
<b>TOTAL RHODES</b>			<b>197</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>11.7</b>	<b>29.9</b>	<b>20.8</b>	<b>23.9</b>	<b>9.6</b>	<b>0.5</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>46.1</b>	<b>26</b>	<b>193</b>
SALONIKA	EASYJET UK LTD	S	18	0	0	5.6	22.2	33.3	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	15	77.8	27	18
SALONIKA	JET2.COM LTD	S	22	0	0	0.0	9.1	36.4	36.4	18.2	0.0	0.0	0.0	0.0	0.0	0.0	19	45.0	16	20
SALONIKA	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	62.5	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	62.5	31	16
<b>TOTAL SALONIKA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>12.5</b>	<b>42.9</b>	<b>28.6</b>	<b>12.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>61.1</b>	<b>24</b>	<b>54</b>
SKIATHOS	EASYJET UK LTD	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	10	56.3	14	16
SKIATHOS	JET2.COM LTD	S	26	0	0	0.0	3.8	26.9	23.1	42.3	3.8	0.0	0.0	0.0	0.0	0.0	29	37.5	18	22
SKIATHOS	TUI AIRWAYS LTD	C	30	0	0	0.0	13.3	66.7	16.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	10	24
<b>TOTAL SKIATHOS</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.9</b>	<b>47.2</b>	<b>19.4</b>	<b>18.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>56.3</b>	<b>14</b>	<b>62</b>
THIRA (SANTORINI)	EASYJET UK LTD	S	18	0	0	0.0	44.4	22.2	0.0	11.1	16.7	5.6	0.0	0.0	0.0	0.0	26	76.9	11	26
THIRA (SANTORINI)	JET2.COM LTD	S	26	0	0	0.0	0.0	30.8	26.9	23.1	19.2	0.0	0.0	0.0	0.0	0.0	32	26.9	31	26
THIRA (SANTORINI)	TUI AIRWAYS LTD	C	16	0	0	0.0	31.3	43.8	6.3	6.3	0.0	12.5	0.0	0.0	0.0	0.0	27	62.5	10	16
<b>TOTAL THIRA (SANTORINI)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.7</b>	<b>31.7</b>	<b>13.3</b>	<b>15.0</b>	<b>13.3</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>54.4</b>	<b>18</b>	<b>68</b>
ZAKINTHOS	EASYJET UK LTD	S	8	0	0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	70.0	17	10
ZAKINTHOS	JET2.COM LTD	S	39	0	0	2.6	15.4	43.6	12.8	12.8	7.7	2.6	0.0	2.6	0.0	0.0	41	64.7	16	34
ZAKINTHOS	TUI AIRWAYS LTD	C	26	0	0	0.0	11.5	42.3	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	15	63.3	13	30
<b>TOTAL ZAKINTHOS</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>16.4</b>	<b>41.1</b>	<b>21.9</b>	<b>11.0</b>	<b>4.1</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>64.9</b>	<b>15</b>	<b>74</b>
<b>TOTAL GREECE</b>			<b>1223</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>13.8</b>	<b>35.0</b>	<b>22.4</b>	<b>18.7</b>	<b>7.2</b>	<b>0.9</b>	<b>0.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>55.8</b>	<b>23</b>	<b>1173</b>
<b>HONG KONG</b>																				
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	38	0	0	0.0	44.7	31.6	7.9	10.5	2.6	2.6	0.0	0.0	0.0	0.0	14	75.0	13	36
HONG KONG (CHEK LAP KOK)	MALAYSIAN AIRLINES SYSTEM-MAS	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.6</b>	<b>30.8</b>	<b>7.7</b>	<b>12.8</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.0</b>	<b>13</b>	<b>36</b>
<b>TOTAL HONG KONG</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.6</b>	<b>30.8</b>	<b>7.7</b>	<b>12.8</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.0</b>	<b>13</b>	<b>36</b>
<b>HUNGARY</b>																				
BUDAPEST	JET2.COM LTD	S	30	0	0	0.0	26.7	20.0	20.0	23.3	10.0	0.0	0.0	0.0	0.0	0.0	25	33.3	50	36
BUDAPEST	RYANAIR	S	42	0	0	4.8	45.2	23.8	9.5	7.1	7.1	2.4	0.0	0.0	0.0	0.0	16	72.2	21	36
BUDAPEST	RYANAIR UK LTD	S	20	0	0	0.0	40.0	35.0	20.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	12	100.0	2	10
BUDAPEST	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	3	8
<b>TOTAL BUDAPEST</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>35.0</b>	<b>28.0</b>	<b>17.0</b>	<b>10.0</b>	<b>6.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>62.2</b>	<b>29</b>	<b>90</b>
<b>TOTAL HUNGARY</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>35.0</b>	<b>28.0</b>	<b>17.0</b>	<b>10.0</b>	<b>6.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>62.2</b>	<b>29</b>	<b>90</b>
<b>ICELAND</b>																				
KEFLAVIK	EASYJET UK LTD	S	18	0	0	16.7	55.6	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	10	18
KEFLAVIK	ICELANDAIR	S	38	0	0	18.4	57.9	13.2	2.6	5.3	2.6	0.0	0.0	0.0	0.0	0.0	6	86.1	11	36

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													late
<b>TOTAL KEFLAVIK</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>57.1</b>	<b>17.9</b>	<b>1.8</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.2</b>	<b>10</b>	<b>54</b>	
<b>TOTAL ICELAND IRISH REPUBLIC</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>57.1</b>	<b>17.9</b>	<b>1.8</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.2</b>	<b>10</b>	<b>54</b>	
<b>CORK</b>	RYANAIR	S	104	0	0	16.3	40.4	24.0	7.7	7.7	2.9	1.0	0.0	0.0	0.0	11	75.6	12	82	
<b>CORK</b>	RYANAIR UK LTD	S	20	0	0	5.0	50.0	20.0	10.0	15.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL CORK</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>41.9</b>	<b>23.4</b>	<b>8.1</b>	<b>8.9</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.6</b>	<b>12</b>	<b>82</b>	
<b>DUBLIN</b>	AER LINGUS	S	360	0	2	4.4	31.8	40.3	16.9	3.9	1.7	0.6	0.0	0.0	0.6	10	68.0	26	352	
<b>DUBLIN</b>	RYANAIR	S	408	0	0	12.5	43.1	24.3	10.3	5.4	3.4	1.0	0.0	0.0	0.0	10	74.4	14	316	
<b>DUBLIN</b>	RYANAIR 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	76.1	12	46	
<b>TOTAL DUBLIN</b>			<b>768</b>	<b>0</b>	<b>2</b>	<b>8.7</b>	<b>37.8</b>	<b>31.8</b>	<b>13.4</b>	<b>4.7</b>	<b>2.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>10</b>	<b>71.3</b>	<b>20</b>	<b>714</b>	
<b>IRELAND WEST(KNOCK)</b>	RYANAIR	S	18	0	0	16.7	77.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	8	
<b>IRELAND WEST(KNOCK)</b>	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	30.0	25	10	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>77.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>19</b>	<b>18</b>	
<b>KERRY COUNTY</b>	RYANAIR	S	10	0	0	0.0	10.0	10.0	0.0	50.0	30.0	0.0	0.0	0.0	0.0	48	77.8	10	18	
<b>KERRY COUNTY</b>	RYANAIR UK LTD	S	8	0	0	0.0	12.5	37.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL KERRY COUNTY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>22.2</b>	<b>5.6</b>	<b>44.4</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>77.8</b>	<b>10</b>	<b>18</b>	
<b>SHANNON</b>	RYANAIR	S	44	0	0	9.1	15.9	31.8	15.9	18.2	9.1	0.0	0.0	0.0	0.0	19	75.0	11	36	
<b>SHANNON</b>	RYANAIR UK LTD	S	8	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	20	80.0	7	10	
<b>TOTAL SHANNON</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>13.5</b>	<b>34.6</b>	<b>17.3</b>	<b>19.2</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>76.1</b>	<b>10</b>	<b>46</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>980</b>	<b>0</b>	<b>2</b>	<b>9.4</b>	<b>37.3</b>	<b>30.2</b>	<b>12.5</b>	<b>6.6</b>	<b>3.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>11</b>	<b>71.7</b>	<b>18</b>	<b>878</b>	
<b>ITALY</b>																				
<b>BERGAMO</b>	RYANAIR	S	106	0	0	0.9	15.1	27.4	22.6	22.6	10.4	0.9	0.0	0.0	0.0	27	62.5	16	64	
<b>BERGAMO</b>	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	38	16	
<b>TOTAL BERGAMO</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>15.1</b>	<b>27.4</b>	<b>22.6</b>	<b>22.6</b>	<b>10.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>60.0</b>	<b>20</b>	<b>80</b>	
<b>BOLOGNA</b>	RYANAIR	S	36	0	0	2.8	25.0	38.9	19.4	2.8	2.8	8.3	0.0	0.0	0.0	22	59.1	17	44	
<b>TOTAL BOLOGNA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>25.0</b>	<b>38.9</b>	<b>19.4</b>	<b>2.8</b>	<b>2.8</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>59.1</b>	<b>17</b>	<b>44</b>	
<b>BRINDISI</b>	RYANAIR	S	18	0	0	0.0	11.1	61.1	16.7	5.6	5.6	0.0	0.0	0.0	0.0	14	72.2	10	18	
<b>TOTAL BRINDISI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>61.1</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>72.2</b>	<b>10</b>	<b>18</b>	
<b>CATANIA (FONTANAROSSA)</b>	EASYJET UK LTD	S	16	0	0	0.0	25.0	43.8	12.5	18.8	0.0	0.0	0.0	0.0	0.0	13	66.7	12	18	
<b>CATANIA (FONTANAROSSA)</b>	JET2.COM LTD	S	18	0	0	0.0	22.2	33.3	5.6	33.3	5.6	0.0	0.0	0.0	0.0	22	76.5	15	17	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>38.2</b>	<b>8.8</b>	<b>26.5</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>71.4</b>	<b>13</b>	<b>35</b>	
<b>GENOA</b>	RYANAIR	S	16	0	0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	13	77.8	9	18	
<b>TOTAL GENOA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>77.8</b>	<b>9</b>	<b>18</b>	
<b>LAMETIA-TERME</b>	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	21	71.4	9	7	
<b>TOTAL LAMETIA-TERME</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>44.4</b>	<b>33.3</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>71.4</b>	<b>9</b>	<b>7</b>	
<b>MILAN (LINATE)</b>	EASYJET EUROPE	S	62	0	0	11.3	53.2	17.7	9.7	1.6	3.2	0.0	3.2	0.0	0.0	14	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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 MILAN (LINATE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>53.2</b>	<b>17.7</b>	<b>9.7</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MILAN (MALPENSA)	EASYJET EUROPE	S	54	0	0	11.1	38.9	33.3	9.3	5.6	1.9	0.0	0.0	0.0	0.0	0.0	7	82.7	13	98
MILAN (MALPENSA)	EASYJET UK LTD	S	26	0	0	3.8	50.0	15.4	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	56.0	40	25
MILAN (MALPENSA)	RYANAIR	S	78	0	2	1.3	27.5	28.8	17.5	16.3	5.0	1.3	0.0	0.0	0.0	2.5	20	62.8	22	78
MILAN (MALPENSA)	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	34	8
<b>TOTAL MILAN (MALPENSA)</b>			<b>158</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>35.0</b>	<b>28.1</b>	<b>15.6</b>	<b>11.3</b>	<b>3.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>14</b>	<b>69.9</b>	<b>20</b>	<b>209</b>
NAPLES	EASYJET EUROPE	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	0.0	0	0
NAPLES	EASYJET UK LTD	S	28	0	0	7.1	39.3	28.6	21.4	3.6	0.0	0.0	0.0	0.0	0.0	0.0	9	65.4	16	26
NAPLES	JET2.COM LTD	S	28	0	0	0.0	17.9	50.0	14.3	10.7	7.1	0.0	0.0	0.0	0.0	0.0	15	57.1	18	28
NAPLES	RYANAIR	S	44	0	0	0.0	22.7	22.7	22.7	20.5	11.4	0.0	0.0	0.0	0.0	0.0	26	38.2	26	34
NAPLES	RYANAIR 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	20.0	33	10
NAPLES	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	61.1	11.1	16.7	11.1	0.0	0.0	0.0	0.0	0.0	20	52.6	25	19
<b>TOTAL NAPLES</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>23.8</b>	<b>35.7</b>	<b>18.3</b>	<b>12.7</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>49.6</b>	<b>22</b>	<b>117</b>
OLBIA	JET2.COM LTD	S	20	0	0	0.0	5.0	60.0	20.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	21	80.0	7	10
OLBIA	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	40	1
<b>TOTAL OLBIA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.3</b>	<b>60.9</b>	<b>21.7</b>	<b>4.3</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>72.7</b>	<b>10</b>	<b>11</b>
PISA	EASYJET UK LTD	S	44	0	0	2.3	43.2	27.3	15.9	11.4	0.0	0.0	0.0	0.0	0.0	0.0	9	72.7	17	44
PISA	JET2.COM LTD	S	28	0	0	0.0	21.4	53.6	14.3	10.7	0.0	0.0	0.0	0.0	0.0	0.0	11	65.4	19	26
PISA	RYANAIR	S	46	0	0	13.0	21.7	43.5	10.9	8.7	2.2	0.0	0.0	0.0	0.0	0.0	11	60.7	37	28
PISA	RYANAIR UK LTD	S	8	0	0	0.0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL PISA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>42.1</b>	<b>13.5</b>	<b>10.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>67.3</b>	<b>23</b>	<b>98</b>
REGGIO	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	18
<b>TOTAL REGGIO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.9</b>	<b>5</b>	<b>18</b>
ROME (CIAMPINO)	RYANAIR	S	116	0	0	5.2	39.7	42.2	6.9	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6	62.0	22	100
<b>TOTAL ROME (CIAMPINO)</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>39.7</b>	<b>42.2</b>	<b>6.9</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>62.0</b>	<b>22</b>	<b>100</b>
ROME (FIUMICINO)	EASYJET UK LTD	S	18	0	0	5.6	44.4	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	33.3	33	18
ROME (FIUMICINO)	JET2.COM LTD	S	54	0	0	1.9	16.7	48.1	13.0	14.8	1.9	0.0	3.7	0.0	0.0	0.0	23	72.2	11	54
<b>TOTAL ROME (FIUMICINO)</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>23.6</b>	<b>47.2</b>	<b>11.1</b>	<b>11.1</b>	<b>1.4</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>62.5</b>	<b>16</b>	<b>72</b>
TRAPANI	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	3	8
TRAPANI	RYANAIR 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	14	8
<b>TOTAL TRAPANI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
VENICE	EASYJET EUROPE	S	0	0	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	4	41
VENICE	EASYJET UK LTD	S	34	0	0	5.9	14.7	52.9	5.9	14.7	5.9	0.0	0.0	0.0	0.0	0.0	15	40.0	30	10
VENICE	JET2.COM LTD	S	36	0	0	2.8	19.4	47.2	22.2	0.0	2.8	5.6	0.0	0.0	0.0	0.0	18	69.4	14	36
VENICE	RYANAIR	S	54	0	0	5.6	25.9	38.9	14.8	11.1	3.7	0.0	0.0	0.0	0.0	0.0	14	72.2	12	36
VENICE	RYANAIR 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	15	8

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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 VENICE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>21.0</b>	<b>45.2</b>	<b>14.5</b>	<b>8.9</b>	<b>4.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>73.5</b>	<b>11</b>	<b>131</b>	
VERONA VILLAFRANCA	JET2.COM LTD	S	18	0	0	0.0	5.6	44.4	27.8	11.1	0.0	0.0	0.0	11.1	0.0	0.0	56	50.0	29	16	
VERONA VILLAFRANCA	RYANAIR	S	27	0	1	0.0	25.0	35.7	14.3	14.3	7.1	0.0	0.0	0.0	0.0	3.6	17	77.8	10	18	
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	17	0	0	0.0	5.9	70.6	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	5	15	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>14.3</b>	<b>47.6</b>	<b>19.0</b>	<b>11.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>27</b>	<b>75.5</b>	<b>15</b>	<b>49</b>	
<b>TOTAL ITALY</b>			<b>1088</b>	<b>0</b>	<b>3</b>	<b>3.8</b>	<b>26.8</b>	<b>37.9</b>	<b>15.0</b>	<b>11.3</b>	<b>3.7</b>	<b>0.7</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.3</b>	<b>16</b>	<b>66.1</b>	<b>18</b>	<b>1023</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	50.0	25.0	6.3	6.3	6.3	0.0	0.0	0.0	0.0	26	50.0	18	18	
<b>TOTAL MONTEGO BAY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>50.0</b>	<b>25.0</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>26</b>	<b>50.0</b>	<b>18</b>	<b>18</b>	
<b>TOTAL JAMAICA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>50.0</b>	<b>25.0</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>26</b>	<b>50.0</b>	<b>18</b>	<b>18</b>	
<b>JORDAN</b>																					
AMMAN	ROYAL JORDANIAN	S	18	0	0	5.6	33.3	27.8	16.7	5.6	5.6	0.0	5.6	0.0	0.0	0.0	29	88.5	7	26	
<b>TOTAL AMMAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>27.8</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>88.5</b>	<b>7</b>	<b>26</b>	
<b>TOTAL JORDAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>27.8</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>88.5</b>	<b>7</b>	<b>26</b>	
<b>KUWAIT</b>																					
KUWAIT	KUWAIT AIRWAYS	S	28	0	0	3.6	39.3	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	73.1	14	26	
<b>TOTAL KUWAIT</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>39.3</b>	<b>42.9</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>73.1</b>	<b>14</b>	<b>26</b>	
<b>TOTAL KUWAIT</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>39.3</b>	<b>42.9</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>73.1</b>	<b>14</b>	<b>26</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	34	0	0	2.9	38.2	35.3	20.6	2.9	0.0	0.0	0.0	0.0	0.0	0.0	8	71.4	18	28	
<b>TOTAL RIGA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>38.2</b>	<b>35.3</b>	<b>20.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>71.4</b>	<b>18</b>	<b>28</b>	
<b>TOTAL LATVIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>38.2</b>	<b>35.3</b>	<b>20.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>71.4</b>	<b>18</b>	<b>28</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	LUXAIR	S	18	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	78.6	31	28	
<b>TOTAL LUXEMBOURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>78.6</b>	<b>31</b>	<b>28</b>	
<b>TOTAL LUXEMBOURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>78.6</b>	<b>31</b>	<b>28</b>	
<b>MACEDONIA</b>																					
OHRID	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	5	3	
<b>TOTAL OHRID</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>5</b>	<b>3</b>	
SKOPJE	FREEBIRD AIRLINES EUROPE LIMITED	C	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	6	0.0	0	0	
<b>TOTAL SKOPJE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</b>	<b>30.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MACEDONIA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>54.5</b>	<b>27.3</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>5</b>	<b>3</b>	
<b>MALAYSIA</b>																					
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MAS	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	65	0.0	0	0	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>65</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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 MALAYSIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>65</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MALTA</b>																					
MALTA	EASYJET UK LTD	S	62	0	0	0.0	29.0	35.5	17.7	9.7	8.1	0.0	0.0	0.0	0.0	0.0	17	82.3	10	62	
MALTA	JET2.COM LTD	S	28	0	0	0.0	7.1	39.3	21.4	21.4	10.7	0.0	0.0	0.0	0.0	0.0	27	61.5	22	26	
MALTA	RYANAIR	S	54	0	0	0.0	11.1	29.6	20.4	31.5	7.4	0.0	0.0	0.0	0.0	0.0	25	74.2	14	62	
MALTA	RYANAIR UK LTD	S	8	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
MALTA	TUI AIRWAYS LTD	C	30	0	0	0.0	0.0	16.7	30.0	26.7	26.7	0.0	0.0	0.0	0.0	0.0	41	44.8	32	29	
<b>TOTAL MALTA</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>30.8</b>	<b>21.4</b>	<b>21.4</b>	<b>11.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>70.4</b>	<b>17</b>	<b>179</b>	
<b>TOTAL MALTA</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>30.8</b>	<b>21.4</b>	<b>21.4</b>	<b>11.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>70.4</b>	<b>17</b>	<b>179</b>	
<b>MEXICO</b>																					
CANCUN	TUI AIRWAYS LTD	S	60	0	0	0.0	21.7	33.3	30.0	10.0	3.3	0.0	1.7	0.0	0.0	0.0	19	57.4	27	54	
<b>TOTAL CANCUN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.7</b>	<b>33.3</b>	<b>30.0</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>57.4</b>	<b>27</b>	<b>54</b>	
<b>TOTAL MEXICO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.7</b>	<b>33.3</b>	<b>30.0</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>57.4</b>	<b>27</b>	<b>54</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	EASYJET UK LTD	S	17	0	0	11.8	23.5	29.4	5.9	29.4	0.0	0.0	0.0	0.0	0.0	0.0	14	73.1	11	26	
AGADIR (AL MASSIRA)	JET2.COM LTD	S	18	0	0	5.6	16.7	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
AGADIR (AL MASSIRA)	RYANAIR UK LTD	S	43	0	1	0.0	18.2	40.9	11.4	15.9	11.4	0.0	0.0	0.0	0.0	2.3	23	72.7	16	44	
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	18	0	0	0.0	22.2	55.6	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	72.2	16	18	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>96</b>	<b>0</b>	<b>1</b>	<b>3.1</b>	<b>19.6</b>	<b>42.3</b>	<b>13.4</b>	<b>15.5</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>17</b>	<b>72.7</b>	<b>15</b>	<b>88</b>	
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	24	0	0	4.2	41.7	29.2	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>41.7</b>	<b>29.2</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>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MARRAKESH	EASYJET UK LTD	S	52	0	0	11.5	40.4	25.0	9.6	9.6	3.8	0.0	0.0	0.0	0.0	0.0	10	70.5	9	44	
MARRAKESH	JET2.COM LTD	S	18	0	0	11.1	11.1	50.0	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
MARRAKESH	RYANAIR UK LTD	S	62	0	0	0.0	22.6	33.9	22.6	9.7	8.1	3.2	0.0	0.0	0.0	0.0	22	67.2	11	62	
MARRAKESH	TUI AIRWAYS LTD	S	18	0	0	0.0	11.1	38.9	38.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	23.5	43	17	
<b>TOTAL MARRAKESH</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>26.0</b>	<b>33.3</b>	<b>20.7</b>	<b>8.7</b>	<b>4.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>62.4</b>	<b>15</b>	<b>123</b>	
RABAT	RYANAIR UK LTD	S	16	0	0	6.3	31.3	37.5	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL RABAT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>37.5</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TANGIERS (IBN BATUTA)	RYANAIR UK LTD	S	18	0	0	0.0	16.7	16.7	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	40	56.3	22	16	
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>11.1</b>	<b>33.3</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>56.3</b>	<b>22</b>	<b>16</b>	
<b>TOTAL MOROCCO</b>			<b>304</b>	<b>0</b>	<b>1</b>	<b>4.3</b>	<b>24.9</b>	<b>35.1</b>	<b>17.4</b>	<b>12.1</b>	<b>5.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>17</b>	<b>65.9</b>	<b>15</b>	<b>227</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	CORENDON DUTCH AIRLINES	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
AMSTERDAM	EASYJET EUROPE	S	46	0	6	9.6	30.8	32.7	13.5	0.0	0.0	0.0	1.9	0.0	0.0	11.5	11	61.5	15	26	
AMSTERDAM	EASYJET UK LTD	S	260	0	6	1.1	28.6	34.2	15.4	10.2	7.5	0.8	0.0	0.0	0.0	2.3	17	71.8	14	290	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
AMSTERDAM	KLM	S	357	0	5	0.0	21.5	44.2	18.0	10.5	4.4	0.0	0.0	0.0	0.0	1.4	15	74.7	13	335	
<b>TOTAL AMSTERDAM</b>			<b>663</b>	<b>0</b>	<b>18</b>	<b>1.2</b>	<b>25.0</b>	<b>39.4</b>	<b>16.6</b>	<b>9.5</b>	<b>5.3</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>16</b>	<b>72.9</b>	<b>13</b>	<b>651</b>	
EINDHOVEN	RYANAIR	S	16	0	0	6.3	43.8	12.5	18.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	14	96.2	1	26	
EINDHOVEN	RYANAIR UK LTD	S	10	0	0	10.0	70.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL EINDHOVEN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>53.8</b>	<b>15.4</b>	<b>11.5</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>96.2</b>	<b>1</b>	<b>26</b>	
<b>TOTAL NETHERLANDS</b>			<b>689</b>	<b>0</b>	<b>18</b>	<b>1.4</b>	<b>26.0</b>	<b>38.5</b>	<b>16.4</b>	<b>9.6</b>	<b>5.1</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>15</b>	<b>73.8</b>	<b>13</b>	<b>677</b>	
<b>NORWAY</b>																					
BERGEN	JET2.COM LTD	S	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	10	75.0	11	12	
BERGEN	NORWEGIAN AIR SHUTTLE	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	3	18	
<b>TOTAL BERGEN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>42.9</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>9</b>	<b>83.3</b>	<b>6</b>	<b>30</b>	
OSLO (GARDERMOEN)	EASYJET UK LTD	S	18	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	30	0	1	6.5	54.8	12.9	12.9	9.7	0.0	0.0	0.0	0.0	0.0	3.2	9	83.3	8	36	
OSLO (GARDERMOEN)	NORWEGIAN AIR SWEDEN AB	S	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
OSLO (GARDERMOEN)	SAS	S	90	0	0	4.4	51.1	40.0	3.3	1.1	0.0	0.0	0.0	0.0	0.0	0.0	3	84.1	12	82	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>142</b>	<b>0</b>	<b>1</b>	<b>4.2</b>	<b>49.7</b>	<b>36.4</b>	<b>4.9</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>5</b>	<b>83.9</b>	<b>11</b>	<b>118</b>	
SANDEFJORD(TORP)	RYANAIR UK LTD	S	54	0	0	9.3	50.0	33.3	5.6	1.9	0.0	0.0	0.0	0.0	0.0	0.0	4	55.8	16	52	
<b>TOTAL SANDEFJORD(TORP)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>50.0</b>	<b>33.3</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>55.8</b>	<b>16</b>	<b>52</b>	
STAVANGER	NORWEGIAN AIR SHUTTLE	S	16	0	1	0.0	47.1	23.5	0.0	17.6	5.9	0.0	0.0	0.0	0.0	5.9	14	100.0	0	18	
STAVANGER	NORWEGIAN AIR SWEDEN AB	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL STAVANGER</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>52.6</b>	<b>21.1</b>	<b>0.0</b>	<b>15.8</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>12</b>	<b>100.0</b>	<b>0</b>	<b>18</b>	
<b>TOTAL NORWAY</b>			<b>228</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>48.7</b>	<b>34.8</b>	<b>5.7</b>	<b>4.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>5</b>	<b>78.4</b>	<b>10</b>	<b>218</b>	
<b>PAKISTAN</b>																					
ISLAMABAD INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>			<b>0</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LAHORE	PAKISTAN INTL AIRLINES	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 LAHORE</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 PAKISTAN</b>			<b>0</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	20	0	0	0.0	10.0	40.0	30.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	24	94.1	2	34	
GDANSK	RYANAIR UK LTD	S	8	0	0	0.0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL GDANSK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>39.3</b>	<b>35.7</b>	<b>10.7</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>94.1</b>	<b>2</b>	<b>34</b>	
KATOWICE	RYANAIR	S	28	0	0	7.1	46.4	17.9	10.7	7.1	10.7	0.0	0.0	0.0	0.0	0.0	14	96.4	3	28	
<b>TOTAL KATOWICE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>46.4</b>	<b>17.9</b>	<b>10.7</b>	<b>7.1</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>96.4</b>	<b>3</b>	<b>28</b>	
KRAKOW	EASYJET UK LTD	S	22	0	0	4.5	22.7	31.8	18.2	13.6	0.0	9.1	0.0	0.0	0.0	0.0	27	77.8	17	18	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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	JET2.COM LTD	S	36	0	0	0.0	25.0	30.6	19.4	13.9	2.8	5.6	2.8	0.0	0.0	0.0	27	52.8	29	36	
KRAKOW	RYANAIR	S	44	0	0	2.3	29.5	36.4	13.6	15.9	2.3	0.0	0.0	0.0	0.0	0.0	14	61.1	19	54	
KRAKOW	RYANAIR UK LTD	S	35	0	0	2.9	31.4	28.6	17.1	8.6	2.9	8.6	0.0	0.0	0.0	0.0	24	100.0	0	8	
<b>TOTAL KRAKOW</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>27.7</b>	<b>32.1</b>	<b>16.8</b>	<b>13.1</b>	<b>2.2</b>	<b>5.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>63.8</b>	<b>20</b>	<b>116</b>	
POZNAN	RYANAIR	S	16	0	0	6.3	62.5	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	8	18	
<b>TOTAL POZNAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>62.5</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>77.8</b>	<b>8</b>	<b>18</b>	
RZESZOW	RYANAIR	S	24	0	0	12.5	33.3	29.2	0.0	20.8	4.2	0.0	0.0	0.0	0.0	0.0	12	94.4	1	18	
<b>TOTAL RZESZOW</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>33.3</b>	<b>29.2</b>	<b>0.0</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>12</b>	<b>94.4</b>	<b>1</b>	<b>18</b>	
WARSAW (CHOPIN)	RYANAIR	S	18	0	0	0.0	11.1	50.0	11.1	11.1	11.1	5.6	0.0	0.0	0.0	0.0	27	0.0	0	0	
WARSAW (CHOPIN)	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.1	27	18	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>50.0</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>61.1</b>	<b>27</b>	<b>18</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	3	28	
<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>92.9</b>	<b>3</b>	<b>28</b>	
WROCLAW	RYANAIR	S	18	0	0	5.6	22.2	11.1	5.6	27.8	16.7	11.1	0.0	0.0	0.0	0.0	44	82.4	12	17	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>11.1</b>	<b>5.6</b>	<b>27.8</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>44</b>	<b>82.4</b>	<b>12</b>	<b>17</b>	
<b>TOTAL POLAND</b>			<b>269</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>28.6</b>	<b>30.5</b>	<b>14.9</b>	<b>13.0</b>	<b>4.8</b>	<b>4.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>77.6</b>	<b>12</b>	<b>277</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	EASYJET EUROPE	S	44	0	0	15.9	52.3	22.7	4.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	7	90.5	3	62	
FARO	EASYJET UK LTD	S	10	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
FARO	JET2.COM LTD	S	91	0	0	1.1	16.5	56.0	13.2	9.9	3.3	0.0	0.0	0.0	0.0	0.0	14	57.1	21	84	
FARO	RYANAIR	S	96	0	0	2.1	32.3	33.3	18.8	11.5	2.1	0.0	0.0	0.0	0.0	0.0	14	67.6	16	108	
FARO	RYANAIR UK LTD	S	36	0	0	0.0	22.2	44.4	2.8	11.1	16.7	2.8	0.0	0.0	0.0	0.0	24	0.0	0	0	
FARO	TUI AIRWAYS LTD	C	17	0	0	0.0	17.6	29.4	35.3	17.6	0.0	0.0	0.0	0.0	0.0	0.0	16	70.0	15	20	
<b>TOTAL FARO</b>			<b>294</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>28.6</b>	<b>40.8</b>	<b>13.3</b>	<b>9.2</b>	<b>4.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>69.8</b>	<b>15</b>	<b>274</b>	
LISBON	AIR PORTUGAL	S	78	0	0	0.0	11.5	41.0	16.7	21.8	9.0	0.0	0.0	0.0	0.0	0.0	22	59.3	15	86	
LISBON	EASYJET EUROPE	S	28	0	0	3.6	64.3	17.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	64.3	42	28	
LISBON	EASYJET UK LTD	S	34	0	0	0.0	29.4	20.6	23.5	20.6	5.9	0.0	0.0	0.0	0.0	0.0	20	69.6	27	45	
LISBON	RYANAIR	S	54	0	0	0.0	29.6	27.8	20.4	16.7	5.6	0.0	0.0	0.0	0.0	0.0	16	50.0	28	34	
LISBON	RYANAIR 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	55.6	22	18	
<b>TOTAL LISBON</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>27.3</b>	<b>30.4</b>	<b>17.5</b>	<b>18.0</b>	<b>6.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>60.4</b>	<b>24</b>	<b>211</b>	
OPORTO (PORTUGAL)	EASYJET UK LTD	S	36	0	0	5.6	38.9	33.3	13.9	5.6	0.0	2.8	0.0	0.0	0.0	0.0	13	63.9	18	36	
OPORTO (PORTUGAL)	JET2.COM LTD	S	18	0	0	0.0	38.9	38.9	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
OPORTO (PORTUGAL)	RYANAIR	S	34	0	0	0.0	35.3	41.2	20.6	0.0	0.0	2.9	0.0	0.0	0.0	0.0	10	55.9	26	34	
OPORTO (PORTUGAL)	RYANAIR UK LTD	S	10	0	0	0.0	10.0	30.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>34.7</b>	<b>36.7</b>	<b>18.4</b>	<b>6.1</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>12</b>	<b>60.0</b>	<b>22</b>	<b>70</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2024		
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 PORTUGAL</b>			<b>586</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>29.2</b>	<b>36.7</b>	<b>15.5</b>	<b>11.6</b>	<b>4.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>65.0</b>	<b>19</b>	<b>555</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	EASYJET UK LTD	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	5	77.8	20	18
FUNCHAL	JET2.COM LTD	S	30	0	0	0.0	20.0	63.3	13.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	9	67.9	18	28
FUNCHAL	RYANAIR	S	28	0	0	17.9	25.0	46.4	3.6	3.6	3.6	0.0	0.0	0.0	0.0	0.0	7	93.8	5	16
FUNCHAL	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	33.3	16.7	27.8	5.6	0.0	0.0	0.0	0.0	0.0	20	88.9	67	18
<b>TOTAL FUNCHAL</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>28.7</b>	<b>43.6</b>	<b>11.7</b>	<b>7.4</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>10</b>	<b>80.0</b>	<b>27</b>	<b>80</b>
<b>TOTAL PORTUGAL</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>28.7</b>	<b>43.6</b>	<b>11.7</b>	<b>7.4</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>10</b>	<b>80.0</b>	<b>27</b>	<b>80</b>
<b>QATAR</b>																				
DOHA HAMAD	QATAR AIRWAYS	S	186	0	0	5.4	46.2	30.6	11.8	3.8	2.2	0.0	0.0	0.0	0.0	0.0	8	81.2	8	186
<b>TOTAL DOHA HAMAD</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>46.2</b>	<b>30.6</b>	<b>11.8</b>	<b>3.8</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.2</b>	<b>8</b>	<b>186</b>
<b>TOTAL QATAR</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>46.2</b>	<b>30.6</b>	<b>11.8</b>	<b>3.8</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.2</b>	<b>8</b>	<b>186</b>
<b>REPUBLIC OF MOLDOVA</b>																				
CHISINAU INTERNATIONAL	FLY ONE	S	12	0	6	5.6	11.1	33.3	0.0	5.6	0.0	0.0	11.1	0.0	0.0	33.3	41	0.0	0	0
<b>TOTAL CHISINAU INTERNATIONAL</b>			<b>12</b>	<b>0</b>	<b>6</b>	<b>5.6</b>	<b>11.1</b>	<b>33.3</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>41</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL REPUBLIC OF REPUBLIC OF</b>			<b>12</b>	<b>0</b>	<b>6</b>	<b>5.6</b>	<b>11.1</b>	<b>33.3</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>41</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>PODGORICA</b>																				
PODGORICA	RYANAIR 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	49	18
<b>TOTAL PODGORICA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>49</b>	<b>18</b>
<b>TIVAT</b>																				
TIVAT	EASYJET UK LTD	S	16	0	0	6.3	25.0	50.0	6.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	11	83.3	12	18
TIVAT	JET2.COM LTD	S	18	0	0	5.6	5.6	44.4	33.3	5.6	5.6	0.0	0.0	0.0	0.0	0.0	17	55.6	26	18
<b>TOTAL TIVAT</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>14.7</b>	<b>47.1</b>	<b>20.6</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>14</b>	<b>69.4</b>	<b>19</b>	<b>36</b>
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>14.7</b>	<b>47.1</b>	<b>20.6</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>14</b>	<b>57.4</b>	<b>29</b>	<b>54</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	RYANAIR	S	26	0	0	0.0	30.8	38.5	3.8	26.9	0.0	0.0	0.0	0.0	0.0	0.0	13	73.1	30	26
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>38.5</b>	<b>3.8</b>	<b>26.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>73.1</b>	<b>30</b>	<b>26</b>
<b>TOTAL ROMANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>38.5</b>	<b>3.8</b>	<b>26.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>73.1</b>	<b>30</b>	<b>26</b>
<b>SAUDI ARABIA</b>																				
JEDDAH	SAUDI ARABIAN AIRLINES	S	56	0	0	8.9	25.0	41.1	10.7	7.1	3.6	3.6	0.0	0.0	0.0	0.0	15	78.8	9	52
<b>TOTAL JEDDAH</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>25.0</b>	<b>41.1</b>	<b>10.7</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>15</b>	<b>78.8</b>	<b>9</b>	<b>52</b>
<b>TOTAL SAUDI ARABIA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>25.0</b>	<b>41.1</b>	<b>10.7</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>15</b>	<b>78.8</b>	<b>9</b>	<b>52</b>
<b>SINGAPORE</b>																				
SINGAPORE	SINGAPORE AIRLINES	S	44	0	0	11.4	29.5	45.5	2.3	9.1	0.0	2.3	0.0	0.0	0.0	0.0	10	38.6	24	44
<b>TOTAL SINGAPORE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>29.5</b>	<b>45.5</b>	<b>2.3</b>	<b>9.1</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>38.6</b>	<b>24</b>	<b>44</b>
<b>TOTAL SINGAPORE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>29.5</b>	<b>45.5</b>	<b>2.3</b>	<b>9.1</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>38.6</b>	<b>24</b>	<b>44</b>
<b>SLOVAK REPUBLIC</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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
BRATISLAVA	RYANAIR	S	42	0	0	9.5	59.5	21.4	4.8	0.0	4.8	0.0	0.0	0.0	0.0	0.0	6	80.8	10	26
<b>TOTAL BRATISLAVA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>59.5</b>	<b>21.4</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.8</b>	<b>10</b>	<b>26</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>59.5</b>	<b>21.4</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.8</b>	<b>10</b>	<b>26</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET EUROPE	S	8	0	0	25.0	37.5	12.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
ALICANTE	EASYJET UK LTD	S	132	0	0	0.8	29.5	35.6	15.2	12.1	6.8	0.0	0.0	0.0	0.0	0.0	17	61.9	18	134
ALICANTE	JET2.COM LTD	S	101	0	0	1.0	6.9	43.6	21.8	13.9	8.9	2.0	2.0	0.0	0.0	0.0	30	52.7	21	91
ALICANTE	RYANAIR	S	172	0	0	4.1	33.1	36.0	11.6	8.7	5.8	0.6	0.0	0.0	0.0	0.0	13	76.3	13	194
ALICANTE	RYANAIR UK LTD	S	42	0	0	0.0	21.4	28.6	11.9	23.8	9.5	2.4	2.4	0.0	0.0	0.0	33	60.0	11	10
ALICANTE	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	61.1	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	47.4	22	19
<b>TOTAL ALICANTE</b>			<b>473</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>24.7</b>	<b>37.4</b>	<b>14.6</b>	<b>12.3</b>	<b>7.2</b>	<b>0.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>65.6</b>	<b>17</b>	<b>448</b>
ALMERIA	JET2.COM LTD	S	22	0	0	9.1	45.5	31.8	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	10	20
ALMERIA	RYANAIR	S	26	0	0	0.0	61.5	23.1	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	8	80.8	9	26
ALMERIA	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	56.3	57	16
<b>TOTAL ALMERIA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>54.2</b>	<b>27.1</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>0.0</b>	<b>0.0</b>	<b>7</b>	<b>72.6</b>	<b>22</b>	<b>62</b>
BARCELONA	EASYJET EUROPE	S	34	0	2	2.8	22.2	36.1	27.8	5.6	0.0	0.0	0.0	0.0	0.0	5.6	12	80.0	11	20
BARCELONA	EASYJET UK LTD	S	72	0	0	2.8	36.1	36.1	13.9	4.2	4.2	1.4	0.0	1.4	0.0	0.0	20	65.4	12	52
BARCELONA	JET2.COM LTD	S	44	0	0	0.0	11.4	59.1	25.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	11	30.6	22	36
BARCELONA	RYANAIR	S	80	0	0	3.8	30.0	33.8	18.8	10.0	3.8	0.0	0.0	0.0	0.0	0.0	14	59.1	27	88
BARCELONA	RYANAIR UK LTD	S	18	0	0	0.0	11.1	33.3	5.6	22.2	16.7	11.1	0.0	0.0	0.0	0.0	50	87.5	4	8
BARCELONA	VUELING AIRLINES	S	109	0	2	1.8	27.9	36.9	18.0	9.9	1.8	1.8	0.0	0.0	0.0	1.8	14	79.2	9	96
<b>TOTAL BARCELONA</b>			<b>357</b>	<b>0</b>	<b>4</b>	<b>2.2</b>	<b>26.6</b>	<b>38.5</b>	<b>18.6</b>	<b>8.3</b>	<b>3.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>1.1</b>	<b>16</b>	<b>65.3</b>	<b>17</b>	<b>300</b>
BILBAO	AIR ONE	C	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
BILBAO	EASYJET UK LTD	S	46	0	0	4.3	45.7	43.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.2	16	36
BILBAO	ENTER AIR	C	5	0	0	0.0	0.0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0
BILBAO	LEAV AVIATION GMBH	C	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
BILBAO	LUFTHANSA	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
BILBAO	SMARTWINGS	C	4	0	0	0.0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
BILBAO	TRADE AIR	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
BILBAO	VUELING AIRLINES	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
<b>TOTAL BILBAO</b>			<b>68</b>	<b>0</b>	<b>1</b>	<b>2.9</b>	<b>36.2</b>	<b>37.7</b>	<b>11.6</b>	<b>5.8</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>11</b>	<b>84.2</b>	<b>16</b>	<b>36</b>
GIRONA	JET2.COM LTD	S	24	0	0	4.2	66.7	16.7	4.2	4.2	0.0	4.2	0.0	0.0	0.0	0.0	10	85.0	6	20
GIRONA	RYANAIR	S	24	0	0	4.2	8.3	16.7	4.2	41.7	12.5	12.5	0.0	0.0	0.0	0.0	50	72.2	21	36
GIRONA	TUI AIRWAYS LTD	C	11	0	0	0.0	9.1	63.6	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	9	8
<b>TOTAL GIRONA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>32.2</b>	<b>25.4</b>	<b>8.5</b>	<b>18.6</b>	<b>5.1</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>76.6</b>	<b>15</b>	<b>64</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
IBIZA	EASYJET UK LTD	S	28	0	0	3.6	53.6	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.8	11	26	
IBIZA	JET2.COM LTD	S	79	0	0	1.3	25.3	40.5	17.7	7.6	6.3	1.3	0.0	0.0	0.0	0.0	17	71.4	17	77	
IBIZA	RYANAIR	S	78	0	0	1.3	38.5	21.8	12.8	12.8	12.8	0.0	0.0	0.0	0.0	0.0	20	70.5	13	78	
IBIZA	RYANAIR UK LTD	S	10	0	0	0.0	50.0	30.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	23	80.0	5	10	
IBIZA	TUI AIRWAYS LTD	C	39	0	0	0.0	0.0	66.7	20.5	7.7	5.1	0.0	0.0	0.0	0.0	0.0	16	55.6	28	45	
<b>TOTAL IBIZA</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>29.9</b>	<b>38.5</b>	<b>13.7</b>	<b>8.1</b>	<b>8.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>69.5</b>	<b>17</b>	<b>236</b>	
JEREZ	JET2.COM LTD	S	10	0	0	10.0	20.0	40.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL JEREZ</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>20.0</b>	<b>40.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MADRID	IBERIA EXPRESS	S	62	0	0	3.2	41.9	48.4	4.8	0.0	1.6	0.0	0.0	0.0	0.0	0.0	5	81.8	8	44	
MADRID	RYANAIR	S	54	0	0	3.7	25.9	46.3	13.0	9.3	1.9	0.0	0.0	0.0	0.0	0.0	10	70.4	13	54	
<b>TOTAL MADRID</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>34.5</b>	<b>47.4</b>	<b>8.6</b>	<b>4.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.5</b>	<b>11</b>	<b>98</b>	
MAHON	EASYJET UK LTD	S	18	0	0	5.6	33.3	22.2	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	9	20	
MAHON	JET2.COM LTD	S	50	0	0	0.0	12.0	56.0	18.0	10.0	4.0	0.0	0.0	0.0	0.0	0.0	15	64.6	15	48	
MAHON	RYANAIR	S	18	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	50.0	24	10	
MAHON	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	6	8	
MAHON	TUI AIRWAYS LTD	C	38	0	0	0.0	7.9	44.7	21.1	18.4	2.6	5.3	0.0	0.0	0.0	0.0	25	62.2	17	45	
<b>TOTAL MAHON</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>15.3</b>	<b>47.6</b>	<b>21.8</b>	<b>10.5</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>16</b>	<b>65.2</b>	<b>15</b>	<b>131</b>	
MALAGA	EASYJET EUROPE	S	60	0	2	8.1	40.3	32.3	8.1	4.8	1.6	1.6	0.0	0.0	0.0	3.2	10	87.0	4	54	
MALAGA	EASYJET UK LTD	S	30	0	0	0.0	26.7	40.0	23.3	0.0	3.3	3.3	0.0	3.3	0.0	0.0	32	64.7	13	34	
MALAGA	JET2.COM LTD	S	80	0	0	5.0	12.5	42.5	22.5	10.0	6.3	1.3	0.0	0.0	0.0	0.0	20	59.5	31	79	
MALAGA	RYANAIR	S	104	0	0	1.9	27.9	41.3	16.3	10.6	1.9	0.0	0.0	0.0	0.0	0.0	12	55.2	21	96	
MALAGA	RYANAIR 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	39	18	
MALAGA	TUI AIRWAYS LTD	C	26	0	0	0.0	0.0	57.7	34.6	7.7	0.0	0.0	0.0	0.0	0.0	0.0	17	53.6	23	28	
<b>TOTAL MALAGA</b>			<b>300</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>23.8</b>	<b>41.1</b>	<b>18.5</b>	<b>7.9</b>	<b>3.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.7</b>	<b>16</b>	<b>62.5</b>	<b>21</b>	<b>309</b>	
MURCIA INTERNATIONAL	EASYJET UK LTD	S	16	0	0	0.0	75.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	94.4	3	18	
MURCIA INTERNATIONAL	RYANAIR	S	64	0	0	4.7	34.4	34.4	12.5	10.9	3.1	0.0	0.0	0.0	0.0	0.0	12	86.4	5	44	
MURCIA INTERNATIONAL	RYANAIR UK LTD	S	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	10	77.8	21	18	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>38.5</b>	<b>33.3</b>	<b>10.4</b>	<b>11.5</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>86.3</b>	<b>8</b>	<b>80</b>	
PALMA DE MALLORCA	EASYJET EUROPE	S	70	0	0	12.9	27.1	40.0	11.4	5.7	2.9	0.0	0.0	0.0	0.0	0.0	10	67.2	23	64	
PALMA DE MALLORCA	EASYJET UK LTD	S	44	0	0	0.0	40.9	25.0	11.4	15.9	6.8	0.0	0.0	0.0	0.0	0.0	18	74.1	12	54	
PALMA DE MALLORCA	JET2.COM LTD	S	137	0	0	2.2	9.5	32.8	19.7	25.5	9.5	0.7	0.0	0.0	0.0	0.0	28	38.9	30	131	
PALMA DE MALLORCA	RYANAIR	S	150	0	0	0.0	21.3	38.0	12.7	15.3	9.3	2.0	1.3	0.0	0.0	0.0	27	57.0	22	158	
PALMA DE MALLORCA	RYANAIR UK LTD	S	28	0	0	3.6	17.9	28.6	21.4	21.4	7.1	0.0	0.0	0.0	0.0	0.0	21	75.0	10	20	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	71	0	0	0.0	8.5	23.9	40.8	16.9	9.9	0.0	0.0	0.0	0.0	0.0	26	60.0	21	60	
<b>TOTAL PALMA DE MALLORCA</b>			<b>500</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>18.6</b>	<b>33.2</b>	<b>18.8</b>	<b>17.4</b>	<b>8.2</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>56.5</b>	<b>23</b>	<b>487</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early													late	late
REUS	EASYJET UK LTD	S	28	0	0	10.7	67.9	14.3	3.6	3.6	0.0	0.0	0.0	0.0	0.0	4	100.0	0	16		
REUS	JET2.COM LTD	S	44	0	0	20.5	18.2	40.9	13.6	6.8	0.0	0.0	0.0	0.0	0.0	8	80.0	8	40		
REUS	RYANAIR	S	26	0	0	3.8	34.6	42.3	11.5	7.7	0.0	0.0	0.0	0.0	0.0	9	84.6	6	26		
REUS	TUI AIRWAYS LTD	C	34	0	0	0.0	0.0	55.9	26.5	14.7	2.9	0.0	0.0	0.0	0.0	20	59.4	36	32		
<b>TOTAL REUS</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>27.3</b>	<b>39.4</b>	<b>14.4</b>	<b>8.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>78.1</b>	<b>14</b>	<b>114</b>		
SANTANDER	ENTER AIR	C	9	0	0	0.0	0.0	0.0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	82	0.0	0	0		
SANTANDER	RYANAIR	S	18	0	0	5.6	77.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	5	16		
SANTANDER	RYANAIR SUN	C	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	82	0.0	0	0		
SANTANDER	SMARTWINGS	C	4	0	0	25.0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	41	0.0	0	0		
SANTANDER	TRADE AIR	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL SANTANDER</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>41.2</b>	<b>8.8</b>	<b>5.9</b>	<b>14.7</b>	<b>14.7</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>87.5</b>	<b>5</b>	<b>16</b>		
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR 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	13	0.0	0	0		
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>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>		
SEVILLE	RYANAIR	S	34	0	0	2.9	38.2	32.4	14.7	11.8	0.0	0.0	0.0	0.0	0.0	10	66.7	18	24		
<b>TOTAL SEVILLE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>38.2</b>	<b>32.4</b>	<b>14.7</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>10</b>	<b>66.7</b>	<b>18</b>	<b>24</b>		
VALENCIA	RYANAIR	S	44	0	0	4.5	40.9	36.4	6.8	6.8	0.0	4.5	0.0	0.0	0.0	14	63.0	21	46		
<b>TOTAL VALENCIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>40.9</b>	<b>36.4</b>	<b>6.8</b>	<b>6.8</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>63.0</b>	<b>21</b>	<b>46</b>		
VITORIA	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	34	0.0	0	0		
<b>TOTAL VITORIA</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>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL SPAIN</b>			<b>2631</b>	<b>0</b>	<b>7</b>	<b>3.1</b>	<b>26.4</b>	<b>37.3</b>	<b>15.7</b>	<b>11.0</b>	<b>5.0</b>	<b>1.0</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>17</b>	<b>66.2</b>	<b>18</b>	<b>2451</b>		
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	36	0	0	0.0	33.3	47.2	13.9	2.8	2.8	0.0	0.0	0.0	0.0	9	79.4	6	34		
ARRECIFE	JET2.COM LTD	S	82	0	0	11.0	18.3	31.7	20.7	12.2	6.1	0.0	0.0	0.0	0.0	16	74.1	12	81		
ARRECIFE	RYANAIR	S	61	0	1	1.6	30.6	32.3	21.0	12.9	0.0	0.0	0.0	0.0	1.6	12	72.2	22	54		
ARRECIFE	RYANAIR UK LTD	S	8	0	0	0.0	0.0	62.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	21	72.7	10	10		
ARRECIFE	TUI AIRWAYS LTD	C	34	0	0	0.0	5.9	61.8	20.6	11.8	0.0	0.0	0.0	0.0	0.0	14	61.2	18	49		
<b>TOTAL ARRECIFE</b>			<b>221</b>	<b>0</b>	<b>1</b>	<b>4.5</b>	<b>21.6</b>	<b>40.1</b>	<b>19.4</b>	<b>10.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>14</b>	<b>71.6</b>	<b>15</b>	<b>228</b>		
FUERTEVENTURA	EASYJET UK LTD	S	19	0	0	36.8	21.1	15.8	15.8	10.5	0.0	0.0	0.0	0.0	0.0	9	75.0	22	16		
FUERTEVENTURA	JET2.COM LTD	S	49	0	0	0.0	14.3	28.6	32.7	22.4	2.0	0.0	0.0	0.0	0.0	21	66.7	22	45		
FUERTEVENTURA	RYANAIR	S	27	0	0	0.0	25.9	40.7	7.4	14.8	11.1	0.0	0.0	0.0	0.0	17	57.7	20	26		
FUERTEVENTURA	TUI AIRWAYS LTD	C	18	0	0	0.0	22.2	66.7	5.6	0.0	5.6	0.0	0.0	0.0	0.0	11	61.5	22	26		
<b>TOTAL FUERTEVENTURA</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>19.5</b>	<b>35.4</b>	<b>19.5</b>	<b>15.0</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>64.6</b>	<b>21</b>	<b>113</b>		
LAS PALMAS	EASYJET UK LTD	S	19	0	0	5.3	31.6	36.8	10.5	10.5	0.0	0.0	5.3	0.0	0.0	21	50.0	15	17		
LAS PALMAS	JET2.COM LTD	S	55	0	0	12.7	5.5	23.6	27.3	21.8	5.5	1.8	0.0	1.8	0.0	43	64.2	17	53		
LAS PALMAS	RYANAIR	S	28	0	0	0.0	35.7	46.4	3.6	3.6	10.7	0.0	0.0	0.0	0.0	12	38.9	36	18		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late								
LAS PALMAS	RYANAIR UK LTD	S	8	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	20	68.8	17	15	
LAS PALMAS	TUI AIRWAYS LTD	C	22	0	0	0.0	9.1	31.8	13.6	27.3	18.2	0.0	0.0	0.0	0.0	0.0	34	54.3	25	35	
<b>TOTAL LAS PALMAS</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>15.9</b>	<b>34.8</b>	<b>15.9</b>	<b>15.9</b>	<b>9.1</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>57.1</b>	<b>21</b>	<b>138</b>	
SANTA CRUZ DE LA PALMA	TUI 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	11	0.0	0	0	
<b>TOTAL SANTA CRUZ DE LA PALMA</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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	73	0	1	10.8	28.4	33.8	13.5	10.8	1.4	0.0	0.0	0.0	0.0	1.4	11	75.3	14	73	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	134	0	0	10.4	21.6	40.3	13.4	8.2	3.0	1.5	0.7	0.7	0.0	0.0	19	62.6	15	123	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	98	0	0	11.2	43.9	26.5	4.1	10.2	2.0	1.0	0.0	1.0	0.0	0.0	15	63.3	18	90	
TENERIFE (SURREINA SOFIA)	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	8	8	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	51	0	0	0.0	13.7	35.3	29.4	9.8	5.9	3.9	2.0	0.0	0.0	0.0	29	62.9	18	70	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>356</b>	<b>0</b>	<b>1</b>	<b>9.2</b>	<b>28.0</b>	<b>34.5</b>	<b>13.2</b>	<b>9.5</b>	<b>2.8</b>	<b>1.4</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.3</b>	<b>18</b>	<b>65.9</b>	<b>16</b>	<b>364</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>832</b>	<b>0</b>	<b>2</b>	<b>7.0</b>	<b>23.3</b>	<b>36.2</b>	<b>16.2</b>	<b>11.6</b>	<b>4.1</b>	<b>0.7</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.2</b>	<b>18</b>	<b>65.8</b>	<b>17</b>	<b>843</b>	
GOTEBORG (LANDVETTER)	RYANAIR	S	27	0	0	0.0	18.5	33.3	33.3	14.8	0.0	0.0	0.0	0.0	0.0	0.0	17	69.4	18	36	
GOTEBORG (LANDVETTER)	RYANAIR 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	8	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.5</b>	<b>33.3</b>	<b>33.3</b>	<b>14.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>75.0</b>	<b>15</b>	<b>44</b>	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	18	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SWEDEN AB	S	18	0	1	0.0	21.1	42.1	10.5	21.1	0.0	0.0	0.0	0.0	0.0	5.3	15	0.0	0	0	
STOCKHOLM (ARLANDA)	SAS	S	50	0	0	10.0	46.0	42.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.5	5	84	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>68</b>	<b>0</b>	<b>1</b>	<b>7.2</b>	<b>39.1</b>	<b>42.0</b>	<b>4.3</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>6</b>	<b>90.2</b>	<b>5</b>	<b>102</b>	
<b>TOTAL SWEDEN</b>			<b>95</b>	<b>0</b>	<b>1</b>	<b>5.2</b>	<b>33.3</b>	<b>39.6</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>1.0</b>	<b>9</b>	<b>85.6</b>	<b>8</b>	<b>146</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET SWITZERLAND	S	8	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	95.0	3	20	
BALE MULHOUSE	EASYJET UK LTD	S	34	0	0	2.9	35.3	47.1	14.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	86.4	7	44	
<b>TOTAL BALE MULHOUSE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>38.1</b>	<b>42.9</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>89.1</b>	<b>5</b>	<b>64</b>	
GENEVA	EASYJET SWITZERLAND	S	18	0	0	0.0	38.9	27.8	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	28	92.9	7	28	
GENEVA	EASYJET UK LTD	S	98	0	0	1.0	34.7	34.7	10.2	15.3	3.1	1.0	0.0	0.0	0.0	0.0	15	75.4	11	112	
<b>TOTAL GENEVA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>35.3</b>	<b>33.6</b>	<b>10.3</b>	<b>12.9</b>	<b>4.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>78.9</b>	<b>10</b>	<b>140</b>	
ZURICH	EASYJET UK LTD	S	36	0	0	0.0	25.0	50.0	13.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
ZURICH	SWISS AIRLINES	S	132	0	0	0.0	10.6	41.7	25.8	15.2	6.8	0.0	0.0	0.0	0.0	0.0	20	72.6	12	124	
<b>TOTAL ZURICH</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.7</b>	<b>43.5</b>	<b>23.2</b>	<b>14.3</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>18</b>	<b>72.6</b>	<b>12</b>	<b>124</b>	
<b>TOTAL SWITZERLAND</b>			<b>326</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>24.5</b>	<b>39.9</b>	<b>17.8</b>	<b>12.0</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>16</b>	<b>78.5</b>	<b>10</b>	<b>328</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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>THAILAND</b>																					
PHUKET	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	59	1		
<b>TOTAL PHUKET</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>59</b>	<b>1</b>		
<b>TOTAL THAILAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>59</b>	<b>1</b>		
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	EASYJET UK LTD	S	63	0	0	3.2	19.0	44.4	19.0	11.1	1.6	0.0	0.0	1.6	0.0	0.0	23	76.2	18	63	
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	61.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	48.0	19	25	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>16.0</b>	<b>48.1</b>	<b>17.3</b>	<b>13.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>68.2</b>	<b>18</b>	<b>88</b>	
JERBA	EASYJET UK LTD	S	18	0	0	0.0	27.8	27.8	16.7	11.1	5.6	11.1	0.0	0.0	0.0	0.0	30	0.0	0	0	
<b>TOTAL JERBA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>27.8</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>18.2</b>	<b>44.4</b>	<b>17.2</b>	<b>13.1</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>68.2</b>	<b>18</b>	<b>88</b>	
<b>TURKEY</b>																					
ANTALYA	CORENDON AIRLINES	S	48	0	0	2.1	18.8	33.3	18.8	18.8	4.2	4.2	0.0	0.0	0.0	0.0	23	69.4	22	36	
ANTALYA	EASYJET UK LTD	S	80	0	1	0.0	14.8	38.3	21.0	12.3	8.6	3.7	0.0	0.0	0.0	1.2	26	57.7	21	70	
ANTALYA	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	23	0.0	0	0	
ANTALYA	JET2.COM LTD	S	105	0	0	0.0	1.9	18.1	20.0	34.3	24.8	1.0	0.0	0.0	0.0	0.0	42	28.2	39	103	
ANTALYA	PEGASUS AIRLINES	S	44	0	0	9.1	29.5	38.6	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	61.1	23	36	
ANTALYA	SUNEXPRESS	S	134	0	0	2.2	18.7	37.3	23.1	14.2	4.5	0.0	0.0	0.0	0.0	0.0	17	69.5	14	118	
ANTALYA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	48.1	24	54	
ANTALYA	TUI AIRWAYS LTD	S	35	0	0	0.0	2.9	42.9	22.9	25.7	5.7	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>447</b>	<b>0</b>	<b>1</b>	<b>1.8</b>	<b>13.8</b>	<b>33.0</b>	<b>20.8</b>	<b>19.4</b>	<b>9.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>25</b>	<b>53.8</b>	<b>24</b>	<b>417</b>	
BODRUM (MILAS)	EASYJET UK LTD	S	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	70.0	30	10	
BODRUM (MILAS)	JET2.COM LTD	S	37	0	0	5.4	5.4	27.0	24.3	24.3	13.5	0.0	0.0	0.0	0.0	0.0	30	30.4	33	46	
BODRUM (MILAS)	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	63.6	13	11	
BODRUM (MILAS)	TUI AIRWAYS LTD	S	11	0	0	0.0	0.0	54.5	45.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL BODRUM (MILAS)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>8.9</b>	<b>37.5</b>	<b>25.0</b>	<b>16.1</b>	<b>8.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>41.8</b>	<b>29</b>	<b>67</b>	
DALAMAN	CORENDON AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	10	18	
DALAMAN	EASYJET UK LTD	S	115	0	0	1.7	23.5	35.7	13.0	16.5	7.8	0.9	0.0	0.9	0.0	0.0	26	54.2	18	96	
DALAMAN	JET2.COM LTD	S	91	0	0	11.0	9.9	28.6	24.2	16.5	6.6	3.3	0.0	0.0	0.0	0.0	23	47.2	25	89	
DALAMAN	SUNEXPRESS	S	84	0	1	0.0	21.2	27.1	25.9	22.4	1.2	1.2	0.0	0.0	0.0	1.2	19	80.3	9	76	
DALAMAN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.4	22	54	
DALAMAN	TUI AIRWAYS LTD	S	33	0	0	0.0	24.2	36.4	27.3	6.1	6.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL DALAMAN</b>			<b>323</b>	<b>0</b>	<b>1</b>	<b>3.7</b>	<b>19.1</b>	<b>31.5</b>	<b>21.0</b>	<b>17.0</b>	<b>5.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>23</b>	<b>59.8</b>	<b>18</b>	<b>333</b>	
ISTANBUL	EASYJET UK LTD	S	26	0	0	3.8	46.2	42.3	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	82.1	10	28	
ISTANBUL	THY TURKISH AIRLINES	S	220	0	0	4.5	34.5	40.0	12.7	6.4	1.8	0.0	0.0	0.0	0.0	0.0	9	82.7	8	201	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024		
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 ISTANBUL</b>			<b>246</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>35.8</b>	<b>40.2</b>	<b>11.8</b>	<b>6.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>82.6</b>	<b>9</b>	<b>229</b>
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	124	0	0	0.0	14.5	36.3	24.2	16.1	6.5	0.8	1.6	0.0	0.0	0.0	25	82.8	7	116
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.5</b>	<b>36.3</b>	<b>24.2</b>	<b>16.1</b>	<b>6.5</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>82.8</b>	<b>7</b>	<b>116</b>
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	27	0	0	0.0	3.7	7.4	3.7	66.7	11.1	3.7	3.7	0.0	0.0	0.0	53	22.2	28	27
IZMIR (ADNAN MENDERES)	SUNEXPRESS	S	22	0	0	18.2	22.7	22.7	22.7	13.6	0.0	0.0	0.0	0.0	0.0	0.0	14	90.0	4	20
IZMIR (ADNAN MENDERES)	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	16	14
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>12.2</b>	<b>14.3</b>	<b>12.2</b>	<b>42.9</b>	<b>6.1</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>52.5</b>	<b>17</b>	<b>61</b>
<b>TOTAL TURKEY</b>			<b>1245</b>	<b>0</b>	<b>2</b>	<b>3.0</b>	<b>19.3</b>	<b>33.8</b>	<b>19.2</b>	<b>16.6</b>	<b>6.5</b>	<b>1.0</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>21</b>	<b>62.9</b>	<b>18</b>	<b>1223</b>
<b>UNITED ARAB EMIRATES</b>																				
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	88	0	0	12.5	42.0	34.1	8.0	1.1	2.3	0.0	0.0	0.0	0.0	0.0	6	75.8	16	62
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>42.0</b>	<b>34.1</b>	<b>8.0</b>	<b>1.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.8</b>	<b>16</b>	<b>62</b>
DUBAI	EMIRATES	S	186	0	0	0.0	24.7	46.8	23.1	4.8	0.0	0.0	0.5	0.0	0.0	0.0	11	66.1	20	185
<b>TOTAL DUBAI</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.7</b>	<b>46.8</b>	<b>23.1</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.1</b>	<b>20</b>	<b>185</b>
<b>TOTAL UNITED ARAB</b>			<b>274</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>30.3</b>	<b>42.7</b>	<b>18.2</b>	<b>3.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>68.5</b>	<b>19</b>	<b>247</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	LOGANAIR LTD	S	180	0	0	13.9	61.1	20.6	3.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0	2	84.3	10	196
<b>TOTAL ABERDEEN</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>61.1</b>	<b>20.6</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>84.3</b>	<b>10</b>	<b>196</b>
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	230	0	2	6.0	49.1	33.6	3.9	4.7	0.9	0.0	0.9	0.0	0.0	0.9	7	93.5	6	184
BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	34	0	0	8.8	64.7	20.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.6	4	86
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>264</b>	<b>0</b>	<b>2</b>	<b>6.4</b>	<b>51.1</b>	<b>32.0</b>	<b>4.1</b>	<b>4.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>7</b>	<b>92.0</b>	<b>5</b>	<b>270</b>
BELFAST INTERNATIONAL	EASYJET UK LTD	S	216	0	0	6.0	53.7	19.0	5.6	9.3	4.6	1.9	0.0	0.0	0.0	0.0	13	78.0	11	248
BELFAST INTERNATIONAL	RYANAIR UK LTD	S	106	0	0	6.6	53.8	23.6	9.4	5.7	0.9	0.0	0.0	0.0	0.0	0.0	6	78.2	14	124
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>322</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>53.7</b>	<b>20.5</b>	<b>6.8</b>	<b>8.1</b>	<b>3.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.1</b>	<b>12</b>	<b>372</b>
CITY OF DERRY (EGLINTON)	RYANAIR UK LTD	S	34	0	0	0.0	23.5	35.3	8.8	8.8	14.7	8.8	0.0	0.0	0.0	0.0	35	30.6	40	36
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>35.3</b>	<b>8.8</b>	<b>8.8</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>35</b>	<b>30.6</b>	<b>40</b>	<b>36</b>
GATWICK	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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>0.0</b>	<b>0</b>	<b>0</b>
GUERNSEY	AURIGNY AIR SERVICES	S	104	0	8	9.8	25.9	28.6	14.3	8.0	0.9	0.0	5.4	0.0	0.0	7.1	22	52.8	30	100
<b>TOTAL GUERNSEY</b>			<b>104</b>	<b>0</b>	<b>8</b>	<b>9.8</b>	<b>25.9</b>	<b>28.6</b>	<b>14.3</b>	<b>8.0</b>	<b>0.9</b>	<b>0.0</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>22</b>	<b>52.8</b>	<b>30</b>	<b>100</b>
HEATHROW	BRITISH AIRWAYS PLC	S	389	0	1	5.4	38.2	38.7	11.3	4.6	1.5	0.0	0.0	0.0	0.0	0.3	8	60.0	21	396
<b>TOTAL HEATHROW</b>			<b>389</b>	<b>0</b>	<b>1</b>	<b>5.4</b>	<b>38.2</b>	<b>38.7</b>	<b>11.3</b>	<b>4.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>8</b>	<b>60.0</b>	<b>21</b>	<b>396</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
INVERNESS	LOGANAIR LTD	S	83	0	1	21.4	47.6	25.0	2.4	2.4	0.0	0.0	0.0	0.0	0.0	1.2	3	76.7	10	58
<b>TOTAL INVERNESS</b>			<b>83</b>	<b>0</b>	<b>1</b>	<b>21.4</b>	<b>47.6</b>	<b>25.0</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>3</b>	<b>76.7</b>	<b>10</b>	<b>58</b>
ISLE OF MAN	EASYJET UK LTD	S	54	0	0	5.6	40.7	22.2	13.0	14.8	0.0	0.0	0.0	3.7	0.0	0.0	28	65.5	20	58
ISLE OF MAN	LOGANAIR LTD	S	126	0	0	7.9	56.3	28.6	4.0	1.6	0.0	0.8	0.8	0.0	0.0	0.0	7	76.6	11	117
<b>TOTAL ISLE OF MAN</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>7.2</b>	<b>51.7</b>	<b>26.7</b>	<b>6.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.6</b>	<b>0.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>73.1</b>	<b>14</b>	<b>175</b>
JERSEY	EASYJET UK LTD	S	50	0	0	6.0	62.0	18.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.8	11	66
<b>TOTAL JERSEY</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>62.0</b>	<b>18.0</b>	<b>14.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.8</b>	<b>11</b>	<b>66</b>
KIRKWALL	LOGANAIR LTD	S	13	0	1	0.0	28.6	64.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	4	0.0	0	0
<b>TOTAL KIRKWALL</b>			<b>13</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>28.6</b>	<b>64.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LUTON	JET2.COM LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<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>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEWQUAY	EASYJET UK LTD	S	18	0	0	0.0	44.4	33.3	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	13	61.1	22	18
NEWQUAY	LOGANAIR LTD	S	62	0	0	8.1	56.5	35.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.9	8	62
<b>TOTAL NEWQUAY</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>53.8</b>	<b>35.0</b>	<b>2.5</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>78.8</b>	<b>11</b>	<b>80</b>
PRESTWICK	AIRTANKER SERVICES 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 PRESTWICK</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>
STANSTED	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	22	2
<b>TOTAL STANSTED</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>22</b>	<b>2</b>
STORNOWAY	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	91.3	7	23
<b>TOTAL STORNOWAY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>91.3</b>	<b>7</b>	<b>23</b>
TEESSIDE INTERNATIONAL AIRPORT	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	1	0.0	0	0
<b>TOTAL TEESSIDE INTERNATIONAL AIRPORT</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1702</b>	<b>0</b>	<b>16</b>	<b>7.7</b>	<b>47.5</b>	<b>29.2</b>	<b>7.3</b>	<b>4.7</b>	<b>1.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.9</b>	<b>9</b>	<b>73.7</b>	<b>14</b>	<b>1774</b>
<b>USA</b>																				
ATLANTA	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	6	8.1	48.4	25.8	3.2	1.6	1.6	1.6	0.0	0.0	0.0	9.7	8	77.4	9	62
<b>TOTAL ATLANTA</b>			<b>56</b>	<b>0</b>	<b>6</b>	<b>8.1</b>	<b>48.4</b>	<b>25.8</b>	<b>3.2</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.7</b>	<b>8</b>	<b>77.4</b>	<b>9</b>	<b>62</b>
HOUSTON	SINGAPORE AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	52.3	22	44
<b>TOTAL HOUSTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>52.3</b>	<b>22</b>	<b>44</b>
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	3.8	61.5	30.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL LAS VEGAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>61.5</b>	<b>30.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MELBOURNE FLATS	TUI AIRWAYS LTD	C	17	0	0	0.0	5.9	17.6	23.5	29.4	17.6	5.9	0.0	0.0	0.0	0.0	46	56.3	23	32
<b>TOTAL MELBOURNE FLATS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>17.6</b>	<b>23.5</b>	<b>29.4</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>46</b>	<b>56.3</b>	<b>23</b>	<b>32</b>
NEW YORK (JF KENNEDY)	AER LINGUS	S	60	0	2	4.8	33.9	37.1	17.7	3.2	0.0	0.0	0.0	0.0	0.0	3.2	7	0.0	0	0
NEW YORK (JF KENNEDY)	AER LINGUS (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	90.3	4	60

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2024		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
NEW YORK (JF KENNEDY)	HI FLY MALTA	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	21.0	45.2	24.2	1.6	8.1	0.0	0.0	0.0	0.0	0.0	0.0	6	90.3	15	62
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>124</b>	<b>0</b>	<b>2</b>	<b>12.7</b>	<b>39.7</b>	<b>30.2</b>	<b>10.3</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>1.6</b>	<b>6</b>	<b>90.3</b>	<b>10</b>	<b>122</b>
ORLANDO	AER LINGUS	S	35	0	1	19.4	11.1	50.0	13.9	2.8	0.0	0.0	0.0	0.0	0.0	2.8	8	0.0	0	0
ORLANDO	AER LINGUS (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	87.9	6	33
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	80	0	0	8.8	30.0	33.8	7.5	8.8	8.8	2.5	0.0	0.0	0.0	0.0	20	71.7	18	106
<b>TOTAL ORLANDO</b>			<b>115</b>	<b>0</b>	<b>1</b>	<b>12.1</b>	<b>24.1</b>	<b>38.8</b>	<b>9.5</b>	<b>6.9</b>	<b>6.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>16</b>	<b>75.5</b>	<b>15</b>	<b>139</b>
<b>TOTAL USA</b>			<b>338</b>	<b>0</b>	<b>9</b>	<b>10.4</b>	<b>36.0</b>	<b>31.7</b>	<b>8.6</b>	<b>6.3</b>	<b>3.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>12</b>	<b>76.3</b>	<b>14</b>	<b>399</b>
<b>TOTAL MANCHESTER</b>			<b>17672</b>	<b>0</b>	<b>106</b>	<b>4.1</b>	<b>29.0</b>	<b>35.2</b>	<b>15.1</b>	<b>10.6</b>	<b>4.3</b>	<b>0.7</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>16</b>	<b>68.7</b>	<b>17</b>	<b>17238</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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>																					
SALZBURG	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
SALZBURG	TUI AIRWAYS LTD	S	3	0	0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL SALZBURG</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>100.0</b>	<b>8</b>	<b>1</b>	
<b>TOTAL AUSTRIA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>100.0</b>	<b>8</b>	<b>1</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	31	3	
BURGAS	JET2.COM LTD	S	18	0	0	0.0	27.8	44.4	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	15	75.0	27	8	
BURGAS	TUI AIRWAYS LTD	S	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	22.2	38	9	
<b>TOTAL BURGAS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.6</b>	<b>44.4</b>	<b>14.8</b>	<b>7.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>45.0</b>	<b>32</b>	<b>20</b>	
<b>TOTAL BULGARIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.6</b>	<b>44.4</b>	<b>14.8</b>	<b>7.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>45.0</b>	<b>32</b>	<b>20</b>	
<b>CAPE VERDE ISLANDS</b>																					
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	8	0	0	0.0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	25.0	20	8	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>25.0</b>	<b>20</b>	<b>8</b>	
<b>TOTAL CAPE VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>25.0</b>	<b>20</b>	<b>8</b>	
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	S	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8	
DUBROVNIK	TUI AIRWAYS LTD	S	8	0	0	0.0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	62.5	14	8	
<b>TOTAL DUBROVNIK</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>81.3</b>	<b>8</b>	<b>16</b>	
ZADAR	RYANAIR	S	18	0	0	22.2	38.9	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	61.1	24	18	
<b>TOTAL ZADAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>38.9</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>61.1</b>	<b>24</b>	<b>18</b>	
<b>TOTAL CROATIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>35.3</b>	<b>50.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>70.6</b>	<b>16</b>	<b>34</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	16	0	0	0.0	0.0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	36	61.1	14	18	
LARNACA	TUI AIRWAYS LTD	S	18	0	0	0.0	16.7	22.2	38.9	11.1	11.1	0.0	0.0	0.0	0.0	0.0	24	38.9	23	18	
<b>TOTAL LARNACA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.8</b>	<b>17.6</b>	<b>32.4</b>	<b>29.4</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>50.0</b>	<b>18</b>	<b>36</b>	
PAPHOS	JET2.COM LTD	S	17	0	0	11.8	23.5	41.2	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	11	18	
PAPHOS	RYANAIR	S	18	0	0	11.1	22.2	38.9	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	68.8	11	16	
PAPHOS	TUI AIRWAYS LTD	S	24	0	0	0.0	12.5	54.2	20.8	4.2	4.2	4.2	0.0	0.0	0.0	0.0	21	30.0	30	20	
<b>TOTAL PAPHOS</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>18.6</b>	<b>45.8</b>	<b>20.3</b>	<b>5.1</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>14</b>	<b>57.4</b>	<b>18</b>	<b>54</b>	
<b>TOTAL CYPRUS</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>15.1</b>	<b>35.5</b>	<b>24.7</b>	<b>14.0</b>	<b>5.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>54.4</b>	<b>18</b>	<b>90</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	12	0	0	8.3	58.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL PRAGUE</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>58.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>58.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>DENMARK</b>																					
COPENHAGEN	NORWEGIAN AIR SWEDEN AB	S	18	0	0	16.7	27.8	27.8	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL COPENHAGEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>27.8</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DENMARK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>27.8</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>EGYPT</b>																					
HURGHADA	TUI AIRWAYS LTD	S	17	0	0	5.9	5.9	29.4	23.5	5.9	29.4	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0	
<b>TOTAL HURGHADA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>5.9</b>	<b>29.4</b>	<b>23.5</b>	<b>5.9</b>	<b>29.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SHARM EL SHEIKH (OPHIRA)	TUI AIRWAYS LTD	S	18	0	0	0.0	0.0	33.3	27.8	11.1	22.2	5.6	0.0	0.0	0.0	0.0	38	52.9	21	17	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>27.8</b>	<b>11.1</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>52.9</b>	<b>21</b>	<b>17</b>	
<b>TOTAL EGYPT</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>2.9</b>	<b>31.4</b>	<b>25.7</b>	<b>8.6</b>	<b>25.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>52.9</b>	<b>21</b>	<b>17</b>	
<b>FRANCE</b>																					
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	136	0	0	0.0	30.1	47.8	16.2	4.4	1.5	0.0	0.0	0.0	0.0	0.0	10	77.9	12	140	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	46	0	0	4.3	26.1	28.3	17.4	17.4	4.3	0.0	2.2	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>29.1</b>	<b>42.9</b>	<b>16.5</b>	<b>7.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>77.9</b>	<b>12</b>	<b>140</b>	
<b>TOTAL FRANCE</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>29.1</b>	<b>42.9</b>	<b>16.5</b>	<b>7.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>77.9</b>	<b>12</b>	<b>140</b>	
<b>GERMANY</b>																					
BERLIN BRANDENBURG	EUROWINGS LUFTVERKEHRS	S	18	0	0	33.3	27.8	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL BERLIN BRANDENBURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>27.8</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	20	0	0	0.0	30.0	50.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	18	83.3	12	18	
<b>TOTAL DUSSELDORF</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>50.0</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>0.0</b>	<b>18</b>	<b>83.3</b>	<b>12</b>	<b>18</b>	
FRANKFURT MAIN	LUFTHANSA	S	62	0	0	0.0	16.1	46.8	24.2	12.9	0.0	0.0	0.0	0.0	0.0	0.0	14	59.7	18	61	
<b>TOTAL FRANKFURT MAIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.1</b>	<b>46.8</b>	<b>24.2</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>59.7</b>	<b>18</b>	<b>61</b>	
<b>TOTAL GERMANY</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>21.0</b>	<b>46.0</b>	<b>15.0</b>	<b>8.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>65.0</b>	<b>16</b>	<b>79</b>	
<b>GREECE</b>																					
ATHENS	AEGEAN 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	4	18	
<b>TOTAL ATHENS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>18</b>	
CHANIA	JET2.COM LTD	S	10	0	0	0.0	10.0	40.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	80.0	10	10	
CHANIA	RYANAIR	S	10	0	0	0.0	20.0	20.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	19	66.7	15	18	
<b>TOTAL CHANIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.0</b>	<b>30.0</b>	<b>15.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>71.4</b>	<b>13</b>	<b>28</b>	
CORFU	JET2.COM LTD	S	28	0	0	7.1	21.4	53.6	14.3	3.6	0.0	0.0	0.0	0.0	0.0	0.0	6	90.0	6	20	
CORFU	TUI AIRWAYS LTD	S	22	0	0	0.0	9.1	50.0	18.2	13.6	9.1	0.0	0.0	0.0	0.0	0.0	24	68.2	15	22	
<b>TOTAL CORFU</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>16.0</b>	<b>52.0</b>	<b>16.0</b>	<b>8.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>78.6</b>	<b>11</b>	<b>42</b>	
HERAKLION	JET2.COM LTD	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	80.0	12	20	
HERAKLION	TUI AIRWAYS LTD	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	10	50.0	22	10	
<b>TOTAL HERAKLION</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>24.3</b>	<b>48.6</b>	<b>18.9</b>	<b>2.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>70.0</b>	<b>15</b>	<b>30</b>	
KEFALLINIA	JET2.COM LTD	S	12	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	30	12	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
KEFALLINIA	TUI AIRWAYS LTD	S	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	26	33.3	26	3	
<b>TOTAL KEFALLINIA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.3</b>	<b>60.0</b>	<b>20.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>46.7</b>	<b>29</b>	<b>15</b>	
KOS	JET2.COM LTD	S	16	0	0	0.0	12.5	31.3	6.3	18.8	18.8	6.3	6.3	0.0	0.0	0.0	51	75.0	20	12	
KOS	TUI AIRWAYS LTD	S	18	0	0	0.0	0.0	22.2	33.3	16.7	27.8	0.0	0.0	0.0	0.0	0.0	40	50.0	19	16	
<b>TOTAL KOS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>26.5</b>	<b>20.6</b>	<b>17.6</b>	<b>23.5</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>60.7</b>	<b>19</b>	<b>28</b>	
RHODES	JET2.COM LTD	S	25	0	0	0.0	4.0	24.0	28.0	20.0	20.0	4.0	0.0	0.0	0.0	0.0	35	70.0	15	20	
RHODES	TUI AIRWAYS LTD	S	20	0	0	0.0	5.0	25.0	35.0	20.0	15.0	0.0	0.0	0.0	0.0	0.0	33	27.3	41	22	
<b>TOTAL RHODES</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.4</b>	<b>24.4</b>	<b>31.1</b>	<b>20.0</b>	<b>17.8</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>47.6</b>	<b>28</b>	<b>42</b>	
SALONIKA	JET2.COM LTD	S	8	0	1	11.1	22.2	22.2	0.0	22.2	0.0	0.0	11.1	0.0	0.0	11.1	43	80.0	8	10	
<b>TOTAL SALONIKA</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>11.1</b>	<b>22.2</b>	<b>22.2</b>	<b>0.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>43</b>	<b>80.0</b>	<b>8</b>	<b>10</b>	
SKIATHOS	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	6	70.0	143	10	
SKIATHOS	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	7	100.0	5	7	
<b>TOTAL SKIATHOS</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>27.3</b>	<b>45.5</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.4</b>	<b>86</b>	<b>17</b>	
THIRA (SANTORINI)	JET2.COM LTD	S	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	1	8	
<b>TOTAL THIRA (SANTORINI)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>75.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
ZAKINTHOS	JET2.COM LTD	S	20	0	0	25.0	15.0	25.0	20.0	5.0	5.0	0.0	0.0	5.0	0.0	0.0	36	80.0	8	20	
ZAKINTHOS	TUI AIRWAYS LTD	S	17	0	0	5.9	0.0	35.3	35.3	11.8	11.8	0.0	0.0	0.0	0.0	0.0	26	54.5	20	22	
<b>TOTAL ZAKINTHOS</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>16.2</b>	<b>8.1</b>	<b>29.7</b>	<b>27.0</b>	<b>8.1</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>66.7</b>	<b>14</b>	<b>42</b>	
<b>TOTAL GREECE</b>			<b>265</b>	<b>0</b>	<b>1</b>	<b>4.5</b>	<b>13.2</b>	<b>38.7</b>	<b>20.3</b>	<b>12.8</b>	<b>8.3</b>	<b>0.8</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>24</b>	<b>69.3</b>	<b>20</b>	<b>280</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	74	0	0	1.4	16.2	48.6	20.3	10.8	2.7	0.0	0.0	0.0	0.0	0.0	14	51.4	28	68	
DUBLIN	RYANAIR	S	98	0	0	4.1	39.8	31.6	10.2	6.1	8.2	0.0	0.0	0.0	0.0	0.0	13	72.1	16	86	
<b>TOTAL DUBLIN</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>29.7</b>	<b>39.0</b>	<b>14.5</b>	<b>8.1</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>62.8</b>	<b>22</b>	<b>154</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>29.7</b>	<b>39.0</b>	<b>14.5</b>	<b>8.1</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>62.8</b>	<b>22</b>	<b>154</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	44	0	0	0.0	34.1	27.3	18.2	18.2	2.3	0.0	0.0	0.0	0.0	0.0	14	77.8	9	45	
<b>TOTAL BERGAMO</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.1</b>	<b>27.3</b>	<b>18.2</b>	<b>18.2</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.8</b>	<b>9</b>	<b>45</b>	
NAPLES	TUI AIRWAYS LTD	S	16	0	0	0.0	6.3	43.8	18.8	18.8	12.5	0.0	0.0	0.0	0.0	0.0	24	81.3	10	16	
<b>TOTAL NAPLES</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>0.0</b>	<b>24</b>	<b>81.3</b>	<b>10</b>	<b>16</b>	
ROME (FIUMICINO)	JET2.COM LTD	S	18	0	0	5.6	22.2	27.8	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	88.9	5	18	
<b>TOTAL ROME (FIUMICINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>27.8</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>15</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
VERONA VILLAFRANCA	JET2.COM 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	20	75.0	11	8	
VERONA VILLAFRANCA	TUI AIRWAYS LTD	S	17	0	0	0.0	5.9	47.1	23.5	11.8	11.8	0.0	0.0	0.0	0.0	0.0	22	57.1	15	14	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.0</b>	<b>52.0</b>	<b>20.0</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>21</b>	<b>63.6</b>	<b>14</b>	<b>22</b>	
<b>TOTAL ITALY</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>20.4</b>	<b>35.9</b>	<b>19.4</b>	<b>18.4</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>77.2</b>	<b>10</b>	<b>101</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>MALTA</b>																				
MALTA	JET2.COM LTD	S	12	0	0	0.0	8.3	58.3	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	12	70.0	11	10
<b>TOTAL MALTA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>58.3</b>	<b>25.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>70.0</b>	<b>11</b>	<b>10</b>
<b>TOTAL MALTA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>58.3</b>	<b>25.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>70.0</b>	<b>11</b>	<b>10</b>
<b>MEXICO</b>																				
CANCUN	TUI AIRWAYS LTD	S	16	0	0	12.5	18.8	43.8	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	60.0	15	15
<b>TOTAL CANCUN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>18.8</b>	<b>43.8</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>60.0</b>	<b>15</b>	<b>15</b>
<b>TOTAL MEXICO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>18.8</b>	<b>43.8</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>60.0</b>	<b>15</b>	<b>15</b>
<b>MOROCCO</b>																				
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	7	0	0	0.0	0.0	28.6	14.3	14.3	42.9	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>28.6</b>	<b>14.3</b>	<b>14.3</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>41</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MOROCCO</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>28.6</b>	<b>14.3</b>	<b>14.3</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>41</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET UK LTD	S	62	0	0	11.3	38.7	27.4	9.7	11.3	1.6	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
AMSTERDAM	KLM	S	287	0	5	1.0	24.7	38.7	14.7	15.1	3.8	0.3	0.0	0.0	0.0	1.7	16	62.5	18	282
<b>TOTAL AMSTERDAM</b>			<b>349</b>	<b>0</b>	<b>5</b>	<b>2.8</b>	<b>27.1</b>	<b>36.7</b>	<b>13.8</b>	<b>14.4</b>	<b>3.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>15</b>	<b>62.5</b>	<b>18</b>	<b>282</b>
<b>TOTAL NETHERLANDS</b>			<b>349</b>	<b>0</b>	<b>5</b>	<b>2.8</b>	<b>27.1</b>	<b>36.7</b>	<b>13.8</b>	<b>14.4</b>	<b>3.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>15</b>	<b>62.5</b>	<b>18</b>	<b>282</b>
<b>NORWAY</b>																				
BERGEN	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	28	1
BERGEN	LOGANAIR 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	2	100.0	2	4
<b>TOTAL BERGEN</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>80.0</b>	<b>7</b>	<b>5</b>
STAVANGER	LOGANAIR LTD	S	26	0	0	23.1	65.4	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	7	28
<b>TOTAL STAVANGER</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>65.4</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>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.7</b>	<b>7</b>	<b>28</b>
<b>TOTAL NORWAY</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>21.9</b>	<b>59.4</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>84.8</b>	<b>7</b>	<b>33</b>
<b>POLAND</b>																				
GDANSK	RYANAIR	S	18	0	0	22.2	61.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	12	18
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>61.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>12</b>	<b>18</b>
KRAKOW	JET2.COM LTD	S	12	0	0	16.7	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	61.1	20	18
KRAKOW	RYANAIR	S	18	0	0	0.0	27.8	38.9	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	55.6	22	18
<b>TOTAL KRAKOW</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>30.0</b>	<b>43.3</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>58.3</b>	<b>21</b>	<b>36</b>
WROCLAW	RYANAIR	S	18	0	0	0.0	38.9	50.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	22	18
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>50.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.3</b>	<b>22</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>40.9</b>	<b>37.9</b>	<b>9.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>70.8</b>	<b>19</b>	<b>72</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	JET2.COM LTD	S	62	0	0	4.8	30.6	50.0	8.1	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	88.7	7	62
FARO	RYANAIR	S	26	0	0	3.8	38.5	42.3	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	3	8
<b>TOTAL FARO</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>33.0</b>	<b>47.7</b>	<b>9.1</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.6</b>	<b>6</b>	<b>70</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024				
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>88</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>33.0</b>	<b>47.7</b>	<b>9.1</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.6</b>	<b>6</b>	<b>70</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	8	0	0	0.0	12.5	50.0	0.0	25.0	0.0	0.0	0.0	12.5	0.0	0.0	150	100.0	3	8	
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>150</b>	<b>100.0</b>	<b>3</b>	<b>8</b>	
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>150</b>	<b>100.0</b>	<b>3</b>	<b>8</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET UK LTD	S	18	0	0	0.0	33.3	27.8	11.1	22.2	5.6	0.0	0.0	0.0	0.0	0.0	18	31.3	31	16	
ALICANTE	JET2.COM LTD	S	62	0	0	0.0	29.0	61.3	6.5	1.6	1.6	0.0	0.0	0.0	0.0	0.0	7	83.9	9	62	
ALICANTE	RYANAIR	S	88	0	0	2.3	28.4	38.6	11.4	15.9	3.4	0.0	0.0	0.0	0.0	0.0	15	77.5	11	80	
ALICANTE	TUI AIRWAYS LTD	S	18	0	0	0.0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	25	25.0	43	16	
<b>TOTAL ALICANTE</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>26.3</b>	<b>46.8</b>	<b>10.8</b>	<b>11.3</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>70.7</b>	<b>15</b>	<b>174</b>	
BARCELONA	RYANAIR	S	36	0	0	5.6	30.6	50.0	13.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	42.3	38	26	
<b>TOTAL BARCELONA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>30.6</b>	<b>50.0</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>42.3</b>	<b>38</b>	<b>26</b>	
GIRONA	JET2.COM LTD	S	8	0	0	0.0	12.5	37.5	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	75.0	4	8	
<b>TOTAL GIRONA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.0</b>	<b>4</b>	<b>8</b>	
IBIZA	JET2.COM LTD	S	48	0	0	16.7	37.5	39.6	4.2	2.1	0.0	0.0	0.0	0.0	0.0	0.0	4	82.6	11	46	
IBIZA	RYANAIR	S	26	0	0	0.0	26.9	46.2	19.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	65.4	18	26	
IBIZA	TUI AIRWAYS LTD	S	19	0	0	0.0	5.3	57.9	36.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	54.5	25	22	
<b>TOTAL IBIZA</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>28.0</b>	<b>45.2</b>	<b>15.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>71.3</b>	<b>16</b>	<b>94</b>	
MAHON	JET2.COM LTD	S	28	0	0	10.7	21.4	53.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	85.0	8	20	
MAHON	TUI AIRWAYS LTD	S	14	0	0	0.0	7.1	42.9	21.4	14.3	14.3	0.0	0.0	0.0	0.0	0.0	26	62.5	13	16	
<b>TOTAL MAHON</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>10</b>	<b>36</b>	
MALAGA	EASYJET UK LTD	S	18	0	0	0.0	33.3	38.9	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
MALAGA	JET2.COM LTD	S	62	0	0	14.5	33.9	41.9	1.6	8.1	0.0	0.0	0.0	0.0	0.0	0.0	6	87.1	8	62	
MALAGA	RYANAIR	S	46	0	0	2.2	41.3	41.3	10.9	2.2	2.2	0.0	0.0	0.0	0.0	0.0	7	61.5	22	26	
MALAGA	TUI AIRWAYS LTD	S	17	0	0	0.0	0.0	58.8	23.5	17.6	0.0	0.0	0.0	0.0	0.0	0.0	19	41.2	29	17	
<b>TOTAL MALAGA</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>32.2</b>	<b>43.4</b>	<b>8.4</b>	<b>8.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>73.3</b>	<b>15</b>	<b>105</b>	
PALMA DE MALLORCA	EASYJET UK LTD	S	44	0	1	8.9	22.2	35.6	15.6	8.9	6.7	0.0	0.0	0.0	0.0	2.2	16	50.0	22	36	
PALMA DE MALLORCA	JET2.COM LTD	S	83	0	0	2.4	32.5	34.9	7.2	13.3	9.6	0.0	0.0	0.0	0.0	0.0	18	76.8	14	82	
PALMA DE MALLORCA	RYANAIR	S	52	0	0	1.9	32.7	32.7	13.5	11.5	0.0	3.8	3.8	0.0	0.0	0.0	24	63.0	20	46	
PALMA DE MALLORCA	TUI AIRWAYS LTD	S	42	0	0	0.0	2.4	64.3	19.0	9.5	4.8	0.0	0.0	0.0	0.0	0.0	18	48.8	22	41	
<b>TOTAL PALMA DE MALLORCA</b>			<b>221</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>24.8</b>	<b>40.1</b>	<b>12.6</b>	<b>11.3</b>	<b>5.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>19</b>	<b>63.4</b>	<b>18</b>	<b>205</b>	
REUS	JET2.COM LTD	S	28	0	0	17.9	25.0	42.9	0.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	14	90.0	5	20	
REUS	TUI AIRWAYS LTD	S	16	0	0	0.0	0.0	37.5	18.8	31.3	12.5	0.0	0.0	0.0	0.0	0.0	29	57.1	13	14	
<b>TOTAL REUS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>15.9</b>	<b>40.9</b>	<b>6.8</b>	<b>15.9</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>76.5</b>	<b>8</b>	<b>34</b>	
<b>TOTAL SPAIN</b>			<b>773</b>	<b>0</b>	<b>1</b>	<b>4.8</b>	<b>26.1</b>	<b>43.9</b>	<b>11.9</b>	<b>9.0</b>	<b>3.6</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>13</b>	<b>68.5</b>	<b>16</b>	<b>682</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	45	0	0	6.7	22.2	62.2	6.7	2.2	0.0	0.0	0.0	0.0	0.0	0.0	6	88.6	32	44	
ARRECIFE	RYANAIR	S	27	0	0	0.0	14.8	37.0	14.8	25.9	7.4	0.0	0.0	0.0	0.0	0.0	23	88.9	6	18	
ARRECIFE	TUI AIRWAYS LTD	S	18	0	0	0.0	0.0	38.9	16.7	27.8	16.7	0.0	0.0	0.0	0.0	0.0	35	38.9	28	18	
<b>TOTAL ARRECIFE</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>15.6</b>	<b>50.0</b>	<b>11.1</b>	<b>14.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>77.5</b>	<b>25</b>	<b>80</b>	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	16.7	27.8	16.7	16.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	21	77.8	7	18	
FUERTEVENTURA	RYANAIR	S	16	1	0	0.0	17.6	58.8	11.8	5.9	0.0	0.0	0.0	0.0	5.9	0.0	8	88.9	7	18	
<b>TOTAL FUERTEVENTURA</b>			<b>34</b>	<b>1</b>	<b>0</b>	<b>8.6</b>	<b>22.9</b>	<b>37.1</b>	<b>14.3</b>	<b>8.6</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>15</b>	<b>83.3</b>	<b>7</b>	<b>36</b>	
LAS PALMAS	JET2.COM LTD	S	26	0	0	7.7	19.2	46.2	11.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	12	88.9	10	27	
LAS PALMAS	RYANAIR	S	18	0	0	0.0	5.6	22.2	27.8	33.3	11.1	0.0	0.0	0.0	0.0	0.0	30	68.8	24	16	
LAS PALMAS	TUI AIRWAYS LTD	S	18	0	0	0.0	5.6	27.8	38.9	16.7	11.1	0.0	0.0	0.0	0.0	0.0	27	38.9	18	18	
<b>TOTAL LAS PALMAS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>11.3</b>	<b>33.9</b>	<b>24.2</b>	<b>17.7</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>22</b>	<b>68.9</b>	<b>16</b>	<b>61</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	60	0	1	19.7	23.0	45.9	4.9	3.3	0.0	0.0	1.6	0.0	0.0	1.6	9	80.6	11	62	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	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	16	44.4	23	18	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	S	42	0	0	2.4	4.8	28.6	33.3	7.1	16.7	7.1	0.0	0.0	0.0	0.0	37	50.0	23	42	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>10.8</b>	<b>15.0</b>	<b>40.8</b>	<b>16.7</b>	<b>6.7</b>	<b>5.8</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>20</b>	<b>64.8</b>	<b>17</b>	<b>122</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>305</b>	<b>1</b>	<b>1</b>	<b>6.8</b>	<b>15.3</b>	<b>41.7</b>	<b>16.3</b>	<b>11.4</b>	<b>6.5</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>0.3</b>	<b>19</b>	<b>71.2</b>	<b>18</b>	<b>299</b>	
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	S	20	0	0	0.0	0.0	40.0	35.0	10.0	15.0	0.0	0.0	0.0	0.0	0.0	26	33.3	23	24	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>35.0</b>	<b>10.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>33.3</b>	<b>23</b>	<b>24</b>	
<b>TOTAL TUNISIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>35.0</b>	<b>10.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>33.3</b>	<b>23</b>	<b>24</b>	
<b>TURKEY</b>																					
ANTALYA	CORENDON AIRLINES	S	18	0	0	11.1	11.1	5.6	27.8	22.2	11.1	5.6	5.6	0.0	0.0	0.0	49	38.9	34	18	
ANTALYA	FREEBIRD AIRLINES	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
ANTALYA	JET2.COM LTD	S	46	0	0	4.3	13.0	50.0	19.6	6.5	6.5	0.0	0.0	0.0	0.0	0.0	18	60.0	18	45	
ANTALYA	SUNEXPRESS	S	40	0	0	2.5	22.5	55.0	12.5	7.5	0.0	0.0	0.0	0.0	0.0	0.0	10	73.5	18	34	
ANTALYA	TUI AIRWAYS LTD	S	14	0	0	0.0	7.1	28.6	14.3	7.1	42.9	0.0	0.0	0.0	0.0	0.0	48	10.0	41	19	
<b>TOTAL ANTALYA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>15.0</b>	<b>42.5</b>	<b>18.3</b>	<b>9.2</b>	<b>9.2</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>52.1</b>	<b>25</b>	<b>116</b>	
BODRUM (MILAS)	JET2.COM LTD	S	18	0	0	0.0	0.0	72.2	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	15	38.9	21	17	
<b>TOTAL BODRUM (MILAS)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</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>15</b>	<b>38.9</b>	<b>21</b>	<b>17</b>	
DALAMAN	CORENDON AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	11	18	
DALAMAN	FREEBIRD AIRLINES	S	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	33.3	17	6	
DALAMAN	JET2.COM LTD	S	51	0	1	3.8	19.2	42.3	15.4	15.4	1.9	0.0	0.0	0.0	0.0	1.9	13	60.0	16	45	
DALAMAN	SUNEXPRESS	S	16	0	0	37.5	6.3	50.0	6.3	0.0	0.0	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 MAY 2025

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
DALAMAN	TUI AIRWAYS LTD	S	8	0	0	0.0	12.5	37.5	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	21	47.4	25	19
<b>TOTAL DALAMAN</b>			<b>84</b>	<b>0</b>	<b>1</b>	<b>9.4</b>	<b>15.3</b>	<b>45.9</b>	<b>15.3</b>	<b>10.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>12</b>	<b>54.5</b>	<b>17</b>	<b>88</b>
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	18	0	0	33.3	11.1	38.9	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	10	12
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>11.1</b>	<b>38.9</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>10</b>	<b>12</b>
<b>TOTAL TURKEY</b>			<b>240</b>	<b>0</b>	<b>1</b>	<b>7.9</b>	<b>13.7</b>	<b>45.6</b>	<b>16.6</b>	<b>9.1</b>	<b>5.8</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>18</b>	<b>53.2</b>	<b>21</b>	<b>233</b>
<b>UNITED ARAB EMIRATES</b>																				
DUBAI	EMIRATES	S	62	0	0	0.0	21.0	64.5	9.7	4.8	0.0	0.0	0.0	0.0	0.0	0.0	9	69.4	13	62
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.0</b>	<b>64.5</b>	<b>9.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>69.4</b>	<b>13</b>	<b>62</b>
<b>TOTAL UNITED ARAB</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.0</b>	<b>64.5</b>	<b>9.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>69.4</b>	<b>13</b>	<b>62</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	18	13
<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>62.5</b>	<b>18</b>	<b>13</b>
BELFAST CITY (GEORGE BEST)	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	94.2	2	52
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>94.2</b>	<b>2</b>	<b>52</b>
BELFAST INTERNATIONAL	EASYJET UK LTD	S	150	0	0	8.0	66.7	14.0	6.0	3.3	0.7	0.0	1.3	0.0	0.0	0.0	7	67.3	15	168
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>66.7</b>	<b>14.0</b>	<b>6.0</b>	<b>3.3</b>	<b>0.7</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>67.3</b>	<b>15</b>	<b>168</b>
BRISTOL	EASYJET UK LTD	S	88	0	0	5.7	38.6	31.8	17.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	8	55.0	25	80
<b>TOTAL BRISTOL</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>38.6</b>	<b>31.8</b>	<b>17.0</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>54.3</b>	<b>25</b>	<b>80</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	0.0	0	0
<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>0.0</b>	<b>0</b>	<b>0</b>
EXETER	LOGANAIR LTD	S	40	0	0	25.0	40.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.7	11	42
<b>TOTAL EXETER</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>40.0</b>	<b>35.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>85.7</b>	<b>11</b>	<b>42</b>
GUERNSEY	BLUE ISLANDS LIMITED	S	8	0	0	0.0	25.0	25.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	72	0.0	0	0
<b>TOTAL GUERNSEY</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>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>72</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
HEATHROW	BRITISH AIRWAYS PLC	S	268	0	0	1.5	35.1	40.3	13.1	7.5	1.9	0.7	0.0	0.0	0.0	0.0	11	55.1	23	342
<b>TOTAL HEATHROW</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>35.1</b>	<b>40.3</b>	<b>13.1</b>	<b>7.5</b>	<b>1.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>55.1</b>	<b>23</b>	<b>342</b>
JERSEY	BLUE ISLANDS LIMITED	S	8	0	2	0.0	10.0	20.0	10.0	0.0	20.0	20.0	0.0	0.0	0.0	20.0	75	0.0	0	0
JERSEY	JET2.COM LTD	S	4	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	86	100.0	1	2
<b>TOTAL JERSEY</b>			<b>12</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>7.1</b>	<b>28.6</b>	<b>7.1</b>	<b>0.0</b>	<b>14.3</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>78</b>	<b>100.0</b>	<b>1</b>	<b>2</b>
LEEDS BRADFORD	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 LEEDS BRADFORD</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEWQUAY	LOGANAIR LTD	S	17	0	1	22.2	22.2	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	1	87.5	3	16
<b>TOTAL NEWQUAY</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>22.2</b>	<b>22.2</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>1</b>	<b>87.5</b>	<b>3</b>	<b>16</b>
SOUTHAMPTON	LOGANAIR LTD	S	105	0	1	23.6	50.0	19.8	3.8	0.0	1.9	0.0	0.0	0.0	0.0	0.9	4	83.0	8	112

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL SOUTHAMPTON</b>			<b>105</b>	<b>0</b>	<b>1</b>	<b>23.6</b>	<b>50.0</b>	<b>19.8</b>	<b>3.8</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>4</b>	<b>83.0</b>	<b>8</b>	<b>112</b>
<b>TOTAL UNITED KINGDOM USA</b>			<b>689</b>	<b>0</b>	<b>5</b>	<b>8.8</b>	<b>43.8</b>	<b>29.8</b>	<b>9.2</b>	<b>4.5</b>	<b>1.7</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>10</b>	<b>65.6</b>	<b>17</b>	<b>827</b>
<b>MELBOURNE FLATS</b>	TUI AIRWAYS LTD	S	11	0	0	0.0	0.0	18.2	18.2	36.4	27.3	0.0	0.0	0.0	0.0	0.0	50	42.9	31	14
<b>TOTAL MELBOURNE FLATS</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.2</b>	<b>18.2</b>	<b>36.4</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>50</b>	<b>42.9</b>	<b>31</b>	<b>14</b>
<b>TOTAL USA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.2</b>	<b>18.2</b>	<b>36.4</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>50</b>	<b>42.9</b>	<b>31</b>	<b>14</b>
<b>TOTAL NEWCASTLE</b>			<b>3730</b>	<b>1</b>	<b>14</b>	<b>5.5</b>	<b>26.8</b>	<b>39.3</b>	<b>13.9</b>	<b>9.1</b>	<b>4.1</b>	<b>0.5</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>15</b>	<b>66.6</b>	<b>17</b>	<b>3555</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>BELGIUM</b>																					
BRUSSELS	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL 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>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>100.0</b>	<b>0</b>	<b>1</b>	
<b>FRANCE</b>																					
BERGERAC	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	15	6	
<b>TOTAL BERGERAC</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>57.1</b>	<b>15</b>	<b>6</b>	
PARIS (CHARLES DE GAULLE)	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	40.0	24	32	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>40.0</b>	<b>24</b>	<b>32</b>	
PARIS (ORLY)	EASYJET EUROPE	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	
PARIS (ORLY)	EASYJET UK LTD	S	16	0	0	0.0	50.0	43.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL PARIS (ORLY)</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>44.4</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FRANCE</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>44.4</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>4</b>	<b>42.1</b>	<b>22</b>	<b>38</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	152	0	0	5.9	40.8	33.6	14.5	4.6	0.7	0.0	0.0	0.0	0.0	0.0	7	77.4	11	122	
<b>TOTAL DUBLIN</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>40.8</b>	<b>33.6</b>	<b>14.5</b>	<b>4.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>77.4</b>	<b>11</b>	<b>122</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>40.8</b>	<b>33.6</b>	<b>14.5</b>	<b>4.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>77.4</b>	<b>11</b>	<b>122</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET UK LTD	S	18	0	0	0.0	27.8	38.9	16.7	5.6	11.1	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
AMSTERDAM	KLM CITYHOPPER	S	122	0	0	0.0	33.6	49.2	11.5	4.1	1.6	0.0	0.0	0.0	0.0	0.0	8	80.7	9	176	
<b>TOTAL AMSTERDAM</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.9</b>	<b>47.9</b>	<b>12.1</b>	<b>4.3</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.8</b>	<b>9</b>	<b>176</b>	
<b>TOTAL NETHERLANDS</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.9</b>	<b>47.9</b>	<b>12.1</b>	<b>4.3</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.8</b>	<b>9</b>	<b>176</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	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	13	2	
FARO	EASYJET UK LTD	S	10	0	0	10.0	30.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	4	
<b>TOTAL FARO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>30.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.3</b>	<b>5</b>	<b>6</b>	
<b>TOTAL PORTUGAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>30.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.3</b>	<b>5</b>	<b>6</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET UK LTD	S	18	0	0	0.0	16.7	61.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	60.0	8	8	
<b>TOTAL ALICANTE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>61.1</b>	<b>0.0</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>60.0</b>	<b>8</b>	<b>8</b>	
MALAGA	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 MALAGA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
PALMA DE MALLORCA	BA CITYFLYER LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	30	2	
PALMA DE MALLORCA	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	10	5	
PALMA DE MALLORCA	EASYJET UK LTD	S	18	0	0	0.0	11.1	33.3	11.1	27.8	16.7	0.0	0.0	0.0	0.0	0.0	30	81.3	11	16	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
							15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late								
<b>TOTAL PALMA DE MALLORCA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.5</b>	<b>36.8</b>	<b>10.5</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>0.0</b>	<b>29</b>	<b>63.0</b>	<b>12</b>	<b>23</b>	
<b>TOTAL SPAIN</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.5</b>	<b>48.6</b>	<b>5.4</b>	<b>18.9</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>24</b>	<b>63.2</b>	<b>11</b>	<b>32</b>	
<b>UNITED KINGDOM</b>																					
<b>ABERDEEN</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	50.0	32	2	
<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>32</b>	<b>2</b>	
<b>ALDERNEY</b>	AURIGNY AIR SERVICES	S	115	0	10	22.4	39.2	7.2	0.8	4.0	6.4	5.6	4.8	1.6	0.0	8.0	40	77.4	20	122	
<b>TOTAL ALDERNEY</b>			<b>115</b>	<b>0</b>	<b>10</b>	<b>22.4</b>	<b>39.2</b>	<b>7.2</b>	<b>0.8</b>	<b>4.0</b>	<b>6.4</b>	<b>5.6</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>8.0</b>	<b>40</b>	<b>77.4</b>	<b>20</b>	<b>122</b>	
<b>BELFAST CITY (GEORGE BEST)</b>	AER LINGUS	S	160	0	0	18.1	46.3	24.4	4.4	5.0	0.6	0.0	1.3	0.0	0.0	0.0	8	87.9	5	116	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>18.1</b>	<b>46.3</b>	<b>24.4</b>	<b>4.4</b>	<b>5.0</b>	<b>0.6</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>87.9</b>	<b>5</b>	<b>116</b>	
<b>BELFAST INTERNATIONAL</b>	EASYJET UK LTD	S	36	0	0	8.3	72.2	16.7	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	1	90.9	8	44	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>72.2</b>	<b>16.7</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>90.9</b>	<b>8</b>	<b>44</b>	
<b>EDINBURGH</b>	LOGANAIR LTD	S	203	0	1	0.0	45.1	41.7	6.9	4.4	1.5	0.0	0.0	0.0	0.0	0.5	7	56.8	21	188	
<b>TOTAL EDINBURGH</b>			<b>203</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>45.1</b>	<b>41.7</b>	<b>6.9</b>	<b>4.4</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>7</b>	<b>56.8</b>	<b>21</b>	<b>188</b>	
<b>GLASGOW</b>	EASYJET UK LTD	S	62	0	0	1.6	35.5	37.1	16.1	8.1	1.6	0.0	0.0	0.0	0.0	0.0	11	80.6	9	62	
<b>GLASGOW</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	88.0	10	50	
<b>TOTAL GLASGOW</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>35.5</b>	<b>37.1</b>	<b>16.1</b>	<b>8.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.9</b>	<b>9</b>	<b>112</b>	
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	65	0	0	1.5	47.7	23.1	4.6	6.2	10.8	3.1	3.1	0.0	0.0	0.0	24	72.7	28	64	
<b>GUERNSEY</b>	BLUE ISLANDS LIMITED	S	127	0	8	8.1	28.1	20.0	12.6	8.1	11.1	5.9	0.0	0.0	0.0	5.9	28	46.2	36	130	
<b>TOTAL GUERNSEY</b>			<b>192</b>	<b>0</b>	<b>8</b>	<b>6.0</b>	<b>34.5</b>	<b>21.0</b>	<b>10.0</b>	<b>7.5</b>	<b>11.0</b>	<b>5.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>27</b>	<b>54.5</b>	<b>33</b>	<b>194</b>	
<b>HUMBERSIDE</b>	LOGANAIR LTD	C	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	49	0.0	0	0	
<b>TOTAL HUMBERSIDE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>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>49</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>JERSEY</b>	BLUE ISLANDS LIMITED	S	167	0	11	0.6	25.3	23.6	15.2	11.2	10.1	6.7	1.1	0.0	0.0	6.2	34	61.4	26	186	
<b>TOTAL JERSEY</b>			<b>167</b>	<b>0</b>	<b>11</b>	<b>0.6</b>	<b>25.3</b>	<b>23.6</b>	<b>15.2</b>	<b>11.2</b>	<b>10.1</b>	<b>6.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>6.2</b>	<b>34</b>	<b>61.4</b>	<b>26</b>	<b>186</b>	
<b>LONDON CITY</b>	AURIGNY AIR SERVICES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL LONDON CITY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MANCHESTER</b>	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>MANCHESTER</b>	AURIGNY AIR SERVICES	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 MANCHESTER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>NEWCASTLE</b>	LOGANAIR LTD	S	105	0	1	13.2	75.5	5.7	2.8	0.0	1.9	0.0	0.0	0.0	0.0	0.9	3	82.7	7	110	
<b>TOTAL NEWCASTLE</b>			<b>105</b>	<b>0</b>	<b>1</b>	<b>13.2</b>	<b>75.5</b>	<b>5.7</b>	<b>2.8</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>3</b>	<b>82.7</b>	<b>7</b>	<b>110</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1045</b>	<b>0</b>	<b>31</b>	<b>8.2</b>	<b>42.6</b>	<b>23.7</b>	<b>7.6</b>	<b>5.9</b>	<b>5.2</b>	<b>2.7</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>2.9</b>	<b>18</b>	<b>69.5</b>	<b>19</b>	<b>1074</b>	
<b>TOTAL SOUTHAMPTON</b>			<b>1400</b>	<b>0</b>	<b>33</b>	<b>6.8</b>	<b>40.6</b>	<b>28.0</b>	<b>8.9</b>	<b>5.8</b>	<b>4.6</b>	<b>2.0</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>2.3</b>	<b>16</b>	<b>70.2</b>	<b>17</b>	<b>1449</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>DENMARK</b>																					
BILLUND	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	2	
<b>TOTAL BILLUND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>19</b>	<b>2</b>	
<b>TOTAL DENMARK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>19</b>	<b>2</b>	
<b>FRANCE</b>																					
NICE	BA CITYFLYER LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL NICE</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>	
PARIS (CHARLES DE GAULLE)	EASYJET EUROPE	S	18	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	55.6	32	36	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	10	0	0	10.0	70.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>60.7</b>	<b>35.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>55.6</b>	<b>32</b>	<b>36</b>	
<b>TOTAL FRANCE</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>62.1</b>	<b>34.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>55.6</b>	<b>32</b>	<b>36</b>	
<b>ITALY</b>																					
FLORENCE	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 FLORENCE</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>	
PISA	EASYJET UK LTD	S	18	0	0	16.7	72.2	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL PISA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>72.2</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>68.4</b>	<b>10.5</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MALTA</b>																					
MALTA	EASYJET UK LTD	S	34	0	0	0.0	50.0	41.2	5.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL MALTA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>41.2</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MALTA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>41.2</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MOROCCO</b>																					
MARRAKESH	EASYJET UK LTD	S	28	0	0	14.3	46.4	17.9	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL MARRAKESH</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>46.4</b>	<b>17.9</b>	<b>7.1</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MOROCCO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>46.4</b>	<b>17.9</b>	<b>7.1</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	AUSTRIAN AIRLINES	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
AMSTERDAM	EASYJET EUROPE	S	49	0	0	6.1	28.6	38.8	4.1	22.4	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	16	20	
AMSTERDAM	EASYJET UK LTD	S	10	0	0	0.0	30.0	20.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
AMSTERDAM	KLM	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2	
<b>TOTAL AMSTERDAM</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>27.9</b>	<b>37.7</b>	<b>9.8</b>	<b>18.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>77.3</b>	<b>14</b>	<b>22</b>	
<b>TOTAL NETHERLANDS</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>27.9</b>	<b>37.7</b>	<b>9.8</b>	<b>18.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>77.3</b>	<b>14</b>	<b>22</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	EASYJET EUROPE	S	17	0	0	0.0	17.6	47.1	5.9	23.5	5.9	0.0	0.0	0.0	0.0	0.0	23	75.0	11	27	
<b>TOTAL FARO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>47.1</b>	<b>5.9</b>	<b>23.5</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>75.0</b>	<b>11</b>	<b>27</b>	
<b>TOTAL PORTUGAL</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>47.1</b>	<b>5.9</b>	<b>23.5</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>75.0</b>	<b>11</b>	<b>27</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
						More than 15 m early	15 m to 1 m early													
<b>SPAIN</b>																				
ALICANTE	EASYJET EUROPE	S	18	0	0	5.6	16.7	27.8	27.8	5.6	16.7	0.0	0.0	0.0	0.0	0.0	23	33.3	33	18
ALICANTE	EASYJET UK LTD	S	25	0	0	0.0	32.0	52.0	0.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL ALICANTE</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>25.6</b>	<b>41.9</b>	<b>11.6</b>	<b>9.3</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>33.3</b>	<b>33</b>	<b>18</b>
ALMERIA	EASYJET UK LTD	S	18	0	0	0.0	50.0	33.3	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL ALMERIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MADRID	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	37	1
MADRID	MALTA MEDAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	79	1
<b>TOTAL MADRID</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>58</b>	<b>2</b>
MALAGA	EASYJET EUROPE	S	10	0	0	20.0	10.0	20.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	17	80.8	21	26
MALAGA	EASYJET UK LTD	S	53	0	0	7.5	56.6	18.9	5.7	7.5	3.8	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL MALAGA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>49.2</b>	<b>19.0</b>	<b>7.9</b>	<b>11.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.8</b>	<b>21</b>	<b>26</b>
PALMA DE MALLORCA	EASYJET EUROPE	S	38	0	0	10.5	21.1	28.9	21.1	10.5	7.9	0.0	0.0	0.0	0.0	0.0	17	56.3	32	64
PALMA DE MALLORCA	EASYJET UK LTD	S	44	0	0	4.5	52.3	25.0	6.8	9.1	2.3	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>37.8</b>	<b>26.8</b>	<b>13.4</b>	<b>9.8</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>56.3</b>	<b>32</b>	<b>64</b>
REUS	EASYJET UK LTD	S	18	0	0	0.0	50.0	22.2	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL REUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>22.2</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
VITORIA	SMARTWINGS	S	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
VITORIA	TITAN 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	3	0.0	0	0
VITORIA	TRADE AIR	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL VITORIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33.3</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>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>39.6</b>	<b>28.3</b>	<b>11.3</b>	<b>10.0</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>12</b>	<b>57.3</b>	<b>30</b>	<b>110</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
LAS PALMAS	EASYJET UK LTD	S	26	0	0	15.4	53.8	19.2	3.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL LAS PALMAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>53.8</b>	<b>19.2</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>0.0</b>	<b>0</b>	<b>0</b>
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	28	0	0	3.6	57.1	25.0	10.7	3.6	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>57.1</b>	<b>25.0</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>55.6</b>	<b>22.2</b>	<b>7.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TUNISIA</b>																				
ENFIDHA - HAMMAMET INTL	EASYJET UK LTD	S	26	0	0	3.8	69.2	11.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>69.2</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>69.2</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TURKEY</b>																				
ANTALYA	EASYJET UK LTD	S	18	0	0	0.0	11.1	38.9	22.2	22.2	5.6	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2024		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL ANTALYA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>38.9</b>	<b>22.2</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
DALAMAN	EASYJET UK LTD	S	26	0	0	23.1	34.6	30.8	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL DALAMAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>34.6</b>	<b>30.8</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKEY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>25.0</b>	<b>34.1</b>	<b>15.9</b>	<b>9.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>UNITED KINGDOM</b>																				
NEWQUAY	EASTERN AIRWAYS	S	50	0	0	0.0	32.0	38.0	12.0	16.0	2.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL NEWQUAY</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.0</b>	<b>38.0</b>	<b>12.0</b>	<b>16.0</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.0</b>	<b>38.0</b>	<b>12.0</b>	<b>16.0</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SOUTHEND</b>			<b>592</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>41.7</b>	<b>29.7</b>	<b>9.8</b>	<b>9.6</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>61.6</b>	<b>26</b>	<b>197</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: STANSTED (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAY 2024			
			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>ALBANIA</b>																				
TIRANA	RYANAIR UK LTD	S	175	0	0	0.0	20.6	48.0	14.3	8.0	9.1	0.0	0.0	0.0	0.0	0.0	17	59.2	25	184
TIRANA	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 TIRANA</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.6</b>	<b>48.0</b>	<b>14.3</b>	<b>8.0</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>17</b>	<b>51.6</b>	<b>25</b>	<b>185</b>
<b>TOTAL ALBANIA</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.6</b>	<b>48.0</b>	<b>14.3</b>	<b>8.0</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>17</b>	<b>51.6</b>	<b>25</b>	<b>185</b>
<b>ALGERIA</b>																				
ALGIERS	AIR ALGERIE	S	36	0	0	22.2	36.1	19.4	13.9	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL ALGIERS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>36.1</b>	<b>19.4</b>	<b>13.9</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ALGERIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>36.1</b>	<b>19.4</b>	<b>13.9</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>AUSTRIA</b>																				
KLAGENFURT	RYANAIR	S	18	0	0	0.0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	7	18
<b>TOTAL KLAGENFURT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>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>77.8</b>	<b>7</b>	<b>18</b>
LINZ	RYANAIR	S	8	0	0	0.0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0
LINZ	RYANAIR UK LTD	S	10	0	0	0.0	30.0	30.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
<b>TOTAL LINZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>27.8</b>	<b>16.7</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SALZBURG	RYANAIR	S	28	0	0	0.0	35.7	32.1	14.3	17.9	0.0	0.0	0.0	0.0	0.0	0.0	14	72.2	19	36
SALZBURG	RYANAIR UK LTD	S	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL SALZBURG</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>38.9</b>	<b>33.3</b>	<b>11.1</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>72.2</b>	<b>19</b>	<b>36</b>
VIENNA	RYANAIR	S	178	0	0	4.5	42.7	28.7	11.8	7.9	3.4	1.1	0.0	0.0	0.0	0.0	12	60.2	24	186
VIENNA	RYANAIR 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	10	8
<b>TOTAL VIENNA</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>42.7</b>	<b>28.7</b>	<b>11.8</b>	<b>7.9</b>	<b>3.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>61.3</b>	<b>23</b>	<b>194</b>
<b>TOTAL AUSTRIA</b>			<b>250</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>38.4</b>	<b>30.8</b>	<b>12.4</b>	<b>10.4</b>	<b>3.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>64.1</b>	<b>21</b>	<b>248</b>
<b>BOSNIA-HERZEGOVINA</b>																				
SARAJEVO	RYANAIR UK LTD	S	26	0	0	0.0	23.1	46.2	3.8	19.2	7.7	0.0	0.0	0.0	0.0	0.0	23	65.4	22	26
<b>TOTAL SARAJEVO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>46.2</b>	<b>3.8</b>	<b>19.2</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>65.4</b>	<b>22</b>	<b>26</b>
<b>TOTAL BOSNIA-</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>46.2</b>	<b>3.8</b>	<b>19.2</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>65.4</b>	<b>22</b>	<b>26</b>
<b>BULGARIA</b>																				
BURGAS	JET2.COM LTD	S	18	0	0	0.0	22.2	38.9	27.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	21	55.6	26	18
<b>TOTAL BURGAS</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>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>55.6</b>	<b>26</b>	<b>18</b>
PLOVDIV	RYANAIR	S	28	0	0	0.0	21.4	50.0	17.9	3.6	0.0	3.6	3.6	0.0	0.0	0.0	23	53.6	27	28
<b>TOTAL PLOVDIV</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>50.0</b>	<b>17.9</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>53.6</b>	<b>27</b>	<b>28</b>
SOFIA	RYANAIR	S	152	0	0	3.9	21.1	38.2	15.1	15.8	4.6	1.3	0.0	0.0	0.0	0.0	18	54.1	19	159
<b>TOTAL SOFIA</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>21.1</b>	<b>38.2</b>	<b>15.1</b>	<b>15.8</b>	<b>4.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>54.1</b>	<b>19</b>	<b>159</b>
<b>TOTAL BULGARIA</b>			<b>198</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>21.2</b>	<b>39.9</b>	<b>16.7</b>	<b>12.6</b>	<b>4.5</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>54.1</b>	<b>21</b>	<b>205</b>
<b>CROATIA</b>																				
DUBROVNIK	JET2.COM LTD	S	30	0	0	6.7	46.7	33.3	3.3	0.0	3.3	0.0	6.7	0.0	0.0	0.0	17	85.3	34	34
DUBROVNIK	RYANAIR	S	52	0	0	9.6	36.5	36.5	13.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7	70.3	13	64

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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 DUBROVNIK</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>40.2</b>	<b>35.4</b>	<b>9.8</b>	<b>2.4</b>	<b>1.2</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.5</b>	<b>20</b>	<b>98</b>
OSIJEK	RYANAIR	S	18	0	0	0.0	22.2	44.4	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	16	88.9	19	18
<b>TOTAL OSIJEK</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>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.9</b>	<b>19</b>	<b>18</b>
PULA	JET2.COM LTD	S	10	0	0	0.0	40.0	30.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
PULA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	18
PULA	RYANAIR 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	26	8
<b>TOTAL PULA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>30.0</b>	<b>20.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>84.6</b>	<b>12</b>	<b>26</b>
SPLIT	BRITISH AIRWAYS PLC	S	6	0	0	0.0	0.0	0.0	16.7	16.7	66.7	0.0	0.0	0.0	0.0	0.0	68	0.0	0	0
SPLIT	JET2.COM LTD	S	23	0	0	4.3	26.1	52.2	4.3	0.0	4.3	4.3	4.3	0.0	0.0	0.0	25	77.3	9	22
<b>TOTAL SPLIT</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>20.7</b>	<b>41.4</b>	<b>6.9</b>	<b>3.4</b>	<b>17.2</b>	<b>3.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>77.3</b>	<b>9</b>	<b>22</b>
ZADAR	RYANAIR	S	18	0	0	0.0	27.8	11.1	22.2	27.8	11.1	0.0	0.0	0.0	0.0	0.0	28	62.9	17	70
<b>TOTAL ZADAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>11.1</b>	<b>22.2</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>62.9</b>	<b>17</b>	<b>70</b>
ZAGREB	RYANAIR	S	90	0	0	6.7	23.3	40.0	16.7	11.1	1.1	1.1	0.0	0.0	0.0	0.0	13	47.5	28	80
<b>TOTAL ZAGREB</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>23.3</b>	<b>40.0</b>	<b>16.7</b>	<b>11.1</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>47.5</b>	<b>28</b>	<b>80</b>
<b>TOTAL CROATIA</b>			<b>247</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>29.6</b>	<b>36.4</b>	<b>13.8</b>	<b>8.1</b>	<b>4.5</b>	<b>0.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>67.2</b>	<b>20</b>	<b>314</b>
<b>CYPRUS</b>																				
LARNACA	JET2.COM LTD	S	47	0	0	0.0	8.5	40.4	23.4	10.6	17.0	0.0	0.0	0.0	0.0	0.0	26	51.1	22	47
<b>TOTAL LARNACA</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.5</b>	<b>40.4</b>	<b>23.4</b>	<b>10.6</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>26</b>	<b>51.1</b>	<b>22</b>	<b>47</b>
PAPHOS	JET2.COM LTD	S	47	0	0	4.3	34.0	38.3	12.8	4.3	2.1	4.3	0.0	0.0	0.0	0.0	14	70.2	14	47
PAPHOS	RYANAIR	S	26	0	1	3.7	11.1	29.6	14.8	33.3	3.7	0.0	0.0	0.0	0.0	3.7	27	55.6	17	36
PAPHOS	TUI AIRWAYS LTD	C	19	0	0	0.0	15.8	42.1	36.8	5.3	0.0	0.0	0.0	0.0	0.0	0.0	13	80.0	11	20
<b>TOTAL PAPHOS</b>			<b>92</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>23.7</b>	<b>36.6</b>	<b>18.3</b>	<b>12.9</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>18</b>	<b>67.0</b>	<b>15</b>	<b>103</b>
<b>TOTAL CYPRUS</b>			<b>139</b>	<b>0</b>	<b>1</b>	<b>2.1</b>	<b>18.6</b>	<b>37.9</b>	<b>20.0</b>	<b>12.1</b>	<b>7.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>20</b>	<b>62.0</b>	<b>17</b>	<b>150</b>
<b>CZECH REPUBLIC</b>																				
BRNO (TURANY)	RYANAIR	S	43	0	0	4.7	39.5	23.3	11.6	18.6	2.3	0.0	0.0	0.0	0.0	0.0	13	63.5	18	52
<b>TOTAL BRNO (TURANY)</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>39.5</b>	<b>23.3</b>	<b>11.6</b>	<b>18.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>63.5</b>	<b>18</b>	<b>52</b>
OSTRAVA	RYANAIR	S	34	0	0	2.9	35.3	29.4	23.5	8.8	0.0	0.0	0.0	0.0	0.0	0.0	11	71.4	12	28
<b>TOTAL OSTRAVA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>35.3</b>	<b>29.4</b>	<b>23.5</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>71.4</b>	<b>12</b>	<b>28</b>
PRAGUE	RYANAIR	S	162	0	0	1.9	42.0	32.1	9.3	9.3	5.6	0.0	0.0	0.0	0.0	0.0	13	59.3	19	162
<b>TOTAL PRAGUE</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>42.0</b>	<b>32.1</b>	<b>9.3</b>	<b>9.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>59.3</b>	<b>19</b>	<b>162</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>239</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>40.6</b>	<b>30.1</b>	<b>11.7</b>	<b>10.9</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>61.6</b>	<b>18</b>	<b>242</b>
<b>DENMARK</b>																				
AALBORG	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	53.8	19	26
<b>TOTAL AALBORG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>53.8</b>	<b>19</b>	<b>26</b>
AARHUS (TIRSTRUP)	RYANAIR	S	36	0	0	0.0	47.2	27.8	11.1	5.6	8.3	0.0	0.0	0.0	0.0	0.0	12	86.4	6	44
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.2</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>86.4</b>	<b>6</b>	<b>44</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2024		
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
BILLUND	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	73.5	12	154
<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>73.5</b>	<b>12</b>	<b>154</b>
COPENHAGEN	RYANAIR	S	186	0	1	16.6	47.1	19.3	7.0	3.7	4.8	0.5	0.5	0.0	0.0	0.5	10	65.2	19	178
COPENHAGEN	RYANAIR UK LTD	S	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	8
<b>TOTAL COPENHAGEN</b>			<b>194</b>	<b>0</b>	<b>1</b>	<b>15.9</b>	<b>48.2</b>	<b>19.5</b>	<b>6.7</b>	<b>3.6</b>	<b>4.6</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>9</b>	<b>66.7</b>	<b>18</b>	<b>186</b>
<b>TOTAL DENMARK</b>			<b>230</b>	<b>0</b>	<b>1</b>	<b>13.4</b>	<b>48.1</b>	<b>20.8</b>	<b>7.4</b>	<b>3.9</b>	<b>5.2</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>10</b>	<b>70.6</b>	<b>14</b>	<b>410</b>
EGYPT																				
SHARM EL SHEIKH (OPHIRA)	TUI AIRWAYS LTD	S	8	0	1	0.0	11.1	11.1	33.3	11.1	11.1	0.0	11.1	0.0	0.0	11.1	51	12.5	29	8
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>11.1</b>	<b>11.1</b>	<b>33.3</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>51</b>	<b>12.5</b>	<b>29</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>11.1</b>	<b>11.1</b>	<b>33.3</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>51</b>	<b>12.5</b>	<b>29</b>	<b>8</b>
ESTONIA																				
TALLIN	RYANAIR	S	36	0	0	8.3	44.4	22.2	11.1	13.9	0.0	0.0	0.0	0.0	0.0	0.0	8	82.4	9	34
TALLIN	RYANAIR 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	10
<b>TOTAL TALLIN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>44.4</b>	<b>22.2</b>	<b>11.1</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.4</b>	<b>7</b>	<b>44</b>
<b>TOTAL ESTONIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>44.4</b>	<b>22.2</b>	<b>11.1</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.4</b>	<b>7</b>	<b>44</b>
FINLAND																				
HELSINKI	RYANAIR	S	61	0	0	3.3	47.5	29.5	6.6	9.8	1.6	0.0	1.6	0.0	0.0	0.0	12	67.7	15	62
<b>TOTAL HELSINKI</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>47.5</b>	<b>29.5</b>	<b>6.6</b>	<b>9.8</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>12</b>	<b>67.7</b>	<b>15</b>	<b>62</b>
<b>TOTAL FINLAND</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>47.5</b>	<b>29.5</b>	<b>6.6</b>	<b>9.8</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>12</b>	<b>67.7</b>	<b>15</b>	<b>62</b>
FRANCE																				
BERGERAC	RYANAIR	S	62	0	1	1.6	33.3	34.9	15.9	11.1	1.6	0.0	0.0	0.0	0.0	1.6	10	68.1	16	72
BERGERAC	RYANAIR UK LTD	S	9	0	1	0.0	60.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	1	0.0	0	0
<b>TOTAL BERGERAC</b>			<b>71</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>37.0</b>	<b>34.2</b>	<b>13.7</b>	<b>9.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>9</b>	<b>68.1</b>	<b>16</b>	<b>72</b>
BEZIERS	RYANAIR	S	26	0	0	3.8	15.4	26.9	26.9	23.1	3.8	0.0	0.0	0.0	0.0	0.0	20	56.3	15	16
BEZIERS	RYANAIR 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	44	8
<b>TOTAL BEZIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>15.4</b>	<b>26.9</b>	<b>26.9</b>	<b>23.1</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>54.2</b>	<b>24</b>	<b>24</b>
BIARRITZ	RYANAIR	S	66	0	0	4.5	43.9	39.4	6.1	6.1	0.0	0.0	0.0	0.0	0.0	0.0	6	61.3	18	80
BIARRITZ	RYANAIR UK LTD	S	8	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL BIARRITZ</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>44.6</b>	<b>37.8</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>0.0</b>	<b>0.0</b>	<b>7</b>	<b>61.3</b>	<b>18</b>	<b>80</b>
BORDEAUX	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	51.6	20	62
BORDEAUX	RYANAIR UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	225	0.0	0	0
<b>TOTAL BORDEAUX</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>225</b>	<b>51.6</b>	<b>20</b>	<b>62</b>
BRIVE-LA-GAILLARDE	RYANAIR	S	18	0	0	0.0	27.8	44.4	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	55.6	19	18
<b>TOTAL BRIVE-LA-GAILLARDE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>44.4</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>55.6</b>	<b>19</b>	<b>18</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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
CALVI	BRITISH AIRWAYS PLC	C	3	0	0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	75.0	4	4
<b>TOTAL CALVI</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>75.0</b>	<b>4</b>	<b>4</b>
CARCASSONNE	RYANAIR	S	46	0	0	0.0	23.9	41.3	17.4	8.7	6.5	0.0	2.2	0.0	0.0	0.0	19	79.5	13	44
CARCASSONNE	RYANAIR UK LTD	S	16	0	0	0.0	18.8	56.3	12.5	6.3	0.0	6.3	0.0	0.0	0.0	0.0	19	55.6	21	18
<b>TOTAL CARCASSONNE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.6</b>	<b>45.2</b>	<b>16.1</b>	<b>8.1</b>	<b>4.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>72.6</b>	<b>16</b>	<b>62</b>
CLERMONT FERRAND	RYANAIR	S	16	0	0	0.0	37.5	43.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL CLERMONT FERRAND</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>43.8</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LA ROCHELLE	RYANAIR	S	46	0	0	0.0	39.1	39.1	10.9	4.3	0.0	0.0	4.3	2.2	0.0	0.0	25	57.4	24	54
<b>TOTAL LA ROCHELLE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.1</b>	<b>39.1</b>	<b>10.9</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>57.4</b>	<b>24</b>	<b>54</b>
LIMOGES	RYANAIR	S	62	0	0	1.6	33.9	22.6	14.5	22.6	4.8	0.0	0.0	0.0	0.0	0.0	18	65.4	15	52
<b>TOTAL LIMOGES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>33.9</b>	<b>22.6</b>	<b>14.5</b>	<b>22.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>65.4</b>	<b>15</b>	<b>52</b>
MARSEILLE	RYANAIR	S	130	0	2	0.8	23.5	31.1	25.0	13.6	3.8	0.8	0.0	0.0	0.0	1.5	18	56.9	18	123
MARSEILLE	RYANAIR 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	60.0	20	10
<b>TOTAL MARSEILLE</b>			<b>130</b>	<b>0</b>	<b>2</b>	<b>0.8</b>	<b>23.5</b>	<b>31.1</b>	<b>25.0</b>	<b>13.6</b>	<b>3.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>18</b>	<b>57.1</b>	<b>19</b>	<b>133</b>
NANTES	RYANAIR	S	90	0	0	8.9	51.1	20.0	10.0	6.7	1.1	2.2	0.0	0.0	0.0	0.0	10	62.5	19	96
NANTES	RYANAIR UK LTD	S	19	0	1	0.0	60.0	10.0	5.0	10.0	5.0	0.0	5.0	0.0	0.0	5.0	22	0.0	0	0
<b>TOTAL NANTES</b>			<b>109</b>	<b>0</b>	<b>1</b>	<b>7.3</b>	<b>52.7</b>	<b>18.2</b>	<b>9.1</b>	<b>7.3</b>	<b>1.8</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>12</b>	<b>62.5</b>	<b>19</b>	<b>96</b>
NICE	BRITISH AIRWAYS PLC	S	5	0	0	0.0	0.0	60.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	25	50.0	26	4
NICE	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	11	18
NICE	RYANAIR	S	54	0	0	1.9	20.4	37.0	22.2	13.0	3.7	1.9	0.0	0.0	0.0	0.0	18	45.2	36	62
NICE	RYANAIR UK LTD	S	8	0	0	0.0	0.0	25.0	37.5	12.5	12.5	0.0	12.5	0.0	0.0	0.0	57	37.5	20	8
NICE	SMARTWINGS	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	45	0.0	41	2
<b>TOTAL NICE</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>15.9</b>	<b>37.7</b>	<b>21.7</b>	<b>13.0</b>	<b>7.2</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>50.0</b>	<b>30</b>	<b>94</b>
NIMES	RYANAIR	S	16	0	0	12.5	25.0	43.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	27.8	41	18
<b>TOTAL NIMES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>43.8</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>27.8</b>	<b>41</b>	<b>18</b>
PERPIGNAN	RYANAIR	S	26	0	0	0.0	42.3	50.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	8	16
PERPIGNAN	RYANAIR UK LTD	S	8	0	0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL PERPIGNAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>52.9</b>	<b>41.2</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>5</b>	<b>75.0</b>	<b>8</b>	<b>16</b>
POITIERS	RYANAIR	S	26	0	0	0.0	30.8	42.3	23.1	3.8	0.0	0.0	0.0	0.0	0.0	0.0	11	60.5	18	38
<b>TOTAL POITIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>42.3</b>	<b>23.1</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>60.5</b>	<b>18</b>	<b>38</b>
TARBES-LOURDES INTERNATIONAL	AIR ONE	C	6	0	0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	37	2
TARBES-LOURDES INTERNATIONAL	ENTER AIR	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
TARBES-LOURDES INTERNATIONAL	RYANAIR	S	42	0	1	2.3	34.9	27.9	14.0	18.6	0.0	0.0	0.0	0.0	0.0	2.3	13	58.2	20	55

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TARBES-LOURDES INTERNATIONAL	RYANAIR UK LTD	S	18	0	0	0.0	22.2	61.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>67</b>	<b>0</b>	<b>1</b>	<b>1.5</b>	<b>27.9</b>	<b>38.2</b>	<b>11.8</b>	<b>19.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>13</b>	<b>56.1</b>	<b>20</b>	<b>57</b>	
TOULOUSE (BLAGNAC)	RYANAIR	S	85	0	2	1.1	39.1	33.3	5.7	9.2	8.0	1.1	0.0	0.0	0.0	2.3	15	55.6	19	81	
TOULOUSE (BLAGNAC)	RYANAIR 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	20.0	46	10	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>85</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>39.1</b>	<b>33.3</b>	<b>5.7</b>	<b>9.2</b>	<b>8.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>15</b>	<b>51.6</b>	<b>22</b>	<b>91</b>	
TOURS	RYANAIR	S	26	0	0	3.8	15.4	42.3	11.5	23.1	3.8	0.0	0.0	0.0	0.0	0.0	17	50.0	18	28	
<b>TOTAL TOURS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>15.4</b>	<b>42.3</b>	<b>11.5</b>	<b>23.1</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>50.0</b>	<b>18</b>	<b>28</b>	
<b>TOTAL FRANCE</b>			<b>941</b>	<b>0</b>	<b>8</b>	<b>2.2</b>	<b>33.3</b>	<b>33.7</b>	<b>14.4</b>	<b>11.2</b>	<b>3.0</b>	<b>0.6</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.8</b>	<b>15</b>	<b>58.2</b>	<b>20</b>	<b>999</b>	
<b>GERMANY</b>																					
BERLIN BRANDENBURG	RYANAIR	S	194	0	0	6.2	47.4	23.7	9.3	9.8	3.1	0.5	0.0	0.0	0.0	0.0	10	58.8	20	204	
BERLIN BRANDENBURG	RYANAIR 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	20	8	
<b>TOTAL BERLIN BRANDENBURG</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>47.4</b>	<b>23.7</b>	<b>9.3</b>	<b>9.8</b>	<b>3.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>58.0</b>	<b>20</b>	<b>212</b>	
BREMEN	RYANAIR	S	88	0	0	2.3	52.3	34.1	4.5	3.4	1.1	1.1	1.1	0.0	0.0	0.0	10	80.0	13	80	
<b>TOTAL BREMEN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>52.3</b>	<b>34.1</b>	<b>4.5</b>	<b>3.4</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>10</b>	<b>80.0</b>	<b>13</b>	<b>80</b>	
COLOGNE BONN	RYANAIR	S	138	0	0	0.7	34.1	29.0	15.2	15.2	5.1	0.7	0.0	0.0	0.0	0.0	17	60.4	23	154	
COLOGNE BONN	RYANAIR UK LTD	S	30	0	0	3.3	53.3	30.0	0.0	0.0	10.0	3.3	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL COLOGNE BONN</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>37.5</b>	<b>29.2</b>	<b>12.5</b>	<b>12.5</b>	<b>6.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>60.4</b>	<b>23</b>	<b>154</b>	
DORTMUND	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.3	14	84	
<b>TOTAL DORTMUND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>64.3</b>	<b>14</b>	<b>84</b>	
HAHN	RYANAIR	S	106	0	0	5.7	35.8	27.4	10.4	12.3	5.7	2.8	0.0	0.0	0.0	0.0	18	48.8	25	82	
HAHN	RYANAIR 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	27	8	
<b>TOTAL HAHN</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>35.8</b>	<b>27.4</b>	<b>10.4</b>	<b>12.3</b>	<b>5.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>47.8</b>	<b>25</b>	<b>90</b>	
HAMBURG	RYANAIR	S	98	0	0	0.0	21.4	31.6	23.5	18.4	5.1	0.0	0.0	0.0	0.0	0.0	18	59.6	17	104	
HAMBURG	RYANAIR UK LTD	S	8	0	0	0.0	37.5	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	20.0	56	10	
<b>TOTAL HAMBURG</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.6</b>	<b>32.1</b>	<b>22.6</b>	<b>17.0</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>56.1</b>	<b>21</b>	<b>114</b>	
KARLSRUHE/BADEN BADEN	RYANAIR	S	98	0	0	2.0	20.4	38.8	24.5	14.3	0.0	0.0	0.0	0.0	0.0	0.0	14	71.6	11	74	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>20.4</b>	<b>38.8</b>	<b>24.5</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>0.0</b>	<b>14</b>	<b>71.6</b>	<b>11</b>	<b>74</b>	
LEIPZIG	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	17	28	
<b>TOTAL LEIPZIG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>55.2</b>	<b>17</b>	<b>28</b>	
LUBECK	RYANAIR	S	38	0	0	15.8	28.9	26.3	13.2	13.2	2.6	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL LUBECK</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>28.9</b>	<b>26.3</b>	<b>13.2</b>	<b>13.2</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MEMMINGEN ALLGAU	RYANAIR	S	62	0	0	4.8	29.0	45.2	9.7	8.1	0.0	3.2	0.0	0.0	0.0	0.0	13	46.2	27	78	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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 MEMMINGEN ALLGAU</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>29.0</b>	<b>45.2</b>	<b>9.7</b>	<b>8.1</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>46.2</b>	<b>27</b>	<b>78</b>	
MUNICH	HELVETIC AIRWAYS	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	20	0.0	0	0	
<b>TOTAL MUNICH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MUNSTER-OSNABRUCK	RYANAIR	S	34	0	0	5.9	47.1	32.4	8.8	0.0	5.9	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>47.1</b>	<b>32.4</b>	<b>8.8</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NUREMBERG	RYANAIR	S	74	0	1	4.0	21.3	28.0	22.7	20.0	2.7	0.0	0.0	0.0	0.0	1.3	19	61.8	22	76	
<b>TOTAL NUREMBERG</b>			<b>74</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>21.3</b>	<b>28.0</b>	<b>22.7</b>	<b>20.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>19</b>	<b>61.8</b>	<b>22</b>	<b>76</b>	
<b>TOTAL GERMANY</b>			<b>970</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>35.4</b>	<b>30.5</b>	<b>13.7</b>	<b>11.7</b>	<b>3.5</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>14</b>	<b>59.8</b>	<b>20</b>	<b>990</b>	
<b>GREECE</b>																					
ATHENS	JET2.COM LTD	S	18	0	0	0.0	0.0	33.3	5.6	44.4	5.6	0.0	11.1	0.0	0.0	0.0	54	27.8	41	18	
ATHENS	RYANAIR	S	62	0	0	0.0	12.9	29.0	22.6	21.0	12.9	1.6	0.0	0.0	0.0	0.0	29	37.1	33	62	
<b>TOTAL ATHENS</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>30.0</b>	<b>18.8</b>	<b>26.3</b>	<b>11.3</b>	<b>1.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>35.0</b>	<b>35</b>	<b>80</b>	
CHANIA	JET2.COM LTD	S	20	0	0	20.0	35.0	35.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	20	18	
CHANIA	RYANAIR	S	18	0	0	5.6	33.3	11.1	16.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	20	48.1	25	27	
CHANIA	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	30.0	32	10	
<b>TOTAL CHANIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>34.2</b>	<b>23.7</b>	<b>10.5</b>	<b>13.2</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>45.5</b>	<b>25</b>	<b>55</b>	
CORFU	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	41	1	
CORFU	JET2.COM LTD	S	51	0	0	2.0	19.6	35.3	17.6	15.7	3.9	2.0	3.9	0.0	0.0	0.0	25	55.8	27	52	
CORFU	RYANAIR	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	
CORFU	TUI AIRWAYS LTD	C	16	0	0	0.0	0.0	68.8	6.3	12.5	12.5	0.0	0.0	0.0	0.0	0.0	20	43.8	26	16	
<b>TOTAL CORFU</b>			<b>67</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>14.5</b>	<b>42.0</b>	<b>14.5</b>	<b>14.5</b>	<b>5.8</b>	<b>1.4</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>24</b>	<b>51.4</b>	<b>27</b>	<b>69</b>	
HERAKLION	JET2.COM LTD	S	59	0	0	6.8	32.2	39.0	13.6	5.1	0.0	0.0	3.4	0.0	0.0	0.0	13	78.2	10	55	
HERAKLION	TUI AIRWAYS LTD	C	11	0	0	9.1	9.1	27.3	36.4	18.2	0.0	0.0	0.0	0.0	0.0	0.0	16	70.0	23	10	
<b>TOTAL HERAKLION</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>28.6</b>	<b>37.1</b>	<b>17.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>76.9</b>	<b>12</b>	<b>65</b>	
KALAMATA	JET2.COM LTD	S	10	0	0	0.0	0.0	60.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	54	30.0	27	10	
<b>TOTAL KALAMATA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>	<b>20.0</b>	<b>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>54</b>	<b>30.0</b>	<b>27</b>	<b>10</b>	
KEFALLINIA	JET2.COM LTD	S	27	0	0	0.0	37.0	25.9	14.8	11.1	0.0	0.0	11.1	0.0	0.0	0.0	40	71.0	22	31	
KEFALLINIA	RYANAIR	S	18	0	0	11.1	22.2	38.9	5.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	55.6	15	18	
KEFALLINIA	TUI AIRWAYS LTD	C	13	0	0	0.0	7.7	30.8	23.1	15.4	23.1	0.0	0.0	0.0	0.0	0.0	33	66.7	16	12	
<b>TOTAL KEFALLINIA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>25.9</b>	<b>31.0</b>	<b>13.8</b>	<b>15.5</b>	<b>5.2</b>	<b>0.0</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>65.6</b>	<b>19</b>	<b>61</b>	
KOS	JET2.COM LTD	S	46	0	0	2.2	8.7	43.5	19.6	13.0	10.9	2.2	0.0	0.0	0.0	0.0	25	75.6	9	45	
KOS	RYANAIR	S	18	0	0	0.0	5.6	33.3	22.2	38.9	0.0	0.0	0.0	0.0	0.0	0.0	22	66.7	12	18	
<b>TOTAL KOS</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>7.8</b>	<b>40.6</b>	<b>20.3</b>	<b>20.3</b>	<b>7.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>73.0</b>	<b>10</b>	<b>63</b>	
MYTILINI	JET2.COM LTD	S	10	0	0	0.0	0.0	50.0	0.0	30.0	0.0	0.0	20.0	0.0	0.0	0.0	62	83.3	7	17	
<b>TOTAL MYTILINI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>30.0</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>62</b>	<b>83.3</b>	<b>7</b>	<b>17</b>	
PREVEZA	JET2.COM LTD	S	16	0	0	0.0	18.8	50.0	18.8	0.0	0.0	6.3	6.3	0.0	0.0	0.0	30	87.5	8	16	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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			
PREVEZA	RYANAIR	S	16	0	0	0.0	6.3	68.8	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	58.8	18	17		
<b>TOTAL PREVEZA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>59.4</b>	<b>21.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>72.7</b>	<b>13</b>	<b>33</b>		
RHODES	JET2.COM LTD	S	62	0	0	1.6	16.1	43.5	21.0	11.3	3.2	0.0	3.2	0.0	0.0	20	71.4	16	49		
RHODES	RYANAIR	S	52	0	1	0.0	11.3	52.8	20.8	9.4	1.9	1.9	0.0	0.0	1.9	17	50.0	26	52		
RHODES	RYANAIR UK LTD	S	10	0	0	0.0	0.0	90.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	90.0	8	10		
RHODES	TUI AIRWAYS LTD	C	15	0	0	0.0	0.0	26.7	46.7	20.0	6.7	0.0	0.0	0.0	0.0	26	52.2	16	23		
<b>TOTAL RHODES</b>			<b>139</b>	<b>0</b>	<b>1</b>	<b>0.7</b>	<b>11.4</b>	<b>48.6</b>	<b>22.9</b>	<b>10.7</b>	<b>2.9</b>	<b>0.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>61.2</b>	<b>19</b>	<b>134</b>		
SALONIKA	JET2.COM LTD	S	18	0	0	0.0	5.6	33.3	0.0	55.6	5.6	0.0	0.0	0.0	0.0	30	56.3	29	16		
SALONIKA	RYANAIR	S	36	0	0	0.0	22.2	55.6	16.7	2.8	2.8	0.0	0.0	0.0	0.0	11	61.8	18	34		
<b>TOTAL SALONIKA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>48.1</b>	<b>11.1</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>17</b>	<b>60.0</b>	<b>21</b>	<b>50</b>		
SKIATHOS	JET2.COM LTD	S	30	0	0	0.0	23.3	46.7	16.7	10.0	3.3	0.0	0.0	0.0	0.0	13	67.7	17	28		
<b>TOTAL SKIATHOS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.3</b>	<b>46.7</b>	<b>16.7</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</b>	<b>67.7</b>	<b>17</b>	<b>28</b>		
THIRA (SANTORINI)	JET2.COM LTD	S	16	0	0	0.0	12.5	37.5	12.5	25.0	0.0	12.5	0.0	0.0	0.0	37	44.4	23	18		
THIRA (SANTORINI)	RYANAIR	S	18	0	0	0.0	33.3	50.0	11.1	0.0	0.0	5.6	0.0	0.0	0.0	15	36.8	29	18		
<b>TOTAL THIRA (SANTORINI)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>44.1</b>	<b>11.8</b>	<b>11.8</b>	<b>0.0</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>40.5</b>	<b>26</b>	<b>36</b>		
ZAKINTHOS	JET2.COM LTD	S	24	0	0	8.3	12.5	50.0	29.2	0.0	0.0	0.0	0.0	0.0	0.0	9	79.2	12	24		
ZAKINTHOS	RYANAIR	S	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	4	8		
ZAKINTHOS	TUI AIRWAYS LTD	C	16	0	0	6.3	6.3	25.0	6.3	31.3	25.0	0.0	0.0	0.0	0.0	39	64.3	15	14		
<b>TOTAL ZAKINTHOS</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>41.7</b>	<b>20.8</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>19</b>	<b>78.3</b>	<b>11</b>	<b>46</b>		
<b>TOTAL GREECE</b>			<b>734</b>	<b>0</b>	<b>3</b>	<b>2.4</b>	<b>16.4</b>	<b>41.4</b>	<b>17.4</b>	<b>14.1</b>	<b>4.6</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>59.9</b>	<b>20</b>	<b>747</b>		
<b>HUNGARY</b>																					
BUDAPEST	RYANAIR	S	222	0	0	7.7	32.4	32.4	15.3	8.6	3.6	0.0	0.0	0.0	0.0	12	69.6	15	247		
BUDAPEST	RYANAIR UK LTD	S	26	0	0	0.0	23.1	42.3	23.1	3.8	7.7	0.0	0.0	0.0	0.0	18	0.0	0	0		
<b>TOTAL BUDAPEST</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>31.5</b>	<b>33.5</b>	<b>16.1</b>	<b>8.1</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>69.6</b>	<b>15</b>	<b>247</b>		
<b>TOTAL HUNGARY</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>31.5</b>	<b>33.5</b>	<b>16.1</b>	<b>8.1</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>69.6</b>	<b>15</b>	<b>247</b>		
<b>ICELAND</b>																					
KEFLAVIK	FLY PLAY HF	S	58	0	0	19.0	48.3	25.9	1.7	1.7	3.4	0.0	0.0	0.0	0.0	4	85.5	9	62		
<b>TOTAL KEFLAVIK</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>48.3</b>	<b>25.9</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>0.0</b>	<b>4</b>	<b>85.5</b>	<b>9</b>	<b>62</b>		
<b>TOTAL ICELAND</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>48.3</b>	<b>25.9</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>0.0</b>	<b>4</b>	<b>85.5</b>	<b>9</b>	<b>62</b>		
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	174	0	0	12.6	47.1	23.6	8.0	6.9	1.1	0.6	0.0	0.0	0.0	7	77.0	12	178		
CORK	RYANAIR UK LTD	S	10	0	0	0.0	0.0	50.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		
<b>TOTAL CORK</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>44.6</b>	<b>25.0</b>	<b>9.2</b>	<b>7.6</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>77.0</b>	<b>12</b>	<b>178</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	100.0	10	1		
DUBLIN	BRITISH AIRWAYS PLC	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
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	32	2		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
DUBLIN	RYANAIR	C	0	0	0	0.0	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	
DUBLIN	RYANAIR	S	494	0	0	7.9	34.6	29.8	11.5	11.3	4.9	0.0	0.0	0.0	0.0	0.0	13	60.9	19	510	
DUBLIN	RYANAIR UK LTD	S	10	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	8	
DUBLIN	THOMAS COOK SCANDANAVIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2	
<b>TOTAL DUBLIN</b>			<b>506</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>34.2</b>	<b>30.6</b>	<b>11.3</b>	<b>11.5</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>61.4</b>	<b>18</b>	<b>525</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	90	0	0	3.3	48.9	31.1	11.1	2.2	3.3	0.0	0.0	0.0	0.0	0.0	8	76.3	10	80	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>48.9</b>	<b>31.1</b>	<b>11.1</b>	<b>2.2</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.3</b>	<b>10</b>	<b>80</b>	
KERRY COUNTY	RYANAIR	S	42	0	0	0.0	31.0	40.5	16.7	7.1	4.8	0.0	0.0	0.0	0.0	0.0	13	75.0	10	44	
<b>TOTAL KERRY COUNTY</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.0</b>	<b>40.5</b>	<b>16.7</b>	<b>7.1</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.0</b>	<b>10</b>	<b>44</b>	
SHANNON	ASL AIRLINES BELGIUM	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
SHANNON	RYANAIR	S	150	0	0	8.0	54.7	26.7	4.7	4.7	1.3	0.0	0.0	0.0	0.0	0.0	6	66.9	15	142	
SHANNON	RYANAIR 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	3	8	
<b>TOTAL SHANNON</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>54.7</b>	<b>26.7</b>	<b>4.7</b>	<b>4.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>68.4</b>	<b>15</b>	<b>152</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>972</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>40.5</b>	<b>29.4</b>	<b>10.1</b>	<b>8.6</b>	<b>3.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>67.1</b>	<b>15</b>	<b>979</b>	
<b>ITALY</b>																					
ALGHERO (FERTILIA)	RYANAIR	S	26	0	0	0.0	11.5	42.3	11.5	34.6	0.0	0.0	0.0	0.0	0.0	0.0	21	76.9	10	26	
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>42.3</b>	<b>11.5</b>	<b>34.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>76.9</b>	<b>10</b>	<b>26</b>	
ANCONA	RYANAIR	S	62	0	0	0.0	17.7	25.8	27.4	19.4	8.1	1.6	0.0	0.0	0.0	0.0	26	45.5	22	54	
<b>TOTAL ANCONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.7</b>	<b>25.8</b>	<b>27.4</b>	<b>19.4</b>	<b>8.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>45.5</b>	<b>22</b>	<b>54</b>	
BARI (PALESE)	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	44	0.0	0	0	
BARI (PALESE)	RYANAIR	S	55	0	0	0.0	12.7	34.5	16.4	21.8	12.7	1.8	0.0	0.0	0.0	0.0	27	36.5	30	62	
<b>TOTAL BARI (PALESE)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>33.9</b>	<b>16.1</b>	<b>23.2</b>	<b>12.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>36.5</b>	<b>30</b>	<b>62</b>	
BERGAMO	RYANAIR	S	214	0	0	2.3	20.6	31.8	20.6	18.7	4.7	1.4	0.0	0.0	0.0	0.0	21	61.7	18	230	
BERGAMO	RYANAIR UK LTD	S	26	0	0	0.0	42.3	26.9	11.5	15.4	3.8	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL BERGAMO</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>22.9</b>	<b>31.3</b>	<b>19.6</b>	<b>18.3</b>	<b>4.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>61.7</b>	<b>18</b>	<b>230</b>	
BOLOGNA	RYANAIR	S	96	0	0	5.2	22.9	31.3	14.6	21.9	4.2	0.0	0.0	0.0	0.0	0.0	17	43.3	26	90	
BOLOGNA	RYANAIR UK LTD	S	9	0	0	0.0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL BOLOGNA</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>24.8</b>	<b>30.5</b>	<b>16.2</b>	<b>20.0</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>16</b>	<b>43.3</b>	<b>26</b>	<b>90</b>	
BRINDISI	RYANAIR	S	54	0	0	0.0	27.8	29.6	16.7	18.5	7.4	0.0	0.0	0.0	0.0	0.0	19	74.5	11	46	
<b>TOTAL BRINDISI</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>29.6</b>	<b>16.7</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>74.5</b>	<b>11</b>	<b>46</b>	
CAGLIARI (ELMAS)	RYANAIR	S	54	0	0	3.7	29.6	33.3	13.0	16.7	3.7	0.0	0.0	0.0	0.0	0.0	16	84.1	7	44	
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>29.6</b>	<b>33.3</b>	<b>13.0</b>	<b>16.7</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>16</b>	<b>84.1</b>	<b>7</b>	<b>44</b>	
CATANIA (FONTANAROSSA)	JET2.COM LTD	S	16	0	0	6.3	12.5	31.3	0.0	25.0	12.5	0.0	12.5	0.0	0.0	0.0	53	77.8	10	18	
CATANIA (FONTANAROSSA)	RYANAIR	S	28	0	0	0.0	25.0	28.6	14.3	25.0	7.1	0.0	0.0	0.0	0.0	0.0	23	72.0	16	25	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>20.5</b>	<b>29.5</b>	<b>9.1</b>	<b>25.0</b>	<b>9.1</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>74.4</b>	<b>14</b>	<b>43</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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
FLORENCE	BRITISH AIRWAYS PLC	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	25	50.0	17	4
<b>TOTAL FLORENCE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>55.6</b>	<b>22.2</b>	<b>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>25</b>	<b>50.0</b>	<b>17</b>	<b>4</b>
GENOA	RYANAIR	S	72	0	0	1.4	31.9	41.7	13.9	6.9	4.2	0.0	0.0	0.0	0.0	0.0	13	75.5	16	52
<b>TOTAL GENOA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>31.9</b>	<b>41.7</b>	<b>13.9</b>	<b>6.9</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.5</b>	<b>16</b>	<b>52</b>
LAMETIA-TERME	RYANAIR	S	54	0	0	0.0	29.6	48.1	11.1	7.4	3.7	0.0	0.0	0.0	0.0	0.0	12	80.8	10	26
<b>TOTAL LAMETIA-TERME</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.6</b>	<b>48.1</b>	<b>11.1</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>12</b>	<b>80.8</b>	<b>10</b>	<b>26</b>
MILAN (LINATE)	ITALIA TRASPOTO AEREO	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	100.0	1	1
<b>TOTAL MILAN (LINATE)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>100.0</b>	<b>1</b>	<b>1</b>
MILAN (MALPENSA)	RYANAIR	S	196	0	0	2.6	38.3	27.0	15.3	14.3	1.0	1.5	0.0	0.0	0.0	0.0	14	69.3	17	140
MILAN (MALPENSA)	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	27	8
<b>TOTAL MILAN (MALPENSA)</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>38.3</b>	<b>27.0</b>	<b>15.3</b>	<b>14.3</b>	<b>1.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>66.9</b>	<b>18</b>	<b>148</b>
NAPLES	JET2.COM LTD	S	18	0	0	5.6	22.2	61.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	18
NAPLES	RYANAIR	S	88	0	0	2.3	35.2	30.7	10.2	13.6	4.5	3.4	0.0	0.0	0.0	0.0	18	52.2	26	90
<b>TOTAL NAPLES</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>33.0</b>	<b>35.8</b>	<b>10.4</b>	<b>11.3</b>	<b>3.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>60.2</b>	<b>22</b>	<b>108</b>
OLBIA	JET2.COM LTD	S	10	0	0	0.0	20.0	70.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	11	66.7	90	6
OLBIA	RYANAIR	S	26	0	0	0.0	38.5	30.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	82.1	23	28
<b>TOTAL OLBIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>41.7</b>	<b>16.7</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>79.4</b>	<b>35</b>	<b>34</b>
PALERMO	RYANAIR	S	64	0	0	4.7	26.6	28.1	14.1	18.8	7.8	0.0	0.0	0.0	0.0	0.0	18	43.8	35	64
<b>TOTAL PALERMO</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>26.6</b>	<b>28.1</b>	<b>14.1</b>	<b>18.8</b>	<b>7.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>43.8</b>	<b>35</b>	<b>64</b>
PERUGIA	RYANAIR	S	62	0	0	0.0	12.9	43.5	25.8	11.3	6.5	0.0	0.0	0.0	0.0	0.0	18	40.7	29	54
<b>TOTAL PERUGIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.9</b>	<b>43.5</b>	<b>25.8</b>	<b>11.3</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>40.7</b>	<b>29</b>	<b>54</b>
PESCARA	RYANAIR	S	70	0	0	4.3	45.7	37.1	4.3	7.1	1.4	0.0	0.0	0.0	0.0	0.0	7	53.7	19	54
<b>TOTAL PESCARA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>45.7</b>	<b>37.1</b>	<b>4.3</b>	<b>7.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>53.7</b>	<b>19</b>	<b>54</b>
PISA	RYANAIR	S	194	0	0	1.0	25.8	34.0	18.6	12.4	5.7	2.6	0.0	0.0	0.0	0.0	21	50.6	26	158
<b>TOTAL PISA</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>25.8</b>	<b>34.0</b>	<b>18.6</b>	<b>12.4</b>	<b>5.7</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>50.6</b>	<b>26</b>	<b>158</b>
REGGIO	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	0.0	0	0
<b>TOTAL REGGIO</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>0.0</b>	<b>0</b>	<b>0</b>
RIMINI	RYANAIR	S	10	0	0	10.0	10.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL RIMINI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</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>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ROME (CIAMPINO)	RYANAIR	S	266	0	0	6.4	30.5	33.5	15.4	9.8	3.0	1.1	0.4	0.0	0.0	0.0	14	60.9	18	266
<b>TOTAL ROME (CIAMPINO)</b>			<b>266</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>30.5</b>	<b>33.5</b>	<b>15.4</b>	<b>9.8</b>	<b>3.0</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>60.9</b>	<b>18</b>	<b>266</b>
ROME (FIUMICINO)	JET2.COM LTD	S	30	0	0	0.0	16.7	43.3	23.3	10.0	0.0	6.7	0.0	0.0	0.0	0.0	24	61.1	21	36
<b>TOTAL ROME (FIUMICINO)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>43.3</b>	<b>23.3</b>	<b>10.0</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>24</b>	<b>61.1</b>	<b>21</b>	<b>36</b>
SALERNO COSTA AMALFI	RYANAIR	S	18	0	0	5.6	27.8	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL SALERNO COSTA AMALFI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</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>0.0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024		
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
TRAPANI	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	2	18
<b>TOTAL TRAPANI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>94.4</b>	<b>2</b>	<b>18</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	72	0	0	1.4	26.4	47.2	9.7	6.9	8.3	0.0	0.0	0.0	0.0	0.0	15	61.8	24	34
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>26.4</b>	<b>47.2</b>	<b>9.7</b>	<b>6.9</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>61.8</b>	<b>24</b>	<b>34</b>
TURIN	RYANAIR	S	100	1	0	2.0	30.7	25.7	19.8	15.8	5.0	0.0	0.0	0.0	1.0	0.0	16	62.9	21	88
<b>TOTAL TURIN</b>			<b>100</b>	<b>1</b>	<b>0</b>	<b>2.0</b>	<b>30.7</b>	<b>25.7</b>	<b>19.8</b>	<b>15.8</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>16</b>	<b>62.9</b>	<b>21</b>	<b>88</b>
VENICE	RYANAIR	S	159	0	0	5.0	21.4	31.4	19.5	15.1	6.3	0.6	0.6	0.0	0.0	0.0	20	59.8	21	168
VENICE	RYANAIR UK LTD	S	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	13	0.0	0	0
<b>TOTAL VENICE</b>			<b>167</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>22.2</b>	<b>30.5</b>	<b>20.4</b>	<b>15.0</b>	<b>6.0</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>59.8</b>	<b>21</b>	<b>168</b>
VERONA VILLAFRANCA	JET2.COM LTD	S	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	3	8
VERONA VILLAFRANCA	RYANAIR	S	62	0	0	0.0	14.5	33.9	12.9	27.4	9.7	1.6	0.0	0.0	0.0	0.0	29	56.0	15	50
<b>TOTAL VERONA VILLAFRANCA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>32.9</b>	<b>12.9</b>	<b>24.3</b>	<b>8.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>60.3</b>	<b>13</b>	<b>58</b>
<b>TOTAL ITALY</b>			<b>2256</b>	<b>1</b>	<b>0</b>	<b>2.7</b>	<b>26.9</b>	<b>33.9</b>	<b>16.3</b>	<b>14.3</b>	<b>4.7</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>59.9</b>	<b>20</b>	<b>1966</b>
<b>JORDAN</b>																				
AMMAN	ROYAL JORDANIAN	S	14	0	0	0.0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	10	36
<b>TOTAL AMMAN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>57.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>75.0</b>	<b>10</b>	<b>36</b>
<b>TOTAL JORDAN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>57.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>75.0</b>	<b>10</b>	<b>36</b>
<b>LATVIA</b>																				
RIGA	RYANAIR	S	108	0	0	4.6	45.4	30.6	12.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	8	68.4	18	98
<b>TOTAL RIGA</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>45.4</b>	<b>30.6</b>	<b>12.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>68.4</b>	<b>18</b>	<b>98</b>
<b>TOTAL LATVIA</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>45.4</b>	<b>30.6</b>	<b>12.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>68.4</b>	<b>18</b>	<b>98</b>
<b>LITHUANIA</b>																				
KAUNAS	RYANAIR	S	54	0	0	14.8	44.4	20.4	7.4	7.4	0.0	5.6	0.0	0.0	0.0	0.0	13	69.2	15	52
<b>TOTAL KAUNAS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>44.4</b>	<b>20.4</b>	<b>7.4</b>	<b>7.4</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>69.2</b>	<b>15</b>	<b>52</b>
PALANGA	RYANAIR	S	53	0	0	0.0	32.1	30.2	15.1	9.4	13.2	0.0	0.0	0.0	0.0	0.0	19	56.5	19	46
<b>TOTAL PALANGA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.1</b>	<b>30.2</b>	<b>15.1</b>	<b>9.4</b>	<b>13.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>56.5</b>	<b>19</b>	<b>46</b>
VILNIUS	RYANAIR	S	53	0	0	7.5	32.1	34.0	11.3	13.2	0.0	1.9	0.0	0.0	0.0	0.0	13	73.6	17	53
<b>TOTAL VILNIUS</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>32.1</b>	<b>34.0</b>	<b>11.3</b>	<b>13.2</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>73.6</b>	<b>17</b>	<b>53</b>
<b>TOTAL LITHUANIA</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>36.3</b>	<b>28.1</b>	<b>11.3</b>	<b>10.0</b>	<b>4.4</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>66.9</b>	<b>17</b>	<b>151</b>
<b>LUXEMBOURG</b>																				
LUXEMBOURG	RYANAIR	S	82	0	0	2.4	31.7	30.5	19.5	11.0	4.9	0.0	0.0	0.0	0.0	0.0	14	59.7	19	62
<b>TOTAL LUXEMBOURG</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>31.7</b>	<b>30.5</b>	<b>19.5</b>	<b>11.0</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>14</b>	<b>59.7</b>	<b>19</b>	<b>62</b>
<b>TOTAL LUXEMBOURG</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>31.7</b>	<b>30.5</b>	<b>19.5</b>	<b>11.0</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>14</b>	<b>59.7</b>	<b>19</b>	<b>62</b>
<b>MALTA</b>																				
MALTA	JET2.COM LTD	S	28	0	0	3.6	39.3	35.7	17.9	3.6	0.0	0.0	0.0	0.0	0.0	0.0	8	71.4	15	28

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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														
MALTA	RYANAIR	S	96	0	0	0.0	18.8	22.9	29.2	19.8	7.3	2.1	0.0	0.0	0.0	25	63.2	16	114		
MALTA	RYANAIR UK LTD	S	18	0	0	0.0	27.8	33.3	16.7	16.7	5.6	0.0	0.0	0.0	0.0	18	0.0	0	0		
<b>TOTAL MALTA</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>23.9</b>	<b>26.8</b>	<b>25.4</b>	<b>16.2</b>	<b>5.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>64.8</b>	<b>16</b>	<b>142</b>		
<b>TOTAL MALTA</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>23.9</b>	<b>26.8</b>	<b>25.4</b>	<b>16.2</b>	<b>5.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>64.8</b>	<b>16</b>	<b>142</b>		
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	JET2.COM LTD	S	18	0	0	11.1	33.3	27.8	16.7	0.0	0.0	5.6	5.6	0.0	0.0	26	0.0	0	0		
AGADIR (AL MASSIRA)	RYANAIR UK LTD	S	36	0	0	0.0	25.0	47.2	19.4	8.3	0.0	0.0	0.0	0.0	0.0	10	60.0	21	35		
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>27.8</b>	<b>40.7</b>	<b>18.5</b>	<b>5.6</b>	<b>0.0</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>60.0</b>	<b>21</b>	<b>35</b>		
ESSAOUIRA	RYANAIR UK LTD	S	18	0	0	0.0	22.2	50.0	5.6	16.7	5.6	0.0	0.0	0.0	0.0	16	61.1	23	18		
<b>TOTAL ESSAOUIRA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>50.0</b>	<b>5.6</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>61.1</b>	<b>23</b>	<b>18</b>		
FEZ	RYANAIR UK LTD	S	18	0	0	0.0	38.9	33.3	16.7	11.1	0.0	0.0	0.0	0.0	0.0	11	68.4	26	18		
<b>TOTAL FEZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>33.3</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>68.4</b>	<b>26</b>	<b>18</b>		
MARRAKESH	JET2.COM LTD	S	18	0	0	16.7	16.7	50.0	5.6	0.0	5.6	5.6	0.0	0.0	0.0	17	0.0	0	0		
MARRAKESH	RYANAIR UK LTD	S	124	0	0	0.0	19.4	46.8	18.5	10.5	1.6	3.2	0.0	0.0	0.0	18	67.2	15	124		
<b>TOTAL MARRAKESH</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>19.0</b>	<b>47.2</b>	<b>16.9</b>	<b>9.2</b>	<b>2.1</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>67.2</b>	<b>15</b>	<b>124</b>		
OUARZAZATE	RYANAIR UK LTD	S	16	0	0	0.0	31.3	43.8	18.8	6.3	0.0	0.0	0.0	0.0	0.0	10	81.3	5	16		
<b>TOTAL OUARZAZATE</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>10</b>	<b>81.3</b>	<b>5</b>	<b>16</b>		
RABAT	RYANAIR UK LTD	S	35	0	0	0.0	17.1	31.4	14.3	17.1	17.1	2.9	0.0	0.0	0.0	31	22.2	46	27		
<b>TOTAL RABAT</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.1</b>	<b>31.4</b>	<b>14.3</b>	<b>17.1</b>	<b>17.1</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>22.2</b>	<b>46</b>	<b>27</b>		
TANGIERS (IBN BATUTA)	RYANAIR UK LTD	S	26	0	0	0.0	7.7	15.4	30.8	26.9	19.2	0.0	0.0	0.0	0.0	36	30.8	27	26		
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>15.4</b>	<b>30.8</b>	<b>26.9</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>30.8</b>	<b>27</b>	<b>26</b>		
<b>TOTAL MOROCCO</b>			<b>309</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>21.4</b>	<b>40.8</b>	<b>17.5</b>	<b>11.3</b>	<b>4.9</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>58.6</b>	<b>21</b>	<b>264</b>		
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET EUROPE	S	106	0	0	2.8	30.2	43.4	8.5	10.4	0.9	3.8	0.0	0.0	0.0	15	67.1	15	140		
AMSTERDAM	KLM	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1		
AMSTERDAM	QATAR AIRWAYS	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	138	0.0	0	0		
<b>TOTAL AMSTERDAM</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>29.9</b>	<b>43.0</b>	<b>8.4</b>	<b>10.3</b>	<b>0.9</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>67.4</b>	<b>15</b>	<b>141</b>		
EINDHOVEN	RYANAIR	S	178	0	0	1.7	49.4	25.3	9.0	10.7	3.9	0.0	0.0	0.0	0.0	11	70.5	17	148		
EINDHOVEN	RYANAIR UK LTD	S	8	0	0	0.0	50.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	11	63.2	20	38		
<b>TOTAL EINDHOVEN</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>49.5</b>	<b>24.7</b>	<b>9.7</b>	<b>10.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>69.0</b>	<b>17</b>	<b>186</b>		
ROTTERDAM	TRANSAVIA	S	36	0	0	2.8	61.1	22.2	11.1	0.0	2.8	0.0	0.0	0.0	0.0	6	0.0	0	0		
<b>TOTAL ROTTERDAM</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>61.1</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL NETHERLANDS</b>			<b>329</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>44.4</b>	<b>30.4</b>	<b>9.4</b>	<b>9.4</b>	<b>2.7</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>68.3</b>	<b>16</b>	<b>327</b>		
<b>NORWAY</b>																					
BERGEN	JET2.COM LTD	S	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		
<b>TOTAL BERGEN</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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
BODO	COPENHAGEN AIRTAXI	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL BODO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
OSLO (GARDERMOEN)	RYANAIR UK LTD	S	88	1	0	2.2	38.2	29.2	15.7	7.9	2.2	3.4	0.0	0.0	1.1	0.0	16	69.3	15	88
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>88</b>	<b>1</b>	<b>0</b>	<b>2.2</b>	<b>38.2</b>	<b>29.2</b>	<b>15.7</b>	<b>7.9</b>	<b>2.2</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>16</b>	<b>69.3</b>	<b>15</b>	<b>88</b>
SANDEFJORD(TORP)	RYANAIR UK LTD	S	36	0	0	2.8	44.4	44.4	5.6	2.8	0.0	0.0	0.0	0.0	0.0	0.0	6	76.1	12	46
<b>TOTAL SANDEFJORD(TORP)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>44.4</b>	<b>44.4</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>76.1</b>	<b>12</b>	<b>46</b>
<b>TOTAL NORWAY</b>			<b>129</b>	<b>1</b>	<b>0</b>	<b>2.3</b>	<b>40.8</b>	<b>33.1</b>	<b>13.1</b>	<b>6.2</b>	<b>1.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>13</b>	<b>71.6</b>	<b>14</b>	<b>134</b>
<b>POLAND</b>																				
BYDGOSZCZ	RYANAIR	S	34	0	0	2.9	29.4	29.4	17.6	17.6	2.9	0.0	0.0	0.0	0.0	0.0	15	69.2	8	26
BYDGOSZCZ	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	10	10
<b>TOTAL BYDGOSZCZ</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>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>15</b>	<b>69.4</b>	<b>9</b>	<b>36</b>
GDANSK	RYANAIR	S	96	0	0	20.8	44.8	19.8	9.4	5.2	0.0	0.0	0.0	0.0	0.0	0.0	6	80.6	8	124
GDANSK	RYANAIR UK LTD	S	10	0	0	0.0	40.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL GDANSK</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>18.9</b>	<b>44.3</b>	<b>22.6</b>	<b>9.4</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.6</b>	<b>8</b>	<b>124</b>
KATOWICE	RYANAIR	S	96	0	0	6.3	39.6	25.0	16.7	8.3	4.2	0.0	0.0	0.0	0.0	0.0	13	63.6	15	88
<b>TOTAL KATOWICE</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>39.6</b>	<b>25.0</b>	<b>16.7</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>13</b>	<b>63.6</b>	<b>15</b>	<b>88</b>
KRAKOW	RYANAIR	S	150	0	0	8.7	32.7	30.0	16.7	10.7	1.3	0.0	0.0	0.0	0.0	0.0	11	57.5	18	160
<b>TOTAL KRAKOW</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>32.7</b>	<b>30.0</b>	<b>16.7</b>	<b>10.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>57.5</b>	<b>18</b>	<b>160</b>
LODZ LUBLINEK	RYANAIR	S	54	0	0	1.9	35.2	37.0	13.0	5.6	5.6	1.9	0.0	0.0	0.0	0.0	15	67.4	17	43
<b>TOTAL LODZ LUBLINEK</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>35.2</b>	<b>37.0</b>	<b>13.0</b>	<b>5.6</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>67.4</b>	<b>17</b>	<b>43</b>
POZNAN	RYANAIR	S	100	0	0	11.0	39.0	34.0	8.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8	75.5	10	102
POZNAN	RYANAIR UK LTD	S	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL POZNAN</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>40.7</b>	<b>34.3</b>	<b>7.4</b>	<b>6.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.5</b>	<b>10</b>	<b>102</b>
RZESZOW	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	17	2
RZESZOW	RYANAIR	S	54	1	0	20.0	40.0	29.1	7.3	0.0	1.8	0.0	0.0	0.0	1.8	0.0	5	81.8	7	44
<b>TOTAL RZESZOW</b>			<b>54</b>	<b>1</b>	<b>0</b>	<b>20.0</b>	<b>40.0</b>	<b>29.1</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>1.8</b>	<b>0.0</b>	<b>5</b>	<b>80.4</b>	<b>7</b>	<b>46</b>
SZCZECIN (GOLENOW)	RYANAIR	S	69	0	0	0.0	31.9	36.2	18.8	13.0	0.0	0.0	0.0	0.0	0.0	0.0	12	68.2	10	44
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.9</b>	<b>36.2</b>	<b>18.8</b>	<b>13.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>68.2</b>	<b>10</b>	<b>44</b>
SZYMANY (MAZURY)	RYANAIR	S	26	0	0	3.8	34.6	46.2	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	11	50.0	24	8
SZYMANY (MAZURY)	RYANAIR 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	12.5	24	8
<b>TOTAL SZYMANY (MAZURY)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>34.6</b>	<b>46.2</b>	<b>7.7</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>31.3</b>	<b>24</b>	<b>16</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	52	0	0	15.4	50.0	13.5	15.4	1.9	3.8	0.0	0.0	0.0	0.0	0.0	8	77.2	11	158
WARSAW (MODLIN MASOVIA)	RYANAIR UK 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	0	0.0	0	0

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024		
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 WARSAW (MODLIN MASOVIA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>50.0</b>	<b>17.7</b>	<b>12.9</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>77.2</b>	<b>11</b>	<b>158</b>
WROCLAW	RYANAIR	S	132	0	0	4.5	32.6	33.3	17.4	6.8	2.3	3.0	0.0	0.0	0.0	0.0	15	70.7	12	116
<b>TOTAL WROCLAW</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>32.6</b>	<b>33.3</b>	<b>17.4</b>	<b>6.8</b>	<b>2.3</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>70.7</b>	<b>12</b>	<b>116</b>
<b>TOTAL POLAND</b>			<b>891</b>	<b>1</b>	<b>0</b>	<b>8.9</b>	<b>37.4</b>	<b>30.0</b>	<b>13.7</b>	<b>7.2</b>	<b>2.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>11</b>	<b>70.2</b>	<b>12</b>	<b>933</b>
<b>PORTUGAL(EXCLUDING AZORES PONTA DELGADA)</b>																				
AZORES PONTA DELGADA	RYANAIR	S	8	0	0	12.5	50.0	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	15	87.5	3	8
<b>TOTAL AZORES PONTA DELGADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>87.5</b>	<b>3</b>	<b>8</b>
FARO	JET2.COM LTD	S	73	0	0	1.4	43.8	43.8	5.5	1.4	1.4	0.0	2.7	0.0	0.0	0.0	12	75.0	12	72
FARO	RYANAIR	S	159	0	0	2.5	30.2	35.8	15.1	15.1	1.3	0.0	0.0	0.0	0.0	0.0	13	68.8	15	160
FARO	RYANAIR UK LTD	S	16	0	0	6.3	37.5	31.3	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL FARO</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>34.7</b>	<b>37.9</b>	<b>11.3</b>	<b>10.9</b>	<b>2.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>70.7</b>	<b>14</b>	<b>232</b>
LISBON	RYANAIR	S	200	0	0	1.5	32.5	40.5	15.5	7.5	2.5	0.0	0.0	0.0	0.0	0.0	11	56.3	21	197
<b>TOTAL LISBON</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>32.5</b>	<b>40.5</b>	<b>15.5</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>11</b>	<b>56.3</b>	<b>21</b>	<b>197</b>
OPORTO (PORTUGAL)	RYANAIR	S	167	0	1	7.1	22.0	41.1	17.3	8.9	2.4	0.6	0.0	0.0	0.0	0.6	14	49.3	26	150
OPORTO (PORTUGAL)	RYANAIR UK LTD	S	9	0	0	0.0	11.1	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>176</b>	<b>0</b>	<b>1</b>	<b>6.8</b>	<b>21.5</b>	<b>41.8</b>	<b>17.5</b>	<b>8.5</b>	<b>2.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>14</b>	<b>49.3</b>	<b>26</b>	<b>150</b>
<b>TOTAL PORTUGAL</b>			<b>632</b>	<b>0</b>	<b>1</b>	<b>3.5</b>	<b>30.5</b>	<b>39.3</b>	<b>14.2</b>	<b>9.5</b>	<b>2.4</b>	<b>0.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>13</b>	<b>60.6</b>	<b>19</b>	<b>587</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	27	0	0	3.7	14.8	40.7	25.9	14.8	0.0	0.0	0.0	0.0	0.0	0.0	14	55.6	80	18
FUNCHAL	RYANAIR	S	34	0	0	8.8	23.5	35.3	14.7	2.9	14.7	0.0	0.0	0.0	0.0	0.0	22	73.1	13	26
<b>TOTAL FUNCHAL</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>19.7</b>	<b>37.7</b>	<b>19.7</b>	<b>8.2</b>	<b>8.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>65.9</b>	<b>40</b>	<b>44</b>
<b>TOTAL PORTUGAL</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>19.7</b>	<b>37.7</b>	<b>19.7</b>	<b>8.2</b>	<b>8.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>65.9</b>	<b>40</b>	<b>44</b>
<b>QATAR</b>																				
DOHA HAMAD	QATAR AIRWAYS	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	122	0.0	0	0
<b>TOTAL DOHA HAMAD</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>122</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL QATAR</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>122</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>REPUBLIC OF MOLDOVA</b>																				
CHISINAU INTERNATIONAL	FLY ONE	S	18	0	0	22.2	55.6	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	2	81.3	12	16
CHISINAU INTERNATIONAL	HISKY	S	40	0	0	0.0	7.5	35.0	12.5	22.5	22.5	0.0	0.0	0.0	0.0	0.0	33	86.0	13	50
<b>TOTAL CHISINAU INTERNATIONAL</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>22.4</b>	<b>29.3</b>	<b>8.6</b>	<b>17.2</b>	<b>15.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>84.8</b>	<b>13</b>	<b>66</b>
<b>TOTAL REPUBLIC OF REPUBLIC OF</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>22.4</b>	<b>29.3</b>	<b>8.6</b>	<b>17.2</b>	<b>15.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>84.8</b>	<b>13</b>	<b>66</b>
PODGORICA	RYANAIR UK LTD	S	25	1	0	0.0	19.2	26.9	23.1	19.2	3.8	3.8	0.0	0.0	3.8	0.0	23	76.9	11	26
<b>TOTAL PODGORICA</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>26.9</b>	<b>23.1</b>	<b>19.2</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>23</b>	<b>76.9</b>	<b>11</b>	<b>26</b>
TIVAT	JET2.COM LTD	S	18	0	0	0.0	5.6	72.2	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	15	61.1	15	18

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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 TIVAT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>72.2</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>15</b>	<b>61.1</b>	<b>15</b>	<b>18</b>	
<b>TOTAL REPUBLIC OF REPUBLIC OF SERBIA</b>			<b>43</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>13.6</b>	<b>45.5</b>	<b>18.2</b>	<b>13.6</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>20</b>	<b>70.5</b>	<b>13</b>	<b>44</b>	
BELGRADE	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	16	0.0	0	0	
<b>TOTAL BELGRADE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>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 REPUBLIC OF ROMANIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>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>	
BUCHAREST (OTOPENI)	EUROATLANTIC AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
BUCHAREST (OTOPENI)	RYANAIR	S	213	0	0	3.8	39.0	39.4	6.6	9.9	1.4	0.0	0.0	0.0	0.0	9	58.0	23	193	
BUCHAREST (OTOPENI)	RYANAIR 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	38.9	22	18	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>213</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>39.0</b>	<b>39.4</b>	<b>6.6</b>	<b>9.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>56.6</b>	<b>23</b>	<b>212</b>	
CLUJ NAPOCA	RYANAIR	S	36	0	0	2.8	30.6	36.1	11.1	16.7	2.8	0.0	0.0	0.0	0.0	13	61.8	18	34	
<b>TOTAL CLUJ NAPOCA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>30.6</b>	<b>36.1</b>	<b>11.1</b>	<b>16.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>61.8</b>	<b>18</b>	<b>34</b>	
ORADEA	HISKY EUROPE	S	18	0	0	5.6	38.9	38.9	0.0	11.1	5.6	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL ORADEA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>38.9</b>	<b>0.0</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ROMANIA</b>			<b>267</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>37.8</b>	<b>39.0</b>	<b>6.7</b>	<b>10.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>57.3</b>	<b>22</b>	<b>246</b>	
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	RYANAIR	S	54	0	0	3.7	46.3	33.3	3.7	13.0	0.0	0.0	0.0	0.0	0.0	8	92.9	4	42	
<b>TOTAL BRATISLAVA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>46.3</b>	<b>33.3</b>	<b>3.7</b>	<b>13.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>92.9</b>	<b>4</b>	<b>42</b>	
KOSICE	RYANAIR	S	45	1	0	0.0	19.6	28.3	13.0	30.4	2.2	2.2	2.2	0.0	2.2	0.0	29	73.7	13	38
KOSICE	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	8	
<b>TOTAL KOSICE</b>			<b>45</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>19.6</b>	<b>28.3</b>	<b>13.0</b>	<b>30.4</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>29</b>	<b>69.6</b>	<b>13</b>	<b>46</b>
TATRY-POPRAD	RYANAIR	S	18	0	0	0.0	22.2	22.2	27.8	16.7	5.6	5.6	0.0	0.0	0.0	29	94.4	3	18	
<b>TOTAL TATRY-POPRAD</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>29</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>117</b>	<b>1</b>	<b>0</b>	<b>1.7</b>	<b>32.2</b>	<b>29.7</b>	<b>11.0</b>	<b>20.3</b>	<b>1.7</b>	<b>1.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>20</b>	<b>83.0</b>	<b>8</b>	<b>106</b>
<b>SPAIN</b>																				
ALICANTE	JET2.COM LTD	S	62	0	0	0.0	21.0	53.2	11.3	6.5	1.6	0.0	6.5	0.0	0.0	28	82.3	11	62	
ALICANTE	RYANAIR	S	220	0	0	3.2	29.5	34.5	11.4	14.1	5.9	1.4	0.0	0.0	0.0	18	52.4	23	210	
<b>TOTAL ALICANTE</b>			<b>282</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>27.7</b>	<b>38.7</b>	<b>11.3</b>	<b>12.4</b>	<b>5.0</b>	<b>1.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>59.2</b>	<b>20</b>	<b>272</b>	
ALMERIA	RYANAIR	S	44	0	0	0.0	38.6	36.4	11.4	11.4	2.3	0.0	0.0	0.0	0.0	10	69.2	15	26	
<b>TOTAL ALMERIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.6</b>	<b>36.4</b>	<b>11.4</b>	<b>11.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>69.2</b>	<b>15</b>	<b>26</b>	
ASTURIAS	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	8	8	
ASTURIAS	RYANAIR 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	70.0	11	10	
<b>TOTAL ASTURIAS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.8</b>	<b>9</b>	<b>18</b>	
BARCELONA	RYANAIR	S	248	0	0	0.0	26.2	31.0	19.0	17.3	6.0	0.4	0.0	0.0	0.0	19	52.5	24	238	
BARCELONA	RYANAIR 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	70.0	21	10	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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 BARCELONA</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.2</b>	<b>31.0</b>	<b>19.0</b>	<b>17.3</b>	<b>6.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>53.2</b>	<b>24</b>	<b>248</b>		
BILBAO	FREEBIRD AIRLINES EUROPE LIMITED	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0		
BILBAO	FROST AIR APS	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
BILBAO	PRIVILEGE STYLE	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
BILBAO	TRADE 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	14	0.0	0	0		
BILBAO	TRANSAVIA	C	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
<b>TOTAL BILBAO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>22.2</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
CASTELLON COSTA AZAHAR	RYANAIR	S	26	0	0	3.8	19.2	30.8	19.2	15.4	3.8	7.7	0.0	0.0	0.0	26	88.9	4	36		
<b>TOTAL CASTELLON COSTA AZAHAR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>30.8</b>	<b>19.2</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>26</b>	<b>88.9</b>	<b>4</b>	<b>36</b>		
GIRONA	JET2.COM LTD	S	24	0	0	0.0	25.0	37.5	20.8	8.3	0.0	8.3	0.0	0.0	0.0	23	66.7	26	18		
GIRONA	RYANAIR	S	94	0	0	21.3	31.9	19.1	10.6	14.9	2.1	0.0	0.0	0.0	0.0	12	57.1	20	77		
GIRONA	RYANAIR UK LTD	S	10	0	0	0.0	30.0	40.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
<b>TOTAL GIRONA</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>30.5</b>	<b>24.2</b>	<b>12.5</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>14</b>	<b>58.9</b>	<b>21</b>	<b>95</b>		
IBIZA	AIR ONE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1		
IBIZA	BRITISH AIRWAYS PLC	S	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	16	80.0	10	5		
IBIZA	JET2.COM LTD	S	60	0	0	16.7	35.0	33.3	6.7	5.0	0.0	3.3	0.0	0.0	0.0	12	70.3	14	64		
IBIZA	RYANAIR	S	122	0	0	0.8	25.4	51.6	13.1	7.4	0.8	0.8	0.0	0.0	0.0	11	59.8	16	107		
IBIZA	RYANAIR 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	87.5	8	8		
IBIZA	TUI AIRWAYS LTD	C	11	0	0	0.0	27.3	54.5	9.1	0.0	9.1	0.0	0.0	0.0	0.0	13	62.5	13	8		
<b>TOTAL IBIZA</b>			<b>197</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.9</b>	<b>46.7</b>	<b>10.7</b>	<b>6.6</b>	<b>1.0</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>65.3</b>	<b>15</b>	<b>193</b>		
JEREZ	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.1	15	18		
JEREZ	RYANAIR 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	70.0	12	10		
<b>TOTAL JEREZ</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>64.3</b>	<b>14</b>	<b>28</b>		
MADRID	AIR EUROPA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1		
MADRID	IBERIA EXPRESS	C	0	0	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		
MADRID	RYANAIR	S	176	0	0	0.0	20.5	34.7	13.6	17.6	11.9	1.7	0.0	0.0	0.0	24	53.2	20	171		
MADRID	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	30.0	43	10		
<b>TOTAL MADRID</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.5</b>	<b>34.7</b>	<b>13.6</b>	<b>17.6</b>	<b>11.9</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>51.9</b>	<b>22</b>	<b>183</b>		
MAHON	JET2.COM LTD	S	50	0	0	2.0	16.0	56.0	12.0	8.0	2.0	2.0	0.0	0.0	0.0	16	60.4	16	48		
MAHON	RYANAIR	S	26	0	0	0.0	30.8	53.8	11.5	3.8	0.0	0.0	0.0	0.0	0.0	7	64.3	15	28		
MAHON	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	50.0	6.3	25.0	12.5	0.0	0.0	0.0	0.0	25	93.8	6	16		
<b>TOTAL MAHON</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>18.5</b>	<b>54.3</b>	<b>10.9</b>	<b>9.8</b>	<b>3.3</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>67.4</b>	<b>14</b>	<b>92</b>		
MALAGA	JET2.COM LTD	S	56	0	0	0.0	21.4	48.2	14.3	12.5	0.0	3.6	0.0	0.0	0.0	19	64.3	20	56		
MALAGA	RYANAIR	S	185	0	0	1.6	27.0	40.0	14.6	13.5	3.2	0.0	0.0	0.0	0.0	14	55.0	26	169		
MALAGA	RYANAIR 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	22.2	48	9		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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 MALAGA</b>			<b>241</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>25.7</b>	<b>41.9</b>	<b>14.5</b>	<b>13.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>56.0</b>	<b>26</b>	<b>234</b>	
MURCIA INTERNATIONAL	RYANAIR	S	90	0	0	8.9	48.9	33.3	5.6	3.3	0.0	0.0	0.0	0.0	0.0	4	75.6	14	89		
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>48.9</b>	<b>33.3</b>	<b>5.6</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>75.6</b>	<b>14</b>	<b>89</b>		
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	1		
PALMA DE MALLORCA	JET2.COM LTD	S	109	0	0	1.8	24.8	50.5	4.6	6.4	5.5	2.8	1.8	1.8	0.0	25	61.3	20	106		
PALMA DE MALLORCA	RYANAIR	S	194	0	0	4.1	23.2	43.3	10.3	12.4	5.7	1.0	0.0	0.0	0.0	16	44.6	23	166		
PALMA DE MALLORCA	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	27	28		
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	26	0	0	0.0	3.8	46.2	34.6	3.8	3.8	0.0	7.7	0.0	0.0	35	72.7	11	22		
<b>TOTAL PALMA DE MALLORCA</b>			<b>329</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>22.2</b>	<b>45.9</b>	<b>10.3</b>	<b>9.7</b>	<b>5.5</b>	<b>1.5</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>21</b>	<b>52.3</b>	<b>22</b>	<b>323</b>		
REUS	JET2.COM LTD	S	18	0	0	5.6	33.3	50.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	24	94.4	3	18		
REUS	RYANAIR	S	62	0	0	3.2	35.5	27.4	12.9	14.5	6.5	0.0	0.0	0.0	0.0	16	64.3	17	70		
REUS	RYANAIR UK LTD	S	10	0	0	0.0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	32	75.0	17	8		
<b>TOTAL REUS</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>31.1</b>	<b>31.1</b>	<b>15.6</b>	<b>10.0</b>	<b>6.7</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>70.8</b>	<b>14</b>	<b>96</b>		
SANTANDER	RYANAIR	S	44	0	0	2.3	36.4	38.6	11.4	9.1	2.3	0.0	0.0	0.0	0.0	10	63.6	15	44		
<b>TOTAL SANTANDER</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>36.4</b>	<b>38.6</b>	<b>11.4</b>	<b>9.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>63.6</b>	<b>15</b>	<b>44</b>		
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	80	0	0	6.3	53.8	30.0	1.3	3.8	2.5	2.5	0.0	0.0	0.0	9	76.7	10	60		
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>53.8</b>	<b>30.0</b>	<b>1.3</b>	<b>3.8</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>76.7</b>	<b>10</b>	<b>60</b>		
SEVILLE	RYANAIR	S	72	0	0	1.4	36.1	30.6	20.8	8.3	2.8	0.0	0.0	0.0	0.0	12	50.0	30	66		
<b>TOTAL SEVILLE</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>36.1</b>	<b>30.6</b>	<b>20.8</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>12</b>	<b>50.0</b>	<b>30</b>	<b>66</b>		
VALENCIA	RYANAIR	S	117	0	0	6.8	45.3	34.2	7.7	3.4	2.6	0.0	0.0	0.0	0.0	7	70.0	13	70		
<b>TOTAL VALENCIA</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>45.3</b>	<b>34.2</b>	<b>7.7</b>	<b>3.4</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>70.0</b>	<b>13</b>	<b>70</b>		
VIGO	RYANAIR	S	28	0	0	0.0	32.1	46.4	14.3	7.1	0.0	0.0	0.0	0.0	0.0	8	100.0	1	2		
<b>TOTAL VIGO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.1</b>	<b>46.4</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>1</b>	<b>2</b>		
VITORIA	RYANAIR	S	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	37	0.0	0	0		
VITORIA	RYANAIR SUN	C	6	0	0	0.0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
VITORIA	SMARTWINGS	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 VITORIA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>36.4</b>	<b>27.3</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
ZARAGOZA	RYANAIR	S	36	0	0	0.0	19.4	44.4	16.7	13.9	2.8	0.0	2.8	0.0	0.0	19	38.9	36	36		
<b>TOTAL ZARAGOZA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.4</b>	<b>44.4</b>	<b>16.7</b>	<b>13.9</b>	<b>2.8</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>38.9</b>	<b>36</b>	<b>36</b>		
<b>TOTAL SPAIN</b>			<b>2340</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>29.0</b>	<b>38.1</b>	<b>12.5</b>	<b>11.0</b>	<b>4.3</b>	<b>0.8</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>16</b>	<b>59.8</b>	<b>20</b>	<b>2211</b>		
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	75	0	0	2.7	30.7	30.7	22.7	4.0	5.3	1.3	2.7	0.0	0.0	20	69.4	14	72		
ARRECIFE	RYANAIR	S	81	0	0	8.6	33.3	34.6	4.9	12.3	4.9	1.2	0.0	0.0	0.0	14	64.8	16	54		
ARRECIFE	RYANAIR 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	19	16		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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 ARRECIFE</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>32.1</b>	<b>32.7</b>	<b>13.5</b>	<b>8.3</b>	<b>5.1</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>66.9</b>	<b>15</b>	<b>142</b>	
FUERTEVENTURA	JET2.COM LTD	S	44	0	0	11.4	31.8	29.5	9.1	11.4	6.8	0.0	0.0	0.0	0.0	0.0	14	70.5	10	44	
FUERTEVENTURA	RYANAIR	S	38	0	0	7.9	26.3	23.7	18.4	18.4	2.6	2.6	0.0	0.0	0.0	0.0	19	44.4	28	45	
FUERTEVENTURA	RYANAIR UK LTD	S	8	0	0	0.0	50.0	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL FUERTEVENTURA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>31.1</b>	<b>25.6</b>	<b>13.3</b>	<b>15.6</b>	<b>4.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>57.3</b>	<b>19</b>	<b>89</b>	
LAS PALMAS	JET2.COM LTD	S	47	0	0	8.5	14.9	36.2	23.4	10.6	2.1	4.3	0.0	0.0	0.0	0.0	21	50.0	22	46	
LAS PALMAS	RYANAIR	S	51	0	0	2.0	27.5	41.2	21.6	5.9	2.0	0.0	0.0	0.0	0.0	0.0	11	55.6	20	36	
LAS PALMAS	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.2	9	19	
LAS PALMAS	TUI AIRWAYS LTD	C	18	0	0	5.6	27.8	38.9	16.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	81.3	9	16	
<b>TOTAL LAS PALMAS</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>22.4</b>	<b>38.8</b>	<b>21.6</b>	<b>6.9</b>	<b>3.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>61.5</b>	<b>17</b>	<b>117</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	109	0	0	5.5	22.0	40.4	17.4	10.1	0.9	1.8	1.8	0.0	0.0	0.0	18	65.5	17	116	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	123	0	1	6.5	41.1	41.1	4.0	2.4	1.6	1.6	0.8	0.0	0.0	0.8	10	61.0	19	100	
TENERIFE (SURREINA SOFIA)	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	47.1	22	17	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>232</b>	<b>0</b>	<b>1</b>	<b>6.0</b>	<b>32.2</b>	<b>40.8</b>	<b>10.3</b>	<b>6.0</b>	<b>1.3</b>	<b>1.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>13</b>	<b>62.2</b>	<b>18</b>	<b>233</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>594</b>	<b>0</b>	<b>1</b>	<b>6.2</b>	<b>30.1</b>	<b>36.0</b>	<b>13.8</b>	<b>8.2</b>	<b>3.2</b>	<b>1.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>15</b>	<b>62.5</b>	<b>17</b>	<b>581</b>	
GOTEBORG (LANDVETTER)	RYANAIR	S	105	0	0	10.5	29.5	35.2	14.3	5.7	4.8	0.0	0.0	0.0	0.0	0.0	11	61.5	16	78	
GOTEBORG (LANDVETTER)	RYANAIR UK LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.0	14	20	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>29.5</b>	<b>35.2</b>	<b>14.3</b>	<b>5.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>62.2</b>	<b>16</b>	<b>98</b>	
OREBRO	RYANAIR	S	18	0	0	0.0	38.9	27.8	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	93.8	2	16	
<b>TOTAL OREBRO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>27.8</b>	<b>11.1</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>93.8</b>	<b>2</b>	<b>16</b>	
STOCKHOLM (ARLANDA)	DANISH AIR TRANSPORT	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	8	0.0	0	0	
STOCKHOLM (ARLANDA)	RYANAIR	S	64	0	0	12.5	31.3	31.3	12.5	6.3	4.7	1.6	0.0	0.0	0.0	0.0	13	81.7	9	71	
STOCKHOLM (ARLANDA)	RYANAIR 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	23	8	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>30.3</b>	<b>30.3</b>	<b>13.6</b>	<b>6.1</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>13</b>	<b>79.7</b>	<b>10</b>	<b>79</b>	
VASTERAS	RYANAIR	S	18	0	0	0.0	38.9	33.3	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	3	18	
<b>TOTAL VASTERAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>33.3</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>3</b>	<b>18</b>	
<b>TOTAL SWEDEN</b>			<b>207</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>31.4</b>	<b>32.9</b>	<b>15.0</b>	<b>6.8</b>	<b>3.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>74.4</b>	<b>12</b>	<b>211</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	22	8	
BALE MULHOUSE	RYANAIR UK LTD	S	26	0	0	0.0	23.1	61.5	11.5	0.0	3.8	0.0	0.0	0.0	0.0	0.0	9	88.9	5	18	
<b>TOTAL BALE MULHOUSE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>61.5</b>	<b>11.5</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>73.1</b>	<b>11</b>	<b>26</b>	
ZURICH	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	7	0.0	0	0	
ZURICH	SWISS AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	2	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024			
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 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>7</b>	<b>0.0</b>	<b>30</b>	<b>2</b>		
<b>TOTAL SWITZERLAND</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>63.0</b>	<b>11.1</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>67.9</b>	<b>12</b>	<b>28</b>		
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	16	0	0	0.0	18.8	25.0	18.8	25.0	12.5	0.0	0.0	0.0	0.0	26	0.0	0	0		
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>25.0</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>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL TUNISIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>25.0</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>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TURKEY</b>																					
ADANA	SUNEXPRESS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	4		
<b>TOTAL ADANA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>		
ANKARA (ESENBOGA)	AJET HAVA TASIMACILIGI ANONIM SIRKETI	S	26	0	0	0.0	57.7	19.2	11.5	7.7	3.8	0.0	0.0	0.0	0.0	10	78.3	9	23		
ANKARA (ESENBOGA)	PEGASUS AIRLINES	S	26	0	0	0.0	34.6	30.8	19.2	15.4	0.0	0.0	0.0	0.0	0.0	12	85.2	7	27		
<b>TOTAL ANKARA (ESENBOGA)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.2</b>	<b>25.0</b>	<b>15.4</b>	<b>11.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.0</b>	<b>8</b>	<b>50</b>		
ANTALYA	AJET HAVA TASIMACILIGI ANONIM SIRKETI	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.9	8	62		
ANTALYA	CORENDON AIRLINES	S	22	0	0	9.1	18.2	31.8	31.8	0.0	9.1	0.0	0.0	0.0	0.0	15	75.0	12	20		
ANTALYA	JET2.COM LTD	S	93	0	0	1.1	17.2	40.9	29.0	9.7	0.0	1.1	1.1	0.0	0.0	20	63.2	17	87		
ANTALYA	PEGASUS AIRLINES	S	44	0	0	4.5	36.4	31.8	11.4	13.6	2.3	0.0	0.0	0.0	0.0	12	47.6	25	63		
ANTALYA	SUNEXPRESS	S	84	0	1	0.0	4.7	58.8	20.0	12.9	2.4	0.0	0.0	0.0	1.2	17	52.1	18	48		
<b>TOTAL ANTALYA</b>			<b>243</b>	<b>0</b>	<b>1</b>	<b>2.0</b>	<b>16.4</b>	<b>44.7</b>	<b>23.0</b>	<b>10.7</b>	<b>2.0</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>17</b>	<b>63.2</b>	<b>17</b>	<b>280</b>		
BODRUM (MILAS)	JET2.COM LTD	S	36	0	0	0.0	13.9	63.9	5.6	11.1	0.0	2.8	2.8	0.0	0.0	20	54.3	29	35		
BODRUM (MILAS)	RYANAIR UK LTD	S	17	0	0	0.0	5.9	23.5	17.6	23.5	29.4	0.0	0.0	0.0	0.0	38	0.0	0	0		
<b>TOTAL BODRUM (MILAS)</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.3</b>	<b>50.9</b>	<b>9.4</b>	<b>15.1</b>	<b>9.4</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>54.3</b>	<b>29</b>	<b>35</b>		
CUKUROVA	SUNEXPRESS	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
<b>TOTAL CUKUROVA</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>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
DALAMAN	FREEBIRD 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	4	50.0	15	2		
DALAMAN	JET2.COM LTD	S	91	0	0	1.1	19.8	41.8	20.9	8.8	4.4	1.1	2.2	0.0	0.0	21	45.6	27	90		
DALAMAN	RYANAIR UK LTD	S	18	0	0	0.0	0.0	50.0	16.7	33.3	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		
DALAMAN	SUNEXPRESS	S	34	0	0	5.9	41.2	52.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
DALAMAN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.7	28	27		
DALAMAN	TUI AIRWAYS LTD	S	16	0	0	0.0	6.3	62.5	12.5	18.8	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
<b>TOTAL DALAMAN</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>20.5</b>	<b>47.2</b>	<b>14.9</b>	<b>10.6</b>	<b>2.5</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>44.5</b>	<b>27</b>	<b>119</b>		
GAZIANTEP	SUNEXPRESS	S	10	0	0	0.0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	36	25.0	32	8		
<b>TOTAL GAZIANTEP</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</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>36</b>	<b>25.0</b>	<b>32</b>	<b>8</b>		
ISTANBUL (SABIHA GOKCEN)	AJET HAVA TASIMACILIGI ANONIM SIRKETI	S	124	0	0	1.6	24.2	37.1	24.2	7.3	4.8	0.8	0.0	0.0	0.0	15	69.4	12	120		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2024		
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 (SABIHA GOKCEN)	PEGASUS AIRLINES	S	288	0	2	1.7	29.7	33.4	18.3	14.5	1.7	0.0	0.0	0.0	0.0	0.7	14	78.9	8	266
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>412</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>28.0</b>	<b>34.5</b>	<b>20.0</b>	<b>12.3</b>	<b>2.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>14</b>	<b>75.9</b>	<b>9</b>	<b>386</b>
IZMIR (ADNAN MENDERES)	JET2.COM LTD	S	20	0	0	0.0	20.0	55.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	78.6	9	28
IZMIR (ADNAN MENDERES)	PEGASUS AIRLINES	S	62	0	0	0.0	24.2	54.8	21.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	85.5	7	62
IZMIR (ADNAN MENDERES)	SUNEXPRESS	S	52	0	0	11.5	51.9	30.8	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	76.5	7	34
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>34.3</b>	<b>45.5</b>	<b>14.2</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.5</b>	<b>7</b>	<b>124</b>
<b>TOTAL TURKEY</b>			<b>1069</b>	<b>0</b>	<b>3</b>	<b>2.1</b>	<b>24.8</b>	<b>40.4</b>	<b>18.5</b>	<b>10.6</b>	<b>2.6</b>	<b>0.3</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>15</b>	<b>68.5</b>	<b>14</b>	<b>1006</b>
<b>UNITED ARAB EMIRATES</b>																				
DUBAI	EMIRATES	S	124	0	0	8.1	43.5	40.3	4.0	2.4	0.0	1.6	0.0	0.0	0.0	0.0	6	84.7	7	124
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>43.5</b>	<b>40.3</b>	<b>4.0</b>	<b>2.4</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>84.7</b>	<b>7</b>	<b>124</b>
DUBAI (WORLD CENTRAL)	QATAR AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL DUBAI (WORLD CENTRAL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL UNITED ARAB</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>43.5</b>	<b>40.3</b>	<b>4.0</b>	<b>2.4</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>84.8</b>	<b>7</b>	<b>125</b>
<b>UNITED KINGDOM</b>																				
BELFAST INTERNATIONAL	EASYJET UK LTD	S	194	0	0	4.6	51.0	27.8	7.7	5.2	2.6	0.0	1.0	0.0	0.0	0.0	9	75.9	11	224
BELFAST INTERNATIONAL	RYANAIR UK LTD	S	134	0	2	10.3	36.0	29.4	11.0	7.4	4.4	0.0	0.0	0.0	0.0	1.5	12	72.6	14	124
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>328</b>	<b>0</b>	<b>2</b>	<b>7.0</b>	<b>44.8</b>	<b>28.5</b>	<b>9.1</b>	<b>6.1</b>	<b>3.3</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>74.7</b>	<b>12</b>	<b>348</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
EDINBURGH	EASYJET UK LTD	S	172	1	2	10.9	50.3	24.0	6.3	5.1	1.1	0.6	0.0	0.0	0.6	1.1	7	54.5	24	178
EDINBURGH	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
EDINBURGH	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1
EDINBURGH	RYANAIR UK LTD	S	186	0	0	7.5	29.0	28.5	14.5	14.0	4.8	1.6	0.0	0.0	0.0	0.0	17	52.2	30	178
<b>TOTAL EDINBURGH</b>			<b>358</b>	<b>1</b>	<b>2</b>	<b>9.1</b>	<b>39.3</b>	<b>26.3</b>	<b>10.5</b>	<b>9.7</b>	<b>3.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.6</b>	<b>12</b>	<b>53.6</b>	<b>27</b>	<b>360</b>
GLASGOW	EASYJET UK LTD	S	106	0	0	11.3	55.7	15.1	3.8	5.7	8.5	0.0	0.0	0.0	0.0	0.0	12	70.3	16	175
<b>TOTAL GLASGOW</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>55.7</b>	<b>15.1</b>	<b>3.8</b>	<b>5.7</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>12</b>	<b>70.3</b>	<b>16</b>	<b>175</b>
GUERNSEY	AURIGNY AIR SERVICES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	38.5	30	24
<b>TOTAL GUERNSEY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>38.5</b>	<b>30</b>	<b>24</b>
HEATHROW	BRITISH AIRWAYS PLC	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL HEATHROW</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LUTON	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	26	0.0	0	0

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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 LUTON			1	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
NEWQUAY	RYANAIR UK LTD	S	28	0	0	0.0	39.3	32.1	10.7	17.9	0.0	0.0	0.0	0.0	0.0	0.0	12	73.1	14	26
TOTAL NEWQUAY			28	0	0	0.0	39.3	32.1	10.7	17.9	0.0	0.0	0.0	0.0	0.0	0.0	12	73.1	14	26
TOTAL UNITED KINGDOM			824	1	4	8.2	43.5	25.9	9.3	8.0	3.7	0.5	0.2	0.0	0.1	0.5	11	64.7	19	933
TOTAL STANSTED			16369	6	24	4.4	31.6	34.4	13.8	10.6	3.8	0.8	0.4	0.0	0.0	0.1	15	63.4	18	16219

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2025

Reporting Airport: TEESSIDE INTERNATIONAL AIRPORT (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 2024			
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	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>BULGARIA</b>																					
BURGAS	BH AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL BURGAS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL BULGARIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>FRANCE</b>																					
TARBES-LOURDES INTERNATIONAL	ALBA STAR	C	4	0	0	25.0	0.0	0.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	81	0.0	0	0	
TARBES-LOURDES INTERNATIONAL	SMARTWINGS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	2	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>81</b>	<b>0.0</b>	<b>50</b>	<b>2</b>	
<b>TOTAL FRANCE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>81</b>	<b>0.0</b>	<b>50</b>	<b>2</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	159	0	9	1.2	24.4	42.9	7.7	8.9	8.9	0.6	0.0	0.0	0.0	5.4	16	50.0	28	157	
<b>TOTAL AMSTERDAM</b>			<b>159</b>	<b>0</b>	<b>9</b>	<b>1.2</b>	<b>24.4</b>	<b>42.9</b>	<b>7.7</b>	<b>8.9</b>	<b>8.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>16</b>	<b>50.0</b>	<b>28</b>	<b>157</b>	
<b>TOTAL NETHERLANDS</b>			<b>159</b>	<b>0</b>	<b>9</b>	<b>1.2</b>	<b>24.4</b>	<b>42.9</b>	<b>7.7</b>	<b>8.9</b>	<b>8.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>16</b>	<b>50.0</b>	<b>28</b>	<b>157</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	RYANAIR	S	18	0	0	5.6	50.0	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	8	18	
<b>TOTAL FARO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>77.8</b>	<b>8</b>	<b>18</b>	
<b>TOTAL PORTUGAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>77.8</b>	<b>8</b>	<b>18</b>	
<b>SPAIN</b>																					
ALICANTE	RYANAIR	S	25	0	0	4.0	24.0	40.0	28.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	13	94.4	4	18	
<b>TOTAL ALICANTE</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>24.0</b>	<b>40.0</b>	<b>28.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
MALAGA	RYANAIR	S	18	0	0	22.2	33.3	38.9	0.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL MALAGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>33.3</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PALMA DE MALLORCA	RYANAIR	S	18	0	0	38.9	50.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	54	18	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	11	0	0	0.0	9.1	36.4	36.4	18.2	0.0	0.0	0.0	0.0	0.0	0.0	18	25.0	23	8	
<b>TOTAL PALMA DE MALLORCA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>24.1</b>	<b>34.5</b>	<b>20.7</b>	<b>13.8</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>7.7</b>	<b>44</b>	<b>26</b>	
<b>TOTAL SPAIN</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>30.6</b>	<b>31.9</b>	<b>15.3</b>	<b>2.8</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>43.2</b>	<b>28</b>	<b>44</b>	
<b>TURKEY</b>																					
DALAMAN	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
<b>TOTAL DALAMAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</b>	<b>1</b>	
<b>TOTAL TURKEY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</b>	<b>1</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASTERN AIRWAYS	S	52	0	0	7.7	46.2	25.0	1.9	7.7	3.8	5.8	1.9	0.0	0.0	0.0	21	81.8	14	21	
ABERDEEN	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	3	14	
<b>TOTAL ABERDEEN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>46.2</b>	<b>25.0</b>	<b>1.9</b>	<b>7.7</b>	<b>3.8</b>	<b>5.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>83.3</b>	<b>10</b>	<b>35</b>	
HUMBERSIDE	EASTERN AIRWAYS	S	15	0	0	6.7	33.3	40.0	0.0	6.7	13.3	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	

Reporting Airport: TEESSIDE INTERNATIONAL AIRPORT (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAY 2024			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL HUMBERSIDE</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>33.3</b>	<b>40.0</b>	<b>0.0</b>	<b>6.7</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
JERSEY	EASTERN AIRWAYS	C	8	0	0	0.0	50.0	0.0	12.5	0.0	0.0	0.0	37.5	0.0	0.0	0.0	77	0.0	0	0
JERSEY	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	6	6
<b>TOTAL JERSEY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>77</b>	<b>100.0</b>	<b>6</b>	<b>6</b>
MANCHESTER	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	82	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>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>82</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>43.4</b>	<b>25.0</b>	<b>2.6</b>	<b>6.6</b>	<b>6.6</b>	<b>3.9</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>85.7</b>	<b>9</b>	<b>41</b>
<b>TOTAL TEESSIDE</b>			<b>329</b>	<b>0</b>	<b>9</b>	<b>6.2</b>	<b>31.1</b>	<b>35.5</b>	<b>8.3</b>	<b>6.5</b>	<b>6.8</b>	<b>1.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>17</b>	<b>56.1</b>	<b>24</b>	<b>264</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: A																	MAY 2024			
		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		GATWICK	VUELING AIRLINES	S	A	16	0	0	6.3	31.3	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	70.6	10	17
		GATWICK	VUELING AIRLINES	S	D	16	0	0	0.0	6.3	75.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	9	61.1	13	18
<b>TOTAL A CORUNA</b>						<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>18.8</b>	<b>56.3</b>	<b>21.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>65.7</b>	<b>11</b>	<b>35</b>
AALBORG		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	61.5	16	13
		STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	46.2	22	13
<b>TOTAL AALBORG</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>53.8</b>	<b>19</b>	<b>26</b>
AARHUS (TIRSTRUP)		STANSTED	RYANAIR	S	A	18	0	0	0.0	44.4	27.8	11.1	5.6	11.1	0.0	0.0	0.0	0.0	14	86.4	7	22
		STANSTED	RYANAIR	S	D	18	0	0	0.0	50.0	27.8	11.1	5.6	5.6	0.0	0.0	0.0	0.0	9	86.4	6	22
<b>TOTAL AARHUS (TIRSTRUP)</b>						<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.2</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>86.4</b>	<b>6</b>	<b>44</b>
ABERDEEN		BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S	A	27	0	1	42.9	35.7	10.7	3.6	0.0	0.0	3.6	0.0	0.0	3.6	7	87.1	12	31
		BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S	D	27	0	1	17.9	57.1	10.7	3.6	3.6	0.0	3.6	0.0	0.0	3.6	8	83.9	13	31
		BIRMINGHAM	LOGANAIR LTD	S	A	77	0	2	40.5	43.0	11.4	1.3	0.0	1.3	0.0	0.0	0.0	2.5	1	84.8	7	79
		BIRMINGHAM	LOGANAIR LTD	S	D	76	0	3	1.3	55.7	34.2	2.5	0.0	2.5	0.0	0.0	0.0	3.8	5	79.7	11	79
		BRISTOL	LOGANAIR LTD	S	A	22	0	0	45.5	36.4	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.6	7	27
		BRISTOL	LOGANAIR LTD	S	D	22	0	0	4.5	54.5	40.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.3	6	27
		GLASGOW	LOGANAIR LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	82	0.0	0	0
		LIVERPOOL (JOHN LENNON)	LOGANAIR 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	62	0	0	14.5	58.1	17.7	3.2	1.6	4.8	0.0	0.0	0.0	0.0	7	87.1	8	62
		GATWICK	EASYJET UK LTD	S	D	62	0	0	0.0	51.6	37.1	8.1	1.6	1.6	0.0	0.0	0.0	0.0	6	83.9	6	62
		HEATHROW	BRITISH AIRWAYS PLC	S	A	188	0	0	33.0	35.6	21.3	5.9	2.7	0.5	0.5	0.0	0.0	0.0	6	63.2	18	197
		HEATHROW	BRITISH AIRWAYS PLC	S	D	188	0	0	0.0	51.1	33.5	9.0	5.9	0.5	0.0	0.0	0.0	0.0	7	67.2	15	197
		LUTON	EASYJET UK LTD	S	A	22	0	0	9.1	40.9	27.3	13.6	0.0	4.5	0.0	4.5	0.0	0.0	22	66.7	14	32
		LUTON	EASYJET UK LTD	S	D	22	0	0	0.0	36.4	40.9	4.5	9.1	4.5	0.0	4.5	0.0	0.0	26	70.6	15	33
		MANCHESTER	LOGANAIR LTD	S	A	90	0	0	27.8	65.6	5.6	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0	91.8	6	98
		MANCHESTER	LOGANAIR LTD	S	D	90	0	0	0.0	56.7	35.6	6.7	1.1	0.0	0.0	0.0	0.0	0.0	3	76.8	13	98
		NEWCASTLE	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	62.5	29	7
		NEWCASTLE	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	62.5	5	6
		SOUTHAMPTON	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	63	1
		SOUTHAMPTON	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		PERCENTAGE OF FLIGHTS LATE													MAY 2024		
						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	EASTERN AIRWAYS	S	A	26	0	0	7.7	46.2	19.2	3.8	7.7	7.7	3.8	3.8	0.0	0.0	0.0	28	81.8	10	10
		TEESSIDE INTERNATIONAL AIRPORT	EASTERN AIRWAYS	S	D	26	0	0	7.7	46.2	30.8	0.0	7.7	0.0	7.7	0.0	0.0	0.0	0.0	14	81.8	17	11
		TEESSIDE INTERNATIONAL AIRPORT	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	85.7	4	7	
		TEESSIDE INTERNATIONAL AIRPORT	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	85.7	3	7	
<b>TOTAL ABERDEEN</b>						<b>1028</b>	<b>0</b>	<b>8</b>	<b>15.7</b>	<b>48.8</b>	<b>24.8</b>	<b>5.0</b>	<b>2.5</b>	<b>1.4</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>7</b>	<b>76.4</b>	<b>12</b>	<b>1103</b>
ABU DHABI INTERNATIONAL																							
		HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.8	1	31	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.4	10	31	
		HEATHROW	ETIHAD AIRWAYS	S	A	124	0	0	19.4	37.9	24.2	11.3	5.6	1.6	0.0	0.0	0.0	0.0	7	69.4	12	124	
		HEATHROW	ETIHAD AIRWAYS	S	D	124	0	0	2.4	47.6	37.9	4.0	6.5	1.6	0.0	0.0	0.0	0.0	7	84.7	9	124	
		MANCHESTER	ETIHAD AIRWAYS	S	A	44	0	0	25.0	29.5	31.8	9.1	2.3	2.3	0.0	0.0	0.0	0.0	7	83.9	12	31	
		MANCHESTER	ETIHAD AIRWAYS	S	D	44	0	0	0.0	54.5	36.4	6.8	0.0	2.3	0.0	0.0	0.0	0.0	5	67.7	21	31	
<b>TOTAL ABU DHABI INTERNATIONAL</b>						<b>336</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>42.6</b>	<b>31.8</b>	<b>7.7</b>	<b>4.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>78.5</b>	<b>11</b>	<b>372</b>	
ABUJA																							
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	25.8	48.4	19.4	3.2	0.0	0.0	0.0	3.2	0.0	0.0	12	90.3	15	31	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	19.4	64.5	16.1	0.0	0.0	0.0	0.0	0.0	0.0	6	67.7	15	31	
<b>TOTAL ABUJA</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>33.9</b>	<b>41.9</b>	<b>9.7</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>9</b>	<b>79.0</b>	<b>15</b>	<b>62</b>	
ACCRA																							
		GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	0.0	0.0	23.1	23.1	46.2	7.7	0.0	0.0	0.0	0.0	33	66.7	18	18	
		GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	23.1	53.8	7.7	15.4	0.0	0.0	0.0	0.0	0.0	12	41.2	29	17	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	41.9	48.4	3.2	6.5	0.0	0.0	0.0	0.0	0.0	6	93.5	4	31	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	12.9	64.5	9.7	9.7	0.0	3.2	0.0	0.0	0.0	15	38.7	26	31	
<b>TOTAL ACCRA</b>						<b>88</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.7</b>	<b>51.1</b>	<b>9.1</b>	<b>14.8</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>61.9</b>	<b>18</b>	<b>97</b>	
ADANA																							
		STANSTED	SUNEXPRESS	S	A	0	0	0	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	SUNEXPRESS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	2	
<b>TOTAL ADANA</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
ADDIS ABABA																							
		GATWICK	ETHIOPIAN AIRLINES	S	A	16	0	0	0.0	6.3	43.8	37.5	12.5	0.0	0.0	0.0	0.0	0.0	17	23.1	28	13	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A												MAY 2024									
						NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE															
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
GATWICK		ETHIOPIAN AIRLINES		S	D	16	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	69.2	13	13					
HEATHROW		ETHIOPIAN AIRLINES		S	A	31	0	0	19.4	54.8	19.4	3.2	3.2	0.0	0.0	0.0	0.0	0.0	4	77.4	6	31					
HEATHROW		ETHIOPIAN AIRLINES		S	D	31	0	0	0.0	6.5	87.1	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	77.4	14	31					
MANCHESTER		ETHIOPIAN AIRLINES		S	A	21	0	0	0.0	4.8	28.6	47.6	14.3	4.8	0.0	0.0	0.0	0.0	21	23.8	21	21					
MANCHESTER		ETHIOPIAN AIRLINES		S	D	21	0	0	0.0	38.1	52.4	4.8	4.8	0.0	0.0	0.0	0.0	0.0	4	90.5	5	21					
<b>TOTAL ADDIS ABABA</b>						<b>136</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>24.3</b>	<b>50.7</b>	<b>14.7</b>	<b>5.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>64.6</b>	<b>13</b>	<b>130</b>					
AGADIR (AL MASSIRA)		BIRMINGHAM		JET2.COM LTD	S	A	8	0	0	12.5	75.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	4	0.0	0	0					
		BIRMINGHAM		JET2.COM LTD	S	D	8	0	0	0.0	12.5	37.5	12.5	25.0	12.5	0.0	0.0	0.0	22	0.0	0	0					
		BIRMINGHAM		RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1					
		BIRMINGHAM		RYANAIR 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	75.0	7	12					
		BIRMINGHAM		RYANAIR 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	91.7	6	12					
		BIRMINGHAM		TUI AIRWAYS LTD	S	A	9	0	0	0.0	33.3	22.2	22.2	22.2	0.0	0.0	0.0	0.0	14	33.3	31	9					
		BIRMINGHAM		TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	22.2	33.3	33.3	0.0	0.0	0.0	0.0	23	33.3	35	9					
		BOURNEMOUTH		RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9					
		BOURNEMOUTH		RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9					
		BRISTOL		EASYJET UK LTD	S	A	8	0	0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0					
		BRISTOL		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	8	0.0	0	0					
		BRISTOL		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	27	0.0	0	0					
		BRISTOL		JET2.COM LTD	S	D	5	0	0	0.0	40.0	0.0	0.0	20.0	40.0	0.0	0.0	0.0	47	0.0	0	0					
		EDINBURGH		EASYJET UK LTD	S	A	8	0	0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
		EDINBURGH		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	7	0.0	0	0					
		EDINBURGH		RYANAIR UK LTD	S	A	8	0	0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	15	75.0	23	8					
		EDINBURGH		RYANAIR UK LTD	S	D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	15	87.5	19	8					
		GLASGOW		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	6	0.0	0	0					
		GLASGOW		JET2.COM LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0					
		LEEDS BRADFORD		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					
		LEEDS BRADFORD		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	2	0.0	0	0					
		GATWICK		BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	13	0	0	30.8	7.7	38.5	0.0	23.1	0.0	0.0	0.0	0.0	12	80.0	15	15					
		GATWICK		BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	13	0	0	0.0	7.7	69.2	15.4	7.7	0.0	0.0	0.0	0.0	12	66.7	24	15					
		GATWICK		EASYJET UK LTD	S	A	22	0	1	39.1	39.1	0.0	4.3	4.3	8.7	0.0	0.0	0.0	9	95.7	7	23					
		GATWICK		EASYJET UK LTD	S	D	23	0	0	0.0	4.3	82.6	4.3	0.0	8.7	0.0	0.0	0.0	13	78.3	13	23					

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: A																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								8.1	24.4	40.4	11.2	10.2	4.3	0.5	0.3	0.0	0.0	0.8	14	75.2	14	330
	GATWICK	TUI AIRWAYS LTD	S	A	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	8	9
	GATWICK	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	66.7	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	28	66.7	15	9
	LUTON	EASYJET UK LTD	S	A	16	0	1	17.6	52.9	17.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0	5.9	4	88.9	4	18
	LUTON	EASYJET UK LTD	S	D	17	0	0	0.0	5.9	76.5	11.8	0.0	5.9	0.0	0.0	0.0	0.0	0.0	10	83.3	9	18
	STANSTED	JET2.COM LTD	S	A	9	0	0	22.2	33.3	11.1	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	23	0.0	0	0
	STANSTED	JET2.COM LTD	S	D	9	0	0	0.0	33.3	44.4	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	29	0.0	0	0
	STANSTED	RYANAIR UK LTD	S	A	18	0	0	0.0	22.2	33.3	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	41.2	26	17
	STANSTED	RYANAIR UK LTD	S	D	18	0	0	0.0	27.8	61.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	17	18
	MANCHESTER	EASYJET UK LTD	S	A	8	0	0	25.0	25.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	76.9	7	13
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	22.2	11.1	44.4	0.0	0.0	0.0	0.0	0.0	0.0	21	69.2	15	13
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	11.1	22.2	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	MANCHESTER	RYANAIR UK LTD	S	A	21	0	1	0.0	22.7	27.3	22.7	13.6	9.1	0.0	0.0	0.0	0.0	4.5	23	63.6	21	22
	MANCHESTER	RYANAIR UK LTD	S	D	22	0	0	0.0	13.6	54.5	0.0	18.2	13.6	0.0	0.0	0.0	0.0	0.0	23	81.8	11	22
	MANCHESTER	TUI AIRWAYS LTD	S	A	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	55.6	23	9
	MANCHESTER	TUI AIRWAYS LTD	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	10	9
	NEWCASTLE	TUI AIRWAYS LTD	S	A	3	0	0	0.0	0.0	33.3	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0
	NEWCASTLE	TUI AIRWAYS LTD	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	38	0.0	0	0
<b>TOTAL AGADIR (AL MASSIRA)</b>					<b>391</b>	<b>0</b>	<b>3</b>	<b>8.1</b>	<b>24.4</b>	<b>40.4</b>	<b>11.2</b>	<b>10.2</b>	<b>4.3</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>14</b>	<b>75.2</b>	<b>14</b>	<b>330</b>
AHMEDABAD																						
	GATWICK	AIR INDIA	S	A	22	0	0	18.2	22.7	31.8	13.6	0.0	4.5	4.5	0.0	4.5	0.0	0.0	86	53.8	18	12
	GATWICK	AIR INDIA	S	D	20	0	1	0.0	33.3	38.1	14.3	0.0	9.5	0.0	0.0	0.0	0.0	4.8	12	71.4	20	14
<b>TOTAL AHMEDABAD</b>					<b>42</b>	<b>0</b>	<b>1</b>	<b>9.3</b>	<b>27.9</b>	<b>34.9</b>	<b>14.0</b>	<b>0.0</b>	<b>7.0</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>51</b>	<b>63.0</b>	<b>19</b>	<b>26</b>
AJACCIO																						
	EDINBURGH	ALBA STAR	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	ALBA STAR	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
<b>TOTAL AJACCIO</b>					<b>1</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
AKUREYRI																						
	ABERDEEN	ICELANDAIR	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL AKUREYRI</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>
ALDERNEY																						
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	A	57	0	6	11.1	44.4	12.7	0.0	4.8	6.3	4.8	4.8	1.6	0.0	9.5	39	77.4	20	61
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	D	58	0	4	33.9	33.9	1.6	1.6	3.2	6.5	6.5	4.8	1.6	0.0	6.5	40	77.4	19	61
<b>TOTAL ALDERNEY</b>					<b>115</b>	<b>0</b>	<b>10</b>	<b>22.4</b>	<b>39.2</b>	<b>7.2</b>	<b>0.8</b>	<b>4.0</b>	<b>6.4</b>	<b>5.6</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>8.0</b>	<b>40</b>	<b>77.4</b>	<b>20</b>	<b>122</b>
ALESUND																						
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE					MAY 2024		
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
		GATWICK		NORWEGIAN AIR SHUTTLE		S	D	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				
<b>TOTAL ALESUND</b>								<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>50.0</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>				
ALGHERO (FERTILIA)																											
		STANSTED		RYANAIR		S	A	13	0	0	0.0	15.4	30.8	7.7	46.2	0.0	0.0	0.0	0.0	23	61.5	15	13				
		STANSTED		RYANAIR		S	D	13	0	0	0.0	7.7	53.8	15.4	23.1	0.0	0.0	0.0	0.0	18	92.3	5	13				
<b>TOTAL ALGHERO (FERTILIA)</b>								<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>42.3</b>	<b>11.5</b>	<b>34.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>76.9</b>	<b>10</b>	<b>26</b>				
ALGIERS																											
		GATWICK		BA EUROFLYER LTD DBA BRITISH AIRWAYS		S	A	26	0	0	11.5	19.2	19.2	3.8	30.8	15.4	0.0	0.0	0.0	28	92.6	3	27				
		GATWICK		BA EUROFLYER LTD DBA BRITISH AIRWAYS		S	D	26	0	0	0.0	15.4	30.8	26.9	11.5	15.4	0.0	0.0	0.0	25	77.8	10	27				
		HEATHROW		AIR ALGERIE		S	A	22	0	0	4.5	13.6	31.8	18.2	22.7	9.1	0.0	0.0	0.0	25	66.7	24	21				
		HEATHROW		AIR ALGERIE		S	D	22	0	0	0.0	13.6	40.9	18.2	4.5	22.7	0.0	0.0	0.0	27	66.7	25	21				
		STANSTED		AIR ALGERIE		S	A	18	0	0	44.4	38.9	0.0	5.6	11.1	0.0	0.0	0.0	0.0	6	0.0	0	0				
		STANSTED		AIR ALGERIE		S	D	18	0	0	0.0	33.3	38.9	22.2	5.6	0.0	0.0	0.0	0.0	10	0.0	0	0				
<b>TOTAL ALGIERS</b>								<b>132</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>21.2</b>	<b>27.3</b>	<b>15.9</b>	<b>15.2</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>72.5</b>	<b>14</b>	<b>96</b>				
ALICANTE																											
		ABERDEEN		RYANAIR		S	A	8	0	0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	10	92.3	5	13				
		ABERDEEN		RYANAIR		S	D	8	0	0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	17	69.2	15	13				
		BELFAST CITY (GEORGE BEST)		EASYJET EUROPE		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9					
		BELFAST CITY (GEORGE BEST)		EASYJET EUROPE		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	14	9					
		BELFAST INTERNATIONAL		EASYJET EUROPE		S	A	27	0	0	18.5	44.4	25.9	3.7	3.7	3.7	0.0	0.0	0.0	7	90.3	8	31				
		BELFAST INTERNATIONAL		EASYJET EUROPE		S	D	27	0	0	0.0	63.0	25.9	3.7	7.4	0.0	0.0	0.0	0.0	6	71.0	13	31				
		BELFAST INTERNATIONAL		EASYJET UK LTD		S	A	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0				
		BELFAST INTERNATIONAL		EASYJET UK LTD		S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0				
		BELFAST INTERNATIONAL		JET2.COM LTD		S	A	22	0	0	27.3	36.4	27.3	4.5	4.5	0.0	0.0	0.0	0.0	4	88.9	8	18				
		BELFAST INTERNATIONAL		JET2.COM LTD		S	D	22	0	0	0.0	40.9	54.5	4.5	0.0	0.0	0.0	0.0	0.0	4	83.3	6	18				
		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	50.0	21	4				
		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	35	4				
		BELFAST INTERNATIONAL		RYANAIR UK LTD		S	A	31	0	0	3.2	12.9	51.6	12.9	12.9	6.5	0.0	0.0	0.0	15	77.8	7	27				

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	31	0	0	0.0	54.8	29.0	12.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	74.1	11	27		
BIRMINGHAM	EASYJET UK LTD	S	A	14	0	0	21.4	28.6	35.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	9	8		
BIRMINGHAM	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	5	100.0	3	8		
BIRMINGHAM	JET2.COM LTD	S	A	33	0	0	0.0	36.4	21.2	24.2	3.0	12.1	3.0	0.0	0.0	0.0	0.0	21	80.6	12	36		
BIRMINGHAM	JET2.COM LTD	S	D	33	0	0	0.0	6.1	54.5	27.3	12.1	0.0	0.0	0.0	0.0	0.0	0.0	15	72.2	13	36		
BIRMINGHAM	RYANAIR	S	A	62	0	0	4.8	40.3	27.4	9.7	14.5	3.2	0.0	0.0	0.0	0.0	0.0	12	67.4	17	46		
BIRMINGHAM	RYANAIR	S	D	62	0	0	0.0	24.2	54.8	12.9	8.1	0.0	0.0	0.0	0.0	0.0	0.0	10	59.6	18	46		
BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	22.2	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	35	60.0	25	10		
BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	23	80.0	17	10		
BOURNEMOUTH	JET2.COM LTD	S	A	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
BOURNEMOUTH	JET2.COM LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
BOURNEMOUTH	RYANAIR	S	A	26	0	0	3.8	19.2	46.2	15.4	11.5	3.8	0.0	0.0	0.0	0.0	0.0	14	80.8	6	26		
BOURNEMOUTH	RYANAIR	S	D	26	0	0	3.8	7.7	30.8	15.4	38.5	0.0	0.0	0.0	3.8	0.0	0.0	46	85.2	13	27		
BRISTOL	EASYJET EUROPE	S	A	27	0	0	55.6	37.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.3	3	27		
BRISTOL	EASYJET EUROPE	S	D	27	0	0	0.0	55.6	22.2	11.1	7.4	3.7	0.0	0.0	0.0	0.0	0.0	9	59.3	20	27		
BRISTOL	EASYJET UK LTD	S	A	49	0	0	6.1	30.6	32.7	12.2	8.2	4.1	2.0	2.0	2.0	0.0	0.0	30	56.8	41	43		
BRISTOL	EASYJET UK LTD	S	D	49	0	0	0.0	42.9	40.8	8.2	4.1	4.1	0.0	0.0	0.0	0.0	0.0	10	68.9	18	44		
BRISTOL	JET2.COM LTD	S	A	18	0	0	0.0	33.3	33.3	11.1	11.1	5.6	0.0	5.6	0.0	0.0	0.0	30	55.6	19	18		
BRISTOL	JET2.COM LTD	S	D	18	0	0	0.0	33.3	55.6	5.6	0.0	0.0	0.0	5.6	0.0	0.0	0.0	23	83.3	10	18		
BRISTOL	RYANAIR	S	A	54	0	0	16.7	46.3	24.1	5.6	1.9	5.6	0.0	0.0	0.0	0.0	0.0	7	61.4	22	57		
BRISTOL	RYANAIR	S	D	54	0	0	1.9	40.7	42.6	3.7	7.4	3.7	0.0	0.0	0.0	0.0	0.0	8	70.7	15	58		
CARDIFF WALES	RYANAIR	S	A	13	0	0	0.0	38.5	15.4	15.4	7.7	23.1	0.0	0.0	0.0	0.0	0.0	29	84.6	7	13		
CARDIFF WALES	RYANAIR	S	D	13	0	0	0.0	0.0	46.2	15.4	15.4	23.1	0.0	0.0	0.0	0.0	0.0	34	78.6	15	14		
CARDIFF WALES	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	11.1	55.6	11.1	11.1	11.1	0.0	0.0	0.0	0.0	44	25.0	21	8		
CARDIFF WALES	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	5	8		
CARDIFF WALES	VUELING AIRLINES	S	A	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	76.9	10	13		
CARDIFF WALES	VUELING AIRLINES	S	D	13	0	0	0.0	76.9	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	61.5	17	13		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	35	0	0	17.1	51.4	22.9	2.9	0.0	0.0	2.9	2.9	0.0	0.0	0.0	13	87.1	6	31		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	35	0	0	0.0	37.1	60.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	8	90.3	8	31		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	66	0	0	6.1	24.2	36.4	15.2	13.6	3.0	0.0	1.5	0.0	0.0	0.0	18	80.0	8	60		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	66	0	0	0.0	48.5	28.8	10.6	9.1	3.0	0.0	0.0	0.0	0.0	0.0	10	85.0	7	60		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	11	0	0	0.0	9.1	54.5	9.1	27.3	0.0	0.0	0.0	0.0	0.0	0.0	18	40.0	20	10		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	11	0	0	0.0	27.3	63.6	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	5	70.0	12	10		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAY 2024		PERCENTAGE OF FLIGHTS LATE												MAY 2024					
										NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAY 2024		
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	A	12	0	0	8.3	33.3	25.0	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	11	61.5	21	13						
EDINBURGH	EASYJET UK LTD	S	D	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	18	53.8	22	13						
EDINBURGH	JET2.COM LTD	S	A	23	0	0	0.0	26.1	47.8	13.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	13	54.5	53	22						
EDINBURGH	JET2.COM LTD	S	D	23	0	0	0.0	34.8	52.2	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	68.2	18	22						
EDINBURGH	RYANAIR	S	A	31	0	0	0.0	29.0	29.0	19.4	19.4	3.2	0.0	0.0	0.0	0.0	0.0	17	68.8	17	16						
EDINBURGH	RYANAIR	S	D	31	0	0	0.0	29.0	41.9	19.4	6.5	3.2	0.0	0.0	0.0	0.0	0.0	14	87.5	10	16						
EDINBURGH	RYANAIR 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	30.0	30	10						
EDINBURGH	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	17	10						
EXETER	RYANAIR	S	A	18	0	0	5.6	44.4	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.6	12	13						
EXETER	RYANAIR	S	D	17	0	0	0.0	23.5	52.9	11.8	5.9	0.0	0.0	5.9	0.0	0.0	0.0	22	76.9	15	13						
GLASGOW	AIR NOSTRUM	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1						
GLASGOW	EASYJET UK LTD	S	A	31	0	0	3.2	35.5	38.7	6.5	12.9	3.2	0.0	0.0	0.0	0.0	0.0	12	67.7	13	31						
GLASGOW	EASYJET UK LTD	S	D	31	0	0	0.0	25.8	48.4	9.7	16.1	0.0	0.0	0.0	0.0	0.0	0.0	13	48.4	24	31						
GLASGOW	JET2.COM LTD	S	A	30	0	0	6.7	30.0	43.3	13.3	0.0	3.3	3.3	0.0	0.0	0.0	0.0	15	83.9	11	31						
GLASGOW	JET2.COM LTD	S	D	32	0	0	0.0	37.5	53.1	3.1	0.0	0.0	6.3	0.0	0.0	0.0	0.0	13	96.8	5	31						
GLASGOW	RYANAIR	S	A	9	0	0	33.3	22.2	33.3	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	19	62.5	11	8						
GLASGOW	RYANAIR	S	D	9	0	0	0.0	22.2	22.2	22.2	11.1	11.1	0.0	11.1	0.0	0.0	0.0	41	25.0	51	8						
GLASGOW	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	23	25.0	35	8						
GLASGOW	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	37.5	22	8						
LEEDS BRADFORD	JET2.COM LTD	S	A	61	0	0	8.2	37.7	27.9	8.2	3.3	6.6	6.6	1.6	0.0	0.0	0.0	24	82.0	11	61						
LEEDS BRADFORD	JET2.COM LTD	S	D	62	0	0	0.0	29.0	40.3	17.7	4.8	8.1	0.0	0.0	0.0	0.0	0.0	15	80.6	12	62						
LEEDS BRADFORD	RYANAIR	S	A	61	0	0	6.6	39.3	32.8	11.5	8.2	1.6	0.0	0.0	0.0	0.0	0.0	9	85.7	6	49						
LEEDS BRADFORD	RYANAIR	S	D	61	0	0	0.0	11.5	47.5	23.0	13.1	4.9	0.0	0.0	0.0	0.0	0.0	18	55.1	17	49						
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	55	0	0	5.5	30.9	36.4	14.5	10.9	1.8	0.0	0.0	0.0	0.0	0.0	12	85.0	8	40						
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	56	0	0	0.0	39.3	48.2	5.4	1.8	1.8	1.8	0.0	1.8	0.0	0.0	34	89.7	4	39						
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S	A	18	0	0	11.1	38.9	33.3	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	82.4	6	17						
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S	D	18	0	0	0.0	5.6	88.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.2	4	17						
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	39	0	0	10.3	41.0	28.2	15.4	5.1	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	13	48						
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	39	0	0	2.6	33.3	48.7	12.8	2.6	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	7	48						
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	39	0	0	23.1	41.0	12.8	7.7	12.8	2.6	0.0	0.0	0.0	0.0	0.0	9	56.3	19	32						

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: A																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	late	late	late	late	late	late	late	late	late	late	late	late
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	39	0	0	0.0	12.8	64.1	12.8	7.7	2.6	0.0	0.0	0.0	0.0	0.0	12	71.9	13	32	
GATWICK	EASYJET UK LTD	S	A	147	0	0	14.3	30.6	21.8	15.0	9.5	7.5	1.4	0.0	0.0	0.0	0.0	16	69.4	18	143	
GATWICK	EASYJET UK LTD	S	D	147	0	0	0.0	23.1	51.0	13.6	6.1	5.4	0.7	0.0	0.0	0.0	0.0	13	69.4	15	144	
GATWICK	RYANAIR	S	A	18	0	0	16.7	38.9	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.2	16	18	
GATWICK	RYANAIR	S	D	18	0	0	0.0	22.2	22.2	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	33.3	38	18	
GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	18	8	
GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	17	8	
GATWICK	VUELING AIRLINES	S	A	42	0	0	33.3	38.1	21.4	4.8	2.4	0.0	0.0	0.0	0.0	0.0	0.0	3	92.9	3	14	
GATWICK	VUELING AIRLINES	S	D	42	0	0	0.0	35.7	47.6	9.5	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	78.6	9	14	
LUTON	EASYJET UK LTD	S	A	67	0	0	6.0	40.3	28.4	13.4	7.5	3.0	0.0	1.5	0.0	0.0	0.0	14	63.1	19	65	
LUTON	EASYJET UK LTD	S	D	67	0	0	0.0	44.8	38.8	7.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	9	72.7	17	66	
LUTON	JET2.COM LTD	S	A	9	0	0	0.0	11.1	55.6	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
LUTON	JET2.COM LTD	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	13	0.0	0	0	
LUTON	RYANAIR	S	A	35	0	0	0.0	25.7	20.0	14.3	22.9	17.1	0.0	0.0	0.0	0.0	0.0	27	88.6	8	35	
LUTON	RYANAIR	S	D	35	0	0	0.0	28.6	25.7	8.6	28.6	8.6	0.0	0.0	0.0	0.0	0.0	22	68.6	19	35	
STANSTED	JET2.COM LTD	S	A	31	0	0	0.0	12.9	51.6	16.1	6.5	3.2	0.0	9.7	0.0	0.0	0.0	41	80.6	14	31	
STANSTED	JET2.COM LTD	S	D	31	0	0	0.0	29.0	54.8	6.5	6.5	0.0	0.0	3.2	0.0	0.0	0.0	15	83.9	7	31	
STANSTED	RYANAIR	S	A	110	0	0	6.4	35.5	29.1	8.2	15.5	3.6	1.8	0.0	0.0	0.0	0.0	15	59.0	19	105	
STANSTED	RYANAIR	S	D	110	0	0	0.0	23.6	40.0	14.5	12.7	8.2	0.9	0.0	0.0	0.0	0.0	20	45.7	26	105	
MANCHESTER	EASYJET EUROPE	S	A	4	0	0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
MANCHESTER	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	27	0.0	0	0	
MANCHESTER	EASYJET UK LTD	S	A	65	0	0	1.5	26.2	27.7	21.5	13.8	9.2	0.0	0.0	0.0	0.0	0.0	20	50.7	22	67	
MANCHESTER	EASYJET UK LTD	S	D	67	0	0	0.0	32.8	43.3	9.0	10.4	4.5	0.0	0.0	0.0	0.0	0.0	14	73.1	14	67	
MANCHESTER	JET2.COM LTD	S	A	50	0	0	2.0	12.0	40.0	18.0	16.0	8.0	2.0	2.0	0.0	0.0	0.0	28	53.3	21	45	
MANCHESTER	JET2.COM LTD	S	D	51	0	0	0.0	2.0	47.1	25.5	11.8	9.8	2.0	2.0	0.0	0.0	0.0	31	52.2	21	46	
MANCHESTER	RYANAIR	S	A	86	0	0	8.1	33.7	31.4	8.1	12.8	5.8	0.0	0.0	0.0	0.0	0.0	14	73.2	14	97	
MANCHESTER	RYANAIR	S	D	86	0	0	0.0	32.6	40.7	15.1	4.7	5.8	1.2	0.0	0.0	0.0	0.0	13	79.4	13	97	
MANCHESTER	RYANAIR UK LTD	S	A	21	0	0	0.0	14.3	23.8	23.8	19.0	14.3	4.8	0.0	0.0	0.0	0.0	35	40.0	18	5	
MANCHESTER	RYANAIR UK LTD	S	D	21	0	0	0.0	28.6	33.3	0.0	28.6	4.8	0.0	4.8	0.0	0.0	0.0	30	80.0	4	5	
MANCHESTER	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	0.0	16	33.3	25	9	
MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	60.0	19	10	
NEWCASTLE	EASYJET UK LTD	S	A	9	0	0	0.0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	62.5	22	8	
NEWCASTLE	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	22.2	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	39	8	
NEWCASTLE	JET2.COM LTD	S	A	31	0	0	0.0	38.7	48.4	9.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0	8	83.9	9	31	
NEWCASTLE	JET2.COM LTD	S	D	31	0	0	0.0	19.4	74.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	83.9	9	31	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								4.5	36.4	27.3	11.4	18.2	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	70.0
	NEWCASTLE	RYANAIR	S	A	44	0	0	4.5	36.4	27.3	11.4	18.2	2.3	0.0	0.0	0.0	0.0	0.0	14	70.0	14	40	
	NEWCASTLE	RYANAIR	S	D	44	0	0	0.0	20.5	50.0	11.4	13.6	4.5	0.0	0.0	0.0	0.0	0.0	17	85.0	8	40	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	0.0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	31	25.0	52	8	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	19	25.0	34	8	
	SOUTHAMPTON	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	4	
	SOUTHAMPTON	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	55.6	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	28	33.3	12	4	
	SOUTHEND	EASYJET EUROPE	S	A	9	0	0	11.1	22.2	11.1	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	22	44.4	25	9	
	SOUTHEND	EASYJET EUROPE	S	D	9	0	0	0.0	11.1	44.4	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	23	22.2	41	9	
	SOUTHEND	EASYJET UK LTD	S	A	12	0	0	0.0	8.3	75.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	SOUTHEND	EASYJET UK LTD	S	D	13	0	0	0.0	53.8	30.8	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	TEESSIDE INTERNATIONAL AIRPORT	RYANAIR	S	A	12	0	0	8.3	25.0	58.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	9	
	TEESSIDE INTERNATIONAL AIRPORT	RYANAIR	S	D	13	0	0	0.0	23.1	23.1	46.2	0.0	7.7	0.0	0.0	0.0	0.0	0.0	18	88.9	7	9	
<b>TOTAL ALICANTE</b>					<b>3637</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>30.5</b>	<b>38.3</b>	<b>12.4</b>	<b>9.0</b>	<b>4.2</b>	<b>0.6</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>70.8</b>	<b>15</b>	<b>3325</b>	
ALMATY																							
	HEATHROW	AIR ASTANA	S	A	13	0	0	15.4	46.2	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	16	13	
	HEATHROW	AIR ASTANA	S	D	13	0	0	0.0	30.8	69.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	38.5	31	13	
<b>TOTAL ALMATY</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>38.5</b>	<b>53.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>65.4</b>	<b>23</b>	<b>26</b>	
ALMERIA																							
	BIRMINGHAM	JET2.COM LTD	S	A	11	0	0	18.2	27.3	45.5	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	10	80.0	43	10	
	BIRMINGHAM	JET2.COM LTD	S	D	11	0	0	0.0	9.1	36.4	36.4	9.1	9.1	0.0	0.0	0.0	0.0	0.0	24	80.0	14	10	
	BRISTOL	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	
	BRISTOL	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	11	1	
	LEEDS BRADFORD	JET2.COM LTD	S	A	5	0	0	40.0	20.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	13	4	
	LEEDS BRADFORD	JET2.COM LTD	S	D	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	3	4	
	GATWICK	EASYJET UK LTD	S	A	14	0	0	0.0	57.1	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	62.5	18	8	
	GATWICK	EASYJET UK LTD	S	D	14	0	0	0.0	35.7	50.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	62.5	10	8	
	LUTON	EASYJET UK LTD	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	0.0	8	0.0	0	0	
	LUTON	EASYJET UK LTD	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	STANSTED	RYANAIR	S	A	22	0	0	0.0	36.4	31.8	13.6	13.6	4.5	0.0	0.0	0.0	0.0	0.0	12	53.8	21	13	
	STANSTED	RYANAIR	S	D	22	0	0	0.0	40.9	40.9	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	84.6	9	13	
	MANCHESTER	JET2.COM LTD	S	A	11	0	0	18.2	72.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.0	5	10	
	MANCHESTER	JET2.COM LTD	S	D	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	11	60.0	15	10	
	MANCHESTER	RYANAIR	S	A	13	0	0	0.0	61.5	15.4	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0	10	76.9	10	13	
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	61.5	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	84.6	8	13	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: A										MAY 2024									
										NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
MANCHESTER	TUI AIRWAYS LTD	C	A	0	0	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	59	7								
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	55.6	55	9								
SOUTHEND	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0								
SOUTHEND	EASYJET UK LTD	S	D	9	0	0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0								
<b>TOTAL ALMERIA</b>				<b>188</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>43.6</b>	<b>33.5</b>	<b>10.6</b>	<b>7.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>73.1</b>	<b>19</b>	<b>134</b>								
AMMAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	41.9	29.0	19.4	9.7	0.0	0.0	0.0	0.0	0.0	0.0	3	94.1	2	17								
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	22.6	41.9	22.6	9.7	3.2	0.0	0.0	0.0	0.0	0.0	14	61.1	15	18								
HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	51.6	41.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.1	6	31								
HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	0.0	32.3	61.3	0.0	3.2	3.2	0.0	0.0	0.0	0.0	0.0	6	80.6	11	31								
LUTON	WIZZ AIR UK LTD	S	A	14	0	0	0.0	50.0	28.6	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	5.9	52	16								
LUTON	WIZZ AIR UK LTD	S	D	14	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	58.8	20	17								
STANSTED	ROYAL JORDANIAN	S	A	7	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.4	3	18								
STANSTED	ROYAL JORDANIAN	S	D	7	0	0	0.0	28.6	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	55.6	18	18								
MANCHESTER	ROYAL JORDANIAN	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	6	92.3	3	13								
MANCHESTER	ROYAL JORDANIAN	S	D	9	0	0	0.0	11.1	44.4	11.1	11.1	11.1	0.0	11.1	0.0	0.0	0.0	52	84.6	12	13								
<b>TOTAL AMMAN</b>				<b>184</b>	<b>0</b>	<b>0</b>	<b>16.3</b>	<b>34.8</b>	<b>34.2</b>	<b>9.2</b>	<b>3.3</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>8</b>	<b>72.5</b>	<b>13</b>	<b>192</b>								
AMRITSAR	BIRMINGHAM	AIR INDIA	S	A	14	0	4	0.0	11.1	11.1	5.6	27.8	11.1	11.1	0.0	0.0	0.0	22.2	58	92.3	2	13							
BIRMINGHAM	AIR INDIA	S	D	13	0	4	0.0	5.9	11.8	11.8	5.9	29.4	5.9	5.9	0.0	0.0	23.5	72	57.1	15	14								
GATWICK	AIR INDIA	S	A	13	0	5	0.0	5.6	11.1	11.1	5.6	22.2	11.1	5.6	0.0	0.0	27.8	73	78.6	16	14								
GATWICK	AIR INDIA	S	D	14	0	4	0.0	16.7	5.6	5.6	22.2	27.8	0.0	0.0	0.0	0.0	22.2	46	53.8	35	13								
<b>TOTAL AMRITSAR</b>				<b>54</b>	<b>0</b>	<b>17</b>	<b>0.0</b>	<b>9.9</b>	<b>9.9</b>	<b>8.5</b>	<b>15.5</b>	<b>22.5</b>	<b>7.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>23.9</b>	<b>62</b>	<b>70.4</b>	<b>17</b>	<b>54</b>								
AMSTERDAM	ABERDEEN	KLM	S	A	27	0	6	0.0	27.3	45.5	6.1	3.0	0.0	0.0	0.0	0.0	18.2	6	63.6	3	8								
ABERDEEN	KLM	S	D	27	0	7	0.0	8.8	41.2	11.8	11.8	2.9	2.9	0.0	0.0	0.0	20.6	20	58.3	9	8								
ABERDEEN	KLM CITYHOPPER	S	A	122	0	0	1.6	47.5	35.2	9.8	4.9	0.8	0.0	0.0	0.0	0.0	0.0	6	78.5	9	135								
ABERDEEN	KLM CITYHOPPER	S	D	121	0	0	0.0	23.1	57.9	15.7	2.5	0.8	0.0	0.0	0.0	0.0	0.0	8	73.1	11	134								
BELFAST CITY (GEORGE BEST)	KLM	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.9	5	30								
BELFAST CITY (GEORGE BEST)	KLM	S	D	0	0	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	11	30								
BELFAST CITY (GEORGE BEST)	KLM CITYHOPPER	S	A	61	0	1	0.0	30.6	46.8	9.7	8.1	3.2	0.0	0.0	0.0	0.0	1.6	12	0.0	0	0								
BELFAST CITY (GEORGE BEST)	KLM CITYHOPPER	S	D	61	0	0	0.0	9.8	62.3	16.4	4.9	6.6	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0								

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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 A	18	0	0	0.0	38.9	22.2	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	14	61.1	14	17		
BELFAST INTERNATIONAL	EASYJET UK LTD	S D	18	0	0	0.0	55.6	27.8	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	14	17		
BIRMINGHAM	EASYJET EUROPE	S A	43	0	0	4.7	46.5	25.6	14.0	7.0	2.3	0.0	0.0	0.0	0.0	0.0	9	80.6	13	61			
BIRMINGHAM	EASYJET EUROPE	S D	43	0	0	4.7	23.3	32.6	23.3	11.6	4.7	0.0	0.0	0.0	0.0	0.0	16	72.6	14	61			
BIRMINGHAM	EASYJET UK LTD	S A	14	0	0	0.0	21.4	42.9	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0			
BIRMINGHAM	EASYJET UK LTD	S D	14	0	0	0.0	21.4	50.0	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
BIRMINGHAM	KLM	S A	144	0	2	0.0	33.6	48.6	8.2	6.2	1.4	0.7	0.0	0.0	0.0	1.4	10	72.0	12	141			
BIRMINGHAM	KLM	S D	143	0	3	0.0	18.5	52.7	13.7	9.6	2.1	0.7	0.7	0.0	0.0	2.1	16	65.7	15	141			
BRISTOL	EASYJET EUROPE	S A	45	0	0	6.7	51.1	35.6	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	5	77.8	11	62			
BRISTOL	EASYJET EUROPE	S D	45	0	0	0.0	42.2	46.7	8.9	2.2	0.0	0.0	0.0	0.0	0.0	0.0	5	74.6	10	62			
BRISTOL	EASYJET UK LTD	S A	22	0	0	0.0	9.1	45.5	31.8	0.0	9.1	4.5	0.0	0.0	0.0	0.0	24	61.5	18	26			
BRISTOL	EASYJET UK LTD	S D	22	0	0	0.0	31.8	36.4	18.2	0.0	9.1	4.5	0.0	0.0	0.0	0.0	20	73.1	15	26			
BRISTOL	KLM	S A	122	0	2	0.8	24.2	36.3	15.3	16.1	4.8	0.8	0.0	0.0	0.0	1.6	18	75.2	11	112			
BRISTOL	KLM	S D	121	0	3	0.0	7.3	46.8	15.3	19.4	8.1	0.8	0.0	0.0	0.0	2.4	23	58.4	17	111			
CARDIFF WALES	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	43	100.0	0	1			
CARDIFF WALES	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	43	100.0	15	1			
CARDIFF WALES	KLM	S A	58	0	2	3.3	50.0	35.0	5.0	3.3	0.0	0.0	0.0	0.0	0.0	3.3	4	82.8	6	54			
CARDIFF WALES	KLM	S D	59	0	2	1.6	42.6	31.1	11.5	8.2	1.6	0.0	0.0	0.0	0.0	3.3	9	70.7	10	54			
EDINBURGH	EASYJET EUROPE	S A	18	0	0	16.7	44.4	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.2	5	38			
EDINBURGH	EASYJET EUROPE	S D	18	0	0	5.6	38.9	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	78.9	10	38			
EDINBURGH	EASYJET UK LTD	S A	49	0	0	2.0	8.2	36.7	22.4	24.5	6.1	0.0	0.0	0.0	0.0	0.0	23	45.2	25	31			
EDINBURGH	EASYJET UK LTD	S D	49	0	0	0.0	34.7	36.7	14.3	8.2	4.1	2.0	0.0	0.0	0.0	0.0	14	58.1	21	31			
EDINBURGH	KLM	S A	124	0	2	0.8	34.9	43.7	7.9	5.6	4.0	1.6	0.0	0.0	0.0	1.6	12	83.6	8	146			
EDINBURGH	KLM	S D	124	0	2	0.0	9.5	57.9	12.7	11.1	5.6	1.6	0.0	0.0	0.0	1.6	18	63.7	16	146			
EXETER	KLM	S A	28	1	1	30.0	43.3	10.0	6.7	3.3	0.0	0.0	0.0	0.0	3.3	3.3	4	0.0	0	0			
EXETER	KLM	S D	29	0	1	0.0	43.3	36.7	6.7	10.0	0.0	0.0	0.0	0.0	0.0	3.3	7	0.0	0	0			
GLASGOW	EASTERN AIRWAYS	S A	17	0	0	0.0	5.9	41.2	23.5	17.6	11.8	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0			
GLASGOW	EASTERN AIRWAYS	S D	17	0	0	0.0	0.0	11.8	29.4	23.5	29.4	5.9	0.0	0.0	0.0	0.0	47	0.0	0	0			
GLASGOW	EASYJET EUROPE	S A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
GLASGOW	EASYJET EUROPE	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			
GLASGOW	EASYJET UK LTD	S A	18	0	0	0.0	27.8	33.3	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	13	85.2	7	27			
GLASGOW	EASYJET UK LTD	S D	18	0	0	0.0	5.6	55.6	11.1	22.2	5.6	0.0	0.0	0.0	0.0	0.0	21	44.4	20	27			
GLASGOW	KLM	S A	90	0	0	0.0	37.8	40.0	10.0	7.8	3.3	0.0	1.1	0.0	0.0	0.0	12	84.3	8	66			
GLASGOW	KLM	S D	89	0	0	0.0	10.1	60.7	12.4	12.4	4.5	0.0	0.0	0.0	0.0	0.0	15	66.7	17	66			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					MAY 2024		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GLASGOW	GLASGOW	KLM CITYHOPPER	S	A	13	0	0	0.0	30.8	46.2	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	86.8	6	76				
GLASGOW	GLASGOW	KLM CITYHOPPER	S	D	12	0	0	0.0	8.3	33.3	25.0	25.0	8.3	0.0	0.0	0.0	0.0	0.0	22	83.8	9	74				
LEEDS BRADFORD	LEEDS BRADFORD	KLM	S	A	91	0	1	4.3	35.9	34.8	9.8	8.7	4.3	1.1	0.0	0.0	0.0	1.1	15	81.3	8	90				
LEEDS BRADFORD	LEEDS BRADFORD	KLM	S	D	90	0	2	0.0	6.5	51.1	9.8	13.0	12.0	1.1	3.3	1.1	0.0	2.2	35	75.6	12	89				
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	29	0	1	3.3	40.0	30.0	6.7	13.3	3.3	0.0	0.0	0.0	0.0	3.3	10	67.7	14	31				
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	29	0	0	0.0	62.1	24.1	0.0	13.8	0.0	0.0	0.0	0.0	0.0	0.0	5	87.1	10	31				
GATWICK	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				
GATWICK	GATWICK	BA EUROFLYER LTD DBA BRITISH 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	73.3	13	45				
GATWICK	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.4	19	45				
GATWICK	GATWICK	EASYJET EUROPE	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	GATWICK	EASYJET UK LTD	S	A	159	0	0	6.3	34.0	30.8	11.3	13.2	2.5	1.9	0.0	0.0	0.0	0.0	15	74.7	12	186				
GATWICK	GATWICK	EASYJET UK LTD	S	D	159	0	0	0.0	25.8	49.1	14.5	7.5	3.1	0.0	0.0	0.0	0.0	0.0	12	73.7	13	186				
HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	S	A	245	0	2	11.3	40.5	30.8	8.9	5.3	2.4	0.0	0.0	0.0	0.0	0.8	8	54.9	24	221				
HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	S	D	245	0	2	0.0	30.8	52.2	8.1	6.9	1.2	0.0	0.0	0.0	0.0	0.8	9	65.1	15	223				
HEATHROW	HEATHROW	KLM	S	A	234	0	0	3.4	34.2	41.0	11.1	8.1	2.1	0.0	0.0	0.0	0.0	0.0	11	79.7	9	225				
HEATHROW	HEATHROW	KLM	S	D	233	0	1	0.9	28.6	51.7	9.4	7.3	1.7	0.0	0.0	0.0	0.0	0.4	10	81.5	8	225				
LONDON CITY	LONDON CITY	BA CITYFLYER LTD	S	A	129	0	0	8.5	46.5	27.1	12.4	4.7	0.8	0.0	0.0	0.0	0.0	0.0	7	76.0	13	126				
LONDON CITY	LONDON CITY	BA CITYFLYER LTD	S	D	128	0	0	0.0	15.6	64.8	10.2	7.0	2.3	0.0	0.0	0.0	0.0	0.0	11	67.2	15	127				
LONDON CITY	LONDON CITY	KLM	S	A	203	0	7	2.9	53.3	33.3	4.3	2.4	0.5	0.0	0.0	0.0	0.0	3.3	4	81.4	6	215				
LONDON CITY	LONDON CITY	KLM	S	D	203	0	7	0.0	16.7	51.0	19.5	6.7	2.9	0.0	0.0	0.0	0.0	3.3	14	66.4	14	215				
LUTON	LUTON	EASYJET EUROPE	S	A	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	12	26				
LUTON	LUTON	EASYJET EUROPE	S	D	9	0	0	0.0	88.9	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	74.1	10	26				
LUTON	LUTON	EASYJET UK LTD	S	A	120	0	0	0.0	38.3	35.0	11.7	9.2	5.0	0.0	0.8	0.0	0.0	0.0	15	70.9	17	151				
LUTON	LUTON	EASYJET UK LTD	S	D	120	0	0	0.0	46.7	37.5	6.7	8.3	0.8	0.0	0.0	0.0	0.0	0.0	7	76.2	12	151				
STANSTED	STANSTED	EASYJET EUROPE	S	A	53	0	0	5.7	34.0	39.6	7.5	11.3	0.0	1.9	0.0	0.0	0.0	0.0	12	71.4	11	70				
STANSTED	STANSTED	EASYJET EUROPE	S	D	53	0	0	0.0	26.4	47.2	9.4	9.4	1.9	5.7	0.0	0.0	0.0	0.0	17	62.9	18	70				
STANSTED	STANSTED	KLM	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1				
STANSTED	STANSTED	QATAR AIRWAYS	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	138	0.0	0	0				
MANCHESTER	MANCHESTER	CORENDON DUTCH AIRLINES	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0				
MANCHESTER	MANCHESTER	EASYJET EUROPE	S	A	23	0	3	11.5	38.5	23.1	11.5	0.0	0.0	0.0	3.8	0.0	0.0	11.5	14	61.5	15	13				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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 EUROPE	S D	23	0	3	7.7	23.1	42.3	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.5	7	61.5	15	13		
MANCHESTER	EASYJET UK LTD	S A	130	0	3	2.3	22.6	30.8	21.1	10.5	9.8	0.8	0.0	0.0	0.0	0.0	2.3	20	67.8	15	145		
MANCHESTER	EASYJET UK LTD	S D	130	0	3	0.0	34.6	37.6	9.8	9.8	5.3	0.8	0.0	0.0	0.0	0.0	2.3	14	75.9	12	145		
MANCHESTER	KLM	S A	179	0	2	0.0	30.9	43.1	12.7	8.3	3.9	0.0	0.0	0.0	0.0	0.0	1.1	12	81.0	11	167		
MANCHESTER	KLM	S D	178	0	3	0.0	12.2	45.3	23.2	12.7	5.0	0.0	0.0	0.0	0.0	0.0	1.7	18	68.5	15	168		
NEWCASTLE	EASYJET UK LTD	S A	31	0	0	22.6	45.2	16.1	3.2	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
NEWCASTLE	EASYJET UK LTD	S D	31	0	0	0.0	32.3	38.7	16.1	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
NEWCASTLE	KLM	S A	143	0	2	2.1	31.0	35.9	14.5	12.4	2.8	0.0	0.0	0.0	0.0	0.0	1.4	13	72.2	14	141		
NEWCASTLE	KLM	S D	144	0	3	0.0	18.4	41.5	15.0	17.7	4.8	0.7	0.0	0.0	0.0	0.0	2.0	18	52.8	21	141		
SOUTHAMPTON	EASYJET UK LTD	S A	9	0	0	0.0	44.4	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
SOUTHAMPTON	EASYJET UK LTD	S D	9	0	0	0.0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
SOUTHAMPTON	KLM CITYHOPPER	S A	61	0	0	0.0	42.6	44.3	9.8	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	81.8	9	88		
SOUTHAMPTON	KLM CITYHOPPER	S D	61	0	0	0.0	24.6	54.1	13.1	4.9	3.3	0.0	0.0	0.0	0.0	0.0	0.0	10	79.5	10	88		
SOUTHEND	AUSTRIAN 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	0.0	10	0.0	0	0		
SOUTHEND	AUSTRIAN AIRLINES	S D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
SOUTHEND	EASYJET EUROPE	S A	33	0	0	6.1	39.4	30.3	6.1	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	17	10		
SOUTHEND	EASYJET EUROPE	S D	16	0	0	6.3	6.3	56.3	0.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	70.0	15	10		
SOUTHEND	EASYJET UK LTD	S A	5	0	0	0.0	40.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
SOUTHEND	EASYJET UK LTD	S D	5	0	0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
SOUTHEND	KLM	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
SOUTHEND	KLM	S D	0	0	0	0.0	0.0	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		
TEESSIDE INTERNATIONAL AIRPORT	KLM	S A	80	0	4	1.2	27.4	40.5	7.1	8.3	10.7	0.0	0.0	0.0	0.0	0.0	4.8	16	57.6	24	77		
TEESSIDE INTERNATIONAL AIRPORT	KLM	S D	79	0	5	1.2	21.4	45.2	8.3	9.5	7.1	1.2	0.0	0.0	0.0	0.0	6.0	16	42.4	32	80		
<b>TOTAL AMSTERDAM</b>			<b>5979</b>	<b>1</b>	<b>92</b>	<b>2.0</b>	<b>29.7</b>	<b>42.0</b>	<b>12.1</b>	<b>8.7</b>	<b>3.4</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>13</b>	<b>71.7</b>	<b>13</b>	<b>6122</b>			
ANCONA																							
STANSTED	RYANAIR	S A	31	0	0	0.0	6.5	25.8	25.8	25.8	12.9	3.2	0.0	0.0	0.0	0.0	0.0	35	35.7	28	27		
STANSTED	RYANAIR	S D	31	0	0	0.0	29.0	25.8	29.0	12.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	16	55.6	16	27		
<b>TOTAL ANCONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.7</b>	<b>25.8</b>	<b>27.4</b>	<b>19.4</b>	<b>8.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>45.5</b>	<b>22</b>	<b>54</b>		
ANKARA (ESENBOGA)																							
STANSTED	AJET HAVA TASIMACILIGI ANONIM SIRKETI	S A	13	0	0	0.0	69.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	91.7	6	12		
STANSTED	AJET HAVA TASIMACILIGI ANONIM SIRKETI	S D	13	0	0	0.0	46.2	7.7	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	17	63.6	13	11		
STANSTED	PEGASUS AIRLINES	S A	13	0	0	0.0	53.8	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	92.9	2	14		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		PERCENTAGE OF FLIGHTS LATE													MAY 2024							
						NUMBER OF FLIGHTS																						
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
TOTAL ANKARA (ESENBOGA)		ANTALYA		STANSTED	PEGASUS AIRLINES	S	D	13	0	0	0.0	15.4	38.5	23.1	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	76.9	12	13
								<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.2</b>	<b>25.0</b>	<b>15.4</b>	<b>11.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.0</b>	<b>8</b>	<b>50</b>
				BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	8	1	0	0.0	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	11.1	0.0	10	66.7	15	9			
				BELFAST INTERNATIONAL	EASYJET UK LTD	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	14	55.6	15	9			
				BELFAST INTERNATIONAL	JET2.COM LTD	S	A	13	0	0	7.7	7.7	46.2	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	18	50.0	31	12			
				BELFAST INTERNATIONAL	JET2.COM LTD	S	D	14	0	0	0.0	21.4	42.9	7.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	17	53.8	26	13			
				BIRMINGHAM	CORENDON AIRLINES	S	A	13	0	0	0.0	38.5	61.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.9	19	13			
				BIRMINGHAM	CORENDON AIRLINES	S	D	13	0	0	0.0	7.7	46.2	15.4	30.8	0.0	0.0	0.0	0.0	0.0	0.0	20	23.1	45	13			
				BIRMINGHAM	EASYJET UK LTD	S	A	9	0	0	0.0	0.0	22.2	22.2	33.3	22.2	0.0	0.0	0.0	0.0	0.0	37	22.2	38	9			
				BIRMINGHAM	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	88.9	11	9			
				BIRMINGHAM	JET2.COM LTD	S	A	30	0	0	0.0	3.3	13.3	30.0	26.7	20.0	6.7	0.0	0.0	0.0	0.0	49	41.9	65	31			
				BIRMINGHAM	JET2.COM LTD	S	D	31	0	0	0.0	0.0	19.4	25.8	38.7	12.9	3.2	0.0	0.0	0.0	0.0	41	41.9	27	31			
				BIRMINGHAM	SUNEXPRESS	S	A	42	0	0	2.4	40.5	38.1	14.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	7	75.6	12	41			
				BIRMINGHAM	SUNEXPRESS	S	D	42	0	0	0.0	0.0	45.2	38.1	11.9	4.8	0.0	0.0	0.0	0.0	0.0	21	19.5	34	41			
				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	19.0	52	21			
				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	52.0	45	25			
				BIRMINGHAM	TUI AIRWAYS LTD	S	A	14	0	0	7.1	0.0	21.4	14.3	28.6	21.4	7.1	0.0	0.0	0.0	0.0	43	0.0	0	0			
				BIRMINGHAM	TUI AIRWAYS LTD	S	D	15	0	0	0.0	0.0	46.7	33.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0			
				BOURNEMOUTH	FREEBIRD 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			
				BOURNEMOUTH	JET2.COM LTD	S	A	7	0	0	0.0	0.0	0.0	14.3	0.0	71.4	0.0	0.0	14.3	0.0	0.0	274	0.0	0	0			
				BOURNEMOUTH	JET2.COM LTD	S	D	9	0	0	0.0	0.0	11.1	33.3	22.2	33.3	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0			
				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	7	2			
				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	7	0.0	0	0			
				BRISTOL	CORENDON AIRLINES	S	A	9	0	0	0.0	22.2	33.3	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	34	22.2	32	9			
				BRISTOL	CORENDON AIRLINES	S	D	9	0	0	0.0	0.0	22.2	33.3	33.3	0.0	11.1	0.0	0.0	0.0	0.0	38	11.1	39	9			
				BRISTOL	EASYJET UK LTD	S	A	13	0	0	0.0	30.8	23.1	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	17	44.4	24	18			
				BRISTOL	EASYJET UK LTD	S	D	12	0	0	0.0	0.0	75.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	12	33.3	31	18			
				BRISTOL	FREEBIRD AIRLINES	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			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		PERCENTAGE OF FLIGHTS LATE													MAY 2024			
						NUMBER OF FLIGHTS																		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
BRISTOL	FREEBIRD AIRLINES	C	D	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37	100.0	0	1		
BRISTOL	JET2.COM LTD	S	A	26	0	0	0.0	3.8	15.4	19.2	38.5	19.2	3.8	0.0	0.0	0.0	0.0	42	36.0	24	25			
BRISTOL	JET2.COM LTD	S	D	26	0	0	0.0	3.8	26.9	42.3	19.2	3.8	3.8	0.0	0.0	0.0	0.0	31	48.0	19	25			
BRISTOL	SUNEXPRESS	S	A	16	0	0	0.0	18.8	62.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	41.2	22	17			
BRISTOL	SUNEXPRESS	S	D	16	0	0	0.0	0.0	31.3	37.5	25.0	6.3	0.0	0.0	0.0	0.0	0.0	25	23.5	31	17			
BRISTOL	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	33	8			
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	62.5	15	8			
BRISTOL	TUI AIRWAYS LTD	S	A	8	0	0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0			
BRISTOL	TUI AIRWAYS LTD	S	D	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
CARDIFF WALES	TUI AIRWAYS 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	19	25.0	24	4			
CARDIFF WALES	TUI AIRWAYS LTD	C	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	7	62.5	19	8			
EAST MIDLANDS INTERNATIONAL	FREEBIRD AIRLINES	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	FREEBIRD AIRLINES	C	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	22	0	0	0.0	13.6	27.3	18.2	27.3	13.6	0.0	0.0	0.0	0.0	0.0	27	72.7	11	22			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	22	0	0	0.0	13.6	45.5	13.6	22.7	4.5	0.0	0.0	0.0	0.0	0.0	20	90.9	6	22			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	2			
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	5	5			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
EDINBURGH	EASYJET UK LTD	S	A	9	0	0	22.2	33.3	11.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	15	44.4	32	9			
EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	44.4	27	9			
EDINBURGH	JET2.COM LTD	S	A	21	0	0	0.0	4.8	4.8	14.3	23.8	47.6	4.8	0.0	0.0	0.0	0.0	61	34.6	90	26			
EDINBURGH	JET2.COM LTD	S	D	22	0	0	0.0	0.0	18.2	27.3	22.7	31.8	0.0	0.0	0.0	0.0	0.0	42	40.7	46	27			
EDINBURGH	SUNEXPRESS	S	A	31	0	0	12.9	41.9	29.0	12.9	0.0	3.2	0.0	0.0	0.0	0.0	0.0	8	86.4	3	22			
EDINBURGH	SUNEXPRESS	S	D	31	0	0	0.0	12.9	29.0	32.3	19.4	3.2	3.2	0.0	0.0	0.0	0.0	23	68.2	17	22			
EXETER	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
EXETER	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	0.0	0	0			
GLASGOW	CORENDON AIRLINES	S	A	9	0	0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	9			
GLASGOW	CORENDON AIRLINES	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	44.4	23	9			
GLASGOW	FREEBIRD AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	89	1			
GLASGOW	FREEBIRD AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	104	1			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE 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									
GLASGOW	JET2.COM LTD	S A	29	0	0	0	6.9	34.5	34.5	13.8	10.3	0.0	0.0	0.0	0.0	0.0	0.0	10	56.0	18	25		
GLASGOW	JET2.COM LTD	S D	26	0	0	0	0.0	19.2	38.5	23.1	15.4	3.8	0.0	0.0	0.0	0.0	0.0	16	53.8	22	26		
GLASGOW	SUNEXPRESS	S A	18	0	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
GLASGOW	SUNEXPRESS	S D	18	0	0	0	0.0	5.6	72.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11	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	0	0.0	151	12		
GLASGOW	TUI AIRWAYS LTD	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	37	12		
GLASGOW	TUI AIRWAYS LTD	S A	5	0	0	0	0.0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0		
GLASGOW	TUI AIRWAYS LTD	S D	6	0	0	0	0.0	0.0	83.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
LEEDS BRADFORD	JET2.COM LTD	S A	28	0	0	0	0.0	3.6	35.7	25.0	21.4	10.7	0.0	0.0	3.6	0.0	0.0	60	50.0	23	26		
LEEDS BRADFORD	JET2.COM LTD	S D	28	0	0	0	0.0	0.0	35.7	35.7	21.4	7.1	0.0	0.0	0.0	0.0	0.0	26	40.7	24	27		
LEEDS BRADFORD	SUNEXPRESS	S A	16	0	0	0	25.0	37.5	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	81.8	18	11		
LEEDS BRADFORD	SUNEXPRESS	S D	16	0	0	0	0.0	0.0	6.3	50.0	31.3	12.5	0.0	0.0	0.0	0.0	0.0	34	54.5	28	11		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	19	0	0	0	0.0	47.4	31.6	10.5	5.3	5.3	0.0	0.0	0.0	0.0	0.0	10	77.8	7	18		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	18	0	0	0	0.0	50.0	44.4	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	83.3	5	18		
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S A	18	0	0	0	0.0	0.0	44.4	22.2	27.8	5.6	0.0	0.0	0.0	0.0	0.0	25	41.2	30	17		
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S D	18	0	0	0	0.0	16.7	72.2	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	8	72.2	19	18		
LIVERPOOL (JOHN LENNON)	SUNEXPRESS	S A	10	0	0	0	10.0	30.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
LIVERPOOL (JOHN LENNON)	SUNEXPRESS	S D	10	0	0	0	0.0	0.0	50.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0		
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S A	23	0	0	0	34.8	43.5	17.4	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	2	26.7	39	15		
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S D	24	0	0	0	0.0	0.0	70.8	16.7	8.3	4.2	0.0	0.0	0.0	0.0	0.0	15	40.0	31	15		
GATWICK	CORENDON AIRLINES	S A	20	0	0	0	15.0	40.0	10.0	10.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	15	44.4	28	18		
GATWICK	CORENDON AIRLINES	S D	25	0	0	0	0.0	12.0	48.0	28.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	15	38.9	36	18		
GATWICK	EASYJET UK LTD	S A	72	0	2	0	0.0	10.8	23.0	27.0	24.3	9.5	2.7	0.0	0.0	0.0	2.7	30	41.5	31	65		
GATWICK	EASYJET UK LTD	S D	71	0	0	0	0.0	0.0	54.9	31.0	11.3	2.8	0.0	0.0	0.0	0.0	0.0	20	36.4	27	66		
GATWICK	FREEBIRD AIRLINES	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	45.5	29	11		
GATWICK	FREEBIRD AIRLINES	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	50	12		
GATWICK	SUNEXPRESS	S A	61	0	0	0	4.9	19.7	41.0	26.2	6.6	1.6	0.0	0.0	0.0	0.0	0.0	13	67.9	14	53		
GATWICK	SUNEXPRESS	S D	61	0	0	0	0.0	8.2	57.4	23.0	9.8	1.6	0.0	0.0	0.0	0.0	0.0	14	58.5	21	53		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		NUMBER OF FLIGHTS												PERCENTAGE OF FLIGHTS LATE					MAY 2024		
						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	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	0.0	0	100.0	0	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	0.0	0	83.3	8	12					
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	35.7	32	28					
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	46.4	27	28					
GATWICK	TUI AIRWAYS LTD	S	A	27	0	0	0.0	11.1	33.3	25.9	22.2	3.7	0.0	3.7	0.0	0.0	0.0	0.0	26	0.0	0	0					
GATWICK	TUI AIRWAYS LTD	S	D	29	0	0	0.0	6.9	69.0	17.2	6.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0					
GATWICK	WIZZ AIR UK LTD	S	A	17	0	0	11.8	35.3	35.3	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	58.8	16	17					
GATWICK	WIZZ AIR UK LTD	S	D	17	0	0	0.0	5.9	47.1	29.4	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	18	55.6	25	18					
LUTON	EASYJET UK LTD	S	A	18	0	0	0.0	16.7	38.9	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	61.5	23	13					
LUTON	EASYJET UK LTD	S	D	18	0	0	0.0	22.2	72.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	46.2	21	13					
LUTON	JET2.COM LTD	S	A	8	0	0	0.0	0.0	25.0	0.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0					
LUTON	JET2.COM LTD	S	D	9	0	0	0.0	0.0	22.2	11.1	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0					
LUTON	SUNEXPRESS	S	A	31	0	0	0.0	19.4	54.8	19.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	63.2	19	19					
LUTON	SUNEXPRESS	S	D	31	0	0	0.0	3.2	25.8	45.2	22.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	23	42.1	25	19					
LUTON	WIZZ AIR UK LTD	S	A	18	0	0	5.6	16.7	38.9	16.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	21	61.5	10	13					
LUTON	WIZZ AIR UK LTD	S	D	18	0	0	0.0	22.2	44.4	11.1	5.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	21	76.9	14	13					
STANSTED	AJET HAVA TASIMACILIGI ANONIM SIRKETI	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.5	3	31					
STANSTED	AJET HAVA TASIMACILIGI ANONIM SIRKETI	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	74.2	12	31					
STANSTED	CORENDON AIRLINES	S	A	11	0	0	18.2	36.4	18.2	18.2	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	10	10					
STANSTED	CORENDON AIRLINES	S	D	11	0	0	0.0	0.0	45.5	45.5	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	17	70.0	15	10					
STANSTED	JET2.COM LTD	S	A	46	0	0	2.2	19.6	34.8	34.8	6.5	0.0	0.0	2.2	0.0	0.0	0.0	0.0	20	60.5	18	43					
STANSTED	JET2.COM LTD	S	D	47	0	0	0.0	14.9	46.8	23.4	12.8	0.0	0.0	0.0	2.1	0.0	0.0	0.0	20	65.9	17	44					
STANSTED	PEGASUS AIRLINES	S	A	22	0	0	9.1	50.0	18.2	4.5	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	11	54.8	23	31					
STANSTED	PEGASUS AIRLINES	S	D	22	0	0	0.0	22.7	45.5	18.2	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	40.6	27	32					
STANSTED	SUNEXPRESS	S	A	42	0	0	0.0	7.1	59.5	23.8	7.1	2.4	0.0	0.0	0.0	0.0	0.0	0.0	15	54.2	17	24					
STANSTED	SUNEXPRESS	S	D	42	0	1	0.0	2.3	58.1	16.3	18.6	2.3	0.0	0.0	0.0	0.0	0.0	2.3	18	50.0	20	24					
MANCHESTER	CORENDON AIRLINES	S	A	24	0	0	4.2	29.2	25.0	16.7	20.8	0.0	4.2	0.0	0.0	0.0	0.0	0.0	21	77.8	18	18					
MANCHESTER	CORENDON AIRLINES	S	D	24	0	0	0.0	8.3	41.7	20.8	16.7	8.3	4.2	0.0	0.0	0.0	0.0	0.0	26	61.1	27	18					
MANCHESTER	EASYJET UK LTD	S	A	40	0	1	0.0	17.1	31.7	26.8	9.8	7.3	4.9	0.0	0.0	0.0	0.0	2.4	26	55.6	19	35					
MANCHESTER	EASYJET UK LTD	S	D	40	0	0	0.0	12.5	45.0	15.0	15.0	10.0	2.5	0.0	0.0	0.0	0.0	0.0	26	60.0	23	35					
MANCHESTER	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	0.0	23	0.0	0	0					

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: A																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	late	late	late	late	late	late	late	late	late	late	late	late
MANCHESTER	JET2.COM LTD	S A	52	0	0	0.0	1.9	7.7	15.4	42.3	30.8	1.9	0.0	0.0	0.0	0.0	0.0	49	25.5	44	51	
MANCHESTER	JET2.COM LTD	S D	53	0	0	0.0	1.9	28.3	24.5	26.4	18.9	0.0	0.0	0.0	0.0	0.0	0.0	34	30.8	35	52	
MANCHESTER	PEGASUS AIRLINES	S A	22	0	0	18.2	45.5	22.7	4.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	61.1	19	18	
MANCHESTER	PEGASUS AIRLINES	S D	22	0	0	0.0	13.6	54.5	22.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	61.1	27	18	
MANCHESTER	SUNEXPRESS	S A	67	0	0	4.5	32.8	38.8	11.9	9.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	10	78.0	11	59	
MANCHESTER	SUNEXPRESS	S D	67	0	0	0.0	4.5	35.8	34.3	19.4	6.0	0.0	0.0	0.0	0.0	0.0	0.0	24	61.0	17	59	
MANCHESTER	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	34.6	27	26	
MANCHESTER	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.7	20	28	
MANCHESTER	TUI AIRWAYS LTD	S A	18	0	0	0.0	5.6	22.2	22.2	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
MANCHESTER	TUI AIRWAYS LTD	S D	17	0	0	0.0	0.0	64.7	23.5	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
NEWCASTLE	CORENDON AIRLINES	S A	9	0	0	22.2	22.2	0.0	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	40	66.7	25	9	
NEWCASTLE	CORENDON AIRLINES	S D	9	0	0	0.0	0.0	11.1	33.3	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	58	11.1	44	9	
NEWCASTLE	FREEBIRD 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	0.0	12	0.0	0	0	
NEWCASTLE	FREEBIRD AIRLINES	S D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
NEWCASTLE	JET2.COM LTD	S A	23	0	0	8.7	17.4	34.8	26.1	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	24	68.2	20	22	
NEWCASTLE	JET2.COM LTD	S D	23	0	0	0.0	8.7	65.2	13.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	52.2	17	23	
NEWCASTLE	SUNEXPRESS	S A	20	0	0	5.0	45.0	40.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.2	10	17	
NEWCASTLE	SUNEXPRESS	S D	20	0	0	0.0	0.0	70.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	58.8	27	17	
NEWCASTLE	TUI AIRWAYS LTD	S A	6	0	0	0.0	16.7	16.7	16.7	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	61	8	
NEWCASTLE	TUI AIRWAYS LTD	S D	8	0	0	0.0	0.0	37.5	12.5	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	52	18.2	27	11	
SOUTHEND	EASYJET UK LTD	S A	9	0	0	0.0	11.1	22.2	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
SOUTHEND	EASYJET UK LTD	S D	9	0	0	0.0	11.1	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>2342</b>	<b>1</b>	<b>4</b>	<b>2.3</b>	<b>14.7</b>	<b>38.4</b>	<b>21.4</b>	<b>15.0</b>	<b>6.8</b>	<b>0.9</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>22</b>	<b>52.8</b>	<b>25</b>	<b>2197</b>		
ANTIGUA																						
GATWICK	BRITISH AIRWAYS PLC	S A	13	0	0	23.1	23.1	30.8	7.7	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	16	88.9	6	9	
GATWICK	BRITISH AIRWAYS PLC	S D	13	0	0	0.0	30.8	38.5	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	16	9	
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S A	3	0	0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	1	
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	129	1	
HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S A	3	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	4	10	
HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	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	88.9	12	9	
<b>TOTAL ANTIGUA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>16.2</b>	<b>32.4</b>	<b>29.7</b>	<b>8.1</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>0.0</b>	<b>11</b>	<b>82.1</b>	<b>12</b>	<b>39</b>		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		PERCENTAGE OF FLIGHTS LATE												MAY 2024			
						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
ANTWERP																							
	LONDON CITY	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	80.0	14	14	
	LONDON CITY	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	66.7	20	14	
<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>73.3</b>	<b>17</b>	<b>28</b>	
ARRECIFE																							
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	55.6	0.0	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	18	0	0	27.8	38.9	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.2	4	17	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	18	0	0	0.0	33.3	27.8	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	70.6	10	17	
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	A	9	0	0	0.0	11.1	33.3	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	100.0	3	9	
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	6	9	
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	3	2	
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	6	0	0	0.0	16.7	66.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	33	4	
	BIRMINGHAM	JET2.COM LTD	S	A	31	0	0	22.6	19.4	35.5	9.7	3.2	6.5	3.2	0.0	0.0	0.0	0.0	14	93.5	4	31	
	BIRMINGHAM	JET2.COM LTD	S	D	31	0	0	0.0	9.7	51.6	22.6	6.5	6.5	3.2	0.0	0.0	0.0	0.0	21	83.9	10	31	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	11.1	22.2	22.2	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	75.0	7	8	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	28	100.0	2	8	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	14	0	0	7.1	14.3	28.6	28.6	14.3	0.0	7.1	0.0	0.0	0.0	0.0	25	64.3	23	14	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	14	0	0	0.0	0.0	35.7	28.6	28.6	0.0	7.1	0.0	0.0	0.0	0.0	34	66.7	13	15	
	BOURNEMOUTH	JET2.COM LTD	S	A	9	0	0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	BOURNEMOUTH	JET2.COM LTD	S	D	9	0	0	0.0	33.3	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	BOURNEMOUTH	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	80.0	4	5	
	BOURNEMOUTH	RYANAIR	S	D	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	9	5	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	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	11	100.0	1	8	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	9	0	0	0.0	44.4	33.3	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	100.0	1	9	
	BRISTOL	EASYJET UK LTD	S	A	18	0	0	5.6	33.3	33.3	5.6	16.7	5.6	0.0	0.0	0.0	0.0	0.0	13	66.7	13	18	
	BRISTOL	EASYJET UK LTD	S	D	18	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	16	18	
	BRISTOL	JET2.COM LTD	S	A	18	0	0	5.6	11.1	33.3	11.1	27.8	5.6	5.6	0.0	0.0	0.0	0.0	29	55.6	28	18	
	BRISTOL	JET2.COM LTD	S	D	18	0	0	0.0	11.1	16.7	27.8	22.2	22.2	0.0	0.0	0.0	0.0	0.0	34	33.3	34	18	
	BRISTOL	RYANAIR	S	A	22	0	0	0.0	27.3	36.4	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	69.2	9	13	
	BRISTOL	RYANAIR	S	D	22	0	0	0.0	50.0	40.9	4.5	0.0	0.0	4.5	0.0	0.0	0.0	0.0	9	84.6	6	13	
	BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	22.2	33.3	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	13	9	
	BRISTOL	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	0.0	8	77.8	9	9	
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	55.6	18	9	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
CARDIFF WALES	TUI AIRWAYS LTD	C D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	5	9		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	21	0	0	23.8	23.8	38.1	9.5	0.0	4.8	0.0	0.0	0.0	0.0	0.0	9	85.7	4	21			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	22	0	0	0.0	36.4	40.9	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	95.2	5	21			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	18	0	0	0.0	5.6	44.4	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	23	85.7	5	14			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	18	0	0	0.0	27.8	50.0	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	14	92.9	4	14			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	13	0	0	0.0	15.4	38.5	38.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	18	76.9	10	13			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	13	0	0	0.0	23.1	53.8	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	11	92.3	11	13			
EDINBURGH	EASYJET UK LTD	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	17	33.3	23	9			
EDINBURGH	EASYJET UK LTD	S D	13	0	0	0.0	15.4	46.2	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	14	44.4	15	9			
EDINBURGH	JET2.COM LTD	S A	21	0	0	9.5	19.0	38.1	28.6	0.0	4.8	0.0	0.0	0.0	0.0	0.0	12	76.2	12	21			
EDINBURGH	JET2.COM LTD	S D	22	0	0	0.0	22.7	50.0	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	11	57.1	21	21			
EDINBURGH	RYANAIR	S A	21	0	0	4.8	33.3	42.9	14.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	9	53.8	21	13			
EDINBURGH	RYANAIR	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	0.0	4	30.8	25	13			
EDINBURGH	RYANAIR UK LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	29	5			
EDINBURGH	RYANAIR UK LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	19	5			
EXETER	TUI AIRWAYS LTD	C A	8	0	0	0.0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0			
EXETER	TUI AIRWAYS LTD	C D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0			
GLASGOW	JET2.COM LTD	S A	22	0	0	13.6	22.7	40.9	4.5	18.2	0.0	0.0	0.0	0.0	0.0	0.0	12	85.7	6	21			
GLASGOW	JET2.COM LTD	S D	23	0	0	0.0	17.4	39.1	21.7	8.7	13.0	0.0	0.0	0.0	0.0	0.0	20	68.2	13	22			
GLASGOW	TUI AIRWAYS LTD	C A	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	8	10			
GLASGOW	TUI AIRWAYS LTD	C D	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	15	10			
GLASGOW	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	25	0.0	0	0			
LEEDS BRADFORD	JET2.COM LTD	S A	30	0	0	13.3	36.7	30.0	3.3	10.0	6.7	0.0	0.0	0.0	0.0	0.0	12	90.0	8	30			
LEEDS BRADFORD	JET2.COM LTD	S D	31	0	0	0.0	38.7	38.7	3.2	19.4	0.0	0.0	0.0	0.0	0.0	0.0	11	77.4	14	31			
LEEDS BRADFORD	RYANAIR	S A	9	0	0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	17	9			
LEEDS BRADFORD	RYANAIR	S D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	14	9			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	9	0	0	0.0	33.3	11.1	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	19	55.6	25	9			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	9	0	0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	33.3	27	9			
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S A	18	0	0	38.9	38.9	16.7	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	5	84.6	8	13			
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S D	18	0	0	0.0	55.6	38.9	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	69.2	21	13			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					MAY 2024		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m late	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	17	0	0	17.6	23.5	29.4	11.8	5.9	5.9	5.9	0.0	0.0	0.0	0.0	17	70.6	12	17					
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	18	0	0	0.0	50.0	27.8	11.1	5.6	0.0	5.6	0.0	0.0	0.0	0.0	13	76.5	10	17					
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	36	0	0	13.9	25.0	33.3	13.9	8.3	2.8	2.8	0.0	0.0	0.0	0.0	16	83.3	12	36					
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	36	0	0	0.0	41.7	47.2	0.0	8.3	0.0	2.8	0.0	0.0	0.0	0.0	9	80.6	13	36					
GATWICK	EASYJET UK LTD	S	A	74	0	0	12.2	27.0	28.4	16.2	13.5	1.4	1.4	0.0	0.0	0.0	0.0	13	62.2	17	74					
GATWICK	EASYJET UK LTD	S	D	75	0	0	0.0	25.3	52.0	16.0	5.3	0.0	1.3	0.0	0.0	0.0	0.0	11	68.9	15	74					
GATWICK	TUI AIRWAYS LTD	C	A	13	0	0	0.0	30.8	53.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	7	13					
GATWICK	TUI AIRWAYS LTD	C	D	13	0	0	0.0	7.7	76.9	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	64.3	10	14					
LUTON	EASYJET UK LTD	S	A	18	0	0	11.1	38.9	22.2	5.6	11.1	5.6	0.0	5.6	0.0	0.0	0.0	29	85.7	6	14					
LUTON	EASYJET UK LTD	S	D	18	0	0	0.0	27.8	38.9	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	15	84.6	7	13					
LUTON	JET2.COM LTD	S	A	9	0	0	44.4	11.1	11.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0					
LUTON	JET2.COM LTD	S	D	9	0	0	0.0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0					
LUTON	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	0.0	7	55.6	17	9					
LUTON	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	88.9	9	9					
LUTON	TUI AIRWAYS LTD	C	A	9	0	0	33.3	11.1	0.0	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	55.6	24	9					
LUTON	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	66.7	15	9					
STANSTED	JET2.COM LTD	S	A	37	0	0	5.4	35.1	24.3	21.6	2.7	8.1	0.0	2.7	0.0	0.0	0.0	19	63.9	16	36					
STANSTED	JET2.COM LTD	S	D	38	0	0	0.0	26.3	36.8	23.7	5.3	2.6	2.6	2.6	0.0	0.0	0.0	21	75.0	11	36					
STANSTED	RYANAIR	S	A	41	0	0	17.1	41.5	19.5	7.3	9.8	2.4	2.4	0.0	0.0	0.0	0.0	12	55.6	18	27					
STANSTED	RYANAIR	S	D	40	0	0	0.0	25.0	50.0	2.5	15.0	7.5	0.0	0.0	0.0	0.0	0.0	16	74.1	13	27					
STANSTED	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	21	8					
STANSTED	RYANAIR 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	16	8					
MANCHESTER	EASYJET UK LTD	S	A	18	0	0	0.0	33.3	33.3	22.2	5.6	5.6	0.0	0.0	0.0	0.0	0.0	13	76.5	7	17					
MANCHESTER	EASYJET UK LTD	S	D	18	0	0	0.0	33.3	61.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	82.4	6	17					
MANCHESTER	JET2.COM LTD	S	A	41	0	0	19.5	19.5	26.8	19.5	12.2	2.4	0.0	0.0	0.0	0.0	0.0	13	85.0	5	40					
MANCHESTER	JET2.COM LTD	S	D	41	0	0	2.4	17.1	36.6	22.0	12.2	9.8	0.0	0.0	0.0	0.0	0.0	20	63.4	19	41					
MANCHESTER	RYANAIR	S	A	30	0	1	3.2	35.5	29.0	9.7	19.4	0.0	0.0	0.0	0.0	0.0	3.2	12	70.4	31	27					
MANCHESTER	RYANAIR	S	D	31	0	0	0.0	25.8	35.5	32.3	6.5	0.0	0.0	0.0	0.0	0.0	0.0	11	74.1	12	27					
MANCHESTER	RYANAIR UK LTD	S	A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	22	50.0	19	5					
MANCHESTER	RYANAIR UK LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	19	100.0	0	5					
MANCHESTER	TUI AIRWAYS LTD	C	A	17	0	0	0.0	5.9	47.1	29.4	17.6	0.0	0.0	0.0	0.0	0.0	0.0	17	66.7	15	24					
MANCHESTER	TUI AIRWAYS LTD	C	D	17	0	0	0.0	5.9	76.5	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	11	56.0	20	25					
NEWCASTLE	JET2.COM LTD	S	A	22	0	0	13.6	36.4	40.9	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.9	56	22					
NEWCASTLE	JET2.COM LTD	S	D	23	0	0	0.0	8.7	82.6	4.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	8	86.4	8	22					

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: A																	MAY 2024			
		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
	NEWCASTLE	RYANAIR	S	A	13	0	0	0.0	23.1	23.1	0.0	38.5	15.4	0.0	0.0	0.0	0.0	0.0	30	100.0	3	9
	NEWCASTLE	RYANAIR	S	D	14	0	0	0.0	7.1	50.0	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	17	77.8	10	9
	NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	0.0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	36	33.3	30	9
	NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	44.4	0.0	44.4	11.1	0.0	0.0	0.0	0.0	0.0	33	44.4	25	9
<b>TOTAL ARRECIFE</b>					<b>1662</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>27.6</b>	<b>37.9</b>	<b>15.1</b>	<b>9.1</b>	<b>3.3</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>14</b>	<b>72.8</b>	<b>14</b>	<b>1498</b>
ARUBA																						
	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	20	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	50.0	22	4
<b>TOTAL ARUBA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>21</b>	<b>8</b>
ASHKHABAD																						
	GATWICK	TURKMENISTAN AIRLINES	S	A	9	0	0	0.0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	4	9
	GATWICK	TURKMENISTAN AIRLINES	S	D	9	0	0	0.0	33.3	22.2	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	22	88.9	5	9
<b>TOTAL ASHKHABAD</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>88.9</b>	<b>4</b>	<b>18</b>
ASTURIAS																						
	GATWICK	VUELING AIRLINES	S	A	26	0	0	46.2	15.4	26.9	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	92.6	7	27
	GATWICK	VUELING AIRLINES	S	D	26	0	0	0.0	23.1	50.0	23.1	3.8	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	17	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	75.0	6	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	9	4
	STANSTED	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	12	5
	STANSTED	RYANAIR 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	10	5
<b>TOTAL ASTURIAS</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>19.2</b>	<b>38.5</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>79.2</b>	<b>11</b>	<b>72</b>
ATHENS																						
	BIRMINGHAM	AEGEAN AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	0.0	0.0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	49	0.0	54	9
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	0.0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	35	11.1	28	9
	BRISTOL	AEGEAN AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	4
	BRISTOL	AEGEAN 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	50.0	28	4
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	0.0	7.7	38.5	23.1	23.1	7.7	0.0	0.0	0.0	0.0	0.0	25	11.1	40	9
	BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	15.4	23.1	53.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	21	22.2	41	9
	EAST MIDLANDS INTERNATIONAL	AEGEAN AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	1
	EDINBURGH	AEGEAN AIRLINES	S	A	13	0	0	0.0	23.1	61.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	13
	EDINBURGH	AEGEAN AIRLINES	S	D	13	0	0	0.0	0.0	30.8	30.8	30.8	7.7	0.0	0.0	0.0	0.0	0.0	29	38.5	22	13
	EDINBURGH	EASYJET UK LTD	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	22	12.5	45	8
	EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	20	62.5	17	8

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		PERCENTAGE OF FLIGHTS LATE												MAY 2024			
						NUMBER OF FLIGHTS																	
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
LIVERPOOL (JOHN LENNON)	TRADE AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1		
LIVERPOOL (JOHN LENNON)	TRADE AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	70	1		
GATWICK	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
GATWICK	EASYJET UK LTD	S	A	70	0	1	2.8	9.9	19.7	26.8	22.5	12.7	4.2	0.0	0.0	0.0	1.4	35	45.3	25	64		
GATWICK	EASYJET UK LTD	S	D	71	0	0	0.0	22.5	45.1	18.3	8.5	2.8	1.4	1.4	0.0	0.0	0.0	17	50.8	22	63		
GATWICK	SKY EXPRESS	S	A	30	0	0	13.3	33.3	20.0	23.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	80.6	9	31		
GATWICK	SKY EXPRESS	S	D	30	0	0	0.0	10.0	23.3	43.3	20.0	3.3	0.0	0.0	0.0	0.0	0.0	21	38.7	22	31		
GATWICK	WIZZ AIR UK LTD	S	A	31	0	0	0.0	12.9	41.9	9.7	19.4	16.1	0.0	0.0	0.0	0.0	0.0	27	48.4	24	31		
GATWICK	WIZZ AIR UK LTD	S	D	31	0	0	0.0	6.5	35.5	16.1	35.5	6.5	0.0	0.0	0.0	0.0	0.0	27	29.0	29	31		
HEATHROW	AEGEAN AIRLINES	S	A	119	0	0	5.0	33.6	34.5	15.1	8.4	3.4	0.0	0.0	0.0	0.0	0.0	12	61.7	15	120		
HEATHROW	AEGEAN AIRLINES	S	D	119	0	0	0.0	15.1	39.5	24.4	15.1	5.9	0.0	0.0	0.0	0.0	0.0	18	53.3	19	120		
HEATHROW	AMERICAN AIRLINES	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S	A	169	0	1	9.4	25.3	31.2	17.6	12.4	2.4	0.6	0.6	0.0	0.0	0.6	15	40.3	37	154		
HEATHROW	BRITISH AIRWAYS PLC	S	D	170	0	1	0.0	24.6	52.0	15.2	7.0	0.0	0.6	0.0	0.0	0.0	0.6	10	53.1	23	157		
LUTON	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	11.1	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0		
LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
LUTON	RYANAIR	S	A	21	0	0	0.0	0.0	4.8	9.5	47.6	38.1	0.0	0.0	0.0	0.0	0.0	51	40.9	31	22		
LUTON	RYANAIR	S	D	21	0	0	0.0	14.3	52.4	14.3	9.5	9.5	0.0	0.0	0.0	0.0	0.0	17	59.1	21	22		
LUTON	WIZZ AIR UK LTD	S	A	18	0	0	0.0	5.6	33.3	33.3	22.2	5.6	0.0	0.0	0.0	0.0	0.0	24	55.6	31	18		
LUTON	WIZZ AIR UK LTD	S	D	18	0	0	0.0	0.0	55.6	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	55.6	25	18		
STANSTED	JET2.COM LTD	S	A	9	0	0	0.0	0.0	0.0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	68	0.0	67	9		
STANSTED	JET2.COM LTD	S	D	9	0	0	0.0	0.0	66.7	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	40	55.6	16	9		
STANSTED	RYANAIR	S	A	31	0	0	0.0	3.2	9.7	29.0	32.3	22.6	3.2	0.0	0.0	0.0	0.0	44	19.4	38	31		
STANSTED	RYANAIR	S	D	31	0	0	0.0	22.6	48.4	16.1	9.7	3.2	0.0	0.0	0.0	0.0	0.0	13	54.8	29	31		
MANCHESTER	AEGEAN AIRLINES	S	A	14	0	0	0.0	7.1	28.6	50.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	20	73.3	11	15		
MANCHESTER	AEGEAN AIRLINES	S	D	14	0	0	0.0	0.0	0.0	28.6	50.0	21.4	0.0	0.0	0.0	0.0	0.0	41	13.3	31	15		
MANCHESTER	EASYJET UK LTD	S	A	18	0	0	0.0	0.0	5.6	16.7	50.0	27.8	0.0	0.0	0.0	0.0	0.0	51	50.0	22	18		
MANCHESTER	EASYJET UK LTD	S	D	17	0	0	0.0	23.5	29.4	5.9	35.3	5.9	0.0	0.0	0.0	0.0	0.0	23	44.4	21	18		
MANCHESTER	JET2.COM LTD	S	A	18	0	0	0.0	0.0	5.6	5.6	38.9	38.9	5.6	5.6	0.0	0.0	0.0	68	7.7	62	13		
MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	0.0	16.7	44.4	27.8	11.1	0.0	0.0	0.0	0.0	0.0	35	7.7	31	13		
NEWCASTLE	AEGEAN 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	4	9		
NEWCASTLE	AEGEAN 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	4	9		
<b>TOTAL ATHENS</b>				<b>1204</b>	<b>0</b>	<b>3</b>	<b>2.3</b>	<b>17.4</b>	<b>34.5</b>	<b>20.4</b>	<b>17.5</b>	<b>6.6</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>21</b>	<b>48.0</b>	<b>25</b>	<b>1162</b>		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: A																	MAY 2024				
		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	
ATLANTA		EDINBURGH	DELTA AIRLINES	S	A	27	0	1	35.7	35.7	10.7	10.7	0.0	3.6	0.0	0.0	0.0	3.6	5	62.5	27	8	
	EDINBURGH	DELTA AIRLINES	S	D	28	0	0	3.6	64.3	17.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	62.5	15	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	19.4	12.9	25.8	16.1	6.5	16.1	0.0	0.0	0.0	0.0	3.2	22	71.0	57	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	12.9	38.7	29.0	12.9	6.5	0.0	0.0	0.0	0.0	0.0	20	51.6	62	31	
	HEATHROW	DELTA AIRLINES	S	A	92	0	1	19.4	30.1	24.7	8.6	7.5	6.5	1.1	1.1	0.0	0.0	1.1	16	56.8	24	87	
	HEATHROW	DELTA AIRLINES	S	D	92	0	1	1.1	41.9	36.6	5.4	5.4	5.4	0.0	3.2	0.0	0.0	1.1	16	80.5	13	86	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	1	16.1	25.8	32.3	9.7	12.9	0.0	0.0	0.0	0.0	0.0	3.2	10	19.4	38	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	1	0.0	12.9	54.8	19.4	9.7	0.0	0.0	0.0	0.0	0.0	3.2	12	45.2	21	31	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	3	16.1	38.7	29.0	3.2	0.0	3.2	0.0	0.0	0.0	0.0	9.7	7	74.2	10	31	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	3	0.0	58.1	22.6	3.2	3.2	0.0	3.2	0.0	0.0	0.0	9.7	10	80.6	8	31	
<b>TOTAL ATLANTA</b>					<b>416</b>	<b>0</b>	<b>12</b>	<b>10.7</b>	<b>33.9</b>	<b>29.9</b>	<b>10.0</b>	<b>6.5</b>	<b>4.7</b>	<b>0.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>14</b>	<b>62.6</b>	<b>25</b>	<b>374</b>	
AUSTIN (BERGSTROM)		HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	1	3.4	22.4	27.6	15.5	10.3	13.8	3.4	1.7	0.0	0.0	1.7	33	51.6	31	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	0.0	29.8	33.3	14.0	10.5	10.5	1.8	0.0	0.0	0.0	0.0	21	64.5	22	30	
<b>TOTAL AUSTIN (BERGSTROM)</b>					<b>114</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>26.1</b>	<b>30.4</b>	<b>14.8</b>	<b>10.4</b>	<b>12.2</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>27</b>	<b>58.1</b>	<b>27</b>	<b>60</b>	
AZORES PONTA DELGADA		HEATHROW	BRITISH AIRWAYS PLC	S	A	7	0	0	0.0	57.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	18	2	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	7	0	0	0.0	14.3	71.4	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	6	2	
	STANSTED	RYANAIR	S	A	4	0	0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	75.0	6	4	
	STANSTED	RYANAIR	S	D	4	0	0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	4	
<b>TOTAL AZORES PONTA DELGADA</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>40.9</b>	<b>27.3</b>	<b>4.5</b>	<b>22.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.3</b>	<b>6</b>	<b>12</b>	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: B																	MAY 2024			
		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
BACAU																						
	LIVERPOOL (JOHN LENNON)	DAN AIR (AOC) S.R.L	S	A	0	0	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	46	3
	LIVERPOOL (JOHN LENNON)	DAN AIR (AOC) S.R.L	S	D	0	0	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	62	3
	LUTON	DAN AIR (AOC) S.R.L	S	A	9	0	0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	12
	LUTON	DAN AIR (AOC) S.R.L	S	D	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	9	12
	LUTON	WIZZ AIR UK LTD	S	A	40	0	0	17.5	37.5	20.0	7.5	10.0	2.5	2.5	2.5	0.0	0.0	0.0	18	71.0	11	31
	LUTON	WIZZ AIR UK LTD	S	D	40	0	0	0.0	52.5	22.5	10.0	7.5	5.0	2.5	0.0	0.0	0.0	0.0	15	38.7	25	31
<b>TOTAL BACAU</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>48.0</b>	<b>21.4</b>	<b>7.1</b>	<b>9.2</b>	<b>3.1</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>62.0</b>	<b>17</b>	<b>92</b>
BAHRAIN																						
	GATWICK	GULF AIR	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	GULF 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	8	0.0	0	0
	GATWICK	GULF AIR	S	A	13	0	0	15.4	53.8	23.1	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	GATWICK	GULF AIR	S	D	13	0	0	0.0	7.7	53.8	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	15.4	61.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.4	9	30
	HEATHROW	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	0.0	5	61.3	16	31
	HEATHROW	GULF AIR	S	A	62	0	0	0.0	38.7	50.0	8.1	0.0	1.6	0.0	1.6	0.0	0.0	0.0	10	71.0	11	62
	HEATHROW	GULF AIR	S	D	61	0	1	3.2	50.0	41.9	1.6	1.6	0.0	0.0	0.0	0.0	0.0	1.6	3	93.5	4	62
	MANCHESTER	GULF AIR	S	A	23	0	0	8.7	39.1	39.1	0.0	4.3	4.3	4.3	0.0	0.0	0.0	0.0	12	83.3	29	18
	MANCHESTER	GULF AIR	S	D	23	0	0	0.0	78.3	21.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	35	18
<b>TOTAL BAHRAIN</b>					<b>224</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>45.8</b>	<b>40.9</b>	<b>5.8</b>	<b>0.9</b>	<b>1.3</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>7</b>	<b>76.1</b>	<b>13</b>	<b>221</b>
BAKU (HEYDER ALIYEV INT'L)																						
	GATWICK	AZERBAIJAN AIRLINES (AZAL)	S	A	13	0	0	38.5	30.8	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	8	14
	GATWICK	AZERBAIJAN AIRLINES (AZAL)	S	D	13	0	0	0.0	7.7	46.2	23.1	23.1	0.0	0.0	0.0	0.0	0.0	0.0	17	64.3	109	14
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	14	0	0	28.6	50.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	2	13
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	14	0	0	0.0	21.4	57.1	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	69.2	16	13
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>31.5</b>	<b>16.7</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>61.8</b>	<b>35</b>	<b>54</b>
BALE MULHOUSE																						
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	11.1	22.2	11.1	33.3	11.1	0.0	0.0	0.0	0.0	57	36.4	22	11
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	0.0	22.2	33.3	11.1	0.0	11.1	0.0	0.0	0.0	48	27.3	24	11
	EDINBURGH	EASYJET SWITZERLAND	S	A	22	0	0	22.7	54.5	13.6	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4	78.3	8	22
	EDINBURGH	EASYJET SWITZERLAND	S	D	22	0	0	0.0	45.5	36.4	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	7	52.2	19	22

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2024					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 360 m late	Unmat	Can	Avg Delay (mins)
EDINBURGH	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1									
EDINBURGH	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1									
GATWICK	EASYJET UK LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0									
GATWICK	EASYJET UK LTD	S	A	62	0	0	27.4	45.2	17.7	4.8	3.2	0.0	1.6	0.0	0.0	0.0	0.0	5	82.3	10	62										
GATWICK	EASYJET UK LTD	S	D	62	0	0	0.0	21.0	64.5	8.1	4.8	0.0	1.6	0.0	0.0	0.0	0.0	10	65.1	16	63										
HEATHROW	BRITISH AIRWAYS PLC	S	A	116	0	1	19.7	52.1	17.9	5.1	3.4	0.0	0.9	0.0	0.0	0.0	0.9	5	66.3	14	92										
HEATHROW	BRITISH AIRWAYS PLC	S	D	118	0	0	0.0	31.4	49.2	11.0	5.9	2.5	0.0	0.0	0.0	0.0	0.0	10	62.0	16	92										
LUTON	EASYJET SWITZERLAND	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	116	0.0	0	0										
LUTON	EASYJET UK LTD	S	A	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	20	0.0	0	0										
LUTON	EASYJET UK LTD	S	D	14	0	0	0.0	42.9	50.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	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	50.0	16	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	25.0	29	4										
STANSTED	RYANAIR UK LTD	S	A	13	0	0	0.0	0.0	69.2	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	16	88.9	4	9										
STANSTED	RYANAIR UK LTD	S	D	13	0	0	0.0	46.2	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	6	9										
MANCHESTER	EASYJET SWITZERLAND	S	A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	10										
MANCHESTER	EASYJET SWITZERLAND	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	90.0	4	10										
MANCHESTER	EASYJET UK LTD	S	A	17	0	0	5.9	41.2	47.1	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	81.8	6	22										
MANCHESTER	EASYJET UK LTD	S	D	17	0	0	0.0	29.4	47.1	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	90.9	7	22										
<b>TOTAL BALE MULHOUSE</b>				<b>516</b>	<b>0</b>	<b>1</b>	<b>8.9</b>	<b>37.7</b>	<b>36.4</b>	<b>9.1</b>	<b>5.0</b>	<b>1.7</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>9</b>	<b>69.3</b>	<b>13</b>	<b>467</b>										
BALTIMORE																															
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	12.9	29.0	22.6	25.8	6.5	3.2	0.0	0.0	0.0	0.0	28	48.4	29	29										
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	19.4	41.9	22.6	9.7	6.5	0.0	0.0	0.0	0.0	0.0	17	54.8	21	29										
<b>TOTAL BALTIMORE</b>				<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.1</b>	<b>35.5</b>	<b>22.6</b>	<b>17.7</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>51.6</b>	<b>25</b>	<b>58</b>										
BANDAR SERI BEGAWAN																															
HEATHROW	ROYAL BRUNEI AIRLINES	S	A	13	0	0	7.7	46.2	23.1	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	42.9	29	14										
HEATHROW	ROYAL BRUNEI AIRLINES	S	D	13	0	0	0.0	15.4	69.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	57.1	15	14										
<b>TOTAL BANDAR SERI BEGAWAN</b>				<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>30.8</b>	<b>46.2</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>50.0</b>	<b>22</b>	<b>28</b>										
BANGALORE (BENGALURU)																															
HEATHROW	AIR INDIA	S	A	31	0	0	19.4	45.2	16.1	6.5	6.5	3.2	3.2	0.0	0.0	0.0	0.0	12	0.0	0	0										
HEATHROW	AIR INDIA	S	D	30	0	1	3.2	29.0	32.3	19.4	12.9	0.0	0.0	0.0	0.0	0.0	3.2	12	0.0	0	0										
HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	29.0	41.9	16.1	6.5	0.0	0.0	0.0	0.0	3.2	0.0	3.2	18	68.8	13	32										
HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	0.0	12.9	64.5	16.1	0.0	3.2	0.0	0.0	0.0	0.0	3.2	10	71.0	19	31										

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2024					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 360 m late	Unmat	Can	Avg Delay (mins)
TOTAL BANGALORE (BENGALURU)		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	A	31	0	0	83.9	6.5	3.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	29.0	30	31					
		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	31	0	0	0.0	25.8	51.6	16.1	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	11	45.2	25	31					
TOTAL BANGALORE (BENGALURU)								<b>183</b>	<b>0</b>	<b>3</b>	<b>22.6</b>	<b>26.9</b>	<b>30.6</b>	<b>11.8</b>	<b>3.8</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>1.6</b>	<b>11</b>	<b>49.3</b>	<b>22</b>	<b>125</b>						
TOTAL BANGKOK SUVARNABHUMI		HEATHROW		THAI AIRWAYS INTERNATIONAL		S	A	62	0	0	1.6	21.0	21.0	24.2	27.4	1.6	1.6	1.6	0.0	0.0	0.0	27	12.9	37	62						
		HEATHROW		THAI AIRWAYS INTERNATIONAL		S	D	62	0	0	0.0	25.8	58.1	8.1	4.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	10	77.4	11	62					
TOTAL BANGKOK SUVARNABHUMI								<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>23.4</b>	<b>39.5</b>	<b>16.1</b>	<b>16.1</b>	<b>2.4</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>45.2</b>	<b>24</b>	<b>124</b>						
TOTAL BANJUL		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	13	1						
		MANCHESTER		TUI AIRWAYS LTD		C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
TOTAL BANJUL								<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>13</b>	<b>1</b>							
TOTAL BARCELONA		BELFAST CITY (GEORGE BEST)		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	100.0	2	3							
		BELFAST CITY (GEORGE BEST)		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	1	4						
		BELFAST INTERNATIONAL		EASYJET EUROPE		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	3	9						
		BELFAST INTERNATIONAL		EASYJET EUROPE		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	23	9						
		BELFAST INTERNATIONAL		EASYJET UK LTD		S	A	8	0	0	0.0	75.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	9	13					
		BELFAST INTERNATIONAL		EASYJET UK LTD		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	0.0	5	76.9	7	13					
		BIRMINGHAM		EASYJET EUROPE		S	A	9	0	0	0.0	66.7	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0					
		BIRMINGHAM		EASYJET EUROPE		S	D	9	0	0	0.0	44.4	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0					
		BIRMINGHAM		EASYJET UK LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	8	9					
		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	66.7	7	9					
		BIRMINGHAM		JET2.COM LTD		S	A	9	0	0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	12	9					
		BIRMINGHAM		JET2.COM LTD		S	D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	17	9					
		BIRMINGHAM		RYANAIR		S	A	35	0	0	0.0	17.1	31.4	25.7	17.1	8.6	0.0	0.0	0.0	0.0	0.0	0.0	22	46.7	27	30					
		BIRMINGHAM		RYANAIR		S	D	35	0	0	0.0	8.6	31.4	17.1	31.4	11.4	0.0	0.0	0.0	0.0	0.0	0.0	29	33.3	35	30					
		BIRMINGHAM		VUELING 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	0.0	4	0.0	0	0					
		BIRMINGHAM		VUELING AIRLINES		S	A	28	0	0	42.9	32.1	14.3	0.0	3.6	3.6	3.6	0.0	0.0	0.0	0.0	0.0	11	76.2	9	21					
		BIRMINGHAM		VUELING AIRLINES		S	D	27	0	0	0.0	22.2	48.1	14.8	7.4	3.7	0.0	3.7	0.0	0.0	0.0	0.0	21	57.1	19	21					
		BRISTOL		EASYJET EUROPE		S	A	22	0	0	59.1	22.7	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	22					

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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 EUROPE	S D	22	0	0	0.0	77.3	13.6	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.9	4	22		
BRISTOL	EASYJET UK LTD	S A	40	0	0	2.5	30.0	17.5	17.5	22.5	0.0	7.5	2.5	0.0	0.0	0.0	33	30.0	32	40			
BRISTOL	EASYJET UK LTD	S D	40	0	0	0.0	27.5	35.0	15.0	10.0	5.0	7.5	0.0	0.0	0.0	0.0	23	40.0	22	40			
BRISTOL	RYANAIR	S A	26	0	0	15.4	34.6	23.1	15.4	7.7	0.0	3.8	0.0	0.0	0.0	0.0	15	90.3	6	31			
BRISTOL	RYANAIR	S D	26	0	0	0.0	38.5	34.6	11.5	7.7	3.8	3.8	0.0	0.0	0.0	0.0	15	87.1	10	31			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	36	0	0	5.6	19.4	47.2	13.9	8.3	5.6	0.0	0.0	0.0	0.0	0.0	16	68.6	15	35			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	36	0	0	0.0	30.6	38.9	16.7	8.3	5.6	0.0	0.0	0.0	0.0	0.0	16	74.3	12	35			
EDINBURGH	EVELOP	C A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	57	0.0	19	1			
EDINBURGH	EVELOP	C D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0			
EDINBURGH	RYANAIR	S A	53	0	0	3.8	24.5	26.4	22.6	7.5	13.2	1.9	0.0	0.0	0.0	0.0	22	60.0	20	40			
EDINBURGH	RYANAIR	S D	53	0	0	0.0	28.3	35.8	9.4	18.9	3.8	3.8	0.0	0.0	0.0	0.0	20	67.5	17	40			
EDINBURGH	VUELING AIRLINES	S A	23	0	0	17.4	43.5	26.1	4.3	4.3	0.0	4.3	0.0	0.0	0.0	0.0	11	100.0	0	9			
EDINBURGH	VUELING AIRLINES	S D	23	0	0	0.0	17.4	47.8	21.7	8.7	0.0	4.3	0.0	0.0	0.0	0.0	19	22.2	33	9			
GLASGOW	EASYJET UK LTD	S A	18	0	0	5.6	33.3	44.4	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	61.1	20	18			
GLASGOW	EASYJET UK LTD	S D	18	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	61.1	22	18			
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	22.2	55.6	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	11	9			
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	3	9			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	11	0	1	16.7	33.3	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	2	100.0	5	8			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	11	0	1	0.0	66.7	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	1	100.0	5	9			
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	27	0	0	7.4	29.6	37.0	11.1	7.4	7.4	0.0	0.0	0.0	0.0	0.0	13	81.5	13	27			
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	27	0	0	0.0	48.1	40.7	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	15	27			
GATWICK	EASYJET UK LTD	S A	123	0	1	19.4	35.5	20.2	11.3	9.7	3.2	0.0	0.0	0.0	0.0	0.8	10	77.6	13	116			
GATWICK	EASYJET UK LTD	S D	124	0	0	0.0	31.5	50.8	12.9	3.2	0.8	0.8	0.0	0.0	0.0	0.0	9	77.6	12	116			
GATWICK	VUELING AIRLINES	S A	236	0	5	26.6	42.3	15.8	5.8	5.4	1.7	0.4	0.0	0.0	0.0	2.1	6	85.6	6	269			
GATWICK	VUELING AIRLINES	S D	234	0	6	0.0	17.9	49.2	15.0	10.4	3.8	0.8	0.0	0.4	0.0	2.5	17	63.1	18	269			
HEATHROW	BRITISH AIRWAYS PLC	S A	238	0	1	5.0	40.2	32.2	11.7	6.7	3.3	0.4	0.0	0.0	0.0	0.4	10	53.7	21	246			
HEATHROW	BRITISH AIRWAYS PLC	S D	239	0	0	0.0	31.4	44.8	13.8	8.4	1.3	0.4	0.0	0.0	0.0	0.0	11	65.8	16	247			
HEATHROW	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			
HEATHROW	VUELING AIRLINES	S A	62	0	0	30.6	32.3	22.6	8.1	4.8	1.6	0.0	0.0	0.0	0.0	0.0	6	46.8	24	62			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: B												MAY 2024			
						NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE									
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can
HEATHROW	VUELING AIRLINES	S	D	62	0	0	0.0	22.6	43.5	19.4	8.1	6.5	0.0	0.0	0.0	0.0	0.0	15	33.9	34	62
LONDON CITY	BA CITYFLYER LTD	S	A	17	0	0	0.0	41.2	29.4	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	56.5	20	23
LONDON CITY	BA CITYFLYER LTD	S	D	17	0	0	0.0	11.8	70.6	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	9	56.5	16	23
LUTON	EASYJET UK LTD	S	A	62	0	0	3.2	38.7	30.6	17.7	6.5	1.6	1.6	0.0	0.0	0.0	0.0	12	65.1	15	63
LUTON	EASYJET UK LTD	S	D	62	0	0	0.0	58.1	29.0	6.5	4.8	1.6	0.0	0.0	0.0	0.0	0.0	6	84.1	7	63
LUTON	RYANAIR	S	A	36	0	0	8.3	27.8	16.7	22.2	16.7	8.3	0.0	0.0	0.0	0.0	0.0	21	38.9	29	36
LUTON	RYANAIR	S	D	36	0	0	0.0	19.4	25.0	16.7	22.2	13.9	2.8	0.0	0.0	0.0	0.0	28	44.4	22	36
STANSTED	RYANAIR	S	A	124	0	0	0.0	17.7	28.2	24.2	21.8	7.3	0.8	0.0	0.0	0.0	0.0	24	55.5	23	119
STANSTED	RYANAIR	S	D	124	0	0	0.0	34.7	33.9	13.7	12.9	4.8	0.0	0.0	0.0	0.0	0.0	15	49.6	25	119
STANSTED	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	29	5
STANSTED	RYANAIR 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	14	5
MANCHESTER	EASYJET EUROPE	S	A	17	0	1	5.6	27.8	38.9	22.2	0.0	0.0	0.0	0.0	0.0	0.0	5.6	9	90.0	8	10
MANCHESTER	EASYJET EUROPE	S	D	17	0	1	0.0	16.7	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	5.6	16	70.0	15	10
MANCHESTER	EASYJET UK LTD	S	A	36	0	0	5.6	36.1	30.6	16.7	2.8	5.6	0.0	0.0	2.8	0.0	0.0	27	61.5	13	26
MANCHESTER	EASYJET UK LTD	S	D	36	0	0	0.0	36.1	41.7	11.1	5.6	2.8	2.8	0.0	0.0	0.0	0.0	13	69.2	11	26
MANCHESTER	JET2.COM LTD	S	A	22	0	0	0.0	18.2	54.5	22.7	4.5	0.0	0.0	0.0	0.0	0.0	0.0	10	33.3	23	18
MANCHESTER	JET2.COM LTD	S	D	22	0	0	0.0	4.5	63.6	27.3	4.5	0.0	0.0	0.0	0.0	0.0	0.0	12	27.8	22	18
MANCHESTER	RYANAIR	S	A	40	0	0	7.5	35.0	35.0	20.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	8	59.1	24	44
MANCHESTER	RYANAIR	S	D	40	0	0	0.0	25.0	32.5	17.5	17.5	7.5	0.0	0.0	0.0	0.0	0.0	20	59.1	30	44
MANCHESTER	RYANAIR UK LTD	S	A	9	0	0	0.0	11.1	22.2	11.1	22.2	22.2	11.1	0.0	0.0	0.0	0.0	55	100.0	3	4
MANCHESTER	RYANAIR UK LTD	S	D	9	0	0	0.0	11.1	44.4	0.0	22.2	11.1	11.1	0.0	0.0	0.0	0.0	44	75.0	6	4
MANCHESTER	VUELING AIRLINES	S	A	55	0	1	3.6	39.3	33.9	14.3	3.6	1.8	1.8	0.0	0.0	0.0	1.8	10	85.4	6	48
MANCHESTER	VUELING AIRLINES	S	D	54	0	1	0.0	16.4	40.0	21.8	16.4	1.8	1.8	0.0	0.0	0.0	1.8	18	72.9	12	48
NEWCASTLE	RYANAIR	S	A	18	0	0	11.1	44.4	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	46.2	46	13
NEWCASTLE	RYANAIR	S	D	18	0	0	0.0	16.7	61.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	38.5	30	13
<b>TOTAL BARCELONA</b>				<b>2900</b>	<b>0</b>	<b>19</b>	<b>6.1</b>	<b>31.6</b>	<b>34.3</b>	<b>13.8</b>	<b>9.1</b>	<b>3.4</b>	<b>1.0</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.7</b>	<b>14</b>	<b>64.9</b>	<b>17</b>	<b>2874</b>
BARI (PALESE)																					
EDINBURGH	RYANAIR	S	A	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	44.4	32	9
EDINBURGH	RYANAIR	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	17	55.6	24	9
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	37	0	0	35.1	27.0	18.9	8.1	8.1	2.7	0.0	0.0	0.0	0.0	0.0	8	74.2	12	31
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	37	0	0	0.0	13.5	67.6	5.4	13.5	0.0	0.0	0.0	0.0	0.0	0.0	12	51.6	19	31
GATWICK	EASYJET UK LTD	S	A	17	0	0	5.9	47.1	23.5	5.9	5.9	5.9	5.9	0.0	0.0	0.0	0.0	21	72.2	10	18
GATWICK	EASYJET UK LTD	S	D	17	0	0	0.0	17.6	58.8	5.9	5.9	5.9	0.0	5.9	0.0	0.0	0.0	24	61.1	13	18

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: B																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	m late	m late	m late	m late	m late	late	Unmat	Can	(mins)	m	(mins)	Mat
	STANSTED	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	44	0.0	0	0
	STANSTED	RYANAIR	S	A	28	0	0	0.0	14.3	39.3	17.9	14.3	10.7	3.6	0.0	0.0	0.0	0.0	26	43.8	29	31
	STANSTED	RYANAIR	S	D	27	0	0	0.0	11.1	29.6	14.8	29.6	14.8	0.0	0.0	0.0	0.0	0.0	28	29.0	31	31
<b>TOTAL BARI (PALESE)</b>					<b>182</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>20.9</b>	<b>41.2</b>	<b>9.9</b>	<b>12.6</b>	<b>6.0</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>53.1</b>	<b>21</b>	<b>178</b>
BARRA																						
	GLASGOW	LOGANAIR LTD	S	A	60	0	4	6.3	42.2	34.4	4.7	0.0	3.1	3.1	0.0	0.0	0.0	6.3	10	78.7	6	55
	GLASGOW	LOGANAIR LTD	S	D	56	0	5	0.0	37.7	37.7	11.5	0.0	1.6	3.3	0.0	0.0	0.0	8.2	12	73.8	9	57
<b>TOTAL BARRA</b>					<b>116</b>	<b>0</b>	<b>9</b>	<b>3.2</b>	<b>40.0</b>	<b>36.0</b>	<b>8.0</b>	<b>0.0</b>	<b>2.4</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.2</b>	<b>11</b>	<b>76.2</b>	<b>7</b>	<b>112</b>
BASTIA																						
	GATWICK	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	18	85.7	5	7
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	7	7
<b>TOTAL BASTIA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>44.4</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>85.7</b>	<b>6</b>	<b>14</b>
BEAUVAIS																						
	BELFAST INTERNATIONAL	RYANAIR	S	A	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BELFAST INTERNATIONAL	RYANAIR	S	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	A	5	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	62.5	22	8
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	5	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	25	8
	BIRMINGHAM	RYANAIR	S	A	27	0	0	11.1	51.9	22.2	0.0	11.1	3.7	0.0	0.0	0.0	0.0	0.0	9	63.3	18	30
	BIRMINGHAM	RYANAIR	S	D	27	0	0	0.0	37.0	40.7	7.4	7.4	7.4	0.0	0.0	0.0	0.0	0.0	13	46.7	19	30
	EDINBURGH	RYANAIR	S	A	18	0	0	0.0	22.2	27.8	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	15	72.7	8	22
	EDINBURGH	RYANAIR	S	D	18	0	0	0.0	38.9	38.9	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	81.8	7	22
	LEEDS BRADFORD	RYANAIR	S	A	17	0	0	23.5	29.4	23.5	17.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0	13	92.9	6	14
	LEEDS BRADFORD	RYANAIR	S	D	17	0	0	0.0	47.1	17.6	11.8	17.6	5.9	0.0	0.0	0.0	0.0	0.0	17	85.7	7	14
	MANCHESTER	RYANAIR	S	A	35	0	1	19.4	30.6	36.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	2.8	6	56.1	17	40
	MANCHESTER	RYANAIR	S	D	35	0	1	2.8	38.9	30.6	16.7	5.6	2.8	0.0	0.0	0.0	0.0	2.8	11	58.5	19	41
	MANCHESTER	RYANAIR UK LTD	S	A	18	0	0	16.7	33.3	16.7	5.6	11.1	11.1	5.6	0.0	0.0	0.0	0.0	22	100.0	2	4
	MANCHESTER	RYANAIR UK LTD	S	D	18	0	0	0.0	50.0	11.1	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	15	100.0	1	4
<b>TOTAL BEAUVAIS</b>					<b>248</b>	<b>0</b>	<b>2</b>	<b>7.2</b>	<b>41.6</b>	<b>26.4</b>	<b>13.6</b>	<b>6.4</b>	<b>3.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>11</b>	<b>65.5</b>	<b>15</b>	<b>237</b>
BEIJING																						
	EDINBURGH	HAINAN AIRLINES	S	A	10	0	0	30.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	5
	EDINBURGH	HAINAN AIRLINES	S	D	10	0	0	0.0	90.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	21	5
	GATWICK	AIR CHINA	S	A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	GATWICK	AIR CHINA	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
	HEATHROW	AIR CHINA	S	A	62	0	0	30.6	17.7	21.0	21.0	3.2	6.5	0.0	0.0	0.0	0.0	0.0	13	93.5	3	62
	HEATHROW	AIR CHINA	S	D	62	0	0	11.3	62.9	24.2	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	98.4	2	62

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: B										MAY 2024									
										NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE									
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
		MANCHESTER	HAINAN AIRLINES	S	A	25	0	0	0.0	32.0	20.0	20.0	12.0	12.0	4.0	0.0	0.0	0.0	27	58.8	34	17							
		MANCHESTER	HAINAN AIRLINES	S	D	25	0	0	0.0	88.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	94.1	4	17							
<b>TOTAL BEIJING</b>						<b>198</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>47.5</b>	<b>20.2</b>	<b>10.6</b>	<b>2.5</b>	<b>3.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>69.7</b>	<b>6</b>	<b>168</b>							
BEIJING DAXING INTERNATIONAL AIRPORT		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	41.2	36	17							
		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	52.9	25	17							
		HEATHROW	CHINA SOUTHERN	S	A	31	0	0	48.4	22.6	22.6	3.2	3.2	0.0	0.0	0.0	0.0	0.0	4	80.6	9	31							
		HEATHROW	CHINA SOUTHERN	S	D	31	0	0	0.0	58.1	35.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	3	87.1	7	31							
<b>TOTAL BEIJING DAXING INTERNATIONAL AIRPORT</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>24.2</b>	<b>40.3</b>	<b>29.0</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>70.8</b>	<b>16</b>	<b>96</b>							
BEIRUT		HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	A	62	0	0	11.3	43.5	37.1	8.1	0.0	0.0	0.0	0.0	0.0	0.0	4	67.7	12	62							
		HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	D	62	0	0	1.6	45.2	48.4	3.2	0.0	1.6	0.0	0.0	0.0	0.0	4	91.9	5	62							
<b>TOTAL BEIRUT</b>						<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>44.4</b>	<b>42.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>79.8</b>	<b>9</b>	<b>124</b>							
BELFAST CITY (GEORGE BEST)		ABERDEEN	LOGANAIR LTD	S	A	28	0	0	32.1	53.6	7.1	0.0	3.6	0.0	3.6	0.0	0.0	0.0	8	83.9	12	31							
		ABERDEEN	LOGANAIR LTD	S	D	26	0	0	7.7	80.8	3.8	3.8	0.0	0.0	3.8	0.0	0.0	0.0	6	83.9	14	31							
		BIRMINGHAM	AER LINGUS	S	A	170	0	2	12.2	44.8	29.1	8.1	3.5	1.2	0.0	0.0	0.0	1.2	6	0.0	0	0							
		BIRMINGHAM	AER LINGUS	S	D	170	0	2	0.6	33.7	42.4	14.0	7.0	1.2	0.0	0.0	0.0	1.2	9	0.0	0	0							
		BIRMINGHAM	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	89.2	7	165							
		BIRMINGHAM	STOBART AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.0	12	165							
		BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	18	55.6	24	9							
		BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	17	55.6	21	9							
		CARDIFF WALES	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	100.0	0	1							
		CARDIFF WALES	EMERALD AIRLINES UK LTD	S	A	31	0	0	6.5	61.3	29.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	90.3	6	31							
		CARDIFF WALES	EMERALD AIRLINES UK LTD	S	D	30	0	1	3.2	74.2	16.1	3.2	0.0	0.0	0.0	0.0	0.0	3.2	1	90.3	4	31							
		EAST MIDLANDS INTERNATIONAL	AER LINGUS	S	A	14	0	0	14.3	50.0	14.3	7.1	0.0	7.1	0.0	7.1	0.0	0.0	24	96.8	1	31							
		EAST MIDLANDS INTERNATIONAL	AER LINGUS	S	D	14	0	0	0.0	50.0	28.6	7.1	0.0	0.0	7.1	7.1	0.0	0.0	28	96.8	3	31							
		EDINBURGH	AER LINGUS	S	A	88	0	2	7.8	42.2	33.3	6.7	1.1	2.2	2.2	2.2	0.0	0.0	2.2	14	84.5	7	108						
		EDINBURGH	AER LINGUS	S	D	88	0	2	1.1	37.8	38.9	11.1	2.2	2.2	2.2	2.2	0.0	0.0	2.2	16	72.7	12	108						
		EXETER	EMERALD AIRLINES UK LTD	S	A	17	0	0	11.8	35.3	29.4	11.8	11.8	0.0	0.0	0.0	0.0	0.0	8	81.8	9	22							

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2024								
																More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
EXETER	EMERALD AIRLINES UK LTD	S	D	16	0	0	0	6.3	25.0	43.8	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	77.3	13	21											
GLASGOW	AER LINGUS	S	A	36	0	0	0	0.0	36.1	41.7	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	4	47											
GLASGOW	AER LINGUS	S	D	35	0	0	0	2.9	48.6	37.1	8.6	2.9	0.0	0.0	0.0	0.0	0.0	0.0	5	81.3	16	47												
GLASGOW	BRITISH AIRWAYS PLC	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												
GLASGOW	EASYJET UK LTD	S	A	21	0	0	0	23.8	52.4	9.5	0.0	4.8	9.5	0.0	0.0	0.0	0.0	0.0	10	84.6	9	26												
GLASGOW	EASYJET UK LTD	S	D	21	0	0	0	0.0	81.0	4.8	0.0	4.8	9.5	0.0	0.0	0.0	0.0	0.0	12	84.6	12	26												
GLASGOW	EMERALD AIRLINES (IRELAND) LIMITED	S	D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1												
ISLE OF MAN	EMERALD AIRLINES UK LTD	S	A	2	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	0	2												
ISLE OF MAN	EMERALD AIRLINES UK LTD	S	D	2	0	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	2												
LEEDS BRADFORD	AER LINGUS	S	A	114	0	1	1	18.3	51.3	18.3	3.5	3.5	0.9	2.6	0.9	0.0	0.0	0.9	10	86.7	7	114												
LEEDS BRADFORD	AER LINGUS	S	D	114	0	1	0	0.9	45.2	38.3	6.1	3.5	1.7	2.6	0.9	0.0	0.0	0.9	11	86.7	6	114												
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	18	0	0	0	16.7	38.9	11.1	11.1	16.7	0.0	5.6	0.0	0.0	0.0	0.0	17	86.8	4	38												
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	18	0	0	0	0.0	50.0	22.2	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	97.4	2	38												
GATWICK	EASYJET UK LTD	S	A	85	0	0	0	24.7	42.4	23.5	4.7	2.4	1.2	1.2	0.0	0.0	0.0	0.0	6	77.4	9	92												
GATWICK	EASYJET UK LTD	S	D	85	0	0	0	0.0	49.4	29.4	8.2	10.6	2.4	0.0	0.0	0.0	0.0	0.0	10	78.5	10	92												
HEATHROW	BRITISH AIRWAYS PLC	S	A	184	0	0	0	23.9	46.7	19.6	7.1	2.2	0.5	0.0	0.0	0.0	0.0	0.0	4	61.7	19	184												
HEATHROW	BRITISH AIRWAYS PLC	S	D	184	0	0	0	0.0	48.4	40.8	7.1	2.7	1.1	0.0	0.0	0.0	0.0	0.0	6	61.1	18	185												
LONDON CITY	BA CITYFLYER LTD	S	A	68	0	0	0	13.2	61.8	20.6	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	4	86.3	6	71												
LONDON CITY	BA CITYFLYER LTD	S	D	68	0	0	0	0.0	29.4	51.5	8.8	4.4	5.9	0.0	0.0	0.0	0.0	0.0	12	77.8	12	70												
LUTON	EASYJET UK LTD	S	A	22	0	0	0	4.5	54.5	31.8	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	74.1	8	27												
LUTON	EASYJET UK LTD	S	D	22	0	0	0	0.0	40.9	50.0	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	59.3	18	27												
MANCHESTER	AER LINGUS	S	A	115	0	1	1	12.1	55.2	23.3	2.6	4.3	0.9	0.0	0.9	0.0	0.0	0.9	6	94.6	5	92												
MANCHESTER	AER LINGUS	S	D	115	0	1	0	0.0	43.1	44.0	5.2	5.2	0.9	0.0	0.9	0.0	0.0	0.9	8	92.5	6	92												
MANCHESTER	EASYJET UK LTD	S	A	17	0	0	0	17.6	58.8	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.2	3	43												
MANCHESTER	EASYJET UK LTD	S	D	17	0	0	0	0.0	70.6	17.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.1	5	43												
NEWCASTLE	AER LINGUS	S	A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.2	1	26												
NEWCASTLE	AER LINGUS	S	D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	3	26												
SOUTHAMPTON	AER LINGUS	S	A	80	0	0	0	33.8	38.8	17.5	2.5	6.3	0.0	0.0	1.3	0.0	0.0	0.0	7	89.7	4	58												

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: B																	MAY 2024			
		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
								2.5	53.8	31.3	6.3	3.8	1.3	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL BELFAST CITY (GEORGE BEST)					2234	0	13	8.9	46.5	30.2	6.9	4.1	1.5	0.7	0.5	0.0	0.0	0.6	8	81.1	10	2435
BELFAST INTERNATIONAL																						
	BIRMINGHAM	EASYJET UK LTD	S	A	105	0	2	14.0	45.8	16.8	9.3	8.4	2.8	0.9	0.0	0.0	0.0	1.9	10	87.2	8	125
	BIRMINGHAM	EASYJET UK LTD	S	D	105	0	1	0.0	35.8	39.6	12.3	7.5	2.8	0.9	0.0	0.0	0.0	0.9	13	79.2	12	125
	BRISTOL	EASYJET UK LTD	S	A	71	0	0	4.2	39.4	29.6	18.3	1.4	5.6	1.4	0.0	0.0	0.0	0.0	13	63.4	16	92
	BRISTOL	EASYJET UK LTD	S	D	71	0	0	0.0	56.3	25.4	9.9	4.2	2.8	1.4	0.0	0.0	0.0	0.0	10	64.5	14	92
	CARDIFF WALES	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	10	1
	EAST MIDLANDS INTERNATIONAL	RYANAIR UK LTD	S	A	17	0	0	29.4	47.1	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.7	5	19
	EAST MIDLANDS INTERNATIONAL	RYANAIR UK LTD	S	D	17	0	0	5.9	64.7	11.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	89.5	6	19
	EDINBURGH	EASYJET UK LTD	S	A	114	0	0	14.9	50.9	18.4	3.5	8.8	2.6	0.0	0.9	0.0	0.0	0.0	10	75.2	15	127
	EDINBURGH	EASYJET UK LTD	S	D	114	0	0	7.0	57.0	23.7	4.4	4.4	2.6	0.0	0.9	0.0	0.0	0.0	9	71.3	17	127
	EDINBURGH	RYANAIR UK LTD	S	A	57	0	0	14.0	50.9	22.8	5.3	5.3	1.8	0.0	0.0	0.0	0.0	0.0	6	65.5	20	57
	EDINBURGH	RYANAIR UK LTD	S	D	57	0	0	5.3	59.6	22.8	3.5	7.0	1.8	0.0	0.0	0.0	0.0	0.0	6	56.1	23	57
	GLASGOW	EASYJET UK LTD	S	A	109	0	0	23.9	57.8	11.9	2.8	1.8	1.8	0.0	0.0	0.0	0.0	0.0	4	80.5	14	132
	GLASGOW	EASYJET UK LTD	S	D	104	0	0	1.0	78.8	13.5	1.9	2.9	1.9	0.0	0.0	0.0	0.0	0.0	4	82.0	11	132
	ISLE OF MAN	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	11	14
	ISLE OF MAN	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	12	14
	JERSEY	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8
	JERSEY	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	8
	LEEDS BRADFORD	EASYJET UK LTD	S	A	13	0	0	7.7	46.2	23.1	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	15	80.8	7	25
	LEEDS BRADFORD	EASYJET UK LTD	S	D	13	0	0	0.0	38.5	23.1	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	21	65.4	13	25
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	115	0	0	5.2	59.1	18.3	10.4	3.5	3.5	0.0	0.0	0.0	0.0	0.0	8	83.1	10	148
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	115	0	0	1.7	62.6	20.0	6.1	6.1	3.5	0.0	0.0	0.0	0.0	0.0	8	82.3	11	147
	GATWICK	EASYJET UK LTD	S	A	114	0	0	22.8	43.0	19.3	4.4	7.0	2.6	0.9	0.0	0.0	0.0	0.0	8	79.5	12	166
	GATWICK	EASYJET UK LTD	S	D	114	0	0	0.0	45.6	37.7	8.8	4.4	2.6	0.9	0.0	0.0	0.0	0.0	9	73.9	14	165
	LUTON	EASYJET UK LTD	S	A	88	0	0	15.9	43.2	22.7	9.1	8.0	1.1	0.0	0.0	0.0	0.0	0.0	7	86.4	10	118
	LUTON	EASYJET UK LTD	S	D	88	0	0	2.3	48.9	34.1	8.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	7	78.8	13	118
	STANSTED	EASYJET UK LTD	S	A	97	0	0	9.3	48.5	25.8	8.2	5.2	2.1	0.0	1.0	0.0	0.0	0.0	8	82.1	9	112

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: B																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								15 m early	to 1 m early	to 15 m late	m late	m late	m late	m late	m late	late	Unmat	Can	(mins)	to 15 m	(mins)	Mat
	STANSTED	EASYJET UK LTD	S	D	97	0	0	0.0	53.6	29.9	7.2	5.2	3.1	0.0	1.0	0.0	0.0	0.0	10	69.6	13	112
	STANSTED	RYANAIR UK LTD	S	A	67	0	2	20.3	31.9	27.5	11.6	2.9	2.9	0.0	0.0	0.0	0.0	2.9	9	75.8	11	62
	STANSTED	RYANAIR UK LTD	S	D	67	0	0	0.0	40.3	31.3	10.4	11.9	6.0	0.0	0.0	0.0	0.0	0.0	15	69.4	17	62
	MANCHESTER	EASYJET UK LTD	S	A	108	0	0	6.5	54.6	18.5	4.6	10.2	3.7	1.9	0.0	0.0	0.0	0.0	12	77.6	13	124
	MANCHESTER	EASYJET UK LTD	S	D	108	0	0	5.6	52.8	19.4	6.5	8.3	5.6	1.9	0.0	0.0	0.0	0.0	14	78.4	10	124
	MANCHESTER	RYANAIR UK LTD	S	A	53	0	0	13.2	49.1	18.9	7.5	9.4	1.9	0.0	0.0	0.0	0.0	0.0	9	80.6	11	62
	MANCHESTER	RYANAIR UK LTD	S	D	53	0	0	0.0	58.5	28.3	11.3	1.9	0.0	0.0	0.0	0.0	0.0	0.0	4	75.8	16	62
	NEWCASTLE	EASYJET UK LTD	S	A	75	0	0	14.7	64.0	12.0	4.0	4.0	0.0	0.0	1.3	0.0	0.0	0.0	5	71.4	14	84
	NEWCASTLE	EASYJET UK LTD	S	D	75	0	0	1.3	69.3	16.0	8.0	2.7	1.3	0.0	1.3	0.0	0.0	0.0	8	63.1	16	84
	SOUTHAMPTON	EASYJET UK LTD	S	A	18	0	0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	8	22
	SOUTHAMPTON	EASYJET UK LTD	S	D	18	0	0	0.0	77.8	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	2	90.9	8	22
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>2437</b>	<b>0</b>	<b>5</b>	<b>8.0</b>	<b>52.6</b>	<b>22.8</b>	<b>7.4</b>	<b>5.7</b>	<b>2.6</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>9</b>	<b>77.0</b>	<b>13</b>	<b>2993</b>
BELGRADE																						
	HEATHROW	AIR SERBIA	S	A	40	0	0	2.5	42.5	37.5	7.5	5.0	2.5	0.0	2.5	0.0	0.0	0.0	13	59.0	17	39
	HEATHROW	AIR SERBIA	S	D	40	0	0	0.0	37.5	40.0	7.5	10.0	2.5	0.0	2.5	0.0	0.0	0.0	16	59.0	19	39
	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	53.8	20	13
	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	5	13
	LUTON	WIZZ AIR UK LTD	S	A	31	0	0	6.5	35.5	35.5	6.5	6.5	6.5	0.0	3.2	0.0	0.0	0.0	17	67.7	22	31
	LUTON	WIZZ AIR UK LTD	S	D	31	0	0	0.0	58.1	25.8	6.5	3.2	3.2	0.0	3.2	0.0	0.0	0.0	12	58.1	26	31
	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	16	0.0	0	0
<b>TOTAL BELGRADE</b>					<b>143</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>42.7</b>	<b>35.0</b>	<b>7.7</b>	<b>6.3</b>	<b>3.5</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>62.7</b>	<b>19</b>	<b>166</b>
BENBECULA																						
	GLASGOW	LOGANAIR LTD	S	A	48	0	1	6.1	26.5	46.9	6.1	4.1	6.1	2.0	0.0	0.0	0.0	2.0	13	68.0	19	46
	GLASGOW	LOGANAIR LTD	S	D	47	0	0	2.1	31.9	46.8	10.6	4.3	2.1	2.1	0.0	0.0	0.0	0.0	11	64.7	21	47
<b>TOTAL BENBECULA</b>					<b>95</b>	<b>0</b>	<b>1</b>	<b>4.2</b>	<b>29.2</b>	<b>46.9</b>	<b>8.3</b>	<b>4.2</b>	<b>4.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>12</b>	<b>66.3</b>	<b>20</b>	<b>93</b>
BERGAMO																						
	BELFAST INTERNATIONAL	RYANAIR	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	49	55.6	28	9
	BELFAST INTERNATIONAL	RYANAIR	S	D	4	0	0	0.0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	58	44.4	37	9
	BELFAST INTERNATIONAL	RYANAIR UK 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	75.0	5	4
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	4
	BIRMINGHAM	RYANAIR	S	A	22	0	0	4.5	27.3	18.2	18.2	22.7	9.1	0.0	0.0	0.0	0.0	0.0	22	20.0	60	10
	BIRMINGHAM	RYANAIR	S	D	22	0	0	0.0	0.0	36.4	22.7	40.9	0.0	0.0	0.0	0.0	0.0	0.0	23	55.6	38	9
	BRISTOL	RYANAIR	S	A	14	0	0	0.0	0.0	42.9	21.4	14.3	21.4	0.0	0.0	0.0	0.0	0.0	26	100.0	1	22
	BRISTOL	RYANAIR	S	D	14	0	0	0.0	7.1	57.1	14.3	7.1	14.3	0.0	0.0	0.0	0.0	0.0	22	86.4	14	22

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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	66.7	12	18	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	18	
	EDINBURGH	RYANAIR	S	A	36	0	0	2.8	19.4	22.2	25.0	11.1	19.4	0.0	0.0	0.0	0.0	0.0	29	77.4	10	31	
	EDINBURGH	RYANAIR	S	D	36	0	0	0.0	19.4	38.9	19.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	80.6	9	31	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	13	0	0	0.0	30.8	38.5	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	5	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	13	0	0	0.0	46.2	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	13	9	
	GATWICK	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	53.6	29	28	
	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	75.0	16	28	
	STANSTED	RYANAIR	S	A	107	0	0	4.7	16.8	29.0	22.4	20.6	5.6	0.9	0.0	0.0	0.0	0.0	22	58.3	17	115	
	STANSTED	RYANAIR	S	D	107	0	0	0.0	24.3	34.6	18.7	16.8	3.7	1.9	0.0	0.0	0.0	0.0	19	65.2	19	115	
	STANSTED	RYANAIR UK LTD	S	A	13	0	0	0.0	15.4	38.5	15.4	23.1	7.7	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	STANSTED	RYANAIR UK LTD	S	D	13	0	0	0.0	69.2	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	53	0	0	1.9	22.6	26.4	22.6	13.2	11.3	1.9	0.0	0.0	0.0	0.0	25	46.9	20	32	
	MANCHESTER	RYANAIR	S	D	53	0	0	0.0	7.5	28.3	22.6	32.1	9.4	0.0	0.0	0.0	0.0	0.0	30	78.1	12	32	
	MANCHESTER	RYANAIR 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	58	8	
	MANCHESTER	RYANAIR 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	18	8	
	NEWCASTLE	RYANAIR	S	A	22	0	0	0.0	36.4	27.3	13.6	18.2	4.5	0.0	0.0	0.0	0.0	0.0	15	81.8	6	22	
	NEWCASTLE	RYANAIR	S	D	22	0	0	0.0	31.8	27.3	22.7	18.2	0.0	0.0	0.0	0.0	0.0	0.0	13	73.9	12	23	
<b>TOTAL BERGAMO BERGEN</b>					<b>594</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>21.9</b>	<b>30.6</b>	<b>19.7</b>	<b>18.5</b>	<b>7.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>67.5</b>	<b>17</b>	<b>616</b>	
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	A	55	0	0	18.2	43.6	30.9	3.6	1.8	1.8	0.0	0.0	0.0	0.0	0.0	4	83.3	5	50	
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	D	55	0	0	7.3	52.7	38.2	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.5	5	51	
	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	19	2	
	BIRMINGHAM	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	2	
	BRISTOL	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	20	0.0	0	0	
	BRISTOL	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	EDINBURGH	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EDINBURGH	LOGANAIR LTD	S	A	16	0	0	12.5	18.8	43.8	12.5	0.0	6.3	0.0	6.3	0.0	0.0	0.0	32	64.7	38	17	
	EDINBURGH	LOGANAIR LTD	S	D	17	0	0	0.0	29.4	52.9	11.8	0.0	5.9	0.0	0.0	0.0	0.0	0.0	12	75.0	13	18	
	LEEDS BRADFORD	JET2.COM LTD	S	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	33.3	18	3	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	3	
	LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	95	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	S	A	0	0	0	0.0	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	
	LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	4	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	46	0	0	26.1	54.3	15.2	0.0	2.2	2.2	0.0	0.0	0.0	0.0	0.0	3	89.7	5	58	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	46	0	0	2.2	54.3	32.6	8.7	0.0	2.2	0.0	0.0	0.0	0.0	0.0	5	74.1	10	58	
	GATWICK	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	100.0	0	1	
	GATWICK	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	0.0	77	1	
	STANSTED	JET2.COM LTD	S	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	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	19	50.0	19	6	
	MANCHESTER	JET2.COM LTD	S	D	6	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	6	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	2	9	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	9	
	NEWCASTLE	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1	
	NEWCASTLE	LOGANAIR LTD	S	A	3	0	0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	2	
	NEWCASTLE	LOGANAIR LTD	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	2	
<b>TOTAL BERGEN</b>					<b>278</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>46.0</b>	<b>32.7</b>	<b>6.1</b>	<b>1.8</b>	<b>2.2</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.1</b>	<b>9</b>	<b>308</b>	
BERGERAC																							
	BOURNEMOUTH	RYANAIR	S	A	9	0	0	0.0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	10	8	
	BOURNEMOUTH	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	100.0	5	8	
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	22	8	
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	6	8	
	LEEDS BRADFORD	JET2.COM LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	1	
	LEEDS BRADFORD	JET2.COM LTD	S	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	100.0	4	1	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	14	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	14	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	STANSTED	RYANAIR	S	A	31	0	1	3.1	21.9	40.6	21.9	9.4	0.0	0.0	0.0	0.0	0.0	3.1	10	63.9	18	36	
	STANSTED	RYANAIR	S	D	31	0	0	0.0	45.2	29.0	9.7	12.9	3.2	0.0	0.0	0.0	0.0	0.0	11	72.2	13	36	
	STANSTED	RYANAIR UK LTD	S	A	4	0	1	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0	0.0	0	0	
	STANSTED	RYANAIR 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	2	0.0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	MANCHESTER	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1	
	SOUTHAMPTON	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	5	3	
	SOUTHAMPTON	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	33.3	24	3	
<b>TOTAL BERGERAC</b>					<b>111</b>	<b>0</b>	<b>2</b>	<b>0.9</b>	<b>33.6</b>	<b>39.8</b>	<b>13.3</b>	<b>9.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>10</b>	<b>76.9</b>	<b>11</b>	<b>142</b>	
BERLIN BRANDENBURG																							
	BIRMINGHAM	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	33.3	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	55.6	18	18	
	BIRMINGHAM	EASYJET UK LTD	S	D	9	0	0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	94.4	3	18	
	BIRMINGHAM	RYANAIR	S	A	17	0	0	5.9	29.4	17.6	35.3	0.0	5.9	0.0	5.9	0.0	0.0	0.0	25	87.5	14	8	
	BIRMINGHAM	RYANAIR	S	D	17	0	0	0.0	23.5	35.3	17.6	17.6	0.0	0.0	5.9	0.0	0.0	0.0	26	62.5	25	8	
	BRISTOL	EASYJET UK LTD	S	A	22	0	0	0.0	27.3	36.4	31.8	4.5	0.0	0.0	0.0	0.0	0.0	0.0	12	56.0	17	25	
	BRISTOL	EASYJET UK LTD	S	D	22	0	0	0.0	40.9	45.5	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	7	60.0	15	25	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	22.2	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	69.2	17	26	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	73.1	8	26	
	EDINBURGH	EASYJET UK LTD	S	A	31	0	0	12.9	16.1	35.5	25.8	3.2	6.5	0.0	0.0	0.0	0.0	0.0	14	38.7	28	31	
	EDINBURGH	EASYJET UK LTD	S	D	31	0	0	0.0	25.8	38.7	25.8	9.7	0.0	0.0	0.0	0.0	0.0	0.0	12	41.9	25	31	
	EDINBURGH	RYANAIR	S	A	23	0	0	4.3	21.7	56.5	4.3	8.7	4.3	0.0	0.0	0.0	0.0	0.0	13	72.2	12	36	
	EDINBURGH	RYANAIR	S	D	23	0	0	0.0	56.5	21.7	8.7	13.0	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	11	36	
	GLASGOW	EASYJET UK LTD	S	A	14	0	0	0.0	28.6	42.9	7.1	0.0	21.4	0.0	0.0	0.0	0.0	0.0	19	77.8	10	18	
	GLASGOW	EASYJET UK LTD	S	D	12	0	0	0.0	66.7	25.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	6	94.4	6	18	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	9	0	0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	EASYJET UK LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1	
	GATWICK	EASYJET UK LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1	
	GATWICK	EASYJET UK LTD	S	A	80	0	0	23.8	45.0	15.0	8.8	5.0	2.5	0.0	0.0	0.0	0.0	0.0	6	74.4	11	85	
	GATWICK	EASYJET UK LTD	S	D	80	0	0	0.0	41.3	45.0	6.3	3.8	3.8	0.0	0.0	0.0	0.0	0.0	8	69.8	12	85	
	GATWICK	HI FLY MALTA	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	57	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	197	0	2	19.6	39.2	25.1	8.5	4.0	2.5	0.0	0.0	0.0	0.0	1.0	7	54.4	23	188	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	199	0	0	0.0	41.2	38.7	13.1	6.0	0.5	0.0	0.5	0.0	0.0	0.0	9	68.4	16	188	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LONDON CITY	BA CITYFLYER LTD	S	A	93	0	0	18.3	45.2	28.0	4.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	4	70.1	13	95	
	LONDON CITY	BA CITYFLYER LTD	S	D	92	0	0	0.0	38.0	45.7	13.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	7	60.8	18	96	
	LUTON	EASYJET UK LTD	S	A	17	0	0	0.0	17.6	29.4	23.5	17.6	11.8	0.0	0.0	0.0	0.0	0.0	23	60.9	17	21	
	LUTON	EASYJET UK LTD	S	D	17	0	0	0.0	29.4	35.3	17.6	11.8	0.0	0.0	0.0	5.9	0.0	0.0	39	63.6	15	22	
	STANSTED	RYANAIR	S	A	97	0	0	12.4	47.4	18.6	8.2	10.3	2.1	1.0	0.0	0.0	0.0	0.0	10	58.8	22	102	
	STANSTED	RYANAIR	S	D	97	0	0	0.0	47.4	28.9	10.3	9.3	4.1	0.0	0.0	0.0	0.0	0.0	11	58.8	18	102	
	STANSTED	RYANAIR 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	25.0	23	4	
	STANSTED	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	4	
	MANCHESTER	EASYJET EUROPE	S	A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	EASYJET EUROPE	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	1	
	MANCHESTER	EASYJET UK LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	MANCHESTER	EASYJET UK LTD	S	A	18	0	0	11.1	38.9	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	73.7	11	18	
	MANCHESTER	EASYJET UK LTD	S	D	18	0	0	0.0	50.0	33.3	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	78.9	7	18	
	MANCHESTER	RYANAIR	S	A	48	0	0	2.1	27.1	35.4	25.0	10.4	0.0	0.0	0.0	0.0	0.0	0.0	12	64.8	17	54	
	MANCHESTER	RYANAIR	S	D	48	0	0	0.0	25.0	25.0	29.2	14.6	6.3	0.0	0.0	0.0	0.0	0.0	18	55.6	19	54	
	MANCHESTER	RYANAIR UK LTD	S	A	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	MANCHESTER	RYANAIR UK LTD	S	D	5	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	9	0	0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL BERLIN BRANDENBURG</b>					<b>1404</b>	<b>0</b>	<b>2</b>	<b>7.5</b>	<b>39.5</b>	<b>31.4</b>	<b>12.2</b>	<b>6.5</b>	<b>2.3</b>	<b>0.1</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>10</b>	<b>63.9</b>	<b>17</b>	<b>1464</b>	
BERMUDA																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	29.0	54.8	3.2	9.7	3.2	0.0	0.0	0.0	0.0	0.0	11	64.5	60	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	19.4	61.3	6.5	9.7	3.2	0.0	0.0	0.0	0.0	0.0	11	61.3	22	31	
<b>TOTAL BERMUDA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.2</b>	<b>58.1</b>	<b>4.8</b>	<b>9.7</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>62.9</b>	<b>41</b>	<b>62</b>	
BERNE																							
	JERSEY	BLUE ISLANDS LIMITED	C	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	JERSEY	BLUE ISLANDS LIMITED	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL BERNE</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BEZIERS																							
	BRISTOL	RYANAIR	S	A	13	0	0	0.0	15.4	46.2	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	18	66.7	13	18	
	BRISTOL	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	4	83.3	7	18	
	LUTON	RYANAIR	S	A	13	0	0	0.0	15.4	38.5	23.1	7.7	7.7	0.0	7.7	0.0	0.0	0.0	35	57.1	18	14	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: B																	MAY 2024			
		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	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	LUTON	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	1	64.3	13	14
	STANSTED	RYANAIR	S	A	13	0	0	7.7	15.4	23.1	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	21	50.0	17	8
	STANSTED	RYANAIR	S	D	13	0	0	0.0	15.4	30.8	23.1	30.8	0.0	0.0	0.0	0.0	0.0	0.0	19	62.5	13	8
	STANSTED	RYANAIR 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	41	4
	STANSTED	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	46	4
	MANCHESTER	RYANAIR	S	A	14	0	0	0.0	21.4	57.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	11	57.1	18	14
	MANCHESTER	RYANAIR	S	D	14	0	0	0.0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	6	14
<b>TOTAL BEZIERS</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>28.3</b>	<b>41.5</b>	<b>17.0</b>	<b>8.5</b>	<b>2.8</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>66.4</b>	<b>15</b>	<b>116</b>
BIARRITZ																						
	EDINBURGH	RYANAIR	S	A	9	0	0	11.1	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	23	9
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	9	9
	GATWICK	EASYJET UK LTD	S	A	9	0	0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	8	8
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	10	8
	STANSTED	RYANAIR	S	A	33	0	0	9.1	36.4	45.5	3.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	7	57.5	22	40
	STANSTED	RYANAIR	S	D	33	0	0	0.0	51.5	33.3	9.1	6.1	0.0	0.0	0.0	0.0	0.0	0.0	6	65.0	15	40
	STANSTED	RYANAIR UK LTD	S	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	STANSTED	RYANAIR UK LTD	S	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL BIARRITZ</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>47.3</b>	<b>37.3</b>	<b>6.4</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>65.8</b>	<b>17</b>	<b>114</b>
BIGGIN HILL																						
	LIVERPOOL (JOHN LENNON)	BA CITYFLYER 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
	LIVERPOOL (JOHN LENNON)	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	58	0.0	0	0
<b>TOTAL BIGGIN HILL</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>37</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BILBAO																						
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	61.5	16	13
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	76.9	16	13
	GATWICK	ASCEND AIRWAYS LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	122	0.0	0	0
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	15	94.4	3	18
	GATWICK	EASYJET UK LTD	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	3	18
	GATWICK	VUELING AIRLINES	S	A	97	0	0	33.0	50.5	7.2	5.2	3.1	1.0	0.0	0.0	0.0	0.0	0.0	3	91.5	5	105

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	VUELING AIRLINES	S	D	97	0	0	0.0	28.9	52.6	9.3	8.2	1.0	0.0	0.0	0.0	0.0	0.0	9	80.2	10	105
	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	2	14.3	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	3	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	1	0.0	0.0	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	16.7	11	0.0	0	0
	HEATHROW	VUELING AIRLINES	S	A	31	0	0	0.0	32.3	51.6	12.9	0.0	3.2	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	HEATHROW	VUELING AIRLINES	S	D	31	0	0	0.0	3.2	54.8	29.0	9.7	3.2	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	STANSTED	FREEBIRD AIRLINES EUROPE LIMITED	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	STANSTED	FREEBIRD AIRLINES EUROPE 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	51	0.0	0	0
	STANSTED	FROST AIR APS	C	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	STANSTED	PRIVILEGE STYLE	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	STANSTED	TRADE 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	28	0.0	0	0
	STANSTED	TRADE 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
	STANSTED	TRANSAVIA	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	TRANSAVIA	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	MANCHESTER	AIR ONE	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	MANCHESTER	AIR ONE	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	EASYJET UK LTD	S	A	23	0	0	8.7	30.4	52.2	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	70.0	29	18
	MANCHESTER	EASYJET UK LTD	S	D	23	0	0	0.0	60.9	34.8	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	18
	MANCHESTER	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	82	0.0	0	0
	MANCHESTER	ENTER AIR	C	D	4	0	0	0.0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0
	MANCHESTER	LEAV AVIATION GMBH	C	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	MANCHESTER	LEAV AVIATION GMBH	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	27	0.0	0	0
	MANCHESTER	LUFTHANSA	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	SMARTWINGS	C	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	SMARTWINGS	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	44	0.0	0	0
	MANCHESTER	TRADE AIR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	MANCHESTER	VUELING AIRLINES	S	A	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	MANCHESTER	VUELING AIRLINES	S	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL BILBAO</b>					<b>369</b>	<b>0</b>	<b>13</b>	<b>9.4</b>	<b>34.3</b>	<b>35.1</b>	<b>10.5</b>	<b>5.2</b>	<b>1.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>84.9</b>	<b>9</b>	<b>308</b>
BILLUND																						
	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	76.9	13	13
	EDINBURGH	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	53.8	21	13

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: B		PERCENTAGE OF FLIGHTS LATE												MAY 2024			
						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	31	0	0	16.1	35.5	35.5	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	83.9	10	30
HEATHROW		BRITISH AIRWAYS PLC		S	D	31	0	0	0.0	54.8	25.8	9.7	9.7	0.0	0.0	0.0	0.0	0.0	0.0	8	67.7	12	30
LONDON CITY		SUN AIR OF SCANDINAVIA		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	17	
LONDON CITY		SUN AIR OF SCANDINAVIA		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.2	3	17	
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	71.8	9	77	
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	75.3	14	77	
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	75.0	2	3	
MANCHESTER		BRITISH AIRWAYS PLC		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	2	3	
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	50.0	16	12	
MANCHESTER		RYANAIR		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	14	12	
MANCHESTER		RYANAIR UK LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	6	5	
MANCHESTER		RYANAIR 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	40.0	22	5	
SOUTHEND		BRITISH AIRWAYS PLC		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	2	
<b>TOTAL BILLUND</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>45.2</b>	<b>30.6</b>	<b>9.7</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>73.0</b>	<b>11</b>	<b>316</b>
<b>BIRMINGHAM</b>																							
ABERDEEN		LOGANAIR LTD		S	A	74	0	1	26.7	46.7	20.0	2.7	0.0	2.7	0.0	0.0	0.0	1.3	4	88.6	7	79	
ABERDEEN		LOGANAIR LTD		S	D	78	0	0	6.4	69.2	21.8	1.3	1.3	0.0	0.0	0.0	0.0	0.0	1	84.8	6	79	
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	80.0	2	8	
BELFAST CITY (GEORGE BEST)		AER LINGUS		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	1	8	
BELFAST CITY (GEORGE BEST)		EMERALD AIRLINES (IRELAND) LIMITED		S	A	14	0	0	7.1	28.6	50.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
BELFAST CITY (GEORGE BEST)		EMERALD AIRLINES (IRELAND) LIMITED		S	D	14	0	0	0.0	35.7	64.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
BELFAST CITY (GEORGE BEST)		EMERALD AIRLINES UK LTD		S	A	156	0	2	6.3	38.6	29.7	15.8	7.0	1.3	0.0	0.0	0.0	1.3	9	84.6	10	156	
BELFAST CITY (GEORGE BEST)		EMERALD AIRLINES UK LTD		S	D	156	0	2	0.6	49.4	31.0	10.8	5.7	1.3	0.0	0.0	0.0	1.3	7	87.3	7	157	
BELFAST INTERNATIONAL		EASYJET UK LTD		S	A	105	0	0	8.6	35.2	30.5	13.3	8.6	3.8	0.0	0.0	0.0	0.0	12	82.4	10	125	
BELFAST INTERNATIONAL		EASYJET UK LTD		S	D	105	0	0	1.0	60.0	17.1	10.5	5.7	4.8	1.0	0.0	0.0	0.0	10	88.0	8	125	
BOURNEMOUTH		EASTERN AIRWAYS		C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
EAST MIDLANDS INTERNATIONAL		BLUE ISLANDS LIMITED		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	36	0.0	0	0	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	84	0	0	4.8	42.9	25.0	10.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	16	65.8	14	76	
	EDINBURGH	EASYJET UK LTD	S	D	84	0	0	2.4	39.3	27.4	13.1	15.5	2.4	0.0	0.0	0.0	0.0	0.0	14	64.5	14	76	
	GLASGOW	AER LINGUS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GLASGOW	EASYJET UK LTD	S	A	58	0	0	6.9	62.1	24.1	3.4	1.7	1.7	0.0	0.0	0.0	0.0	0.0	4	81.4	8	84	
	GLASGOW	EASYJET UK LTD	S	D	56	0	0	0.0	75.0	16.1	5.4	1.8	1.8	0.0	0.0	0.0	0.0	0.0	4	82.6	9	84	
	ISLE OF MAN	LOGANAIR LTD	S	A	27	0	0	18.5	48.1	25.9	3.7	0.0	3.7	0.0	0.0	0.0	0.0	0.0	6	51.7	26	27	
	ISLE OF MAN	LOGANAIR LTD	S	D	27	0	0	0.0	55.6	33.3	3.7	3.7	3.7	0.0	0.0	0.0	0.0	0.0	6	69.0	12	26	
	JERSEY	BLUE ISLANDS LIMITED	S	A	17	0	3	15.0	15.0	20.0	10.0	0.0	15.0	5.0	5.0	0.0	0.0	15.0	36	32.1	57	21	
	JERSEY	BLUE ISLANDS LIMITED	S	D	17	0	3	0.0	30.0	20.0	10.0	5.0	15.0	5.0	0.0	0.0	0.0	15.0	30	42.9	45	22	
	JERSEY	EASYJET UK LTD	S	A	9	0	0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	8	
	JERSEY	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	4	8	
	LIVERPOOL (JOHN LENNON)	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		
	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	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>					<b>1094</b>	<b>0</b>	<b>14</b>	<b>6.0</b>	<b>47.7</b>	<b>26.4</b>	<b>9.7</b>	<b>5.5</b>	<b>3.1</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>9</b>	<b>79.2</b>	<b>11</b>	<b>1170</b>	
BOA VISTA (RABIL)																							
	BIRMINGHAM	TUI AIRWAYS 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	100.0	1	14	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	78.6	8	14	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	A	8	0	0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	S	A	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	5	70.6	10	17	
	GATWICK	TUI AIRWAYS LTD	S	D	19	0	0	0.0	21.1	52.6	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	41.2	18	17	
	MANCHESTER	TUI AIRWAYS LTD	S	A	18	0	0	5.6	16.7	38.9	22.2	5.6	5.6	5.6	0.0	0.0	0.0	0.0	24	66.7	11	18	
	MANCHESTER	TUI AIRWAYS LTD	S	D	18	0	0	0.0	11.1	61.1	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	15	72.2	14	18	
<b>TOTAL BOA VISTA (RABIL)</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>23.1</b>	<b>47.2</b>	<b>14.8</b>	<b>2.8</b>	<b>1.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>70.4</b>	<b>11</b>	<b>98</b>	
BODO																							
	LUTON	COPENHAGEN AIRTAXI	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LUTON	COPENHAGEN AIRTAXI	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	COPENHAGEN AIRTAXI	C	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL BODO</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: B																	MAY 2024			
		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
BODRUM (MILAS)	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	37	75.0	6	4
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	50	75.0	10	4
	BIRMINGHAM	JET2.COM LTD	S	A	13	0	0	15.4	30.8	30.8	7.7	0.0	15.4	0.0	0.0	0.0	0.0	0.0	13	53.8	24	13
	BIRMINGHAM	JET2.COM LTD	S	D	13	0	0	0.0	0.0	23.1	23.1	38.5	15.4	0.0	0.0	0.0	0.0	0.0	38	35.7	36	14
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	25	3
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	4
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	0.0	15.4	53.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	13	53.8	17	13
	BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	23.1	46.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	69.2	14	13
	BRISTOL	JET2.COM LTD	S	A	9	0	0	0.0	11.1	11.1	22.2	33.3	22.2	0.0	0.0	0.0	0.0	0.0	36	44.4	25	9
	BRISTOL	JET2.COM LTD	S	D	9	0	0	0.0	11.1	33.3	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	44.4	22	9
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	6
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	11.1	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	83.3	7	6
	EDINBURGH	EASYJET UK LTD	S	A	10	0	1	0.0	36.4	27.3	0.0	27.3	0.0	0.0	0.0	0.0	0.0	9.1	16	66.7	14	9
	EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	55.6	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	22.2	30	9
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	22.2	22.2	33.3	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	75.0	43	8
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	22.2	33.3	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	30	44.4	36	9
	GLASGOW	JET2.COM LTD	S	A	9	0	0	0.0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	22.2	29	9
	GLASGOW	JET2.COM LTD	S	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	44.4	21	9
	LEEDS BRADFORD	JET2.COM LTD	S	A	8	0	0	0.0	75.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	24	88.9	4	9
	LEEDS BRADFORD	JET2.COM LTD	S	D	8	0	0	0.0	12.5	62.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	11	9
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	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	16	62.5	50	8
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	19	9
	LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S	A	8	0	0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16	55.6	20	9
	LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S	D	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	19	55.6	15	9
	GATWICK	EASYJET UK LTD	S	A	43	0	0	4.7	18.6	30.2	20.9	23.3	2.3	0.0	0.0	0.0	0.0	0.0	19	56.8	31	43
	GATWICK	EASYJET UK LTD	S	D	44	0	0	0.0	4.5	54.5	20.5	18.2	2.3	0.0	0.0	0.0	0.0	0.0	18	45.5	28	44
	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	25.0	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	16.7	32	6
	GATWICK	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	TUI AIRWAYS LTD	S	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	15	0	0	0.0	20.0	26.7	53.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	10	8

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: B		PERCENTAGE OF FLIGHTS LATE											MAY 2024			
								NUMBER OF FLIGHTS																
								MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
HEATHROW	BRITISH AIRWAYS PLC	S	D	15	0	0	0.0	13.3	73.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	14	8			
LUTON	EASYJET UK LTD	S	A	18	0	0	5.6	16.7	44.4	27.8	0.0	0.0	5.6	0.0	0.0	0.0	0.0	18	66.7	17	26			
LUTON	EASYJET UK LTD	S	D	18	0	0	0.0	16.7	55.6	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	59.3	19	27			
STANSTED	JET2.COM LTD	S	A	18	0	0	0.0	27.8	55.6	0.0	11.1	0.0	5.6	0.0	0.0	0.0	0.0	17	58.8	23	17			
STANSTED	JET2.COM LTD	S	D	18	0	0	0.0	0.0	72.2	11.1	11.1	0.0	0.0	5.6	0.0	0.0	0.0	24	50.0	34	18			
STANSTED	RYANAIR UK LTD	S	A	9	0	0	0.0	0.0	0.0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	59	0.0	0	0			
STANSTED	RYANAIR UK LTD	S	D	8	0	0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0			
MANCHESTER	EASYJET UK LTD	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	60.0	32	5			
MANCHESTER	EASYJET UK LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	28	5			
MANCHESTER	JET2.COM LTD	S	A	18	0	0	11.1	11.1	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	24	56.5	19	23			
MANCHESTER	JET2.COM LTD	S	D	19	0	0	0.0	0.0	21.1	36.8	26.3	15.8	0.0	0.0	0.0	0.0	0.0	36	4.3	46	23			
MANCHESTER	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	5			
MANCHESTER	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	21	6			
MANCHESTER	TUI AIRWAYS LTD	S	A	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0			
MANCHESTER	TUI AIRWAYS LTD	S	D	6	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			
NEWCASTLE	JET2.COM LTD	S	A	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	30	8			
NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	77.8	13	9			
<b>TOTAL BODRUM (MILAS)</b>				<b>483</b>	<b>0</b>	<b>1</b>	<b>2.5</b>	<b>16.3</b>	<b>41.9</b>	<b>19.6</b>	<b>13.6</b>	<b>4.8</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>19</b>	<b>53.5</b>	<b>24</b>	<b>489</b>			
BOGOTA																								
HEATHROW	AVIANCA COLOMBIA	S	A	31	0	0	29.0	19.4	25.8	9.7	12.9	0.0	0.0	0.0	3.2	0.0	0.0	40	83.9	10	31			
HEATHROW	AVIANCA COLOMBIA	S	D	31	0	0	0.0	61.3	25.8	3.2	3.2	0.0	0.0	0.0	6.5	0.0	0.0	51	93.5	3	31			
<b>TOTAL BOGOTA</b>				<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>40.3</b>	<b>25.8</b>	<b>6.5</b>	<b>8.1</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>46</b>	<b>88.7</b>	<b>7</b>	<b>62</b>			
BOLOGNA																								
BELFAST CITY (GEORGE BEST)	BA CITYFLYER LTD	C	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	10	1			
BELFAST CITY (GEORGE BEST)	BA CITYFLYER LTD	C	D	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	2			
BIRMINGHAM	ITALIA TRASPOTO AEREO	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	66	0.0	0	0			
BIRMINGHAM	KLASJET UAB	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	KLASJET UAB	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0			
EDINBURGH	RYANAIR	S	A	9	0	0	11.1	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	47.4	20	18			
EDINBURGH	RYANAIR	S	D	9	0	0	0.0	0.0	88.9	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	26.3	22	19			
EDINBURGH	RYANAIR UK 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	18	0.0	0	0			
EDINBURGH	RYANAIR 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	0.0	0	0			
GLASGOW	BA CITYFLYER LTD	C	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	11	1			
GLASGOW	BA CITYFLYER LTD	C	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	24	2			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GATWICK	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.4	5	17	
	GATWICK	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.4	10	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	80	0	1	16.0	38.3	32.1	6.2	3.7	2.5	0.0	0.0	0.0	0.0	1.2	7	54.9	33	82	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	81	0	0	0.0	24.7	50.6	16.0	6.2	2.5	0.0	0.0	0.0	0.0	0.0	11	65.9	31	82	
	LUTON	RYANAIR	S	A	18	0	0	16.7	61.1	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	68.4	21	19	
	LUTON	RYANAIR	S	D	18	0	0	0.0	27.8	61.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	73.7	18	19	
	STANSTED	RYANAIR	S	A	48	0	0	10.4	27.1	25.0	12.5	20.8	4.2	0.0	0.0	0.0	0.0	0.0	17	26.7	35	45	
	STANSTED	RYANAIR	S	D	48	0	0	0.0	18.8	37.5	16.7	22.9	4.2	0.0	0.0	0.0	0.0	0.0	17	60.0	16	45	
	STANSTED	RYANAIR UK LTD	S	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	STANSTED	RYANAIR UK LTD	S	D	5	0	0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	18	0	0	5.6	22.2	27.8	27.8	5.6	0.0	11.1	0.0	0.0	0.0	0.0	26	50.0	21	22	
	MANCHESTER	RYANAIR	S	D	18	0	0	0.0	27.8	50.0	11.1	0.0	5.6	5.6	0.0	0.0	0.0	0.0	19	68.2	14	22	
<b>TOTAL BOLOGNA</b>					<b>377</b>	<b>0</b>	<b>1</b>	<b>6.3</b>	<b>29.6</b>	<b>38.4</b>	<b>12.4</b>	<b>9.5</b>	<b>2.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>12</b>	<b>57.5</b>	<b>25</b>	<b>413</b>	
BOLZANO																							
	GATWICK	SKYALPS	S	A	8	0	0	0.0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16	66.7	11	9	
	GATWICK	SKYALPS	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	13	55.6	17	9	
<b>TOTAL BOLZANO</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>14</b>	<b>61.1</b>	<b>14</b>	<b>18</b>	
BORDEAUX																							
	BELFAST INTERNATIONAL	EASYJET EUROPE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	18	7	
	BELFAST INTERNATIONAL	EASYJET EUROPE	S	D	0	0	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	30	7	
	BIRMINGHAM	EASYJET UK LTD	S	A	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	BIRMINGHAM	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	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	44.4	31	9	
	BIRMINGHAM	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	36	9	
	BRISTOL	EASYJET UK LTD	S	A	23	0	0	4.3	21.7	39.1	17.4	8.7	8.7	0.0	0.0	0.0	0.0	0.0	17	44.4	37	18	
	BRISTOL	EASYJET UK LTD	S	D	23	0	0	0.0	26.1	43.5	13.0	8.7	8.7	0.0	0.0	0.0	0.0	0.0	18	55.6	36	18	
	CARDIFF WALES	ALBA STAR	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	
	CARDIFF WALES	FROST AIR APS	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	
	CARDIFF WALES	FROST AIR APS	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	
	CARDIFF WALES	KLASJET UAB	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	LEAV AVIATION GMBH	C	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	CARDIFF WALES	LEAV AVIATION GMBH	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	8	0.0	0	0	
	CARDIFF WALES	MALTA MEDAIR	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	MALTA MEDAIR	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	NEOS SPA	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	NEOS SPA	C D	1	0	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0		
CARDIFF WALES	ORBEST	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	24	0.0	0	0		
CARDIFF WALES	ORBEST	C D	1	0	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0		
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	0	0.0	18	1		
CARDIFF WALES	SMARTWINGS	C A	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
CARDIFF WALES	SMARTWINGS	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		
CARDIFF WALES	TRANSAVIA	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		
EDINBURGH	RYANAIR	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	40	18		
EDINBURGH	RYANAIR	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	37	18		
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S A	33	0	0	0	39.4	27.3	6.1	9.1	9.1	9.1	0.0	0.0	0.0	0.0	0.0	14	83.7	9	43		
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S D	33	0	0	0	0.0	15.2	60.6	12.1	9.1	3.0	0.0	0.0	0.0	0.0	0.0	11	70.5	13	44		
GATWICK	EASYJET UK LTD	S A	57	0	0	0	15.8	43.9	24.6	8.8	5.3	1.8	0.0	0.0	0.0	0.0	0.0	8	80.8	16	52		
GATWICK	EASYJET UK LTD	S D	57	0	0	0	0.0	19.3	49.1	26.3	3.5	1.8	0.0	0.0	0.0	0.0	0.0	13	71.2	15	52		
LUTON	EASYJET UK LTD	S A	23	0	0	0	0.0	26.1	21.7	21.7	13.0	17.4	0.0	0.0	0.0	0.0	0.0	26	50.0	24	14		
LUTON	EASYJET UK LTD	S D	22	0	0	0	0.0	27.3	31.8	22.7	0.0	18.2	0.0	0.0	0.0	0.0	0.0	22	71.4	15	14		
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	54.8	19	31		
STANSTED	RYANAIR	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	48.4	22	31		
STANSTED	RYANAIR UK LTD	S A	1	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	225	0.0	0	0		
MANCHESTER	EASYJET UK LTD	S A	9	0	0	0	0.0	55.6	0.0	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	55.6	25	18		
MANCHESTER	EASYJET UK LTD	S D	9	0	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	44.4	31	18		
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	84.6	4	13		
MANCHESTER	RYANAIR	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.2	12	13		
<b>TOTAL BORDEAUX</b>					<b>325</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>28.9</b>	<b>35.1</b>	<b>15.1</b>	<b>8.0</b>	<b>5.5</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>62.8</b>	<b>21</b>	<b>448</b>		
BOSTON																							
EDINBURGH	DELTA AIRLINES	S A	24	0	0	0	8.3	33.3	33.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	87.0	5	22		
EDINBURGH	DELTA AIRLINES	S D	24	0	0	0	0.0	70.8	8.3	0.0	16.7	0.0	4.2	0.0	0.0	0.0	0.0	14	86.4	11	22		
EDINBURGH	JETBLUE AIRWAYS CORPORATION	S A	9	0	0	0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
EDINBURGH	JETBLUE AIRWAYS CORPORATION	S D	9	0	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
GATWICK	JETBLUE AIRWAYS CORPORATION	S A	9	0	0	0	66.7	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	90.3	7	31		
GATWICK	JETBLUE AIRWAYS CORPORATION	S D	9	0	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.3	3	31		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: B		PERCENTAGE OF FLIGHTS LATE											MAY 2024				
						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		AMERICAN AIRLINES		S	A	31	0	0	38.7	32.3	9.7	6.5	0.0	3.2	3.2	3.2	3.2	0.0	0.0	44	77.4	56	31
HEATHROW		AMERICAN AIRLINES		S	D	31	0	0	12.9	54.8	19.4	0.0	3.2	3.2	0.0	0.0	6.5	0.0	0.0	42	83.9	18	31
HEATHROW		BRITISH AIRWAYS PLC		S	A	90	0	3	19.4	37.6	24.7	5.4	5.4	2.2	1.1	1.1	0.0	0.0	3.2	11	73.4	9	90
HEATHROW		BRITISH AIRWAYS PLC		S	D	90	0	3	0.0	20.4	45.2	17.2	9.7	2.2	2.2	0.0	0.0	0.0	3.2	16	55.9	18	91
HEATHROW		DELTA AIRLINES		S	A	31	0	0	9.7	19.4	45.2	16.1	3.2	3.2	0.0	0.0	3.2	0.0	0.0	24	83.9	4	30
HEATHROW		DELTA AIRLINES		S	D	31	0	0	0.0	67.7	29.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0	7	90.3	4	30
HEATHROW		JETBLUE AIRWAYS CORPORATION		S	A	31	0	0	12.9	54.8	29.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	31
HEATHROW		JETBLUE AIRWAYS CORPORATION		S	D	31	0	0	0.0	61.3	25.8	9.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0	5	93.5	6	31
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	A	56	0	0	33.9	33.9	17.9	10.7	1.8	1.8	0.0	0.0	0.0	0.0	0.0	7	74.6	7	54
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	56	0	0	0.0	53.6	41.1	1.8	3.6	0.0	0.0	0.0	0.0	0.0	0.0	4	55.9	22	54
HEATHROW		VIRGIN ATLANTIC INTERNATIONAL		S	A	6	0	0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	11	3
HEATHROW		VIRGIN ATLANTIC INTERNATIONAL		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	6	33.3	42	3
<b>TOTAL BOSTON</b>						<b>574</b>	<b>0</b>	<b>6</b>	<b>12.8</b>	<b>41.0</b>	<b>29.3</b>	<b>7.6</b>	<b>4.7</b>	<b>1.6</b>	<b>0.9</b>	<b>0.5</b>	<b>0.7</b>	<b>0.0</b>	<b>1.0</b>	<b>13</b>	<b>76.2</b>	<b>13</b>	<b>585</b>
BOURNEMOUTH																							
EDINBURGH		RYANAIR UK LTD		S	A	13	0	0	7.7	15.4	38.5	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	17	70.6	22	17
EDINBURGH		RYANAIR UK LTD		S	D	13	0	0	0.0	30.8	53.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	70.6	22	17
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
<b>TOTAL BOURNEMOUTH</b>						<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>22.2</b>	<b>44.4</b>	<b>22.2</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>13</b>	<b>70.6</b>	<b>22</b>	<b>34</b>
BRASOV-GHIMBAV																							
LUTON		WIZZ AIR UK LTD		S	A	22	0	0	45.5	36.4	9.1	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	14
LUTON		WIZZ AIR UK LTD		S	D	22	0	0	0.0	54.5	36.4	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	92.9	3	14
<b>TOTAL BRASOV-GHIMBAV</b>						<b>44</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>4</b>	<b>96.4</b>	<b>2</b>	<b>28</b>
BRATISLAVA																							
EDINBURGH		RYANAIR		S	A	17	0	0	23.5	35.3	23.5	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	4
EDINBURGH		RYANAIR		S	D	17	0	0	0.0	41.2	35.3	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	11	100.0	2	4
EDINBURGH		RYANAIR 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	61	4
EDINBURGH		RYANAIR 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	25.0	54	4
LEEDS BRADFORD		RYANAIR		S	A	9	0	0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	6	8

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: B																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								9.0	54.3	25.7	5.2	4.3	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	13	8
	LUTON	WIZZ AIR UK LTD	S	A	31	0	0	25.8	58.1	12.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	94.1	13	17
	LUTON	WIZZ AIR UK LTD	S	D	31	0	0	0.0	80.6	12.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	17
	STANSTED	RYANAIR	S	A	27	0	0	7.4	44.4	33.3	3.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	21
	STANSTED	RYANAIR	S	D	27	0	0	0.0	48.1	33.3	3.7	14.8	0.0	0.0	0.0	0.0	0.0	0.0	9	85.7	5	21
	MANCHESTER	RYANAIR	S	A	21	0	0	19.0	47.6	19.0	9.5	0.0	4.8	0.0	0.0	0.0	0.0	0.0	7	84.6	8	13
	MANCHESTER	RYANAIR	S	D	21	0	0	0.0	71.4	23.8	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	5	76.9	12	13
<b>TOTAL BRATISLAVA</b>					<b>210</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>54.3</b>	<b>25.7</b>	<b>5.2</b>	<b>4.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>84.3</b>	<b>10</b>	<b>134</b>
BRAUNSCHWEIG																						
	JERSEY	BLUE ISLANDS LIMITED	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	133	1
<b>TOTAL BRAUNSCHWEIG</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>133</b>	<b>1</b>
BREMEN																						
	JERSEY	BLUE ISLANDS LIMITED	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	JERSEY	BLUE ISLANDS LIMITED	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	216	1
	STANSTED	RYANAIR	S	A	44	0	0	4.5	40.9	38.6	6.8	4.5	0.0	2.3	2.3	0.0	0.0	0.0	15	75.0	15	40
	STANSTED	RYANAIR	S	D	44	0	0	0.0	63.6	29.5	2.3	2.3	2.3	0.0	0.0	0.0	0.0	0.0	5	85.0	10	40
<b>TOTAL BREMEN</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>52.3</b>	<b>34.1</b>	<b>4.5</b>	<b>3.4</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>10</b>	<b>79.3</b>	<b>15</b>	<b>82</b>
BREST																						
	GATWICK	VOLOTEA	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	0.0	0	0
	GATWICK	VOLOTEA	S	D	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL BREST</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>33.3</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BRIDGETOWN																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	6.5	45.2	41.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	93.5	7	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	25.8	54.8	16.1	0.0	3.2	0.0	0.0	0.0	0.0	0.0	8	80.6	8	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	3	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	11	6
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	57.1	33	7
	HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	1
	HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	D	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	65	100.0	2	1
	MANCHESTER	AER LINGUS	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	12	0.0	0	0
	MANCHESTER	AER LINGUS	S	D	13	0	0	0.0	69.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	MANCHESTER	AER LINGUS (UK) LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	14	12

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	AER LINGUS (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	76.9	8	13	
<b>TOTAL BRIDGETOWN</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>36.7</b>	<b>43.9</b>	<b>7.1</b>	<b>2.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>82.4</b>	<b>10</b>	<b>102</b>	
BRINDISI																							
	GATWICK	EASYJET UK LTD	S	A	9	0	0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	71.4	13	7	
	GATWICK	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	57.1	11	7	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	0.0	35.3	52.9	0.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	10	75.0	115	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	0.0	52.9	29.4	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	9	87.5	18	8	
	STANSTED	RYANAIR	S	A	27	0	0	0.0	33.3	18.5	18.5	18.5	11.1	0.0	0.0	0.0	0.0	0.0	23	60.9	16	23	
	STANSTED	RYANAIR	S	D	27	0	0	0.0	22.2	40.7	14.8	18.5	3.7	0.0	0.0	0.0	0.0	0.0	16	87.5	6	23	
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	22.2	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	66.7	13	9	
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	8	9	
<b>TOTAL BRINDISI</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>30.6</b>	<b>40.3</b>	<b>11.3</b>	<b>11.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>73.7</b>	<b>20</b>	<b>94</b>	
BRISTOL																							
	ABERDEEN	LOGANAIR LTD	S	A	21	0	1	45.5	40.9	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5	1	92.6	4	27	
	ABERDEEN	LOGANAIR LTD	S	D	22	0	0	9.1	59.1	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.2	8	27	
	BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	55.6	19	9	
	BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	25	44.4	24	9	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	71	0	0	5.6	45.1	28.2	12.7	4.2	2.8	1.4	0.0	0.0	0.0	0.0	11	67.7	13	92	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	71	0	0	0.0	47.9	21.1	19.7	5.6	4.2	1.4	0.0	0.0	0.0	0.0	14	66.7	16	92	
	BIRMINGHAM	LOGANAIR LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	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	11	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	A	127	0	0	17.3	31.5	29.1	10.2	7.1	1.6	3.1	0.0	0.0	0.0	0.0	13	68.3	15	120	
	EDINBURGH	EASYJET UK LTD	S	D	127	0	0	3.9	37.8	34.6	10.2	7.1	3.1	2.4	0.8	0.0	0.0	0.0	15	52.5	21	120	
	EXETER	AURIGNY AIR SERVICES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1	
	GLASGOW	EASYJET UK LTD	S	A	90	0	0	7.8	44.4	24.4	14.4	4.4	3.3	1.1	0.0	0.0	0.0	0.0	11	59.4	21	95	
	GLASGOW	EASYJET UK LTD	S	D	88	0	0	0.0	42.0	35.2	12.5	5.7	3.4	1.1	0.0	0.0	0.0	0.0	11	58.3	24	95	
	ISLE OF MAN	EASYJET UK LTD	S	A	10	0	0	0.0	90.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	64.3	20	13	
	ISLE OF MAN	EASYJET UK LTD	S	D	10	0	0	0.0	60.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	82	13	
	JERSEY	BLUE ISLANDS LIMITED	S	A	31	0	3	0.0	17.6	14.7	8.8	20.6	14.7	0.0	14.7	0.0	0.0	8.8	64	71.0	42	31	
	JERSEY	BLUE ISLANDS LIMITED	S	D	31	0	3	0.0	23.5	17.6	5.9	17.6	11.8	0.0	14.7	0.0	0.0	8.8	62	67.7	43	31	
	GATWICK	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	100.0	0	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: B																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	late	Unmat	Can	(mins)	to 15 m	(mins)	Mat
	NEWCASTLE	EASYJET UK LTD	S	A	44	0	0	11.4	31.8	34.1	18.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	7	60.0	24	40
	NEWCASTLE	EASYJET UK LTD	S	D	44	0	0	0.0	45.5	29.5	15.9	9.1	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	26	40
<b>TOTAL BRISTOL</b>					<b>807</b>	<b>0</b>	<b>8</b>	<b>6.9</b>	<b>39.1</b>	<b>27.9</b>	<b>12.1</b>	<b>7.1</b>	<b>3.2</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>15</b>	<b>63.0</b>	<b>21</b>	<b>855</b>
BRIVE-LA-GAILLARDE																						
	STANSTED	RYANAIR	S	A	9	0	0	0.0	33.3	44.4	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	55.6	22	9
	STANSTED	RYANAIR	S	D	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	55.6	17	9
<b>TOTAL BRIVE-LA-GAILLARDE</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>44.4</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>55.6</b>	<b>19</b>	<b>18</b>
BRNO (TURANY)																						
	STANSTED	RYANAIR	S	A	21	0	0	9.5	38.1	23.8	9.5	14.3	4.8	0.0	0.0	0.0	0.0	0.0	12	57.7	21	26
	STANSTED	RYANAIR	S	D	22	0	0	0.0	40.9	22.7	13.6	22.7	0.0	0.0	0.0	0.0	0.0	0.0	14	69.2	15	26
<b>TOTAL BRNO (TURANY)</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>39.5</b>	<b>23.3</b>	<b>11.6</b>	<b>18.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>63.5</b>	<b>18</b>	<b>52</b>
BRUSSELS																						
	ABERDEEN	TUI FLY BELGIUM	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
	ABERDEEN	TUI FLY BELGIUM	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0
	BIRMINGHAM	BRUSSELS AIRLINES	S	A	24	0	1	4.0	52.0	28.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	5	0.0	0	0
	BIRMINGHAM	BRUSSELS AIRLINES	S	D	24	0	1	0.0	60.0	20.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	5	0.0	0	0
	EDINBURGH	BRUSSELS AIRLINES	S	A	31	0	0	6.5	41.9	35.5	3.2	9.7	3.2	0.0	0.0	0.0	0.0	0.0	9	77.4	12	31
	EDINBURGH	BRUSSELS AIRLINES	S	D	31	0	0	3.2	48.4	29.0	9.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	9	77.4	15	31
	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	26	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	105	0	0	16.2	41.9	25.7	8.6	4.8	2.9	0.0	0.0	0.0	0.0	0.0	8	51.8	20	83
	HEATHROW	BRITISH AIRWAYS PLC	S	D	105	0	0	0.0	39.0	40.0	13.3	5.7	1.9	0.0	0.0	0.0	0.0	0.0	9	74.1	13	84
	HEATHROW	BRUSSELS AIRLINES	S	A	115	0	3	15.3	38.1	28.8	6.8	8.5	0.0	0.0	0.0	0.0	0.0	2.5	7	81.5	8	119
	HEATHROW	BRUSSELS AIRLINES	S	D	115	0	3	0.0	11.9	44.9	21.2	16.1	3.4	0.0	0.0	0.0	0.0	2.5	18	61.3	16	119
	LUTON	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	129	0.0	0	0
	MANCHESTER	BRUSSELS AIRLINES	S	A	51	0	0	5.9	47.1	31.4	11.8	2.0	2.0	0.0	0.0	0.0	0.0	0.0	7	87.0	5	54
	MANCHESTER	BRUSSELS AIRLINES	S	D	52	0	0	0.0	13.5	48.1	21.2	15.4	1.9	0.0	0.0	0.0	0.0	0.0	16	90.7	7	54
	MANCHESTER	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	65	0.0	0	0
	SOUTHAMPTON	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
<b>TOTAL BRUSSELS</b>					<b>658</b>	<b>0</b>	<b>8</b>	<b>6.3</b>	<b>34.7</b>	<b>34.4</b>	<b>12.8</b>	<b>8.4</b>	<b>2.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>10</b>	<b>72.9</b>	<b>12</b>	<b>576</b>
BUCHAREST (BANEASA)																						
	LUTON	WIZZ AIR MALTA	S	A	31	0	0	0.0	67.7	25.8	3.2	0.0	0.0	3.2	0.0	0.0	0.0	0.0	7	0.0	0	0

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: B										MAY 2024								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
		LUTON	WIZZ AIR MALTA	S	D	31	0	0	0.0	45.2	19.4	19.4	9.7	3.2	0.0	3.2	0.0	0.0	0.0	19	0.0	0	0					
<b>TOTAL BUCHAREST (BANEASA)</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>56.5</b>	<b>22.6</b>	<b>11.3</b>	<b>4.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>						
BUCHAREST (OTOPENI)																												
		BIRMINGHAM	RYANAIR	S	A	23	0	0	4.3	8.7	43.5	26.1	17.4	0.0	0.0	0.0	0.0	0.0	0.0	17	30.4	43	23					
		BIRMINGHAM	RYANAIR	S	D	23	0	0	0.0	21.7	43.5	30.4	4.3	0.0	0.0	0.0	0.0	0.0	0.0	11	34.8	36	23					
		BIRMINGHAM	WIZZ AIR MALTA	S	A	18	0	0	22.2	33.3	22.2	0.0	16.7	5.6	0.0	0.0	0.0	0.0	0.0	12	88.2	4	17					
		BIRMINGHAM	WIZZ AIR MALTA	S	D	18	0	0	0.0	5.6	55.6	11.1	22.2	5.6	0.0	0.0	0.0	0.0	0.0	23	58.8	19	17					
		BOURNEMOUTH	ALBA STAR	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	20	0.0	0	0					
		BRISTOL	RYANAIR	S	A	13	0	0	0.0	23.1	23.1	15.4	23.1	15.4	0.0	0.0	0.0	0.0	0.0	24	71.4	12	14					
		BRISTOL	RYANAIR	S	D	14	0	0	0.0	42.9	35.7	0.0	7.1	14.3	0.0	0.0	0.0	0.0	0.0	19	78.6	8	14					
		EDINBURGH	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	27	50.0	35	14					
		EDINBURGH	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	3	64.3	28	14					
		GLASGOW	WIZZ AIR MALTA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9					
		GLASGOW	WIZZ AIR MALTA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	12	9					
		LEEDS BRADFORD	RYANAIR	S	A	14	0	0	0.0	21.4	71.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	55.6	34	9					
		LEEDS BRADFORD	RYANAIR	S	D	14	0	0	0.0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	55.6	34	9					
		LEEDS BRADFORD	WIZZ AIR MALTA	S	A	13	0	0	7.7	61.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	69.2	13	13					
		LEEDS BRADFORD	WIZZ AIR MALTA	S	D	13	0	0	0.0	15.4	38.5	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	14	38.5	34	13					
		LIVERPOOL (JOHN LENNON)	WIZZ AIR MALTA	S	A	9	0	0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	69.2	14	13					
		LIVERPOOL (JOHN LENNON)	WIZZ AIR MALTA	S	D	9	0	0	0.0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	53.8	23	13					
		GATWICK	ALBA STAR	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					
		GATWICK	EUROATLANTIC 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	12	1					
		GATWICK	WIZZ AIR MALTA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.1	7	31					
		GATWICK	WIZZ 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	45.2	24	31					
		HEATHROW	BRITISH AIRWAYS PLC	S	A	64	0	0	9.4	39.1	37.5	7.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	69.4	14	62					
		HEATHROW	BRITISH AIRWAYS PLC	S	D	64	0	0	0.0	23.4	53.1	9.4	9.4	4.7	0.0	0.0	0.0	0.0	0.0	12	58.1	20	62					
		HEATHROW	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	86.7	4	30					
		HEATHROW	TAROM	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	16	30					
		LUTON	WIZZ AIR MALTA	S	A	111	0	0	8.1	41.4	33.3	9.9	4.5	2.7	0.0	0.0	0.0	0.0	0.0	8	81.3	12	107					
		LUTON	WIZZ AIR MALTA	S	D	111	0	0	0.0	23.4	41.4	18.0	11.7	3.6	1.8	0.0	0.0	0.0	0.0	17	57.9	25	107					
		LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1					

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LUTON	WIZZ AIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	1130	1	
	STANSTED	EUROATLANTIC 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		
	STANSTED	RYANAIR	S	A	106	0	0	7.5	44.3	28.3	9.4	9.4	0.9	0.0	0.0	0.0	0.0	9	53.1	27	96		
	STANSTED	RYANAIR	S	D	107	0	0	0.0	33.6	50.5	3.7	10.3	1.9	0.0	0.0	0.0	0.0	9	62.9	19	97		
	STANSTED	RYANAIR 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	44.4	22	9		
	STANSTED	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	23	9		
	MANCHESTER	RYANAIR	S	A	13	0	0	0.0	30.8	30.8	7.7	30.8	0.0	0.0	0.0	0.0	0.0	15	61.5	38	13		
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	30.8	46.2	0.0	23.1	0.0	0.0	0.0	0.0	0.0	10	84.6	22	13		
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>790</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>31.5</b>	<b>41.1</b>	<b>11.0</b>	<b>9.7</b>	<b>2.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>63.4</b>	<b>21</b>	<b>925</b>		
<b>BUDAPEST</b>																							
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	9		
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	7	9		
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	33.3	44.4	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	13	77.8	11	9		
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	11.1	22.2	22.2	33.3	0.0	11.1	0.0	0.0	0.0	38	44.4	24	9		
	BIRMINGHAM	RYANAIR	S	A	18	0	0	5.6	27.8	50.0	11.1	5.6	0.0	0.0	0.0	0.0	0.0	8	76.9	14	13		
	BIRMINGHAM	RYANAIR	S	D	18	0	0	0.0	44.4	22.2	11.1	16.7	5.6	0.0	0.0	0.0	0.0	13	69.2	25	13		
	BIRMINGHAM	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	2	88.9	2	9		
	BIRMINGHAM	WIZZ AIR	S	D	9	0	0	0.0	11.1	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	17	66.7	14	9		
	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	100.0	1	9		
	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	100.0	1	9		
	BRISTOL	RYANAIR	S	A	18	0	0	16.7	44.4	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	8	77.8	15	18		
	BRISTOL	RYANAIR	S	D	18	0	0	0.0	55.6	38.9	0.0	5.6	0.0	0.0	0.0	0.0	0.0	6	55.6	21	18		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	44.4	33.3	0.0	11.1	11.1	0.0	0.0	0.0	0.0	13	88.9	11	9		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	88.9	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	6	9		
	EDINBURGH	RYANAIR	S	A	22	0	0	18.2	36.4	9.1	13.6	22.7	0.0	0.0	0.0	0.0	0.0	15	93.5	3	31		
	EDINBURGH	RYANAIR	S	D	23	0	0	4.3	26.1	43.5	13.0	8.7	0.0	4.3	0.0	0.0	0.0	15	87.1	7	31		
	EDINBURGH	RYANAIR UK LTD	S	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	25.0	38	4		
	EDINBURGH	RYANAIR UK LTD	S	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	5		
	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		
	GLASGOW	WIZZ AIR	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	4	62.5	29	8		
	GLASGOW	WIZZ AIR	S	D	9	0	0	0.0	33.3	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	15	37.5	40	8		
	LEEDS BRADFORD	JET2.COM LTD	S	A	6	0	0	33.3	33.3	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	7	66.7	20	6		
	LEEDS BRADFORD	JET2.COM LTD	S	D	6	0	0	0.0	33.3	50.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	17	66.7	30	6		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	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	1	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	9	0	0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	62.5	17	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	9	55.6	22	9		
	GATWICK	EASYJET UK LTD	S	A	26	0	0	3.8	38.5	26.9	11.5	7.7	7.7	3.8	0.0	0.0	0.0	19	75.9	13	29		
	GATWICK	EASYJET UK LTD	S	D	26	0	0	0.0	50.0	26.9	7.7	7.7	3.8	3.8	0.0	0.0	0.0	14	69.0	12	29		
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	14	4		
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4		
	GATWICK	WIZZ AIR	S	A	62	0	0	45.2	29.0	6.5	4.8	6.5	8.1	0.0	0.0	0.0	0.0	13	65.2	19	23		
	GATWICK	WIZZ AIR	S	D	62	0	0	0.0	17.7	48.4	4.8	12.9	9.7	6.5	0.0	0.0	0.0	28	43.5	30	23		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	122	0	0	18.9	43.4	27.9	5.7	4.1	0.0	0.0	0.0	0.0	0.0	4	67.5	27	119		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	122	0	0	0.0	36.9	53.3	8.2	1.6	0.0	0.0	0.0	0.0	0.0	5	66.7	16	119		
	LUTON	WIZZ AIR	S	A	93	0	0	22.6	49.5	15.1	1.1	4.3	2.2	5.4	0.0	0.0	0.0	13	71.0	15	93		
	LUTON	WIZZ AIR	S	D	93	0	0	0.0	38.7	37.6	8.6	6.5	3.2	5.4	0.0	0.0	0.0	18	49.5	26	93		
	LUTON	WIZZ AIR 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	83	0.0	0	0		
	STANSTED	RYANAIR	S	A	111	0	0	15.3	35.1	27.0	12.6	5.4	4.5	0.0	0.0	0.0	0.0	11	74.0	12	123		
	STANSTED	RYANAIR	S	D	111	0	0	0.0	29.7	37.8	18.0	11.7	2.7	0.0	0.0	0.0	0.0	13	65.3	18	124		
	STANSTED	RYANAIR UK LTD	S	A	13	0	0	0.0	23.1	46.2	23.1	0.0	7.7	0.0	0.0	0.0	0.0	16	0.0	0	0		
	STANSTED	RYANAIR UK LTD	S	D	13	0	0	0.0	23.1	38.5	23.1	7.7	7.7	0.0	0.0	0.0	0.0	19	0.0	0	0		
	MANCHESTER	JET2.COM LTD	S	A	15	0	0	0.0	40.0	20.0	20.0	13.3	6.7	0.0	0.0	0.0	0.0	15	33.3	49	18		
	MANCHESTER	JET2.COM LTD	S	D	15	0	0	0.0	13.3	20.0	20.0	33.3	13.3	0.0	0.0	0.0	0.0	35	33.3	51	18		
	MANCHESTER	RYANAIR	S	A	21	0	0	9.5	38.1	23.8	14.3	4.8	9.5	0.0	0.0	0.0	0.0	16	83.3	16	18		
	MANCHESTER	RYANAIR	S	D	21	0	0	0.0	52.4	23.8	4.8	9.5	4.8	4.8	0.0	0.0	0.0	17	61.1	27	18		
	MANCHESTER	RYANAIR UK LTD	S	A	10	0	0	0.0	40.0	30.0	20.0	0.0	0.0	10.0	0.0	0.0	0.0	20	100.0	4	5		
	MANCHESTER	RYANAIR UK LTD	S	D	10	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	5		
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	3	4		
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	3	4		
<b>TOTAL BUDAPEST</b>					<b>1226</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>37.3</b>	<b>31.9</b>	<b>9.5</b>	<b>6.9</b>	<b>3.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>67.9</b>	<b>18</b>	<b>1141</b>	
<b>BUENOS AIRES</b>																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	1	31.3	21.9	28.1	6.3	3.1	0.0	3.1	0.0	3.1	0.0	3.1	60	87.1	12	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	35.5	51.6	3.2	6.5	3.2	0.0	0.0	0.0	0.0	9	77.4	10	31		
<b>TOTAL BUENOS AIRES</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>15.9</b>	<b>28.6</b>	<b>39.7</b>	<b>4.8</b>	<b>4.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>35</b>	<b>82.3</b>	<b>11</b>	<b>62</b>	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BURGAS	BELFAST INTERNATIONAL	BH AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1
	BELFAST INTERNATIONAL	BH AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	30	2
	BIRMINGHAM	JET2.COM LTD	S	A	11	0	0	0.0	18.2	9.1	27.3	27.3	9.1	9.1	0.0	0.0	0.0	0.0	35	50.0	11	6
	BIRMINGHAM	JET2.COM LTD	S	D	11	0	0	0.0	0.0	18.2	27.3	45.5	9.1	0.0	0.0	0.0	0.0	0.0	36	33.3	25	6
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	176	100.0	2	3
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	23	60.0	19	5
	BRISTOL	JET2.COM LTD	S	A	6	0	0	0.0	16.7	16.7	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	7	4
	BRISTOL	JET2.COM LTD	S	D	6	0	0	0.0	16.7	66.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	7	4
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	25.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	1
	BRISTOL	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	14	100.0	0	2
	CARDIFF WALES	BH AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1
	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	0	50.0	20	4
	CARDIFF WALES	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	8	40.0	28	5
	EAST MIDLANDS INTERNATIONAL	BH AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	6	0	0	0.0	0.0	16.7	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	50.0	15	6
	EAST MIDLANDS INTERNATIONAL	JET2.COM 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	50.0	16	6
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	0.0	22.2	22.2	11.1	33.3	0.0	0.0	11.1	0.0	0.0	0.0	42	0.0	0	0
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	11.1	44.4	33.3	0.0	0.0	0.0	11.1	0.0	0.0	0.0	36	0.0	0	0
	GLASGOW	JET2.COM LTD	S	A	6	0	0	0.0	66.7	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	17	100.0	3	5
	GLASGOW	JET2.COM LTD	S	D	6	0	0	0.0	50.0	16.7	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	17	66.7	11	6
	LEEDS BRADFORD	BH AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	0.0	0.0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	39	55.6	50	9
	LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	11.1	55.6	0.0	11.1	11.1	11.1	0.0	0.0	0.0	0.0	29	55.6	43	9
	LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S	A	9	0	0	0.0	0.0	22.2	11.1	22.2	44.4	0.0	0.0	0.0	0.0	0.0	45	55.6	21	9
	LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S	D	9	0	0	0.0	11.1	22.2	11.1	44.4	11.1	0.0	0.0	0.0	0.0	0.0	31	55.6	20	9
	GATWICK	BH AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	91	1
	GATWICK	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	19	25.0	45	4
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	57.1	17	7
	LUTON	RYANAIR	S	A	9	0	0	0.0	11.1	44.4	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	35	33.3	85	9
	LUTON	RYANAIR	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	25	9
	LUTON	WIZZ AIR UK LTD	S	A	13	0	0	0.0	30.8	38.5	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	77.8	12	18

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LUTON	WIZZ AIR UK LTD	S	D	13	0	0	0.0	53.8	38.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	94.4	6	18	
	STANSTED	JET2.COM LTD	S	A	9	0	0	0.0	44.4	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	16	66.7	28	9		
	STANSTED	JET2.COM LTD	S	D	9	0	0	0.0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	26	44.4	24	9		
	MANCHESTER	BH AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	39	1		
	MANCHESTER	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3		
	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	100.0	1	3		
	MANCHESTER	JET2.COM LTD	S	A	14	0	0	7.1	14.3	0.0	28.6	28.6	7.1	7.1	7.1	0.0	0.0	50	36.4	21	11		
	MANCHESTER	JET2.COM LTD	S	D	14	0	0	0.0	0.0	28.6	21.4	42.9	0.0	0.0	7.1	0.0	0.0	44	45.5	23	11		
	MANCHESTER	TUI AIRWAYS LTD	C	A	7	0	0	14.3	42.9	0.0	28.6	14.3	0.0	0.0	0.0	0.0	0.0	12	33.3	21	6		
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	55.6	0.0	33.3	0.0	0.0	11.1	0.0	0.0	52	72.7	18	11		
	NEWCASTLE	BH AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1		
	NEWCASTLE	BH AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	32	2		
	NEWCASTLE	JET2.COM 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	15	75.0	41	4		
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	16	75.0	13	4		
	NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	25.0	40	4		
	NEWCASTLE	TUI AIRWAYS 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	19	20.0	36	5		
	TEESSIDE INTERNATIONAL AIRPORT	BH AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL BURGAS</b>					<b>276</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>19.6</b>	<b>34.4</b>	<b>17.4</b>	<b>17.8</b>	<b>5.8</b>	<b>1.8</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>60.5</b>	<b>23</b>	<b>256</b>	
BYDGOSZCZ																							
	BIRMINGHAM	RYANAIR	S	A	13	0	0	30.8	23.1	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	10	44.4	53	9		
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	30.8	30.8	30.8	7.7	0.0	0.0	0.0	0.0	0.0	12	44.4	50	9		
	BRISTOL	RYANAIR	S	A	9	0	0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	6	33.3	29	9		
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	6	44.4	24	9		
	LUTON	RYANAIR	S	A	13	0	0	30.8	46.2	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	4	53.8	25	13		
	LUTON	RYANAIR	S	D	13	0	0	0.0	53.8	38.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	5	61.5	18	13		
	LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	33	13		
	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	61.5	40	13		
	STANSTED	RYANAIR	S	A	17	0	0	5.9	29.4	29.4	5.9	23.5	5.9	0.0	0.0	0.0	0.0	18	69.2	8	13		
	STANSTED	RYANAIR	S	D	17	0	0	0.0	29.4	29.4	29.4	11.8	0.0	0.0	0.0	0.0	0.0	13	69.2	8	13		
	STANSTED	RYANAIR 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	40.0	19	5		
	STANSTED	RYANAIR 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	5		
<b>TOTAL BYDGOSZCZ</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>39.4</b>	<b>25.0</b>	<b>11.5</b>	<b>11.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>57.3</b>	<b>26</b>	<b>124</b>		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: C																	MAY 2024			
		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
								2.5	26.3	35.0	12.5	21.3	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CAGLIARI (ELMAS)																						
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	13	0	0	0.0	23.1	46.2	0.0	30.8	0.0	0.0	0.0	0.0	0.0	0.0	16	77.8	13	9
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	13	0	0	0.0	15.4	30.8	23.1	30.8	0.0	0.0	0.0	0.0	0.0	0.0	22	66.7	25	9
	GATWICK	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	11	14
	GATWICK	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	9	14
	STANSTED	RYANAIR	S	A	27	0	0	7.4	25.9	25.9	18.5	14.8	7.4	0.0	0.0	0.0	0.0	0.0	19	90.9	6	22
	STANSTED	RYANAIR	S	D	27	0	0	0.0	33.3	40.7	7.4	18.5	0.0	0.0	0.0	0.0	0.0	0.0	13	77.3	9	22
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>26.3</b>	<b>35.0</b>	<b>12.5</b>	<b>21.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>82.2</b>	<b>10</b>	<b>90</b>
CAIRO																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	22.4	43.1	20.7	6.9	5.2	1.7	0.0	0.0	0.0	0.0	0.0	6	88.7	5	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	0.0	17.2	53.4	19.0	8.6	1.7	0.0	0.0	0.0	0.0	0.0	12	54.8	20	62
	HEATHROW	EGYPT AIR	S	A	87	0	0	1.1	27.6	50.6	12.6	4.6	3.4	0.0	0.0	0.0	0.0	0.0	10	49.5	25	93
	HEATHROW	EGYPT AIR	S	D	87	0	0	0.0	12.6	47.1	20.7	12.6	5.7	0.0	0.0	1.1	0.0	0.0	29	32.3	31	93
	MANCHESTER	EGYPT AIR	S	A	31	0	0	6.5	25.8	38.7	16.1	9.7	3.2	0.0	0.0	0.0	0.0	0.0	14	71.0	11	31
	MANCHESTER	EGYPT AIR	S	D	31	0	0	0.0	3.2	12.9	35.5	32.3	16.1	0.0	0.0	0.0	0.0	0.0	35	25.8	30	31
<b>TOTAL CAIRO</b>					<b>352</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>22.4</b>	<b>40.9</b>	<b>17.0</b>	<b>10.2</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>52.4</b>	<b>22</b>	<b>372</b>
CALGARY																						
	EDINBURGH	WEST JET AIRLINES	S	A	4	0	2	16.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	2	54.5	25	11
	EDINBURGH	WEST JET AIRLINES	S	D	4	0	2	0.0	16.7	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	33.3	12	27.3	31	11
	HEATHROW	AIR CANADA	S	A	31	0	0	19.4	45.2	25.8	6.5	0.0	3.2	0.0	0.0	0.0	0.0	0.0	6	87.1	5	31
	HEATHROW	AIR CANADA	S	D	31	0	0	3.2	29.0	45.2	12.9	6.5	3.2	0.0	0.0	0.0	0.0	0.0	11	61.3	25	31
	HEATHROW	WEST JET AIRLINES	S	A	30	0	2	18.8	31.3	31.3	9.4	0.0	3.1	0.0	0.0	0.0	0.0	6.3	5	58.1	26	31
	HEATHROW	WEST JET AIRLINES	S	D	30	0	2	3.1	56.3	21.9	3.1	9.4	0.0	0.0	0.0	0.0	0.0	6.3	7	58.1	36	31
<b>TOTAL CALGARY</b>					<b>130</b>	<b>0</b>	<b>8</b>	<b>10.9</b>	<b>39.1</b>	<b>29.7</b>	<b>8.7</b>	<b>3.6</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.8</b>	<b>7</b>	<b>62.3</b>	<b>24</b>	<b>146</b>
CALVI																						
	STANSTED	BRITISH AIRWAYS PLC	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	100.0	0	2
	STANSTED	BRITISH AIRWAYS PLC	C	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	9	2
<b>TOTAL CALVI</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>75.0</b>	<b>4</b>	<b>4</b>
CAMPBELTOWN																						
	GLASGOW	LOGANAIR LTD	S	A	44	0	2	26.1	21.7	37.0	4.3	2.2	2.2	0.0	2.2	0.0	0.0	4.3	12	94.0	3	49
	GLASGOW	LOGANAIR LTD	S	D	48	0	2	2.0	44.0	30.0	6.0	10.0	4.0	0.0	0.0	0.0	0.0	4.0	11	90.0	5	49
<b>TOTAL CAMPBELTOWN</b>					<b>92</b>	<b>0</b>	<b>4</b>	<b>13.5</b>	<b>33.3</b>	<b>33.3</b>	<b>5.2</b>	<b>6.3</b>	<b>3.1</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>12</b>	<b>92.0</b>	<b>4</b>	<b>98</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: C																	MAY 2024			
		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
CANCUN																						
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	13	0	0	46.2	7.7	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	6	13
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	13	0	0	0.0	15.4	61.5	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	12	69.2	9	13
	GLASGOW	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	90	0.0	0	0
	GLASGOW	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	GLASGOW	TUI AIRWAYS LTD	S	A	7	0	0	0.0	14.3	28.6	14.3	28.6	0.0	0.0	14.3	0.0	0.0	0.0	57	57.1	45	7
	GLASGOW	TUI AIRWAYS LTD	S	D	8	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	32	44.4	51	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	25.8	41.9	19.4	6.5	3.2	0.0	0.0	3.2	0.0	0.0	0.0	11	58.6	50	29
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	41.9	41.9	9.7	3.2	0.0	0.0	3.2	0.0	0.0	0.0	14	48.3	35	29
	GATWICK	TUI AIRWAYS LTD	S	A	21	0	0	4.8	23.8	23.8	19.0	9.5	9.5	0.0	0.0	9.5	0.0	0.0	99	60.0	15	20
	GATWICK	TUI AIRWAYS LTD	S	D	22	0	0	0.0	18.2	59.1	13.6	4.5	0.0	0.0	0.0	4.5	0.0	0.0	29	59.1	20	22
	MANCHESTER	TUI AIRWAYS LTD	S	A	29	0	0	0.0	41.4	24.1	24.1	6.9	3.4	0.0	0.0	0.0	0.0	0.0	13	59.3	27	27
	MANCHESTER	TUI AIRWAYS LTD	S	D	31	0	0	0.0	3.2	41.9	35.5	12.9	3.2	0.0	3.2	0.0	0.0	0.0	25	55.6	27	27
	NEWCASTLE	TUI AIRWAYS LTD	S	A	7	0	0	28.6	42.9	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	8	6
	NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	44.4	20	9
<b>TOTAL CANCUN</b>					<b>224</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>24.6</b>	<b>36.6</b>	<b>17.9</b>	<b>6.7</b>	<b>3.6</b>	<b>0.0</b>	<b>1.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>58.8</b>	<b>28</b>	<b>211</b>
CANNES																						
	BELFAST CITY (GEORGE BEST)	VISTAJET LUFTFAHRTUNTE RNEHMEN	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL CANNES</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>
CAPE TOWN																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	45.2	38.7	9.7	3.2	0.0	0.0	0.0	0.0	3.2	0.0	0.0	35	100.0	1	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	41.9	51.6	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	90.3	7	31
<b>TOTAL CAPE TOWN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>22.6</b>	<b>40.3</b>	<b>30.6</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>95.2</b>	<b>4</b>	<b>62</b>
CARCASSONNE																						
	BOURNEMOUTH	RYANAIR	S	A	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	9
	BOURNEMOUTH	RYANAIR	S	D	9	0	0	0.0	77.8	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	22	100.0	2	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	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	8	33.3	18	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	9	9
	STANSTED	RYANAIR	S	A	23	0	0	0.0	17.4	39.1	17.4	13.0	8.7	0.0	4.3	0.0	0.0	0.0	27	68.2	17	22
	STANSTED	RYANAIR	S	D	23	0	0	0.0	30.4	43.5	17.4	4.3	4.3	0.0	0.0	0.0	0.0	0.0	11	90.9	10	22
	STANSTED	RYANAIR UK LTD	S	A	8	0	0	0.0	12.5	50.0	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	31	55.6	27	9
	STANSTED	RYANAIR 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	55.6	15	9
	MANCHESTER	RYANAIR	S	A	13	0	0	0.0	23.1	0.0	7.7	46.2	15.4	7.7	0.0	0.0	0.0	0.0	44	61.1	24	18
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	15.4	23.1	30.8	30.8	0.0	0.0	0.0	0.0	0.0	0.0	23	66.7	20	18

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: C		PERCENTAGE OF FLIGHTS LATE													MAY 2024			
						C/ S	A/ D	NUMBER OF FLIGHTS		More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								MAT	UNMAT															
MANCHESTER		RYANAIR UK LTD		S	A	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	18	0.0	0	0	
MANCHESTER		RYANAIR 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	3	0.0	0	0		
<b>TOTAL CARCASSONNE</b>						<b>134</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>31.3</b>	<b>35.8</b>	<b>11.9</b>	<b>11.9</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>18</b>	<b>70.9</b>	<b>15</b>	<b>134</b>	
CARDIFF WALES																								
BELFAST CITY (GEORGE BEST)		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	100.0	0	1		
BELFAST CITY (GEORGE BEST)		EMERALD AIRLINES UK LTD		S	A	30	0	1	25.8	58.1	9.7	3.2	0.0	0.0	0.0	0.0	0.0	3.2	1	93.5	3	31		
BELFAST CITY (GEORGE BEST)		EMERALD AIRLINES UK LTD		S	D	31	0	0	3.2	54.8	41.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.3	4	31		
EDINBURGH		LOGANAIR LTD		S	A	21	0	0	33.3	42.9	9.5	9.5	0.0	4.8	0.0	0.0	0.0	0.0	6	75.0	8	23		
EDINBURGH		LOGANAIR LTD		S	D	21	0	0	0.0	52.4	28.6	9.5	4.8	4.8	0.0	0.0	0.0	0.0	11	70.8	12	23		
<b>TOTAL CARDIFF WALES</b>						<b>103</b>	<b>0</b>	<b>1</b>	<b>15.4</b>	<b>52.9</b>	<b>23.1</b>	<b>4.8</b>	<b>1.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>4</b>	<b>83.8</b>	<b>6</b>	<b>109</b>	
CASABLANCA MOHAMED V																								
GATWICK		ROYAL AIR MAROC		S	A	30	0	0	0.0	6.7	30.0	26.7	36.7	0.0	0.0	0.0	0.0	0.0	23	60.0	16	30		
GATWICK		ROYAL AIR MAROC		S	D	30	0	0	0.0	3.3	16.7	30.0	46.7	3.3	0.0	0.0	0.0	0.0	30	56.7	24	30		
HEATHROW		ROYAL AIR MAROC		S	A	36	0	0	0.0	8.3	50.0	22.2	19.4	0.0	0.0	0.0	0.0	0.0	16	52.6	19	38		
HEATHROW		ROYAL AIR MAROC		S	D	36	0	0	0.0	19.4	47.2	27.8	2.8	2.8	0.0	0.0	0.0	0.0	12	57.9	19	38		
MANCHESTER		ROYAL AIR MAROC		S	A	12	0	0	8.3	66.7	8.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
MANCHESTER		ROYAL AIR MAROC		S	D	12	0	0	0.0	16.7	50.0	25.0	8.3	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
<b>TOTAL CASABLANCA MOHAMED V</b>						<b>156</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>14.7</b>	<b>35.9</b>	<b>25.0</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>19</b>	<b>56.6</b>	<b>20</b>	<b>136</b>	
CASCAIS																								
BELFAST INTERNATIONAL		VISTAJET LTD MALTA		C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
BELFAST INTERNATIONAL		VISTAJET LTD MALTA		C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL CASCAIS</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>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
CASTELLON COSTA AZAHAR																								
STANSTED		RYANAIR		S	A	13	0	0	7.7	7.7	38.5	30.8	0.0	7.7	7.7	0.0	0.0	0.0	25	83.3	4	18		
STANSTED		RYANAIR		S	D	13	0	0	0.0	30.8	23.1	7.7	30.8	0.0	7.7	0.0	0.0	0.0	27	94.4	5	18		
<b>TOTAL CASTELLON COSTA AZAHAR</b>						<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>30.8</b>	<b>19.2</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>26</b>	<b>88.9</b>	<b>4</b>	<b>36</b>	
CATANIA (FONTANAROSSA)																								
BIRMINGHAM		JET2.COM LTD		S	A	9	0	0	0.0	0.0	22.2	22.2	22.2	22.2	11.1	0.0	0.0	0.0	49	83.3	6	6		
BIRMINGHAM		JET2.COM LTD		S	D	9	0	0	0.0	33.3	11.1	22.2	11.1	11.1	0.0	11.1	0.0	0.0	44	100.0	3	6		
BRISTOL		EASYJET UK LTD		S	A	9	0	0	0.0	22.2	22.2	22.2	33.3	0.0	0.0	0.0	0.0	0.0	21	55.6	15	9		
BRISTOL		EASYJET UK LTD		S	D	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	9		
EDINBURGH		EASYJET UK LTD		S	A	9	0	0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	18	88.9	7	9		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	9	
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0		
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
	LEEDS BRADFORD	JET2.COM LTD	S	A	4	0	0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	16	80.0	12	5		
	LEEDS BRADFORD	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	20	5		
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	40	0	0	12.5	22.5	25.0	27.5	10.0	2.5	0.0	0.0	0.0	0.0	15	62.1	13	29		
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	40	0	0	0.0	10.0	57.5	20.0	10.0	2.5	0.0	0.0	0.0	0.0	15	48.3	22	29		
	GATWICK	EASYJET UK LTD	S	A	49	0	0	2.0	16.3	38.8	14.3	20.4	8.2	0.0	0.0	0.0	0.0	21	52.5	22	39		
	GATWICK	EASYJET UK LTD	S	D	49	0	0	0.0	30.6	55.1	6.1	8.2	0.0	0.0	0.0	0.0	0.0	8	64.1	18	39		
	GATWICK	WIZZ AIR UK LTD	S	A	9	0	0	11.1	22.2	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	11	100.0	0	9		
	GATWICK	WIZZ AIR UK LTD	S	D	9	0	0	0.0	77.8	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	12	88.9	5	9		
	LUTON	EASYJET UK LTD	S	A	22	0	0	0.0	22.7	50.0	9.1	4.5	4.5	4.5	4.5	0.0	0.0	28	85.2	11	27		
	LUTON	EASYJET UK LTD	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	15	85.2	9	27		
	LUTON	RYANAIR	S	A	9	0	0	0.0	22.2	33.3	11.1	11.1	22.2	0.0	0.0	0.0	0.0	28	55.6	26	9		
	LUTON	RYANAIR	S	D	9	0	0	0.0	66.7	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	9	88.9	12	9		
	STANSTED	JET2.COM LTD	S	A	8	0	0	12.5	0.0	25.0	0.0	37.5	12.5	0.0	12.5	0.0	0.0	58	55.6	13	9		
	STANSTED	JET2.COM LTD	S	D	8	0	0	0.0	25.0	37.5	0.0	12.5	12.5	0.0	12.5	0.0	0.0	47	100.0	6	9		
	STANSTED	RYANAIR	S	A	14	0	0	0.0	7.1	28.6	7.1	42.9	14.3	0.0	0.0	0.0	0.0	37	50.0	29	12		
	STANSTED	RYANAIR	S	D	14	0	0	0.0	42.9	28.6	21.4	7.1	0.0	0.0	0.0	0.0	0.0	8	92.3	4	13		
	MANCHESTER	EASYJET UK LTD	S	A	8	0	0	0.0	0.0	50.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	22	33.3	22	9		
	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	4	100.0	2	9		
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	0.0	33.3	22.2	0.0	44.4	0.0	0.0	0.0	0.0	0.0	21	87.5	7	8		
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	0.0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	23	66.7	22	9		
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>406</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>24.9</b>	<b>38.7</b>	<b>13.8</b>	<b>14.0</b>	<b>4.7</b>	<b>0.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>71.9</b>	<b>14</b>	<b>362</b>	
CHANIA																							
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	11.1	22.2	11.1	22.2	11.1	22.2	0.0	0.0	0.0	0.0	33	100.0	4	9		
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	11.1	22.2	33.3	22.2	11.1	0.0	0.0	0.0	0.0	27	55.6	14	9		
	BIRMINGHAM	RYANAIR	S	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	13	4		
	BIRMINGHAM	RYANAIR	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	10	75.0	13	4		
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	7	0	0	0.0	0.0	42.9	28.6	28.6	0.0	0.0	0.0	0.0	0.0	22	66.7	15	3		
	BIRMINGHAM	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	9	75.0	10	4		
	BRISTOL	JET2.COM LTD	S	A	6	0	0	0.0	16.7	16.7	50.0	0.0	16.7	0.0	0.0	0.0	0.0	25	33.3	22	6		
	BRISTOL	JET2.COM LTD	S	D	6	0	0	0.0	16.7	66.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	14	50.0	18	6		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	9	0	0	0.0	22.2	11.1	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	38	25.0	41	8	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	10	8	
	LEEDS BRADFORD	JET2.COM LTD	S	A	6	0	0	0.0	66.7	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	14	60.0	13	5	
	LEEDS BRADFORD	JET2.COM LTD	S	D	6	0	0	0.0	16.7	66.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	16	50.0	27	6	
	LEEDS BRADFORD	RYANAIR	S	A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	25.0	47	4	
	LEEDS BRADFORD	RYANAIR	S	D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	31	4	
	GATWICK	EASYJET UK LTD	S	A	57	0	0	8.8	15.8	29.8	22.8	12.3	7.0	3.5	0.0	0.0	0.0	0.0	23	47.9	29	48	
	GATWICK	EASYJET UK LTD	S	D	58	0	0	0.0	3.4	53.4	27.6	13.8	1.7	0.0	0.0	0.0	0.0	0.0	17	42.9	29	49	
	GATWICK	TUI AIRWAYS LTD	C	A	7	0	0	0.0	0.0	0.0	57.1	28.6	14.3	0.0	0.0	0.0	0.0	0.0	43	0.0	35	7	
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	23	50.0	29	10	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	0.0	29.2	25.0	29.2	8.3	4.2	0.0	0.0	4.2	0.0	0.0	63	62.5	14	16	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	0.0	16.7	70.8	4.2	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	93.8	7	16	
	LUTON	EASYJET UK LTD	S	A	17	0	0	0.0	47.1	29.4	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	6	18	
	LUTON	EASYJET UK LTD	S	D	17	0	0	0.0	47.1	41.2	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	94.4	4	18	
	STANSTED	JET2.COM LTD	S	A	10	0	0	40.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	13	8	
	STANSTED	JET2.COM LTD	S	D	10	0	0	0.0	30.0	60.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	30.0	25	10	
	STANSTED	RYANAIR	S	A	9	0	0	11.1	33.3	11.1	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	19	38.5	32	13	
	STANSTED	RYANAIR	S	D	9	0	0	0.0	33.3	11.1	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	21	57.1	19	14	
	STANSTED	RYANAIR 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	20.0	39	5	
	STANSTED	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	25	5	
	MANCHESTER	EASYJET UK LTD	S	A	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	43	75.0	12	4	
	MANCHESTER	EASYJET UK 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	8	75.0	11	4	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	0.0	22.2	11.1	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	26	44.4	160	8	
	MANCHESTER	JET2.COM LTD	S	D	9	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	22.2	43	9	
	MANCHESTER	RYANAIR	S	A	13	0	0	0.0	15.4	15.4	15.4	38.5	7.7	7.7	0.0	0.0	0.0	0.0	35	35.7	24	14	
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	23.1	61.5	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	12	71.4	13	14	
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	11.1	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	29	40.0	14	5	
	MANCHESTER	TUI AIRWAYS LTD	C	D	11	0	0	0.0	0.0	54.5	27.3	18.2	0.0	0.0	0.0	0.0	0.0	0.0	17	57.1	16	7	
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	0.0	20.0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	33	80.0	9	5	
	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	16	80.0	12	5	
	NEWCASTLE	RYANAIR	S	A	5	0	0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	55.6	19	9	
	NEWCASTLE	RYANAIR	S	D	5	0	0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	22	77.8	10	9	
<b>TOTAL CHANIA</b>					<b>437</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>18.3</b>	<b>37.8</b>	<b>19.7</b>	<b>15.6</b>	<b>5.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>56.7</b>	<b>23</b>	<b>410</b>	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: C																	MAY 2024			
		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
CHARLEROI																						
	EDINBURGH	RYANAIR	S	A	48	0	0	8.3	25.0	29.2	18.8	12.5	2.1	2.1	2.1	0.0	0.0	0.0	20	75.6	9	39
	EDINBURGH	RYANAIR	S	D	48	0	0	0.0	27.1	31.3	25.0	12.5	2.1	2.1	0.0	0.0	0.0	18	82.5	10	40	
	GLASGOW	RYANAIR	S	A	9	0	0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	12	10	
	GLASGOW	RYANAIR	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	76	9	
	MANCHESTER	RYANAIR	S	A	89	0	0	15.7	41.6	22.5	10.1	4.5	5.6	0.0	0.0	0.0	0.0	10	80.0	7	80	
	MANCHESTER	RYANAIR	S	D	89	0	0	0.0	44.9	30.3	9.0	9.0	6.7	0.0	0.0	0.0	0.0	13	72.5	12	80	
<b>TOTAL CHARLEROI</b>					<b>292</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>38.4</b>	<b>27.1</b>	<b>13.4</b>	<b>8.2</b>	<b>4.5</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>76.5</b>	<b>12</b>	<b>258</b>
CHARLOTTE																						
	HEATHROW	AMERICAN AIRLINES	S	A	91	0	2	19.4	20.4	23.7	10.8	6.5	8.6	2.2	2.2	4.3	0.0	2.2	74	50.5	37	93
	HEATHROW	AMERICAN AIRLINES	S	D	90	0	8	1.0	49.0	19.4	9.2	5.1	4.1	3.1	0.0	1.0	0.0	8.2	20	80.4	24	92
<b>TOTAL CHARLOTTE</b>					<b>181</b>	<b>0</b>	<b>10</b>	<b>9.9</b>	<b>35.1</b>	<b>21.5</b>	<b>9.9</b>	<b>5.8</b>	<b>6.3</b>	<b>2.6</b>	<b>1.0</b>	<b>2.6</b>	<b>0.0</b>	<b>5.2</b>	<b>47</b>	<b>65.4</b>	<b>30</b>	<b>185</b>
CHENGDU TIANFU																						
	HEATHROW	AIR CHINA	S	A	14	0	0	35.7	21.4	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	72.7	65	11
	HEATHROW	AIR CHINA	S	D	14	0	0	0.0	57.1	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	6	72.7	65	11
<b>TOTAL CHENGDU TIANFU</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>39.3</b>	<b>35.7</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>0.0</b>	<b>5</b>	<b>72.7</b>	<b>65</b>	<b>22</b>
CHENNAI																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	45.2	32.3	22.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.3	14	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	32.3	54.8	0.0	9.7	3.2	0.0	0.0	0.0	0.0	0.0	10	83.9	18	31
<b>TOTAL CHENNAI</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>22.6</b>	<b>32.3</b>	<b>38.7</b>	<b>0.0</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.1</b>	<b>16</b>	<b>62</b>
CHICAGO (O'HARE)																						
	EDINBURGH	UNITED AIRLINES	S	A	30	0	0	3.3	33.3	23.3	10.0	10.0	6.7	6.7	3.3	3.3	0.0	0.0	43	58.6	36	29
	EDINBURGH	UNITED AIRLINES	S	D	30	0	0	6.7	63.3	16.7	0.0	10.0	3.3	0.0	0.0	0.0	0.0	0.0	7	67.7	14	29
	HEATHROW	AMERICAN AIRLINES	S	A	93	0	0	29.0	20.4	19.4	15.1	5.4	7.5	1.1	2.2	0.0	0.0	0.0	21	53.2	49	122
	HEATHROW	AMERICAN AIRLINES	S	D	93	0	1	2.1	60.6	13.8	7.4	6.4	5.3	2.1	1.1	0.0	0.0	1.1	16	71.0	24	122
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	1	1.1	17.2	24.7	16.1	25.8	8.6	3.2	2.2	0.0	0.0	1.1	34	50.0	23	81
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	0.0	23.7	55.9	10.8	4.3	4.3	0.0	1.1	0.0	0.0	0.0	13	79.5	11	82
	HEATHROW	UNITED AIRLINES	S	A	91	0	2	4.3	32.3	23.7	18.3	8.6	6.5	1.1	3.2	0.0	0.0	2.2	23	62.4	37	90
	HEATHROW	UNITED AIRLINES	S	D	91	0	2	0.0	67.7	23.7	2.2	1.1	1.1	2.2	0.0	0.0	0.0	2.2	6	84.9	14	90
<b>TOTAL CHICAGO (O'HARE)</b>					<b>613</b>	<b>0</b>	<b>6</b>	<b>6.0</b>	<b>38.1</b>	<b>26.2</b>	<b>11.0</b>	<b>8.7</b>	<b>5.5</b>	<b>1.8</b>	<b>1.6</b>	<b>0.2</b>	<b>0.0</b>	<b>1.0</b>	<b>19</b>	<b>66.2</b>	<b>28</b>	<b>645</b>
CHISINAU INTERNATIONAL																						
	LUTON	FLY ONE	S	A	15	0	0	6.7	53.3	33.3	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	24
	LUTON	FLY ONE	S	D	15	0	0	0.0	40.0	53.3	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6	79.2	6	24
	LUTON	WIZZ AIR UK LTD	S	A	48	0	1	49.0	30.6	12.2	0.0	2.0	2.0	2.0	0.0	0.0	0.0	2.0	6	64.5	19	31

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: C																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								15 m early	to 1 m early	to 15 m late	m late	m late	m late	m late	m late	late	Unmat	Can	(mins)	to 15 m	(mins)	Mat
	LUTON	WIZZ AIR UK LTD	S	D	48	0	0	0.0	56.3	31.3	2.1	6.3	2.1	2.1	0.0	0.0	0.0	0.0	9	77.4	11	31
	STANSTED	FLY ONE	S	A	9	0	0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	9	8
	STANSTED	FLY ONE	S	D	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	15	8
	STANSTED	HISKY	S	A	20	0	0	0.0	10.0	35.0	10.0	25.0	20.0	0.0	0.0	0.0	0.0	0.0	30	84.0	13	25
	STANSTED	HISKY	S	D	20	0	0	0.0	5.0	35.0	15.0	20.0	25.0	0.0	0.0	0.0	0.0	0.0	35	88.0	14	25
	MANCHESTER	FLY ONE	S	A	6	0	3	11.1	22.2	22.2	0.0	0.0	0.0	0.0	11.1	0.0	0.0	33.3	36	0.0	0	0
	MANCHESTER	FLY ONE	S	D	6	0	3	0.0	0.0	44.4	0.0	11.1	0.0	0.0	11.1	0.0	0.0	33.3	46	0.0	0	0
<b>TOTAL CHISINAU INTERNATIONAL</b>					<b>196</b>	<b>0</b>	<b>7</b>	<b>14.8</b>	<b>35.0</b>	<b>28.1</b>	<b>3.0</b>	<b>8.4</b>	<b>5.4</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>14</b>	<b>81.3</b>	<b>11</b>	<b>176</b>
CHONGQING JIANGBEI INTERNATIONAL																						
	HEATHROW	TIANJIN AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	4	5
	HEATHROW	TIANJIN AIRLINES	S	D	6	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	6
<b>TOTAL CHONGQING JIANGBEI INTERNATIONAL</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>90.9</b>	<b>2</b>	<b>11</b>
CINCINNATI																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	18.2	31.8	27.3	9.1	13.6	0.0	0.0	0.0	0.0	0.0	0.0	9	71.4	9	20
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	18.2	31.8	18.2	27.3	4.5	0.0	0.0	0.0	0.0	0.0	24	50.0	24	21
<b>TOTAL CINCINNATI</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>25.0</b>	<b>29.5</b>	<b>13.6</b>	<b>20.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>60.5</b>	<b>17</b>	<b>41</b>
CITY OF DERRY (EGLINTON)																						
	BIRMINGHAM	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	24	9
	BIRMINGHAM	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	54	9
	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GLASGOW	LOGANAIR LTD	S	A	17	0	0	5.9	35.3	35.3	5.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	14	93.8	10	16
	GLASGOW	LOGANAIR LTD	S	D	17	0	0	0.0	23.5	58.8	5.9	5.9	0.0	5.9	0.0	0.0	0.0	0.0	15	93.8	10	16
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	9	0	0	55.6	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	LIVERPOOL (JOHN LENNON)	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	0.0	10	0.0	0	0
	HEATHROW	LOGANAIR LTD	S	A	88	0	0	11.4	45.5	23.9	8.0	5.7	3.4	2.3	0.0	0.0	0.0	0.0	11	69.7	16	88
	HEATHROW	LOGANAIR LTD	S	D	88	0	0	0.0	21.6	52.3	12.5	6.8	4.5	2.3	0.0	0.0	0.0	0.0	14	66.3	18	88
	MANCHESTER	RYANAIR UK LTD	S	A	17	0	0	0.0	29.4	29.4	11.8	5.9	11.8	11.8	0.0	0.0	0.0	0.0	35	33.3	51	18
	MANCHESTER	RYANAIR UK LTD	S	D	17	0	0	0.0	17.6	41.2	5.9	11.8	17.6	5.9	0.0	0.0	0.0	0.0	35	27.8	29	18
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>280</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>33.6</b>	<b>37.9</b>	<b>8.2</b>	<b>6.8</b>	<b>5.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>66.7</b>	<b>21</b>	<b>262</b>
CLERMONT FERRAND																						
	STANSTED	RYANAIR	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	5	0.0	0	0

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: C		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					MAY 2024		
						MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0				
<b>TOTAL CLERMONT FERRAND</b>						<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>43.8</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>				
CLUJ NAPOCA																										
		LEEDS BRADFORD	WIZZ AIR MALTA	S	A	9	0	0	33.3	22.2	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	12	44.4	31	9				
		LEEDS BRADFORD	WIZZ AIR MALTA	S	D	9	0	0	0.0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	17	44.4	35	9				
		LUTON	WIZZ AIR MALTA	S	A	53	0	0	13.2	52.8	24.5	3.8	3.8	1.9	0.0	0.0	0.0	0.0	6	88.7	4	61				
		LUTON	WIZZ AIR MALTA	S	D	53	0	0	0.0	64.2	24.5	3.8	5.7	1.9	0.0	0.0	0.0	0.0	6	69.4	16	62				
		STANSTED	RYANAIR	S	A	18	0	0	5.6	22.2	38.9	11.1	16.7	5.6	0.0	0.0	0.0	0.0	16	52.9	24	17				
		STANSTED	RYANAIR	S	D	18	0	0	0.0	38.9	33.3	11.1	16.7	0.0	0.0	0.0	0.0	0.0	10	70.6	13	17				
<b>TOTAL CLUJ NAPOCA</b>						<b>160</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>47.5</b>	<b>27.5</b>	<b>7.5</b>	<b>7.5</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>72.2</b>	<b>14</b>	<b>175</b>				
COCHIN																										
		GATWICK	AIR INDIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	39	13				
		GATWICK	AIR INDIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	23	14				
<b>TOTAL COCHIN</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>31</b>	<b>27</b>				
COLOGNE BONN																										
		EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	31	0	0	6.5	35.5	29.0	19.4	3.2	3.2	3.2	0.0	0.0	0.0	15	73.3	12	30				
		EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	31	0	0	0.0	51.6	29.0	9.7	3.2	3.2	3.2	0.0	0.0	0.0	13	50.0	21	30				
		JERSEY	BLUE ISLANDS LIMITED	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	53	1				
		JERSEY	BLUE ISLANDS LIMITED	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1				
		HEATHROW	BRITISH AIRWAYS PLC	S	A	50	0	0	16.0	48.0	28.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	4	72.9	11	47				
		HEATHROW	BRITISH AIRWAYS PLC	S	D	50	0	0	0.0	44.0	36.0	14.0	6.0	0.0	0.0	0.0	0.0	0.0	8	75.0	10	47				
		HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	79	0	0	16.5	40.5	34.2	6.3	1.3	1.3	0.0	0.0	0.0	0.0	5	63.0	17	80				
		HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	79	0	0	0.0	45.6	41.8	7.6	3.8	1.3	0.0	0.0	0.0	0.0	7	61.7	18	80				
		STANSTED	RYANAIR	S	A	69	0	0	1.4	36.2	30.4	13.0	13.0	4.3	1.4	0.0	0.0	0.0	17	62.3	22	77				
		STANSTED	RYANAIR	S	D	69	0	0	0.0	31.9	27.5	17.4	17.4	5.8	0.0	0.0	0.0	0.0	16	58.4	25	77				
		STANSTED	RYANAIR UK LTD	S	A	15	0	0	6.7	53.3	26.7	0.0	0.0	13.3	0.0	0.0	0.0	0.0	15	0.0	0	0				
		STANSTED	RYANAIR UK LTD	S	D	15	0	0	0.0	53.3	33.3	0.0	0.0	6.7	6.7	0.0	0.0	0.0	14	0.0	0	0				
		MANCHESTER	RYANAIR	S	A	41	0	0	12.2	17.1	22.0	14.6	17.1	12.2	2.4	2.4	0.0	0.0	31	50.0	33	32				
		MANCHESTER	RYANAIR	S	D	41	0	0	0.0	29.3	29.3	12.2	17.1	7.3	2.4	2.4	0.0	0.0	28	53.1	33	32				
<b>TOTAL COLOGNE BONN</b>						<b>570</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>39.1</b>	<b>31.6</b>	<b>10.7</b>	<b>8.1</b>	<b>3.9</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>62.3</b>	<b>20</b>	<b>534</b>				

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: C																	MAY 2024			
		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
COLOMBO		HEATHROW	S	A	31	0	0	12.9	32.3	29.0	16.1	0.0	9.7	0.0	0.0	0.0	0.0	0.0	13	57.6	19	31
		HEATHROW	S	D	31	0	0	0.0	22.6	35.5	22.6	12.9	6.5	0.0	0.0	0.0	0.0	0.0	18	67.7	14	31
<b>TOTAL COLOMBO</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>27.4</b>	<b>32.3</b>	<b>19.4</b>	<b>6.5</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>62.5</b>	<b>17</b>	<b>62</b>
CONSTANTA		LUTON	S	A	22	0	0	9.1	40.9	36.4	4.5	4.5	0.0	0.0	4.5	0.0	0.0	0.0	14	58.3	60	12
		LUTON	S	D	22	0	0	0.0	18.2	50.0	27.3	4.5	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	60	12
<b>TOTAL CONSTANTA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>29.5</b>	<b>43.2</b>	<b>15.9</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>62.5</b>	<b>60</b>	<b>24</b>
COPENHAGEN		ABERDEEN	S	A	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	5	9
		ABERDEEN	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	2	9
		BIRMINGHAM	S	A	25	0	0	4.0	56.0	36.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.3	5	26
		BIRMINGHAM	S	D	25	0	0	0.0	24.0	68.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	7	26
		BRISTOL	S	A	13	0	0	7.7	30.8	38.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	10	35.0	30	19
		BRISTOL	S	D	13	0	0	0.0	38.5	23.1	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	11	42.1	29	19
		BRISTOL	S	A	13	0	0	0.0	53.8	30.8	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	9	84.6	6	13
		BRISTOL	S	D	13	0	0	0.0	46.2	30.8	7.7	7.7	0.0	0.0	7.7	0.0	0.0	0.0	19	84.6	9	13
		EDINBURGH	S	A	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	92.3	8	13
		EDINBURGH	S	D	9	0	0	0.0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	84.6	9	13
		EDINBURGH	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.5	11	40
		EDINBURGH	S	D	0	0	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	14	40
		EDINBURGH	S	A	38	0	0	0.0	50.0	44.7	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
		EDINBURGH	S	D	38	0	0	2.6	39.5	55.3	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
		EDINBURGH	S	A	32	0	0	6.3	34.4	34.4	15.6	9.4	0.0	0.0	0.0	0.0	0.0	0.0	11	64.4	16	45
		EDINBURGH	S	D	32	0	0	0.0	40.6	37.5	12.5	6.3	3.1	0.0	0.0	0.0	0.0	0.0	8	68.9	14	45
		EDINBURGH	S	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
		EDINBURGH	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
		GATWICK	S	A	31	0	0	22.6	48.4	9.7	12.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	7	56.5	19	45
		GATWICK	S	D	31	0	0	0.0	41.9	38.7	12.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	60.9	16	45
		GATWICK	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	9	142
		GATWICK	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.4	13	142
		GATWICK	S	A	130	0	0	19.2	46.2	24.6	6.9	3.1	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
		GATWICK	S	D	130	0	0	0.8	63.8	29.2	3.1	3.1	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 MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: C		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					MAY 2024		
						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	A	147	0	1	21.6	46.6	25.7	2.0	2.0	0.7	0.7	0.0	0.0	0.0	0.0	0.7	4	65.2	17	159				
HEATHROW	BRITISH AIRWAYS PLC	S	D	147	0	1	0.0	51.4	35.1	7.4	3.4	1.4	0.7	0.0	0.0	0.0	0.0	0.7	7	62.8	19	159				
HEATHROW	SAS	S	A	111	0	0	14.4	45.9	27.0	9.9	1.8	0.9	0.0	0.0	0.0	0.0	0.0	0.0	5	74.8	11	119				
HEATHROW	SAS	S	D	112	0	0	0.0	51.8	40.2	5.4	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	10	120				
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	34	0	0	32.4	29.4	29.4	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	89.5	8	19				
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	34	0	0	0.0	58.8	38.2	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	9	18				
STANSTED	RYANAIR	S	A	93	0	0	33.3	40.9	14.0	3.2	3.2	4.3	0.0	1.1	0.0	0.0	0.0	0.0	8	67.4	19	89				
STANSTED	RYANAIR	S	D	93	0	1	0.0	53.2	24.5	10.6	4.3	5.3	1.1	0.0	0.0	0.0	0.0	1.1	11	62.9	19	89				
STANSTED	RYANAIR UK LTD	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	4				
STANSTED	RYANAIR UK LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4				
MANCHESTER	EASYJET UK LTD	S	A	18	0	0	11.1	55.6	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	71.4	13	41				
MANCHESTER	EASYJET UK LTD	S	D	18	0	0	0.0	61.1	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.4	10	41				
MANCHESTER	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	6	13				
MANCHESTER	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	7	13				
MANCHESTER	NORWEGIAN AIR SWEDEN AB	S	A	17	0	0	0.0	58.8	23.5	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0				
MANCHESTER	NORWEGIAN AIR SWEDEN AB	S	D	17	0	0	0.0	35.3	41.2	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0				
MANCHESTER	RYANAIR	S	A	31	0	0	19.4	41.9	25.8	3.2	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.3	11	22				
MANCHESTER	RYANAIR	S	D	31	0	0	0.0	54.8	29.0	6.5	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	72.7	22	22				
MANCHESTER	RYANAIR UK LTD	S	A	5	0	0	0.0	0.0	20.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	37	78.6	21	14				
MANCHESTER	RYANAIR UK LTD	S	D	5	0	0	0.0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	29	85.7	21	14				
MANCHESTER	SAS	S	A	56	0	0	1.8	57.1	33.9	5.4	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	89.1	4	54				
MANCHESTER	SAS	S	D	56	0	0	0.0	33.9	48.2	16.1	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	81.8	6	54				
NEWCASTLE	NORWEGIAN AIR SWEDEN AB	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	0.0	8	0.0	0	0				
NEWCASTLE	NORWEGIAN AIR SWEDEN AB	S	D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0				
<b>TOTAL COPENHAGEN</b>				<b>1657</b>	<b>0</b>	<b>3</b>	<b>8.4</b>	<b>47.9</b>	<b>31.5</b>	<b>7.1</b>	<b>3.4</b>	<b>1.1</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>6</b>	<b>72.5</b>	<b>13</b>	<b>1772</b>					
CORFU																										
ABERDEEN	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	71	50.0	31	4				
ABERDEEN	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	75	40.0	35	5				
BELFAST CITY (GEORGE BEST)	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	0.0	4	0.0	0	0				
BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	35	13				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2024					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
BELFAST INTERNATIONAL	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	0.0	8	69.2	32	13									
BELFAST INTERNATIONAL	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	0.0	66	50.0	11	2									
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	49	33.3	19	3									
BIRMINGHAM	EASYJET UK LTD	S	A	8	0	0	0.0	37.5	25.0	0.0	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	43	66.7	14	9									
BIRMINGHAM	EASYJET 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	0.0	33	66.7	19	9									
BIRMINGHAM	JET2.COM LTD	S	A	18	0	0	11.1	33.3	16.7	16.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	17	80.0	11	15									
BIRMINGHAM	JET2.COM LTD	S	D	18	0	0	0.0	11.1	61.1	5.6	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	19	40.0	21	15									
BIRMINGHAM	RYANAIR	S	A	9	0	0	0.0	0.0	44.4	11.1	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	45	53.8	23	13									
BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	33.3	33.3	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	27	53.8	20	13									
BIRMINGHAM	TUI AIRWAYS LTD	C	A	12	0	0	0.0	0.0	16.7	16.7	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	55	58.3	105	12									
BIRMINGHAM	TUI AIRWAYS LTD	C	D	13	0	0	0.0	0.0	23.1	46.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	29	78.6	10	14									
BOURNEMOUTH	JET2.COM LTD	S	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	0.0	34	0.0	0	0									
BOURNEMOUTH	JET2.COM LTD	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0									
BOURNEMOUTH	TUI AIRWAYS LTD	C	A	7	0	0	0.0	0.0	0.0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	37	14.3	26	7									
BOURNEMOUTH	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	9									
BRISTOL	EASYJET UK LTD	S	A	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	0.0	11	55.6	19	18									
BRISTOL	EASYJET UK LTD	S	D	17	0	0	0.0	23.5	58.8	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	44.4	27	18									
BRISTOL	JET2.COM LTD	S	A	10	0	0	0.0	0.0	0.0	30.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	40	54.5	18	11									
BRISTOL	JET2.COM LTD	S	D	10	0	0	0.0	10.0	70.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	72.7	9	11									
BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	37	30.0	32	10									
BRISTOL	TUI AIRWAYS LTD	C	D	12	0	0	0.0	16.7	58.3	16.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	7	11									
CARDIFF WALES	TUI AIRWAYS LTD	C	A	6	0	0	0.0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	11	4									
CARDIFF WALES	TUI AIRWAYS LTD	C	D	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	0.0	12	66.7	17	6									
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	0.0	11.1	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	80.0	11	10									
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	11.1	44.4	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	60.0	13	10									
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	0.0	11.1	55.6	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	44	66.7	12	9									
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	9									
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	10	0	0	0.0	20.0	30.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	18	57.1	16	7									
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	12	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	8	12									
EDINBURGH	EASYJET UK LTD	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	0.0	4	42.9	17	7									
EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	42.9	29	7									
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	9	55.6	24	9									
EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	44.4	23	9									

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	0	0	0	0.0	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		
EDINBURGH	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	79	5		
EDINBURGH	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	21	4		
EDINBURGH	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	38	20.0	33	5		
EXETER	TUI AIRWAYS LTD	C	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	28	50.0	39	6		
EXETER	TUI AIRWAYS LTD	C	D	6	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	44.4	77	9		
GLASGOW	JET2.COM LTD	S	A	7	0	0	0.0	14.3	42.9	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	14	83.3	5	6		
GLASGOW	JET2.COM LTD	S	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	7	6		
GLASGOW	TUI AIRWAYS LTD	C	A	8	0	0	0.0	0.0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	67	37.5	33	8		
GLASGOW	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	88.9	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	55.6	22	9		
LEEDS BRADFORD	JET2.COM LTD	S	A	11	0	0	27.3	54.5	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	10	12		
LEEDS BRADFORD	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	9	83.3	12	12		
LEEDS BRADFORD	TUI AIRWAYS LTD	C	A	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	63	50.0	29	4		
LEEDS BRADFORD	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	0.0	20.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	94	50.0	32	4		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	9	0	0	33.3	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	9		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	8	0	0	0.0	62.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	11	100.0	2	9		
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S	A	9	0	0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	17	8		
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S	D	9	0	0	11.1	22.2	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	44.4	25	9		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	17	9		
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	55.6	17	9		
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	22	0	0	18.2	13.6	36.4	22.7	4.5	0.0	4.5	0.0	0.0	0.0	0.0	16	73.7	32	19		
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	23	0	0	0.0	8.7	60.9	17.4	8.7	0.0	0.0	4.3	0.0	0.0	0.0	19	73.7	38	19		
GATWICK	EASYJET UK LTD	S	A	91	0	0	11.0	23.1	40.7	8.8	11.0	4.4	0.0	0.0	1.1	0.0	0.0	19	68.4	18	76		
GATWICK	EASYJET UK LTD	S	D	93	0	0	0.0	19.4	51.6	15.1	9.7	3.2	1.1	0.0	0.0	0.0	0.0	16	69.3	17	75		
GATWICK	ENTER AIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	10	1		
GATWICK	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	20	0.0	16	1		
GATWICK	TUI AIRWAYS LTD	C	A	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	50	46.7	32	15		
GATWICK	TUI AIRWAYS LTD	C	D	14	0	0	0.0	0.0	78.6	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	20	16		
HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	0	11.5	57.7	17.3	5.8	5.8	1.9	0.0	0.0	0.0	0.0	0.0	6	73.7	13	38		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: C		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					MAY 2024		
						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	52	0	0	0.0	32.7	57.7	5.8	1.9	1.9	0.0	0.0	0.0	0.0	0.0	0.0	6	68.4	12	38		
LUTON		EASYJET UK LTD		S	A	31	0	0	12.9	19.4	35.5	6.5	19.4	3.2	3.2	0.0	0.0	0.0	0.0	18	64.5	16	31			
LUTON		EASYJET UK LTD		S	D	31	0	0	0.0	35.5	45.2	9.7	3.2	3.2	3.2	0.0	0.0	0.0	0.0	12	80.6	12	31			
LUTON		TUI AIRWAYS LTD		C	A	4	0	0	0.0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	79	25.0	26	4			
LUTON		TUI AIRWAYS LTD		C	D	5	0	0	0.0	0.0	80.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	26	100.0	6	5			
STANSTED		EASYJET UK LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	1			
STANSTED		JET2.COM LTD		S	A	25	0	0	4.0	32.0	32.0	8.0	16.0	4.0	0.0	4.0	0.0	0.0	0.0	20	65.4	20	26			
STANSTED		JET2.COM LTD		S	D	26	0	0	0.0	7.7	38.5	26.9	15.4	3.8	3.8	3.8	0.0	0.0	0.0	31	46.2	33	26			
STANSTED		RYANAIR		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			
STANSTED		TUI AIRWAYS LTD		C	A	7	0	0	0.0	0.0	42.9	0.0	28.6	28.6	0.0	0.0	0.0	0.0	0.0	35	28.6	41	7			
STANSTED		TUI AIRWAYS LTD		C	D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	55.6	14	9			
MANCHESTER		EASYJET UK LTD		S	A	27	0	0	7.4	18.5	29.6	29.6	11.1	3.7	0.0	0.0	0.0	0.0	0.0	16	68.2	18	22			
MANCHESTER		EASYJET UK LTD		S	D	27	0	0	0.0	44.4	29.6	14.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	72.7	17	22			
MANCHESTER		JET2.COM LTD		S	A	24	0	0	4.2	16.7	41.7	8.3	20.8	4.2	4.2	0.0	0.0	0.0	0.0	24	52.2	27	23			
MANCHESTER		JET2.COM LTD		S	D	25	0	0	0.0	0.0	44.0	36.0	4.0	16.0	0.0	0.0	0.0	0.0	0.0	27	60.9	27	23			
MANCHESTER		RYANAIR		S	A	14	0	0	7.1	14.3	28.6	35.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	16	60.0	31	10			
MANCHESTER		RYANAIR		S	D	14	0	0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	60.0	21	10			
MANCHESTER		RYANAIR 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	113	4			
MANCHESTER		RYANAIR UK LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	4			
MANCHESTER		TUI AIRWAYS LTD		C	A	16	0	0	0.0	0.0	25.0	31.3	31.3	12.5	0.0	0.0	0.0	0.0	0.0	31	13.3	56	15			
MANCHESTER		TUI AIRWAYS LTD		C	D	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	50.0	30	18			
NEWCASTLE		JET2.COM LTD		S	A	14	0	0	14.3	14.3	57.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	90.0	5	10			
NEWCASTLE		JET2.COM LTD		S	D	14	0	0	0.0	28.6	50.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.0	8	10			
NEWCASTLE		TUI AIRWAYS LTD		S	A	10	0	0	0.0	0.0	30.0	20.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	43	40.0	17	10			
NEWCASTLE		TUI AIRWAYS LTD		S	D	12	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	91.7	13	12			
<b>TOTAL CORFU</b>						<b>1162</b>	<b>0</b>	<b>2</b>	<b>3.9</b>	<b>21.3</b>	<b>40.2</b>	<b>15.1</b>	<b>12.0</b>	<b>5.2</b>	<b>1.5</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>19</b>	<b>62.9</b>	<b>22</b>	<b>1113</b>			
CORK																										
BIRMINGHAM		RYANAIR		S	A	22	0	0	18.2	36.4	31.8	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	7	63.2	17	19			
BIRMINGHAM		RYANAIR		S	D	22	0	0	0.0	36.4	31.8	13.6	13.6	4.5	0.0	0.0	0.0	0.0	0.0	16	47.4	21	19			
BRISTOL		EMERALD AIRLINES (IRELAND) LIMITED		S	A	40	0	0	20.0	35.0	27.5	5.0	7.5	0.0	5.0	0.0	0.0	0.0	0.0	13	0.0	0	0			
BRISTOL		EMERALD AIRLINES (IRELAND) LIMITED		S	D	40	0	0	2.5	35.0	35.0	15.0	7.5	2.5	2.5	0.0	0.0	0.0	0.0	16	0.0	0	0			
BRISTOL		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	74.1	15	27			
BRISTOL		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	59.3	21	27			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: C																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								EDINBURGH	RYANAIR	S A	35	0	0	20.0	42.9	17.1	5.7	8.6	5.7	0.0	0.0	0.0
EDINBURGH	RYANAIR	S D	35	0	0	0.0	45.7	31.4	8.6	11.4	2.9	0.0	0.0	0.0	0.0	0.0	12	67.7	15	31		
EDINBURGH	RYANAIR UK LTD	S A	5	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
EDINBURGH	RYANAIR UK LTD	S D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
GLASGOW	AER LINGUS	S A	18	0	0	5.6	61.1	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	
GLASGOW	AER LINGUS	S D	18	0	0	5.6	55.6	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	22	0	0	36.4	36.4	13.6	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.3	4	13	
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	22	0	0	0.0	54.5	40.9	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	4	13	
GATWICK	RYANAIR	S A	31	0	0	41.9	51.6	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.9	10	31	
GATWICK	RYANAIR	S D	31	0	0	0.0	74.2	22.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	51.6	19	31	
HEATHROW	AER LINGUS	S A	123	0	1	14.5	53.2	26.6	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	3	63.7	16	123	
HEATHROW	AER LINGUS	S D	123	0	1	8.9	43.5	37.9	6.5	1.6	0.0	0.8	0.0	0.0	0.0	0.0	0.8	5	58.1	19	123	
LUTON	RYANAIR	S A	22	0	0	4.5	36.4	36.4	9.1	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	73.9	11	23	
LUTON	RYANAIR	S D	22	0	0	0.0	45.5	36.4	4.5	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	87.0	10	23	
STANSTED	RYANAIR	S A	87	0	0	25.3	47.1	16.1	4.6	5.7	1.1	0.0	0.0	0.0	0.0	0.0	0.0	5	77.5	12	89	
STANSTED	RYANAIR	S D	87	0	0	0.0	47.1	31.0	11.5	8.0	1.1	1.1	0.0	0.0	0.0	0.0	0.0	10	76.4	11	89	
STANSTED	RYANAIR UK LTD	S A	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
STANSTED	RYANAIR UK LTD	S D	5	0	0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
MANCHESTER	RYANAIR	S A	52	0	0	32.7	32.7	17.3	9.6	5.8	1.9	0.0	0.0	0.0	0.0	0.0	0.0	7	82.9	10	41	
MANCHESTER	RYANAIR	S D	52	0	0	0.0	48.1	30.8	5.8	9.6	3.8	1.9	0.0	0.0	0.0	0.0	0.0	14	68.3	14	41	
MANCHESTER	RYANAIR UK LTD	S A	10	0	0	10.0	70.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
MANCHESTER	RYANAIR UK LTD	S D	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	0.0	13	0.0	0	0	
<b>TOTAL CORK</b>			<b>944</b>	<b>0</b>	<b>2</b>	<b>11.9</b>	<b>46.1</b>	<b>27.7</b>	<b>7.1</b>	<b>5.3</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>7</b>	<b>69.8</b>	<b>14</b>	<b>794</b>	
CRAIOVA																						
BIRMINGHAM	WIZZ AIR MALTA	S A	9	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8	
BIRMINGHAM	WIZZ AIR MALTA	S D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	62.5	23	8	
LUTON	WIZZ AIR MALTA	S A	31	0	0	0.0	71.0	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.8	2	30	
LUTON	WIZZ AIR MALTA	S D	31	0	0	0.0	74.2	22.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.9	13	31	
<b>TOTAL CRAIOVA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>63.8</b>	<b>25.0</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.5</b>	<b>9</b>	<b>77</b>	
CUKUROVA																						
STANSTED	SUNEXPRESS	S A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
STANSTED	SUNEXPRESS	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	15	0.0	0	0	
<b>TOTAL CUKUROVA</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>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: D																	MAY 2024			
		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
DALAMAN	ABERDEEN	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	28.6	22	7
	ABERDEEN	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	16	9
	ABERDEEN	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	ABERDEEN	TUI AIRWAYS LTD	S	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	13	0	0	7.7	23.1	46.2	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	61.5	18	13
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	14	0	0	0.0	14.3	57.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	53.8	22	13
	BELFAST INTERNATIONAL	FREEBIRD AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BELFAST INTERNATIONAL	FREEBIRD AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	14	0	0	14.3	50.0	21.4	0.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	9	82.4	7	17
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	13	0	0	0.0	7.7	53.8	7.7	23.1	7.7	0.0	0.0	0.0	0.0	0.0	22	61.1	20	18
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1
	BELFAST INTERNATIONAL	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	41	0.0	0	0
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	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	0.0	41	0.0	0	0
	BIRMINGHAM	CORENDON 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	3	8
	BIRMINGHAM	CORENDON 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	50.0	17	8
	BIRMINGHAM	EASYJET UK LTD	S	A	14	0	0	0.0	28.6	50.0	0.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	16	23.1	34	13
	BIRMINGHAM	EASYJET UK LTD	S	D	14	0	0	0.0	21.4	50.0	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	12	38.5	19	13
	BIRMINGHAM	FREEBIRD 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	4	0.0	0	0
	BIRMINGHAM	FREEBIRD AIRLINES	C	D	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	A	29	0	1	3.3	30.0	23.3	16.7	20.0	3.3	0.0	0.0	0.0	0.0	3.3	15	66.7	54	30
	BIRMINGHAM	JET2.COM LTD	S	D	31	0	0	0.0	3.2	22.6	35.5	29.0	9.7	0.0	0.0	0.0	0.0	0.0	29	25.8	35	31
	BIRMINGHAM	SUNEXPRESS	S	A	33	0	0	57.6	21.2	9.1	9.1	0.0	3.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	25
	BIRMINGHAM	SUNEXPRESS	S	D	33	0	0	0.0	24.2	51.5	15.2	6.1	3.0	0.0	0.0	0.0	0.0	0.0	13	76.0	9	25
	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	73.7	17	19
	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	70.0	14	20
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	16	0	0	0.0	25.0	18.8	25.0	18.8	12.5	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	17	0	0	0.0	5.9	29.4	17.6	35.3	11.8	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
	BOURNEMOUTH	JET2.COM LTD	S	A	9	0	0	0.0	0.0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	56	0.0	0	0
	BOURNEMOUTH	JET2.COM LTD	S	D	9	0	0	0.0	11.1	55.6	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	22	0.0	0	0
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	3

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BOURNEMOUTH	TUI AIRWAYS LTD	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	38	0.0	0	0		
BOURNEMOUTH	TUI AIRWAYS LTD	S D	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0		
BRISTOL	EASYJET UK LTD	S A	27	0	0	3.7	14.8	29.6	25.9	25.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	63.0	15	27		
BRISTOL	EASYJET UK LTD	S D	27	0	0	0.0	11.1	48.1	25.9	11.1	3.7	0.0	0.0	0.0	0.0	0.0	0.0	17	48.1	26	27		
BRISTOL	FREEBIRD AIRLINES	C A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
BRISTOL	FREEBIRD AIRLINES	C D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
BRISTOL	JET2.COM LTD	S A	25	0	0	0.0	8.0	8.0	16.0	44.0	20.0	4.0	0.0	0.0	0.0	0.0	0.0	41	25.0	33	24		
BRISTOL	JET2.COM LTD	S D	25	0	0	0.0	4.0	36.0	36.0	20.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	21	58.3	21	24		
BRISTOL	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	22	9		
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	0.0	0	63.6	12	11		
BRISTOL	TUI AIRWAYS LTD	S A	7	0	0	0.0	14.3	57.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
BRISTOL	TUI AIRWAYS LTD	S D	9	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
CARDIFF WALES	FREEBIRD AIRLINES	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	2		
CARDIFF WALES	FREEBIRD AIRLINES	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	33	2		
CARDIFF WALES	TUI AIRWAYS LTD	C A	7	0	0	0.0	57.1	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	40.0	23	5		
CARDIFF WALES	TUI AIRWAYS LTD	C D	10	0	0	0.0	40.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	8		
EAST MIDLANDS INTERNATIONAL	FREEBIRD AIRLINES	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
EAST MIDLANDS INTERNATIONAL	FREEBIRD AIRLINES	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	27	0	0	0.0	51.9	29.6	3.7	11.1	0.0	0.0	0.0	3.7	0.0	0.0	0.0	51	79.2	8	24		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	28	0	0	0.0	3.6	39.3	32.1	21.4	3.6	0.0	0.0	0.0	0.0	0.0	0.0	21	41.7	21	24		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	24	7		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	16	10		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S A	8	0	0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S D	11	0	0	0.0	36.4	63.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
EDINBURGH	EASYJET UK LTD	S A	13	0	0	7.7	15.4	30.8	23.1	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	30.8	43	13		
EDINBURGH	EASYJET UK LTD	S D	14	0	0	0.0	7.1	42.9	28.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	23.1	25	13		
EDINBURGH	JET2.COM LTD	S A	23	0	0	0.0	30.4	30.4	8.7	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	68.2	15	22		
EDINBURGH	JET2.COM LTD	S D	23	0	1	0.0	4.2	54.2	20.8	16.7	0.0	0.0	0.0	0.0	0.0	4.2	0.0	14	54.5	20	22		
EDINBURGH	SUNEXPRESS	S A	18	0	0	50.0	11.1	22.2	5.6	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	13	100.0	0	14		
EDINBURGH	SUNEXPRESS	S D	18	0	0	0.0	27.8	33.3	11.1	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	27	100.0	3	14		
EXETER	TUI AIRWAYS LTD	C A	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	5		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EXETER	TUI AIRWAYS LTD	C D	6	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	14	6		
GLASGOW	EASYJET UK LTD	S A	8	0	0	12.5	0.0	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	22	55.6	19	9			
GLASGOW	EASYJET UK LTD	S D	9	0	0	0.0	0.0	44.4	0.0	44.4	11.1	0.0	0.0	0.0	0.0	0.0	27	44.4	24	9			
GLASGOW	JET2.COM LTD	S A	33	0	0	0.0	30.3	39.4	6.1	15.2	6.1	0.0	0.0	3.0	0.0	0.0	49	64.5	59	31			
GLASGOW	JET2.COM LTD	S D	30	0	0	0.0	0.0	60.0	20.0	13.3	6.7	0.0	0.0	0.0	0.0	0.0	21	71.9	19	32			
GLASGOW	SUNEXPRESS	S A	8	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
GLASGOW	SUNEXPRESS	S D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	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	50.0	18	16			
GLASGOW	TUI AIRWAYS LTD	C D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	66.7	12	18			
GLASGOW	TUI AIRWAYS LTD	S A	6	0	0	16.7	0.0	50.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0			
GLASGOW	TUI AIRWAYS LTD	S D	10	0	0	0.0	0.0	80.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0			
LEEDS BRADFORD	FREEBIRD AIRLINES	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
LEEDS BRADFORD	FREEBIRD AIRLINES	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	6	3			
LEEDS BRADFORD	JET2.COM LTD	S A	30	0	0	6.7	26.7	46.7	16.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	8	53.3	19	30			
LEEDS BRADFORD	JET2.COM LTD	S D	31	0	0	0.0	9.7	41.9	25.8	16.1	6.5	0.0	0.0	0.0	0.0	0.0	21	38.7	29	31			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	22	0	0	0.0	22.7	27.3	18.2	27.3	4.5	0.0	0.0	0.0	0.0	0.0	21	76.5	14	17			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	23	0	0	0.0	34.8	56.5	0.0	4.3	0.0	4.3	0.0	0.0	0.0	0.0	12	77.8	23	18			
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S A	18	0	0	27.8	50.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	78.6	7	14			
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S D	18	0	0	0.0	16.7	55.6	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11	64.3	12	14			
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S A	26	0	0	7.7	15.4	19.2	19.2	23.1	15.4	0.0	0.0	0.0	0.0	0.0	30	52.4	51	21			
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S D	26	0	0	0.0	19.2	61.5	11.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	57.1	33	21			
GATWICK	CORENDON 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	7	8			
GATWICK	CORENDON AIRLINES	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	18	8			
GATWICK	EASYJET UK LTD	S A	83	0	2	3.5	17.6	34.1	22.4	11.8	5.9	1.2	1.2	0.0	0.0	2.4	24	58.3	25	82			
GATWICK	EASYJET UK LTD	S D	84	0	0	0.0	10.7	56.0	15.5	13.1	2.4	1.2	1.2	0.0	0.0	0.0	18	49.4	24	83			
GATWICK	SUNEXPRESS	S A	22	0	1	0.0	21.7	60.9	4.3	8.7	0.0	0.0	0.0	0.0	0.0	4.3	9	70.8	16	24			
GATWICK	SUNEXPRESS	S D	22	0	1	0.0	0.0	56.5	26.1	8.7	4.3	0.0	0.0	0.0	0.0	4.3	17	33.3	33	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	61.5	19	26			
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	53.6	24	28			
GATWICK	TUI AIRWAYS LTD	S A	21	0	1	0.0	31.8	45.5	13.6	4.5	0.0	0.0	0.0	0.0	0.0	4.5	7	0.0	0	0			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m 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	TUI AIRWAYS LTD	S D	21	0	1	0.0	9.1	63.6	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	4.5	12	0.0	0	0
GATWICK	WIZZ AIR UK LTD	S A	18	0	0	27.8	27.8	16.7	16.7	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	19	47.1	36	17
GATWICK	WIZZ AIR UK LTD	S D	18	0	0	0.0	0.0	77.8	11.1	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	26	58.8	40	17
HEATHROW	BRITISH AIRWAYS PLC	S A	15	0	0	13.3	40.0	26.7	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	58.3	24	12
HEATHROW	BRITISH AIRWAYS PLC	S D	15	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	17	12
LUTON	EASYJET UK LTD	S A	28	0	0	0.0	28.6	28.6	25.0	7.1	7.1	3.6	0.0	0.0	0.0	0.0	0.0	21	75.0	15	28
LUTON	EASYJET UK LTD	S D	27	0	0	0.0	18.5	40.7	18.5	18.5	3.7	0.0	0.0	0.0	0.0	0.0	0.0	17	67.9	13	28
LUTON	JET2.COM LTD	S A	9	0	0	0.0	11.1	22.2	11.1	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
LUTON	JET2.COM LTD	S D	9	0	0	0.0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
LUTON	TUI AIRWAYS LTD	C A	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	25.0	21	4
LUTON	TUI AIRWAYS LTD	C 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	0.0	18	66.7	21	6
LUTON	WIZZ AIR UK LTD	S A	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	37.5	15	8
LUTON	WIZZ AIR UK LTD	S D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	55.6	15	9
STANSTED	FREEBIRD AIRLINES	C A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
STANSTED	FREEBIRD AIRLINES	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	22	1
STANSTED	JET2.COM LTD	S A	45	0	0	2.2	24.4	33.3	24.4	6.7	6.7	0.0	2.2	0.0	0.0	0.0	0.0	20	46.7	30	45
STANSTED	JET2.COM LTD	S D	46	0	0	0.0	15.2	50.0	17.4	10.9	2.2	2.2	2.2	0.0	0.0	0.0	0.0	22	44.4	24	45
STANSTED	RYANAIR UK LTD	S A	9	0	0	0.0	0.0	22.2	22.2	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
STANSTED	RYANAIR UK LTD	S D	9	0	0	0.0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
STANSTED	SUNEXPRESS	S A	17	0	0	11.8	47.1	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
STANSTED	SUNEXPRESS	S D	17	0	0	0.0	35.3	64.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
STANSTED	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	26	10
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	29.4	29	17
STANSTED	TUI AIRWAYS LTD	S A	7	0	0	0.0	14.3	71.4	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
STANSTED	TUI AIRWAYS LTD	S D	9	0	0	0.0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
MANCHESTER	CORENDON AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	9
MANCHESTER	CORENDON 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	55.6	14	9
MANCHESTER	EASYJET UK LTD	S A	57	0	0	3.5	21.1	24.6	15.8	24.6	8.8	0.0	0.0	1.8	0.0	0.0	0.0	36	45.8	21	48
MANCHESTER	EASYJET UK LTD	S D	58	0	0	0.0	25.9	46.6	10.3	8.6	6.9	1.7	0.0	0.0	0.0	0.0	0.0	17	62.5	15	48
MANCHESTER	JET2.COM LTD	S A	45	0	0	22.2	20.0	26.7	11.1	6.7	11.1	2.2	0.0	0.0	0.0	0.0	0.0	18	72.7	14	44
MANCHESTER	JET2.COM LTD	S D	46	0	0	0.0	0.0	30.4	37.0	26.1	2.2	4.3	0.0	0.0	0.0	0.0	0.0	28	22.2	35	45
MANCHESTER	SUNEXPRESS	S A	42	0	0	0.0	40.5	28.6	23.8	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	86.8	5	38
MANCHESTER	SUNEXPRESS	S D	42	0	1	0.0	2.3	25.6	27.9	37.2	2.3	2.3	0.0	0.0	0.0	0.0	2.3	30	73.7	13	38
MANCHESTER	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.2	21	29

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: D																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	m late	m late	m late	m late	m late	late						
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	60.0	22	25
MANCHESTER	TUI AIRWAYS LTD	S A	17	0	0	0	0.0	41.2	23.5	23.5	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
MANCHESTER	TUI AIRWAYS LTD	S D	16	0	0	0	0.0	6.3	50.0	31.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
NEWCASTLE	CORENDON 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	88.9	4	9	
NEWCASTLE	CORENDON 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	22.2	18	9	
NEWCASTLE	FREEBIRD AIRLINES	S A	3	0	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	11	2	
NEWCASTLE	FREEBIRD AIRLINES	S D	6	0	0	0	0.0	0.0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	25.0	20	4	
NEWCASTLE	JET2.COM LTD	S A	25	0	1	7.7	30.8	30.8	7.7	15.4	3.8	0.0	0.0	0.0	0.0	0.0	3.8	12	81.8	11	22	
NEWCASTLE	JET2.COM LTD	S D	26	0	0	0.0	7.7	53.8	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	39.1	20	23	
NEWCASTLE	SUNEXPRESS	S A	8	0	0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
NEWCASTLE	SUNEXPRESS	S D	8	0	0	0.0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
NEWCASTLE	TUI AIRWAYS LTD	S A	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	37.5	32	8	
NEWCASTLE	TUI AIRWAYS LTD	S D	5	0	0	0.0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	29	54.5	21	11	
SOUTHEND	EASYJET UK LTD	S A	13	0	0	46.2	23.1	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
SOUTHEND	EASYJET UK LTD	S D	13	0	0	0.0	46.2	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
TEESSIDE INTERNATIONAL AIRPORT	FREEBIRD AIRLINES	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
<b>TOTAL DALAMAN</b>					<b>1939</b>	<b>0</b>	<b>10</b>	<b>4.5</b>	<b>19.5</b>	<b>39.5</b>	<b>16.9</b>	<b>14.0</b>	<b>3.8</b>	<b>0.8</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>19</b>	<b>58.3</b>	<b>21</b>	<b>1841</b>
DALLAS/FORT WORTH																						
HEATHROW	AMERICAN AIRLINES	S A	129	0	0	13.2	34.9	20.9	13.2	9.3	0.8	3.1	3.9	0.8	0.0	0.0	0.0	31	60.6	64	124	
HEATHROW	AMERICAN AIRLINES	S D	129	0	0	0.0	56.6	32.6	5.4	3.1	1.6	0.0	0.8	0.0	0.0	0.0	0.0	8	82.4	28	123	
HEATHROW	BRITISH AIRWAYS PLC	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	38.7	31	31	
HEATHROW	BRITISH AIRWAYS PLC	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.4	21	31	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>258</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>45.7</b>	<b>26.7</b>	<b>9.3</b>	<b>6.2</b>	<b>1.2</b>	<b>1.6</b>	<b>2.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>68.8</b>	<b>42</b>	<b>309</b>
DEBRECEN																						
LUTON	WIZZ AIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	7	22	
LUTON	WIZZ AIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.2	18	22	
LUTON	WIZZ AIR UK LTD	S A	14	0	0	7.1	7.1	50.0	7.1	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
LUTON	WIZZ AIR UK LTD	S D	14	0	0	0.0	50.0	21.4	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL DEBRECEN</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>28.6</b>	<b>35.7</b>	<b>14.3</b>	<b>10.7</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>79.5</b>	<b>13</b>	<b>44</b>
DELHI																						
BIRMINGHAM	AIR INDIA	S A	13	0	0	0.0	0.0	7.7	23.1	15.4	15.4	15.4	15.4	7.7	0.0	0.0	224	64.3	12	14		
BIRMINGHAM	AIR INDIA	S D	14	0	1	0.0	0.0	20.0	6.7	6.7	33.3	20.0	6.7	0.0	0.0	6.7	86	84.6	4	13		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: D										MAY 2024								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
HEATHROW	AIR INDIA	S	A	107	0	0	0.0	0.0	6.5	18.7	32.7	21.5	8.4	8.4	3.7	0.0	0.0	90	56.0	20	75							
HEATHROW	AIR INDIA	S	D	107	0	0	0.0	4.7	14.0	18.7	20.6	21.5	6.5	10.3	3.7	0.0	0.0	85	55.3	20	75							
HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	35.5	21.0	8.1	4.8	3.2	19.4	6.5	1.6	0.0	0.0	0.0	36	96.8	3	31							
HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	17.7	61.3	8.1	8.1	4.8	0.0	0.0	0.0	0.0	0.0	13	93.8	8	32							
HEATHROW	TATA SIA AIRLINES LTD (VISTARA)	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.0	10	31							
HEATHROW	TATA SIA AIRLINES LTD (VISTARA)	S	D	0	0	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	31							
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	27.4	19.4	17.7	3.2	3.2	17.7	8.1	3.2	0.0	0.0	0.0	43	52.4	25	59							
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	0.0	32.3	43.5	12.9	6.5	4.8	0.0	0.0	0.0	0.0	0.0	12	49.2	23	60							
<b>TOTAL DELHI</b>				<b>489</b>	<b>0</b>	<b>1</b>	<b>8.0</b>	<b>12.4</b>	<b>21.8</b>	<b>12.7</b>	<b>14.9</b>	<b>16.7</b>	<b>6.1</b>	<b>5.3</b>	<b>1.8</b>	<b>0.0</b>	<b>0.2</b>	<b>60</b>	<b>63.3</b>	<b>17</b>	<b>421</b>							
DENVER INTERNATIONAL																												
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	9.7	16.1	35.5	12.9	6.5	19.4	0.0	0.0	0.0	0.0	0.0	25	61.3	15	31							
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	19.4	48.4	19.4	6.5	6.5	0.0	0.0	0.0	0.0	0.0	17	83.9	10	31							
HEATHROW	UNITED AIRLINES	S	A	61	0	1	6.5	19.4	45.2	16.1	6.5	4.8	0.0	0.0	0.0	0.0	1.6	14	88.7	6	62							
HEATHROW	UNITED AIRLINES	S	D	61	0	1	0.0	38.7	46.8	4.8	3.2	4.8	0.0	0.0	0.0	0.0	1.6	8	87.1	10	62							
<b>TOTAL DENVER INTERNATIONAL</b>				<b>184</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>25.3</b>	<b>44.6</b>	<b>12.4</b>	<b>5.4</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>15</b>	<b>82.8</b>	<b>10</b>	<b>186</b>							
DETROIT																												
HEATHROW	DELTA AIRLINES	S	A	31	0	0	12.9	38.7	32.3	9.7	0.0	3.2	3.2	0.0	0.0	0.0	0.0	13	90.3	16	31							
HEATHROW	DELTA AIRLINES	S	D	30	0	2	0.0	75.0	12.5	3.1	0.0	3.1	0.0	0.0	0.0	0.0	6.3	4	71.0	37	31							
<b>TOTAL DETROIT</b>				<b>61</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>57.1</b>	<b>22.2</b>	<b>6.3</b>	<b>0.0</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>9</b>	<b>80.6</b>	<b>27</b>	<b>62</b>							
DOHA HAMAD																												
BIRMINGHAM	QATAR AIRWAYS	S	A	31	0	0	25.8	45.2	25.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.3	5	31							
BIRMINGHAM	QATAR AIRWAYS	S	D	31	0	0	0.0	48.4	48.4	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	5	67.7	14	31							
EDINBURGH	QATAR AIRWAYS	S	A	62	0	0	16.1	56.5	22.6	1.6	1.6	1.6	0.0	0.0	0.0	0.0	0.0	3	85.5	8	62							
EDINBURGH	QATAR AIRWAYS	S	D	62	0	0	3.2	54.8	32.3	6.5	1.6	1.6	0.0	0.0	0.0	0.0	0.0	5	83.9	11	62							
GATWICK	QATAR AIRWAYS	S	A	62	0	0	25.8	61.3	9.7	1.6	1.6	0.0	0.0	0.0	0.0	0.0	0.0	2	90.3	5	62							
GATWICK	QATAR AIRWAYS	S	D	62	0	0	0.0	45.2	41.9	4.8	4.8	3.2	0.0	0.0	0.0	0.0	0.0	8	58.1	17	62							
HEATHROW	BRITISH AIRWAYS PLC	S	A	53	0	0	41.5	45.3	9.4	1.9	1.9	0.0	0.0	0.0	0.0	0.0	0.0	2	83.9	7	56							
HEATHROW	BRITISH AIRWAYS PLC	S	D	52	0	0	0.0	17.3	55.8	13.5	11.5	1.9	0.0	0.0	0.0	0.0	0.0	13	61.3	24	56							
HEATHROW	QATAR AIRWAYS	S	A	226	0	0	6.2	39.4	39.8	8.4	4.0	0.9	0.0	1.3	0.0	0.0	0.0	11	76.5	11	213							
HEATHROW	QATAR AIRWAYS	S	D	226	0	1	0.9	19.4	59.0	11.0	6.2	1.8	0.0	1.3	0.0	0.0	0.4	14	65.7	16	211							
STANSTED	QATAR AIRWAYS	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	122	0.0	0	0							

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: D																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								9.7	53.8	26.9	6.5	2.2	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	MANCHESTER	QATAR AIRWAYS	S	A	93	0	0	9.7	53.8	26.9	6.5	2.2	1.1	0.0	0.0	0.0	0.0	0.0	4	89.2	4	93
	MANCHESTER	QATAR AIRWAYS	S	D	93	0	0	1.1	38.7	34.4	17.2	5.4	3.2	0.0	0.0	0.0	0.0	0.0	11	73.1	11	93
<b>TOTAL DOHA HAMAD</b>					<b>1054</b>	<b>0</b>	<b>1</b>	<b>8.0</b>	<b>39.4</b>	<b>38.3</b>	<b>8.0</b>	<b>4.1</b>	<b>1.5</b>	<b>0.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>9</b>	<b>75.4</b>	<b>12</b>	<b>1032</b>
DONEGAL																						
	GLASGOW	LOGANAIR LTD	S	A	10	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	13	6
	GLASGOW	LOGANAIR 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	83.3	13	6
<b>TOTAL DONEGAL</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>66.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.0</b>	<b>13</b>	<b>12</b>
DORTMUND																						
	LUTON	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
	LUTON	THOMAS COOK SCANDANAVIA	C	A	0	0	0	0.0	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	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	2
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	13	42
	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	61.9	14	42
<b>TOTAL DORTMUND</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>65.9</b>	<b>13</b>	<b>88</b>
DUBAI																						
	BIRMINGHAM	EMIRATES	S	A	62	0	0	9.7	35.5	41.9	6.5	4.8	1.6	0.0	0.0	0.0	0.0	0.0	7	85.5	7	62
	BIRMINGHAM	EMIRATES	S	D	62	0	0	3.2	54.8	30.6	4.8	3.2	3.2	0.0	0.0	0.0	0.0	0.0	8	80.6	9	62
	EDINBURGH	EMIRATES	S	A	31	0	0	22.6	51.6	19.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	EDINBURGH	EMIRATES	S	D	31	0	0	3.2	51.6	25.8	9.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	GLASGOW	EMIRATES	S	A	31	0	0	3.2	16.1	51.6	19.4	6.5	3.2	0.0	0.0	0.0	0.0	0.0	12	58.1	18	31
	GLASGOW	EMIRATES	S	D	30	0	1	0.0	25.8	48.4	9.7	6.5	6.5	0.0	0.0	0.0	0.0	3.2	13	32.3	23	31
	GATWICK	EMIRATES	S	A	93	0	0	7.5	34.4	38.7	16.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7	81.7	8	93
	GATWICK	EMIRATES	S	D	93	0	0	0.0	36.6	41.9	14.0	4.3	3.2	0.0	0.0	0.0	0.0	0.0	10	74.2	11	93
	HEATHROW	BRITISH AIRWAYS PLC	S	A	91	0	2	19.4	40.9	23.7	7.5	1.1	2.2	3.2	0.0	0.0	0.0	2.2	10	83.3	26	78
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	3	0.0	21.5	59.1	11.8	1.1	2.2	1.1	0.0	0.0	0.0	3.2	10	78.6	8	79
	HEATHROW	EMIRATES	S	A	186	0	0	2.7	22.0	46.2	22.0	4.3	2.2	0.0	0.5	0.0	0.0	0.0	13	62.7	17	217
	HEATHROW	EMIRATES	S	D	186	0	1	0.0	35.3	48.1	9.6	5.3	1.1	0.0	0.0	0.0	0.0	0.5	8	75.6	11	217
	STANSTED	EMIRATES	S	A	62	0	0	16.1	38.7	41.9	0.0	1.6	0.0	1.6	0.0	0.0	0.0	0.0	6	91.9	6	62
	STANSTED	EMIRATES	S	D	62	0	0	0.0	48.4	38.7	8.1	3.2	0.0	1.6	0.0	0.0	0.0	0.0	7	77.4	8	62
	MANCHESTER	EMIRATES	S	A	93	0	0	0.0	16.1	57.0	20.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0	12	69.9	19	93
	MANCHESTER	EMIRATES	S	D	93	0	0	0.0	33.3	36.6	25.8	3.2	0.0	0.0	1.1	0.0	0.0	0.0	11	62.4	20	92
	NEWCASTLE	EMIRATES	S	A	31	0	0	0.0	25.8	54.8	12.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	10	80.6	11	31
	NEWCASTLE	EMIRATES	S	D	31	0	0	0.0	16.1	74.2	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7	58.1	16	31
<b>TOTAL DUBAI</b>					<b>1358</b>	<b>0</b>	<b>7</b>	<b>4.2</b>	<b>32.6</b>	<b>43.6</b>	<b>13.2</b>	<b>3.9</b>	<b>1.5</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>9</b>	<b>73.0</b>	<b>13</b>	<b>1334</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: D																	MAY 2024			
		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
DUBAI (WORLD CENTRAL)		LIVERPOOL (JOHN LENNON)	ICELANDAIR	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
		LIVERPOOL (JOHN LENNON)	ICELANDAIR	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	72	0.0	0	0
		STANSTED	QATAR AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL DUBAI (WORLD CENTRAL)</b>						<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
DUBLIN		ABERDEEN	AER LINGUS	S	A	32	0	0	9.4	43.8	40.6	6.3	0.0	0.0	0.0	0.0	0.0	0.0	4	67.7	26	31
		ABERDEEN	AER LINGUS	S	D	32	0	0	6.3	37.5	46.9	6.3	3.1	0.0	0.0	0.0	0.0	0.0	4	61.3	29	31
		ABERDEEN	LOGANAIR LTD	S	A	46	0	0	13.0	54.3	19.6	8.7	2.2	2.2	0.0	0.0	0.0	0.0	7	46.7	27	29
		ABERDEEN	LOGANAIR LTD	S	D	45	0	0	0.0	55.6	33.3	4.4	4.4	2.2	0.0	0.0	0.0	0.0	6	76.7	17	29
		BELFAST INTERNATIONAL	AER LINGUS	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
		BIRMINGHAM	AER LINGUS	S	A	140	0	0	8.6	40.7	32.9	10.7	5.7	1.4	0.0	0.0	0.0	0.0	8	82.8	7	56
		BIRMINGHAM	AER LINGUS	S	D	140	0	0	0.0	24.3	40.0	25.7	7.1	2.9	0.0	0.0	0.0	0.0	13	70.7	11	56
		BIRMINGHAM	RYANAIR	S	A	155	0	0	11.6	33.5	31.0	14.2	5.8	3.9	0.0	0.0	0.0	0.0	11	71.2	12	132
		BIRMINGHAM	RYANAIR	S	D	155	0	0	0.0	43.2	31.0	12.3	7.1	5.8	0.6	0.0	0.0	0.0	13	57.6	20	132
		BIRMINGHAM	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	59.1	30	63
		BIRMINGHAM	STOBART AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	35	63
		BRISTOL	EMERALD AIRLINES (IRELAND) LIMITED	S	A	92	0	0	2.2	28.3	39.1	12.0	10.9	5.4	2.2	0.0	0.0	0.0	17	0.0	0	0
		BRISTOL	EMERALD AIRLINES (IRELAND) LIMITED	S	D	92	0	0	1.1	33.7	41.3	8.7	5.4	7.6	2.2	0.0	0.0	0.0	15	0.0	0	0
		BRISTOL	RYANAIR	S	A	102	0	0	20.6	45.1	16.7	10.8	4.9	2.0	0.0	0.0	0.0	0.0	8	67.3	16	98
		BRISTOL	RYANAIR	S	D	102	0	0	3.9	40.2	33.3	13.7	3.9	4.9	0.0	0.0	0.0	0.0	10	74.5	15	98
		BRISTOL	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	62.5	20	88
		BRISTOL	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	68.5	18	88
		CARDIFF WALES	AER LINGUS	S	A	12	0	0	8.3	50.0	16.7	8.3	16.7	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
		CARDIFF WALES	AER LINGUS	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	6	0.0	0	0
		CARDIFF WALES	FROST AIR APS	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	FROST AIR APS	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
		CARDIFF WALES	RYANAIR	S	A	32	0	0	18.8	34.4	25.0	12.5	3.1	6.3	0.0	0.0	0.0	0.0	12	68.8	20	16
		CARDIFF WALES	RYANAIR	S	D	32	0	0	25.0	34.4	21.9	6.3	6.3	6.3	0.0	0.0	0.0	0.0	12	62.5	19	16
		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	57	0	0	28.1	35.1	24.6	12.3	0.0	0.0	0.0	0.0	0.0	0.0	5	77.6	13	58
		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	58	0	0	0.0	65.5	19.0	10.3	5.2	0.0	0.0	0.0	0.0	0.0	6	79.3	13	58

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: D												MAY 2024									
						NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE															
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
EDINBURGH	AER LINGUS	S	A	215	0	0	2.8	33.5	40.0	14.0	5.6	4.2	0.0	0.0	0.0	0.0	0.0	11	69.7	22	194						
EDINBURGH	AER LINGUS	S	D	215	0	0	6.5	31.6	36.3	14.0	6.5	5.1	0.0	0.0	0.0	0.0	0.0	13	50.8	30	194						
EDINBURGH	RYANAIR	S	A	133	0	0	6.8	37.6	21.8	15.0	15.0	3.0	0.8	0.0	0.0	0.0	0.0	14	72.9	13	133						
EDINBURGH	RYANAIR	S	D	133	0	0	0.8	40.6	25.6	10.5	13.5	6.8	2.3	0.0	0.0	0.0	0.0	19	66.2	17	133						
EDINBURGH	RYANAIR 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	33	4						
EDINBURGH	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	30	4						
EXETER	EMERALD AIRLINES (IRELAND) LIMITED	S	A	31	0	0	16.1	45.2	16.1	16.1	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	63.6	30	21						
EXETER	EMERALD AIRLINES (IRELAND) LIMITED	S	D	29	0	0	10.3	41.4	27.6	10.3	6.9	3.4	0.0	0.0	0.0	0.0	0.0	9	59.1	31	21						
GLASGOW	AER LINGUS	S	A	167	0	0	5.4	46.7	35.9	9.6	1.8	0.6	0.0	0.0	0.0	0.0	0.0	6	75.0	22	130						
GLASGOW	AER LINGUS	S	D	166	0	1	1.8	44.9	37.7	10.8	3.0	1.2	0.0	0.0	0.0	0.0	0.6	7	65.2	26	130						
GLASGOW	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						
GLASGOW	RYANAIR	S	A	98	0	0	42.9	31.6	10.2	8.2	6.1	1.0	0.0	0.0	0.0	0.0	0.0	6	76.3	11	93						
GLASGOW	RYANAIR	S	D	98	0	0	7.1	55.1	17.3	11.2	7.1	2.0	0.0	0.0	0.0	0.0	0.0	8	65.6	19	93						
ISLE OF MAN	EMERALD AIRLINES (IRELAND) LIMITED	S	A	50	0	0	2.0	58.0	30.0	8.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	4	57.6	29	31						
ISLE OF MAN	EMERALD AIRLINES (IRELAND) LIMITED	S	D	50	0	0	0.0	50.0	42.0	6.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	36	32						
ISLE OF MAN	EMERALD AIRLINES UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	113	3						
ISLE OF MAN	EMERALD AIRLINES 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	121	2						
JERSEY	AER LINGUS	S	A	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0						
JERSEY	AER LINGUS	S	D	6	0	0	0.0	50.0	33.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0						
JERSEY	BLUE ISLANDS LIMITED	S	A	9	0	1	10.0	20.0	10.0	20.0	10.0	0.0	10.0	10.0	0.0	0.0	10.0	63	50.0	51	13						
JERSEY	BLUE ISLANDS LIMITED	S	D	9	0	1	0.0	30.0	30.0	0.0	10.0	0.0	10.0	10.0	0.0	0.0	10.0	65	37.5	63	13						
JERSEY	EMERALD AIRLINES UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1						
JERSEY	STOBART AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	23	7						
JERSEY	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	57.1	24	7						
LEEDS BRADFORD	AER LINGUS	S	A	75	0	0	8.0	26.7	33.3	16.0	10.7	5.3	0.0	0.0	0.0	0.0	0.0	15	61.8	20	72						
LEEDS BRADFORD	AER LINGUS	S	D	75	0	0	1.3	26.7	33.3	20.0	13.3	5.3	0.0	0.0	0.0	0.0	0.0	17	63.2	25	72						

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		Origin/Destinations: D		NUMBER OF FLIGHTS															PERCENTAGE OF FLIGHTS LATE					MAY 2024					
		REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	NUMBER OF FLIGHTS															Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
									More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late												
LEEDS BRADFORD	RYANAIR	S	A	94	0	0	8.5	47.9	34.0	4.3	2.1	3.2	0.0	0.0	0.0	0.0	0.0	7	64.0	15	89								
LEEDS BRADFORD	RYANAIR	S	D	94	0	0	2.1	48.9	37.2	5.3	2.1	4.3	0.0	0.0	0.0	0.0	0.0	7	74.2	14	89								
LIVERPOOL (JOHN LENNON)	AER LINGUS	S	A	61	0	0	24.6	55.7	13.1	4.9	0.0	0.0	1.6	0.0	0.0	0.0	0.0	4	63.0	28	54								
LIVERPOOL (JOHN LENNON)	AER LINGUS	S	D	61	0	0	4.9	60.7	27.9	4.9	0.0	0.0	1.6	0.0	0.0	0.0	0.0	4	63.0	34	54								
LIVERPOOL (JOHN LENNON)	EMERALD AIRLINES (IRELAND) LIMITED	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1								
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	178	0	0	22.5	45.5	21.9	4.5	2.8	2.8	0.0	0.0	0.0	0.0	0.0	6	79.7	10	158								
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	176	0	0	2.3	52.3	33.5	4.5	4.5	1.7	0.6	0.0	0.6	0.0	0.0	15	80.4	8	158								
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	40.9	20	22								
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	27.3	26	21								
GATWICK	RYANAIR	S	A	236	0	0	19.1	30.1	33.1	9.7	5.5	2.5	0.0	0.0	0.0	0.0	0.0	9	68.0	16	231								
GATWICK	RYANAIR	S	D	236	0	0	0.8	33.1	33.5	18.2	11.0	3.4	0.0	0.0	0.0	0.0	0.0	13	55.2	22	230								
HEATHROW	AER LINGUS	S	A	345	0	1	8.7	43.1	30.9	12.4	4.0	0.6	0.0	0.0	0.0	0.0	0.3	7	52.9	23	414								
HEATHROW	AER LINGUS	S	D	346	0	1	1.7	49.3	34.9	8.9	4.0	0.9	0.0	0.0	0.0	0.0	0.3	7	55.8	24	414								
HEATHROW	BRITISH AIRWAYS PLC	S	A	151	0	2	16.3	35.3	27.5	12.4	6.5	0.0	0.7	0.0	0.0	0.0	1.3	9	43.1	28	182								
HEATHROW	BRITISH AIRWAYS PLC	S	D	151	0	2	0.0	35.9	45.8	13.1	3.3	0.7	0.0	0.0	0.0	0.0	1.3	7	58.5	18	182								
LONDON CITY	BA CITYFLYER LTD	S	A	156	0	1	26.1	43.9	24.2	3.8	0.6	0.0	0.6	0.0	0.0	0.0	0.6	3	81.3	12	157								
LONDON CITY	BA CITYFLYER LTD	S	D	156	0	1	0.0	22.9	54.8	17.2	3.8	0.0	0.6	0.0	0.0	0.0	0.6	9	67.1	17	158								
LUTON	RYANAIR	S	A	111	0	0	1.8	37.8	29.7	10.8	13.5	5.4	0.0	0.0	0.9	0.0	0.0	19	71.8	18	110								
LUTON	RYANAIR	S	D	111	0	0	0.0	30.6	35.1	15.3	11.7	6.3	0.0	0.0	0.9	0.0	0.0	19	63.6	17	110								
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	10	1								
STANSTED	BRITISH AIRWAYS PLC	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0								
STANSTED	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1								
STANSTED	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1								
STANSTED	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	0	1								
STANSTED	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	56	1								
STANSTED	RYANAIR	S	A	247	0	0	15.8	39.7	22.7	7.3	11.7	2.8	0.0	0.0	0.0	0.0	0.0	11	67.7	16	256								
STANSTED	RYANAIR	S	D	247	0	0	0.0	29.6	36.8	15.8	10.9	6.9	0.0	0.0	0.0	0.0	0.0	16	53.9	22	254								
STANSTED	RYANAIR UK LTD	S	A	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	4								
STANSTED	RYANAIR 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	0.0	13	100.0	2	4								

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: D																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	m late	m late	m late	m late	m late	late						
	STANSTED	THOMAS COOK SCANDANAVIA	C	A	0	0	0	0.0	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	THOMAS COOK SCANDANAVIA	C	D	0	0	0	0.0	0.0	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	180	0	1	6.1	37.0	34.8	16.0	3.3	1.7	0.6	0.0	0.0	0.0	0.6	9	72.5	22	176
	MANCHESTER	AER LINGUS	S	D	180	0	1	2.8	26.5	45.9	17.7	4.4	1.7	0.6	0.0	0.0	0.0	0.6	11	63.5	30	176
	MANCHESTER	RYANAIR	S	A	204	0	0	22.5	42.2	20.6	7.8	4.4	2.5	0.0	0.0	0.0	0.0	0.0	6	71.5	14	158
	MANCHESTER	RYANAIR	S	D	204	0	0	2.5	44.1	27.9	12.7	6.4	4.4	2.0	0.0	0.0	0.0	0.0	14	77.2	13	158
	MANCHESTER	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.3	12	23
	MANCHESTER	RYANAIR 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	73.9	12	23
	NEWCASTLE	AER LINGUS	S	A	37	0	0	2.7	21.6	45.9	18.9	8.1	2.7	0.0	0.0	0.0	0.0	0.0	14	57.1	26	34
	NEWCASTLE	AER LINGUS	S	D	37	0	0	0.0	10.8	51.4	21.6	13.5	2.7	0.0	0.0	0.0	0.0	0.0	15	45.7	31	34
	NEWCASTLE	RYANAIR	S	A	49	0	0	8.2	51.0	18.4	6.1	6.1	10.2	0.0	0.0	0.0	0.0	0.0	13	76.7	11	43
	NEWCASTLE	RYANAIR	S	D	49	0	0	0.0	28.6	44.9	14.3	6.1	6.1	0.0	0.0	0.0	0.0	0.0	13	67.4	21	43
	SOUTHAMPTON	AER LINGUS	S	A	76	0	0	6.6	31.6	38.2	18.4	3.9	1.3	0.0	0.0	0.0	0.0	0.0	8	82.3	9	61
	SOUTHAMPTON	AER LINGUS	S	D	76	0	0	5.3	50.0	28.9	10.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	7	72.6	14	61
<b>TOTAL DUBLIN</b>					<b>7168</b>	<b>0</b>	<b>14</b>	<b>7.7</b>	<b>39.1</b>	<b>32.2</b>	<b>11.7</b>	<b>6.1</b>	<b>2.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>10</b>	<b>64.6</b>	<b>20</b>	<b>6894</b>
DUBROVNIK																						
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	40.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	5
	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	0.0	6	100.0	1	5
	BIRMINGHAM	JET2.COM LTD	S	A	14	0	0	35.7	21.4	21.4	7.1	0.0	7.1	0.0	7.1	0.0	0.0	0.0	28	100.0	2	13
	BIRMINGHAM	JET2.COM LTD	S	D	14	0	0	0.0	21.4	50.0	0.0	21.4	7.1	0.0	0.0	0.0	0.0	0.0	19	69.2	11	13
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	6	0	0	0.0	16.7	0.0	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	21	50.0	25	6
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	10	5
	BRISTOL	EASYJET UK LTD	S	A	18	0	0	5.6	27.8	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	82.6	9	23
	BRISTOL	EASYJET UK LTD	S	D	18	0	0	0.0	27.8	66.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	73.9	13	23
	BRISTOL	TUI AIRWAYS LTD	S	A	3	0	0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	27	100.0	3	4
	BRISTOL	TUI AIRWAYS LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	4
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	7	3
	CARDIFF WALES	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	3	4
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	8	0	0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	8	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	6	5
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	4	3
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	5
	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	8

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EDINBURGH	EASYJET UK LTD	S D	9	0	0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	8		
EDINBURGH	JET2.COM LTD	S A	8	0	0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	9		
EDINBURGH	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	0.0	3	100.0	1	9		
GLASGOW	TUI AIRWAYS 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	0.0	21	25.0	49	4		
GLASGOW	TUI AIRWAYS LTD	S D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	25.0	40	4		
LEEDS BRADFORD	JET2.COM LTD	S A	14	0	0	28.6	35.7	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	69.2	13	13		
LEEDS BRADFORD	JET2.COM LTD	S D	14	0	0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	61.5	20	13		
LEEDS BRADFORD	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	4		
LEEDS BRADFORD	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	4		
LEEDS BRADFORD	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	0.0	11	0.0	0	0		
LEEDS BRADFORD	TUI AIRWAYS LTD	S D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0		
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S A	34	0	0	20.6	32.4	23.5	14.7	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	85.3	8	34		
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S D	34	0	0	0.0	5.9	70.6	14.7	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	79.4	12	34		
GATWICK	EASYJET UK LTD	S A	66	0	0	13.6	40.9	25.8	6.1	10.6	1.5	0.0	1.5	0.0	0.0	0.0	0.0	12	75.6	10	45		
GATWICK	EASYJET UK LTD	S D	67	0	0	0.0	20.9	58.2	11.9	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.6	12	45		
GATWICK	FREEBIRD AIRLINES EUROPE LIMITED	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2		
GATWICK	FREEBIRD AIRLINES EUROPE LIMITED	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1		
GATWICK	TUI AIRWAYS LTD	S A	9	0	0	0.0	44.4	11.1	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	17	85.7	5	7		
GATWICK	TUI AIRWAYS LTD	S D	10	0	0	0.0	30.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	10	8		
HEATHROW	BRITISH AIRWAYS PLC	S A	25	0	0	0.0	40.0	36.0	12.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	14	87.5	12	16		
HEATHROW	BRITISH AIRWAYS PLC	S D	25	0	0	0.0	28.0	56.0	8.0	0.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	14	81.3	12	16		
STANSTED	JET2.COM LTD	S A	15	0	0	13.3	46.7	26.7	0.0	0.0	6.7	0.0	6.7	0.0	0.0	0.0	0.0	17	76.5	38	17		
STANSTED	JET2.COM LTD	S D	15	0	0	0.0	46.7	40.0	6.7	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	17	94.1	31	17		
STANSTED	RYANAIR	S A	26	0	0	19.2	42.3	26.9	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.6	6	32		
STANSTED	RYANAIR	S D	26	0	0	0.0	30.8	46.2	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	20	32		
MANCHESTER	EASYJET UK LTD	S A	8	0	0	25.0	0.0	25.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	21	66.7	16	9		
MANCHESTER	EASYJET UK LTD	S D	9	0	0	0.0	33.3	11.1	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	30	66.7	15	9		
MANCHESTER	FREEBIRD AIRLINES	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: D		PERCENTAGE OF FLIGHTS LATE												MAY 2024			
						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
MANCHESTER	FREEBIRD AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
MANCHESTER	JET2.COM LTD	S	A	15	0	0	13.3	26.7	33.3	20.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	11	85.7	5	14		
MANCHESTER	JET2.COM LTD	S	D	15	0	0	0.0	0.0	73.3	20.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	13	57.1	13	14		
MANCHESTER	RYANAIR	S	A	9	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	9		
MANCHESTER	RYANAIR	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	10	9		
MANCHESTER	TUI AIRWAYS LTD	S	A	7	0	0	0.0	0.0	57.1	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	26	62.5	18	8		
MANCHESTER	TUI AIRWAYS LTD	S	D	8	0	0	0.0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	31	8		
NEWCASTLE	JET2.COM LTD	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
NEWCASTLE	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4		
NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	20	4		
NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	9	4		
<b>TOTAL DUBROVNIK</b>				<b>646</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>30.8</b>	<b>42.0</b>	<b>11.5</b>	<b>6.0</b>	<b>1.9</b>	<b>0.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.6</b>	<b>12</b>	<b>607</b>		
DUNDEE																							
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	100.0	0	1		
HEATHROW	LOGANAIR LTD	S	A	30	0	0	36.7	40.0	20.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	2	81.3	15	32		
HEATHROW	LOGANAIR LTD	S	D	29	0	1	3.3	46.7	33.3	10.0	0.0	3.3	0.0	0.0	0.0	0.0	3.3	7	81.3	8	32		
<b>TOTAL DUNDEE</b>				<b>59</b>	<b>0</b>	<b>1</b>	<b>20.0</b>	<b>43.3</b>	<b>26.7</b>	<b>5.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>4</b>	<b>81.5</b>	<b>12</b>	<b>65</b>		
DUSSELDORF																							
BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	59	0	0	10.2	59.3	18.6	8.5	0.0	3.4	0.0	0.0	0.0	0.0	0.0	5	76.7	10	59		
BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	59	0	1	0.0	45.0	38.3	10.0	1.7	3.3	0.0	0.0	0.0	0.0	1.7	8	80.0	11	59		
EDINBURGH	EASYJET UK LTD	S	A	9	0	0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
EDINBURGH	EASYJET UK LTD	S	D	9	0	0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	33	0	1	8.8	50.0	23.5	2.9	8.8	2.9	0.0	0.0	0.0	0.0	2.9	8	76.0	10	25		
EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	33	0	1	2.9	44.1	29.4	5.9	8.8	2.9	2.9	0.0	0.0	0.0	2.9	14	52.0	18	24		
JERSEY	EUROWINGS LUFTVERKEHRS	S	A	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	33.3	19	3		
JERSEY	EUROWINGS LUFTVERKEHRS	S	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	33.3	28	3		
GATWICK	EASYJET UK LTD	S	A	13	0	0	0.0	38.5	30.8	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
GATWICK	EASYJET UK LTD	S	D	13	0	0	0.0	23.1	46.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	1	2.2	51.1	24.4	8.9	7.8	3.3	0.0	1.1	0.0	0.0	1.1	12	62.2	18	80		
HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	0.0	43.3	43.3	6.7	4.4	1.1	1.1	0.0	0.0	0.0	0.0	8	61.0	16	81		
HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	119	0	0	1.7	51.3	32.8	10.1	3.4	0.8	0.0	0.0	0.0	0.0	0.0	6	67.5	16	118		
HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	119	0	0	0.0	29.4	54.6	10.9	3.4	1.7	0.0	0.0	0.0	0.0	0.0	8	59.2	19	118		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	EUROWINGS LUFTVERKEHRS	S	A	66	0	1	1.5	43.3	32.8	11.9	4.5	4.5	0.0	0.0	0.0	0.0	1.5	10	78.9	12	56
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	D	65	0	2	0.0	32.8	44.8	11.9	3.0	4.5	0.0	0.0	0.0	0.0	3.0	10	73.7	13	56
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	10	0	0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	16	88.9	7	9
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	10	0	0	0.0	20.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20	77.8	16	9
<b>TOTAL DUSSELDORF</b>					<b>804</b>	<b>0</b>	<b>7</b>	<b>2.3</b>	<b>43.8</b>	<b>36.4</b>	<b>9.2</b>	<b>4.2</b>	<b>2.8</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>9</b>	<b>67.8</b>	<b>15</b>	<b>700</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: E																	MAY 2024				
		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	
E T JOSHUA		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	10	0	0	70.0	0.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	13	90.0	3	10	
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	0.0	44.4	11.1	33.3	0.0	11.1	0.0	0.0	0.0	0.0	16	90.0	12	10	
		HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	A	3	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	3	
		HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	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	4	66.7	6	3	
<b>TOTAL E T JOSHUA</b>						<b>25</b>	<b>0</b>	<b>0</b>	<b>36.0</b>	<b>24.0</b>	<b>16.0</b>	<b>16.0</b>	<b>0.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>88.5</b>	<b>7</b>	<b>26</b>	
EAST MIDLANDS INTERNATIONAL		BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES (IRELAND) LIMITED	S	A	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	75	0.0	0	0	
		BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES (IRELAND) LIMITED	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	61	0.0	0	0	
		BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	A	12	0	0	0.0	75.0	8.3	8.3	0.0	0.0	8.3	0.0	0.0	0.0	20	96.8	2	31	
		BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	D	12	0	0	0.0	25.0	58.3	0.0	8.3	0.0	8.3	0.0	0.0	0.0	22	96.8	1	31	
		BELFAST INTERNATIONAL	RYANAIR UK LTD	S	A	17	0	0	29.4	47.1	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	3	94.7	4	19	
		BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	17	0	0	0.0	70.6	11.8	11.8	5.9	0.0	0.0	0.0	0.0	0.0	5	89.5	6	19	
		BIRMINGHAM	BLUE ISLANDS LIMITED	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
		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	36	0.0	0	0	
		GLASGOW	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	
		JERSEY	BLUE ISLANDS LIMITED	S	A	27	0	4	9.7	16.1	19.4	16.1	9.7	12.9	0.0	3.2	0.0	12.9	37	50.0	47	24	
		JERSEY	BLUE ISLANDS LIMITED	S	D	27	0	4	0.0	12.9	35.5	3.2	12.9	16.1	0.0	3.2	3.2	0.0	12.9	47	50.0	44	24
		JERSEY	JET2.COM LTD	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	22	1	
		JERSEY	JET2.COM LTD	S	D	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	17	0.0	19	1	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>						<b>123</b>	<b>0</b>	<b>8</b>	<b>6.1</b>	<b>33.6</b>	<b>24.4</b>	<b>8.4</b>	<b>9.2</b>	<b>6.9</b>	<b>1.5</b>	<b>2.3</b>	<b>1.5</b>	<b>0.0</b>	<b>6.1</b>	<b>27</b>	<b>77.6</b>	<b>17</b>	<b>150</b>
EDINBURGH		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	28	2	
		BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	6	2	
		BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES (IRELAND) LIMITED	S	A	11	0	0	0.0	27.3	36.4	18.2	0.0	9.1	0.0	9.1	0.0	0.0	35	0.0	0	0	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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)	EMERALD AIRLINES (IRELAND) LIMITED	S	D	11	0	0	0.0	36.4	36.4	9.1	0.0	9.1	0.0	9.1	0.0	0.0	0.0	31	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	A	77	0	2	1.3	34.2	44.3	10.1	2.5	1.3	2.5	1.3	0.0	0.0	2.5	15	71.0	13	106	
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	D	77	0	2	2.5	44.3	36.7	6.3	2.5	1.3	2.5	1.3	0.0	0.0	2.5	12	86.0	7	106	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	114	0	0	14.0	51.8	22.8	4.4	3.5	2.6	0.0	0.9	0.0	0.0	0.0	9	71.3	16	127	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	114	0	0	0.9	61.4	23.7	2.6	8.8	1.8	0.0	0.9	0.0	0.0	0.0	10	72.1	16	127	
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	A	57	0	0	8.8	47.4	31.6	5.3	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7	61.4	22	57	
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	57	0	0	7.0	56.1	24.6	3.5	5.3	3.5	0.0	0.0	0.0	0.0	0.0	7	64.9	21	57	
	BIRMINGHAM	EASYJET UK LTD	S	A	84	0	0	17.9	26.2	25.0	15.5	13.1	2.4	0.0	0.0	0.0	0.0	0.0	12	64.5	13	76	
	BIRMINGHAM	EASYJET UK LTD	S	D	84	0	0	0.0	33.3	32.1	14.3	10.7	9.5	0.0	0.0	0.0	0.0	0.0	19	61.8	16	76	
	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	12	0.0	0	0	
	BOURNEMOUTH	RYANAIR UK LTD	S	A	13	0	0	0.0	38.5	38.5	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	12	70.6	22	17	
	BOURNEMOUTH	RYANAIR UK LTD	S	D	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	16	70.6	24	17	
	BRISTOL	EASYJET UK LTD	S	A	127	0	0	15.0	37.0	27.6	6.3	8.7	2.4	3.1	0.0	0.0	0.0	0.0	13	54.2	19	120	
	BRISTOL	EASYJET UK LTD	S	D	127	0	0	3.1	46.5	23.6	15.0	7.1	1.6	3.1	0.0	0.0	0.0	0.0	14	62.5	17	120	
	CARDIFF WALES	LOGANAIR LTD	S	A	21	0	0	19.0	38.1	28.6	9.5	0.0	4.8	0.0	0.0	0.0	0.0	0.0	7	70.8	13	23	
	CARDIFF WALES	LOGANAIR LTD	S	D	21	0	0	4.8	61.9	19.0	4.8	4.8	4.8	0.0	0.0	0.0	0.0	0.0	7	62.5	11	23	
	EXETER	LOGANAIR LTD	S	A	29	0	0	17.2	34.5	37.9	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	38.7	32	31	
	EXETER	LOGANAIR LTD	S	D	29	0	0	3.4	51.7	34.5	6.9	3.4	0.0	0.0	0.0	0.0	0.0	0.0	5	35.5	36	31	
	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	0.0	0	100.0	0	1	
	GLASGOW	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	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	12	1	
	ISLE OF MAN	LOGANAIR LTD	S	A	19	0	0	15.8	31.6	21.1	5.3	10.5	10.5	5.3	0.0	0.0	0.0	0.0	23	68.4	24	17	
	ISLE OF MAN	LOGANAIR LTD	S	D	19	0	0	5.3	52.6	10.5	5.3	10.5	10.5	5.3	0.0	0.0	0.0	0.0	20	68.4	25	17	
	JERSEY	EASYJET UK LTD	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	19	77.8	13	9	
	JERSEY	EASYJET 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	0.0	30	55.6	20	9	
	GATWICK	ASCEND AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	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	22	1	
	GATWICK	BA CITYFLYER LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	1	
	GATWICK	EASYJET UK LTD	S	A	125	0	0	23.2	35.2	20.8	8.8	8.0	4.0	0.0	0.0	0.0	0.0	0.0	9	68.0	16	153	
	GATWICK	EASYJET UK LTD	S	D	125	0	0	0.0	35.2	39.2	11.2	11.2	3.2	0.0	0.0	0.0	0.0	0.0	12	66.0	17	153	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: E		PERCENTAGE OF FLIGHTS LATE										MAY 2024		
										NUMBER OF FLIGHTS														
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)
HEATHROW	BRITISH AIRWAYS PLC	S	A	316	0	1	8.5	39.7	29.3	14.2	6.3	1.6	0.0	0.0	0.0	0.0	0.0	0.3	9	51.7	22	348		
HEATHROW	BRITISH AIRWAYS PLC	S	D	317	0	0	0.0	37.2	40.1	15.5	6.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0	9	65.3	16	348		
LONDON CITY	BA CITYFLYER LTD	S	A	178	0	0	16.3	48.3	23.6	5.1	3.9	2.2	0.6	0.0	0.0	0.0	0.0	0.0	7	79.7	9	211		
LONDON CITY	BA CITYFLYER LTD	S	D	181	0	0	0.0	42.0	42.5	7.7	5.5	1.7	0.6	0.0	0.0	0.0	0.0	0.0	8	76.8	11	213		
LUTON	EASYJET UK LTD	S	A	90	0	0	20.0	35.6	25.6	7.8	8.9	1.1	1.1	0.0	0.0	0.0	0.0	0.0	9	59.1	22	110		
LUTON	EASYJET UK LTD	S	D	90	0	0	0.0	41.1	33.3	14.4	7.8	2.2	1.1	0.0	0.0	0.0	0.0	0.0	12	65.5	21	109		
STANSTED	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1		
STANSTED	EASYJET UK LTD	S	A	86	0	1	20.7	47.1	19.5	5.7	4.6	1.1	0.0	0.0	0.0	0.0	1.1	5	59.6	21	89			
STANSTED	EASYJET UK LTD	S	D	86	1	1	1.1	53.4	28.4	6.8	5.7	1.1	1.1	0.0	0.0	1.1	1.1	8	49.4	27	89			
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	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	0.0	0	100.0	0	1		
STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1		
STANSTED	RYANAIR UK LTD	S	A	93	0	0	15.1	33.3	20.4	12.9	12.9	4.3	1.1	0.0	0.0	0.0	0.0	15	51.7	27	89			
STANSTED	RYANAIR UK LTD	S	D	93	0	0	0.0	24.7	36.6	16.1	15.1	5.4	2.2	0.0	0.0	0.0	0.0	20	52.8	33	89			
NEWCASTLE	LOGANAIR LTD	S	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
SOUTHAMPTON	LOGANAIR LTD	S	A	102	0	0	0.0	48.0	41.2	4.9	4.9	1.0	0.0	0.0	0.0	0.0	0.0	6	58.9	18	94			
SOUTHAMPTON	LOGANAIR LTD	S	D	101	0	1	0.0	42.2	42.2	8.8	3.9	2.0	0.0	0.0	0.0	0.0	1.0	8	54.7	24	94			
<b>TOTAL EDINBURGH</b>				<b>3108</b>	<b>1</b>	<b>8</b>	<b>7.0</b>	<b>41.1</b>	<b>31.2</b>	<b>10.1</b>	<b>7.0</b>	<b>2.4</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>10</b>	<b>64.0</b>	<b>18</b>	<b>3368</b>			
EINDHOVEN	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	75.0	5	4		
EDINBURGH	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
EDINBURGH	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	79	5		
EDINBURGH	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	63	5		
STANSTED	RYANAIR	S	A	89	0	0	3.4	43.8	28.1	9.0	11.2	4.5	0.0	0.0	0.0	0.0	0.0	12	60.0	25	74			
STANSTED	RYANAIR	S	D	89	0	0	0.0	55.1	22.5	9.0	10.1	3.4	0.0	0.0	0.0	0.0	0.0	10	81.1	9	74			
STANSTED	RYANAIR UK LTD	S	A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	63.2	22	19			
STANSTED	RYANAIR UK LTD	S	D	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	63.2	18	19			
MANCHESTER	RYANAIR	S	A	8	0	0	12.5	25.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	92.3	2	13			
MANCHESTER	RYANAIR	S	D	8	0	0	0.0	62.5	0.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	13			
MANCHESTER	RYANAIR UK 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	0	0.0	0	0			
MANCHESTER	RYANAIR UK LTD	S	D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
<b>TOTAL EINDHOVEN</b>				<b>212</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>50.0</b>	<b>23.6</b>	<b>9.9</b>	<b>10.8</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>69.7</b>	<b>17</b>	<b>230</b>			
ENFIDHA - HAMMAMET INTL	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	11.1	33.3	22.2	11.1	0.0	22.2	0.0	0.0	0.0	0.0	24	100.0	1	8			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can					
BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	55.6	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	23	100.0	3	8
BIRMINGHAM	EASYJET UK LTD	S	A	13	0	0	0.0	46.2	46.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	6	9	
BIRMINGHAM	EASYJET UK LTD	S	D	14	0	0	0.0	21.4	50.0	21.4	0.0	0.0	0.0	7.1	0.0	0.0	30	55.6	16	9	
BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	11.1	55.6	22.2	0.0	0.0	11.1	0.0	0.0	48	33.3	29	9	
BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	19	9	
BRISTOL	EASYJET UK LTD	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	12	85.7	12	14	
BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	30.8	53.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	10	71.4	20	14	
CARDIFF WALES	TUI AIRWAYS LTD	C	A	8	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	18	71.4	12	7	
CARDIFF WALES	TUI AIRWAYS LTD	C	D	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	6	77.8	8	9	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	31	66.7	13	9	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	10	0	0	0.0	40.0	40.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	16	80.0	7	10	
EDINBURGH	EASYJET UK LTD	S	A	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
GLASGOW	EASYJET UK LTD	S	A	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	6	55.6	23	9	
GLASGOW	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
GLASGOW	TUI AIRWAYS LTD	C	A	7	0	0	0.0	28.6	14.3	42.9	0.0	14.3	0.0	0.0	0.0	0.0	17	71.4	15	7	
GLASGOW	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	11	9	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	13	0	0	7.7	23.1	38.5	7.7	23.1	0.0	0.0	0.0	0.0	0.0	13	88.9	5	9	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	14	0	0	0.0	42.9	50.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	6	77.8	9	9	
GATWICK	EASYJET UK LTD	S	A	40	0	0	15.0	30.0	22.5	20.0	10.0	2.5	0.0	0.0	0.0	0.0	12	71.9	14	32	
GATWICK	EASYJET UK LTD	S	D	40	0	0	0.0	25.0	50.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	9	68.8	13	32	
GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	33.3	44.4	0.0	11.1	0.0	0.0	0.0	0.0	22	44.4	13	9	
GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	55.6	0.0	11.1	0.0	0.0	11.1	0.0	0.0	29	100.0	7	10	
LUTON	EASYJET UK LTD	S	A	23	0	0	34.8	34.8	13.0	4.3	0.0	4.3	4.3	0.0	4.3	0.0	40	92.3	4	13	
LUTON	EASYJET UK LTD	S	D	23	0	0	0.0	26.1	65.2	8.7	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	16	13	
LUTON	TUI AIRWAYS LTD	C	A	7	0	0	0.0	0.0	42.9	42.9	0.0	14.3	0.0	0.0	0.0	0.0	27	57.1	20	7	
LUTON	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	55.6	11.1	22.2	11.1	0.0	0.0	0.0	0.0	27	44.4	31	9	
STANSTED	TUI AIRWAYS LTD	C	A	7	0	0	0.0	14.3	28.6	14.3	28.6	14.3	0.0	0.0	0.0	0.0	26	0.0	0	0	
STANSTED	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	22.2	22.2	22.2	11.1	0.0	0.0	0.0	0.0	26	0.0	0	0	
MANCHESTER	EASYJET UK LTD	S	A	32	0	0	6.3	21.9	34.4	18.8	12.5	3.1	0.0	0.0	3.1	0.0	35	78.1	15	32	
MANCHESTER	EASYJET UK LTD	S	D	31	0	0	0.0	16.1	54.8	19.4	9.7	0.0	0.0	0.0	0.0	0.0	12	74.2	21	31	
MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	44.4	11.1	33.3	0.0	0.0	0.0	0.0	0.0	19	25.0	28	12	
MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	14	69.2	11	13	
NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	0.0	0.0	11.1	55.6	11.1	22.2	0.0	0.0	0.0	0.0	33	18.2	26	11	
NEWCASTLE	TUI AIRWAYS LTD	S	D	11	0	0	0.0	0.0	63.6	18.2	9.1	9.1	0.0	0.0	0.0	0.0	21	46.2	19	13	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: E																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	m late	m late	m late	m late	m late	late						
	SOUTHEND	EASYJET UK LTD	S	A	13	0	0	0.0	46.2	23.1	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	SOUTHEND	EASYJET UK LTD	S	D	13	0	0	7.7	92.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>					<b>506</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>25.7</b>	<b>40.5</b>	<b>17.0</b>	<b>7.9</b>	<b>3.6</b>	<b>0.2</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>69.6</b>	<b>15</b>	<b>395</b>
ENTEBBE																						
	GATWICK	UGANDA AIR CARGO	S	A	8	0	0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	GATWICK	UGANDA AIR CARGO	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	18	0.0	0	0
<b>TOTAL ENTEBBE</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>56.3</b>	<b>12.5</b>	<b>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>
ERBIL INTERNATIONAL																						
	GATWICK	BH AIR	S	A	5	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	GATWICK	BH AIR	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	15	0.0	0	0
<b>TOTAL ERBIL INTERNATIONAL</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>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ESBJERG																						
	ABERDEEN	LOGANAIR LTD	S	A	18	0	0	66.7	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.0	8	23
	ABERDEEN	LOGANAIR LTD	S	D	16	0	0	12.5	56.3	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.6	11	23
<b>TOTAL ESBJERG</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>41.2</b>	<b>41.2</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>84.8</b>	<b>9</b>	<b>46</b>
ESSAOUIRA																						
	STANSTED	RYANAIR UK LTD	S	A	9	0	0	0.0	0.0	66.7	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	21	55.6	23	9
	STANSTED	RYANAIR UK LTD	S	D	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	23	9
<b>TOTAL ESSAOUIRA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>50.0</b>	<b>5.6</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>61.1</b>	<b>23</b>	<b>18</b>
EXETER																						
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	A	16	0	0	12.5	25.0	37.5	6.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	10	81.8	12	22
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	D	17	0	0	11.8	41.2	23.5	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	8	81.8	8	22
	BRISTOL	AURIGNY AIR SERVICES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	1
	EDINBURGH	LOGANAIR LTD	S	A	29	0	0	31.0	34.5	13.8	20.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	32.3	34	31
	EDINBURGH	LOGANAIR LTD	S	D	29	0	0	0.0	31.0	55.2	13.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	35.5	32	31
	JERSEY	BLUE ISLANDS LIMITED	S	A	31	0	0	0.0	25.8	32.3	12.9	3.2	16.1	3.2	6.5	0.0	0.0	0.0	39	38.7	46	30
	JERSEY	BLUE ISLANDS LIMITED	S	D	34	0	0	0.0	8.8	58.8	5.9	5.9	11.8	2.9	5.9	0.0	0.0	0.0	36	48.4	45	30
	NEWCASTLE	LOGANAIR LTD	S	A	20	0	0	50.0	35.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.7	9	21
	NEWCASTLE	LOGANAIR LTD	S	D	20	0	0	0.0	45.0	55.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	13	21
<b>TOTAL EXETER</b>					<b>196</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>29.1</b>	<b>37.8</b>	<b>9.7</b>	<b>4.1</b>	<b>4.6</b>	<b>1.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>56.9</b>	<b>27</b>	<b>209</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
FARO	ABERDEEN	RYANAIR	S	A	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	9
	ABERDEEN	RYANAIR	S	D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	9	77.8	9	9	
	BELFAST INTERNATIONAL	EASYJET EUROPE	S	A	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5	
	BELFAST INTERNATIONAL	EASYJET EUROPE	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	5	100.0	0	5	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	49	0	0	8.2	40.8	24.5	18.4	8.2	0.0	0.0	0.0	0.0	0.0	9	67.7	21	62	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	49	0	0	0.0	53.1	34.7	6.1	4.1	2.0	0.0	0.0	0.0	0.0	6	72.6	18	62	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	18	0	0	22.2	44.4	27.8	0.0	0.0	5.6	0.0	0.0	0.0	0.0	6	100.0	0	17	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	18	0	0	0.0	33.3	61.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	100.0	2	17	
	BELFAST INTERNATIONAL	RYANAIR	S	A	13	0	0	0.0	76.9	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	55.6	18	9	
	BELFAST INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	15.4	61.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	12	22.2	42	9	
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	4	
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	4	
	BIRMINGHAM	EASYJET UK LTD	S	A	17	0	0	5.9	35.3	29.4	17.6	11.8	0.0	0.0	0.0	0.0	0.0	11	66.7	26	9	
	BIRMINGHAM	EASYJET UK LTD	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	10	77.8	14	9	
	BIRMINGHAM	JET2.COM LTD	S	A	32	0	0	18.8	43.8	25.0	9.4	3.1	0.0	0.0	0.0	0.0	0.0	6	90.6	5	32	
	BIRMINGHAM	JET2.COM LTD	S	D	33	0	0	0.0	12.1	60.6	18.2	9.1	0.0	0.0	0.0	0.0	0.0	12	75.0	12	32	
	BIRMINGHAM	RYANAIR	S	A	40	0	0	12.5	45.0	25.0	7.5	5.0	5.0	0.0	0.0	0.0	0.0	9	76.7	13	30	
	BIRMINGHAM	RYANAIR	S	D	40	0	0	0.0	10.0	50.0	27.5	10.0	0.0	2.5	0.0	0.0	0.0	17	48.4	23	31	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	0.0	44.4	11.1	22.2	0.0	22.2	0.0	0.0	0.0	0.0	19	87.5	9	8	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	12	77.8	7	9	
	BOURNEMOUTH	JET2.COM LTD	S	A	9	0	0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	BOURNEMOUTH	JET2.COM LTD	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	BOURNEMOUTH	RYANAIR	S	A	21	0	0	0.0	57.1	28.6	4.8	0.0	4.8	4.8	0.0	0.0	0.0	15	82.4	8	17	
	BOURNEMOUTH	RYANAIR	S	D	21	0	0	4.8	28.6	38.1	14.3	4.8	4.8	4.8	0.0	0.0	0.0	18	94.1	3	17	
	BRISTOL	EASYJET EUROPE	S	A	49	0	0	16.3	46.9	30.6	6.1	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	9	43	
	BRISTOL	EASYJET EUROPE	S	D	49	0	0	0.0	38.8	38.8	6.1	10.2	4.1	0.0	0.0	2.0	0.0	31	53.3	18	43	
	BRISTOL	EASYJET UK LTD	S	A	40	0	0	12.5	35.0	27.5	10.0	5.0	10.0	0.0	0.0	0.0	0.0	13	52.5	30	40	
	BRISTOL	EASYJET UK LTD	S	D	40	0	0	2.5	37.5	32.5	15.0	2.5	10.0	0.0	0.0	0.0	0.0	13	57.5	18	40	
	BRISTOL	JET2.COM LTD	S	A	28	0	0	0.0	42.9	35.7	10.7	3.6	3.6	3.6	0.0	0.0	0.0	14	81.8	7	22	
	BRISTOL	JET2.COM LTD	S	D	28	0	0	0.0	17.9	67.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	8	91.3	6	23	
	BRISTOL	RYANAIR	S	A	22	0	0	4.5	36.4	18.2	18.2	13.6	9.1	0.0	0.0	0.0	0.0	18	60.9	20	23	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	RYANAIR	S D	22	0	0	0	4.5	13.6	59.1	4.5	9.1	9.1	0.0	0.0	0.0	0.0	0.0	14	69.6	17	23		
CARDIFF WALES	RYANAIR	S A	9	0	0	0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	8	9		
CARDIFF WALES	RYANAIR	S D	9	0	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	18	9		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	33	0	0	0	21.2	48.5	24.2	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.8	3	32		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	33	0	0	0	0.0	48.5	45.5	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.6	3	32		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	36	0	0	0	0.0	47.2	38.9	11.1	0.0	2.8	0.0	0.0	0.0	0.0	0.0	8	75.0	12	31		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	36	0	0	0	0.0	41.7	41.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	71.0	12	31		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	8	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	5	75.0	10	8		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	10	0	0	0	0.0	70.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	9	10		
EDINBURGH	JET2.COM LTD	S A	31	0	0	0	3.2	71.0	19.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.6	9	31		
EDINBURGH	JET2.COM LTD	S D	31	0	0	0	0.0	35.5	61.3	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.1	8	31		
EDINBURGH	RYANAIR	S A	26	0	1	0	3.7	25.9	44.4	11.1	7.4	0.0	3.7	0.0	0.0	0.0	3.7	15	77.8	14	27		
EDINBURGH	RYANAIR	S D	27	0	0	0	0.0	18.5	25.9	33.3	11.1	7.4	3.7	0.0	0.0	0.0	0.0	26	63.0	19	27		
EXETER	RYANAIR	S A	9	0	0	0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	10	9		
EXETER	RYANAIR	S D	8	1	0	0	0.0	0.0	55.6	22.2	11.1	0.0	0.0	0.0	0.0	11.1	0.0	14	55.6	15	9		
GLASGOW	EASYJET UK LTD	S A	17	0	0	0	11.8	35.3	35.3	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	55.0	20	20		
GLASGOW	EASYJET UK LTD	S D	17	0	0	0	0.0	58.8	29.4	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	8	60.0	20	20		
GLASGOW	JET2.COM LTD	S A	29	0	0	0	34.5	55.2	6.9	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.5	6	31		
GLASGOW	JET2.COM LTD	S D	33	0	0	0	0.0	54.5	45.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.5	9	31		
ISLE OF MAN	BA CITYFLYER LTD	C A	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	5	0.0	0	0		
ISLE OF MAN	BA CITYFLYER LTD	C D	4	0	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	51	1		
ISLE OF MAN	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	0	100.0	0	1		
JERSEY	BA CITYFLYER LTD	C A	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
JERSEY	BA CITYFLYER LTD	C D	2	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	15	1		
LEEDS BRADFORD	JET2.COM LTD	S A	53	0	0	0	13.2	39.6	26.4	11.3	5.7	0.0	0.0	3.8	0.0	0.0	0.0	17	80.4	11	51		
LEEDS BRADFORD	JET2.COM LTD	S D	54	0	0	0	0.0	33.3	46.3	9.3	9.3	0.0	0.0	1.9	0.0	0.0	0.0	13	78.4	10	51		
LEEDS BRADFORD	RYANAIR	S A	18	0	0	0	5.6	38.9	38.9	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	8		
LEEDS BRADFORD	RYANAIR	S D	18	0	0	0	0.0	11.1	61.1	5.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	4	8		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	62	0	0	0	14.5	50.0	25.8	1.6	3.2	1.6	3.2	0.0	0.0	0.0	0.0	10	75.4	13	61		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 30 m early	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						
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	62	0	0	0.0	59.7	27.4	3.2	1.6	4.8	1.6	1.6	0.0	0.0	0.0	11	75.8	14	62			
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S A	18	0	0	38.9	55.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	17			
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S D	18	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	82.4	9	17			
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	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	3	50.0	22	14			
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	14	0	0	0.0	71.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	64.3	22	14			
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S A	60	0	0	21.7	40.0	23.3	11.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6	86.2	5	58			
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S D	60	0	0	0.0	10.0	75.0	11.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	9	69.0	12	58			
GATWICK	EASYJET EUROPE	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 UK LTD	S A	163	0	1	17.1	36.0	26.2	9.1	6.1	3.7	0.6	0.0	0.6	0.0	0.6	12	72.8	15	191			
GATWICK	EASYJET UK LTD	S D	164	0	0	0.0	31.7	44.5	16.5	3.7	3.7	0.0	0.0	0.0	0.0	0.0	11	69.1	14	191			
GATWICK	TUI AIRWAYS LTD	C A	10	0	0	10.0	40.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	54.5	14	10			
GATWICK	TUI AIRWAYS LTD	C D	10	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	63.6	17	10			
GATWICK	WIZZ AIR UK LTD	S A	45	0	0	6.7	40.0	22.2	13.3	13.3	4.4	0.0	0.0	0.0	0.0	0.0	14	59.1	30	44			
GATWICK	WIZZ AIR UK LTD	S D	45	0	0	0.0	17.8	46.7	20.0	6.7	8.9	0.0	0.0	0.0	0.0	0.0	17	54.5	30	44			
HEATHROW	BRITISH AIRWAYS PLC	S A	73	0	0	8.2	39.7	30.1	9.6	9.6	2.7	0.0	0.0	0.0	0.0	0.0	10	71.4	12	61			
HEATHROW	BRITISH AIRWAYS PLC	S D	73	0	0	0.0	23.3	53.4	8.2	13.7	1.4	0.0	0.0	0.0	0.0	0.0	11	60.9	18	62			
LONDON CITY	BA CITYFLYER LTD	S A	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	4	66.7	13	8			
LONDON CITY	BA CITYFLYER 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	7	70.0	10	9			
LUTON	EASYJET UK LTD	S A	97	0	1	6.1	31.6	31.6	14.3	13.3	2.0	0.0	0.0	0.0	0.0	1.0	11	63.0	21	81			
LUTON	EASYJET UK LTD	S D	97	0	0	0.0	44.3	33.0	11.3	10.3	1.0	0.0	0.0	0.0	0.0	0.0	10	64.2	19	81			
LUTON	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	5	0.0	0	0			
LUTON	JET2.COM LTD	S D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0			
LUTON	RYANAIR	S A	23	0	0	8.7	26.1	30.4	17.4	13.0	4.3	0.0	0.0	0.0	0.0	0.0	16	90.9	8	22			
LUTON	RYANAIR	S D	23	0	0	0.0	34.8	26.1	26.1	8.7	4.3	0.0	0.0	0.0	0.0	0.0	15	81.8	12	22			
STANSTED	JET2.COM LTD	S A	36	0	0	2.8	55.6	33.3	2.8	2.8	0.0	0.0	2.8	0.0	0.0	0.0	11	69.4	13	36			
STANSTED	JET2.COM LTD	S D	37	0	0	0.0	32.4	54.1	8.1	0.0	2.7	0.0	2.7	0.0	0.0	0.0	13	80.6	10	36			
STANSTED	RYANAIR	S A	79	0	0	5.1	26.6	38.0	12.7	16.5	1.3	0.0	0.0	0.0	0.0	0.0	13	80.0	12	80			
STANSTED	RYANAIR	S D	80	0	0	0.0	33.8	33.8	17.5	13.8	1.3	0.0	0.0	0.0	0.0	0.0	13	57.5	18	80			
STANSTED	RYANAIR UK LTD	S A	8	0	0	12.5	37.5	25.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0			
STANSTED	RYANAIR 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	22	0.0	0	0			
MANCHESTER	EASYJET EUROPE	S A	22	0	0	31.8	50.0	13.6	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	5	93.5	2	31			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

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PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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 EUROPE	S D	22	0	0	0.0	54.5	31.8	9.1	0.0	4.5	0.0	0.0	0.0	0.0	0.0	9	87.5	4	31			
MANCHESTER	EASYJET UK LTD	S A	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0			
MANCHESTER	EASYJET UK LTD	S D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
MANCHESTER	JET2.COM LTD	S A	45	0	0	2.2	28.9	51.1	6.7	8.9	2.2	0.0	0.0	0.0	0.0	0.0	12	66.7	16	42			
MANCHESTER	JET2.COM LTD	S D	46	0	0	0.0	4.3	60.9	19.6	10.9	4.3	0.0	0.0	0.0	0.0	0.0	17	47.6	27	42			
MANCHESTER	RYANAIR	S A	48	0	0	4.2	22.9	35.4	22.9	10.4	4.2	0.0	0.0	0.0	0.0	0.0	17	70.4	14	54			
MANCHESTER	RYANAIR	S D	48	0	0	0.0	41.7	31.3	14.6	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	64.8	18	54			
MANCHESTER	RYANAIR UK LTD	S A	18	0	0	0.0	11.1	50.0	5.6	11.1	16.7	5.6	0.0	0.0	0.0	0.0	29	0.0	0	0			
MANCHESTER	RYANAIR UK LTD	S D	18	0	0	0.0	33.3	38.9	0.0	11.1	16.7	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0			
MANCHESTER	TUI AIRWAYS LTD	C A	8	0	0	0.0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	70.0	16	10			
MANCHESTER	TUI AIRWAYS LTD	C D	9	0	0	0.0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	70.0	15	10			
NEWCASTLE	JET2.COM LTD	S A	31	0	0	9.7	41.9	29.0	12.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	83.9	6	31			
NEWCASTLE	JET2.COM LTD	S D	31	0	0	0.0	19.4	71.0	3.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	93.5	8	31			
NEWCASTLE	RYANAIR	S A	13	0	0	7.7	53.8	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	4			
NEWCASTLE	RYANAIR	S D	13	0	0	0.0	23.1	53.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	7	4			
SOUTHAMPTON	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			
SOUTHAMPTON	BA CITYFLYER LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1			
SOUTHAMPTON	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	0.0	5	100.0	0	2			
SOUTHAMPTON	EASYJET UK LTD	S D	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	3	2			
SOUTHEND	EASYJET EUROPE	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	85.7	6	14			
SOUTHEND	EASYJET EUROPE	S D	16	0	0	0.0	18.8	43.8	6.3	25.0	6.3	0.0	0.0	0.0	0.0	0.0	24	64.3	17	13			
TEESSIDE INTERNATIONAL AIRPORT	RYANAIR	S A	9	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	9			
TEESSIDE INTERNATIONAL AIRPORT	RYANAIR	S D	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	55.6	12	9			
<b>TOTAL FARO</b>			<b>3130</b>	<b>1</b>	<b>5</b>	<b>5.5</b>	<b>36.6</b>	<b>37.5</b>	<b>10.6</b>	<b>6.7</b>	<b>2.4</b>	<b>0.4</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>11</b>	<b>72.7</b>	<b>14</b>	<b>2946</b>			
FEZ																							
STANSTED	RYANAIR UK 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	12	50.0	39	9			
STANSTED	RYANAIR UK LTD	S D	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	13	9			
<b>TOTAL FEZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>33.3</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>68.4</b>	<b>26</b>	<b>18</b>			
FIGARI																							
HEATHROW	BRITISH AIRWAYS PLC	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	14	50.0	18	4			
HEATHROW	BRITISH AIRWAYS PLC	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	100.0	5	4			
<b>TOTAL FIGARI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.0</b>	<b>12</b>	<b>8</b>			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: F												MAY 2024									
						NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE															
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
FLORENCE																											
	EDINBURGH	BA CITYFLYER LTD	S	A	7	0	0	0.0	14.3	14.3	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	19	83.3	9	6					
	EDINBURGH	BA CITYFLYER LTD	S	D	7	0	0	0.0	14.3	57.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	5	6					
	GATWICK	VUELING AIRLINES	S	A	76	0	0	36.8	31.6	19.7	7.9	1.3	2.6	0.0	0.0	0.0	0.0	0.0	5	83.8	7	68					
	GATWICK	VUELING AIRLINES	S	D	76	0	0	0.0	27.6	55.3	7.9	6.6	2.6	0.0	0.0	0.0	0.0	0.0	10	70.6	13	68					
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	12.9	40.3	30.6	8.1	3.2	3.2	1.6	0.0	0.0	0.0	0.0	10	54.8	13	30					
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	41.9	46.8	6.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	93.5	4	31					
	LONDON CITY	BA CITYFLYER LTD	S	A	63	0	0	4.8	30.2	38.1	15.9	4.8	4.8	1.6	0.0	0.0	0.0	0.0	15	70.6	15	68					
	LONDON CITY	BA CITYFLYER LTD	S	D	66	0	0	0.0	19.7	57.6	16.7	3.0	3.0	0.0	0.0	0.0	0.0	0.0	10	71.0	17	69					
	STANSTED	BRITISH AIRWAYS PLC	S	A	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	11	2					
	STANSTED	BRITISH AIRWAYS PLC	S	D	4	0	0	0.0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	42	50.0	22	2					
	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	9	0.0	0	0					
<b>TOTAL FLORENCE</b>					<b>429</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>30.5</b>	<b>41.5</b>	<b>11.2</b>	<b>4.4</b>	<b>2.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>74.4</b>	<b>12</b>	<b>350</b>					
FRANKFURT MAIN																											
	BELFAST CITY (GEORGE BEST)	LUFTHANSA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.0	4	20					
	BELFAST CITY (GEORGE BEST)	LUFTHANSA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.0	7	20					
	BIRMINGHAM	AIR DOLOMITI	S	A	0	0	0	0.0	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					
	BIRMINGHAM	LUFTHANSA	S	A	114	0	1	0.0	41.7	40.0	13.0	4.3	0.0	0.0	0.0	0.0	0.0	0.9	7	85.5	8	109					
	BIRMINGHAM	LUFTHANSA	S	D	115	0	0	0.0	44.3	34.8	12.2	7.8	0.9	0.0	0.0	0.0	0.0	0.0	9	73.6	13	109					
	BIRMINGHAM	SMARTWINGS	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	76	0.0	0	0					
	BIRMINGHAM	SMARTWINGS	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0					
	EDINBURGH	LUFTHANSA	S	A	89	0	0	0.0	30.3	47.2	14.6	5.6	2.2	0.0	0.0	0.0	0.0	0.0	10	85.2	8	81					
	EDINBURGH	LUFTHANSA	S	D	88	0	1	0.0	18.0	50.6	16.9	11.2	2.2	0.0	0.0	0.0	0.0	1.1	14	68.8	16	80					
	GLASGOW	LUFTHANSA	S	A	56	0	2	1.7	37.9	37.9	15.5	3.4	0.0	0.0	0.0	0.0	0.0	3.4	7	89.1	4	54					
	GLASGOW	LUFTHANSA	S	D	58	0	0	0.0	43.1	36.2	15.5	5.2	0.0	0.0	0.0	0.0	0.0	0.0	8	87.3	8	55					
	ISLE OF MAN	VISTAJET GMBH	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0					
	JERSEY	BLUE ISLANDS LIMITED	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	146	1					
	GATWICK	LUFTHANSA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.0	4	45					
	GATWICK	LUFTHANSA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.4	5	45					
	HEATHROW	BRITISH AIRWAYS PLC	S	A	96	0	1	13.4	38.1	28.9	10.3	6.2	2.1	0.0	0.0	0.0	0.0	1.0	8	60.8	22	115					

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2024		
																More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
																0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
FRANKFURT MAIN		HEATHROW	BRITISH AIRWAYS PLC	S	D	97	0	0	0.0	44.3	40.2	9.3	4.1	2.1	0.0	0.0	0.0	0.0	0.0	8	65.8	16	115					
FRANKFURT MAIN		HEATHROW	LUFTHANSA	S	A	351	0	5	5.3	41.9	34.8	11.0	4.5	1.1	0.0	0.0	0.0	0.0	1.4	7	73.1	11	317					
FRANKFURT MAIN		HEATHROW	LUFTHANSA	S	D	351	0	5	0.0	27.8	50.8	13.2	4.5	2.2	0.0	0.0	0.0	0.0	1.4	10	72.2	12	318					
FRANKFURT MAIN		LONDON CITY	AIR DOLOMITI	S	A	69	0	1	0.0	44.3	32.9	10.0	11.4	0.0	0.0	0.0	0.0	0.0	1.4	9	66.0	16	47					
FRANKFURT MAIN		LONDON CITY	AIR DOLOMITI	S	D	69	0	1	0.0	11.4	52.9	17.1	17.1	0.0	0.0	0.0	0.0	0.0	1.4	15	52.1	23	47					
FRANKFURT MAIN		LONDON CITY	BA CITYFLYER LTD	S	A	58	0	0	24.1	51.7	13.8	3.4	3.4	3.4	0.0	0.0	0.0	0.0	0.0	6	82.1	9	67					
FRANKFURT MAIN		LONDON CITY	BA CITYFLYER LTD	S	D	58	0	0	0.0	17.2	69.0	3.4	6.9	3.4	0.0	0.0	0.0	0.0	0.0	10	79.1	12	67					
FRANKFURT MAIN		LONDON CITY	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	86.4	5	42						
FRANKFURT MAIN		LONDON CITY	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	81.8	9	42						
FRANKFURT MAIN		MANCHESTER	LUFTHANSA	S	A	116	0	0	0.0	24.1	51.7	16.4	5.2	2.6	0.0	0.0	0.0	0.0	0.0	11	86.8	7	105					
FRANKFURT MAIN		MANCHESTER	LUFTHANSA	S	D	115	0	0	0.0	23.5	54.8	12.2	7.8	0.9	0.9	0.0	0.0	0.0	0.0	11	79.4	10	107					
FRANKFURT MAIN		NEWCASTLE	LUFTHANSA	S	A	31	0	0	0.0	25.8	45.2	19.4	9.7	0.0	0.0	0.0	0.0	0.0	0.0	11	67.7	12	31					
FRANKFURT MAIN		NEWCASTLE	LUFTHANSA	S	D	31	0	0	0.0	6.5	48.4	29.0	16.1	0.0	0.0	0.0	0.0	0.0	0.0	17	51.6	23	30					
<b>TOTAL FRANKFURT MAIN</b>						<b>1965</b>	<b>0</b>	<b>17</b>	<b>2.4</b>	<b>33.4</b>	<b>42.9</b>	<b>12.7</b>	<b>6.3</b>	<b>1.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>9</b>	<b>75.5</b>	<b>12</b>	<b>2070</b>				
FREETOWN		GATWICK	ASCEND AIRWAYS LTD	C	A	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0						
FREETOWN		GATWICK	ASCEND AIRWAYS LTD	C	D	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0						
<b>TOTAL FREETOWN</b>						<b>0</b>	<b>0</b>	<b>7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>					
FUERTEVENTURA		BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	24	80.0	6	5						
FUERTEVENTURA		BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	35	80.0	18	5						
FUERTEVENTURA		BIRMINGHAM	EASYJET UK LTD	S	A	9	0	0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	8	20.0	26	5						
FUERTEVENTURA		BIRMINGHAM	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	16	60.0	26	5						
FUERTEVENTURA		BIRMINGHAM	JET2.COM LTD	S	A	19	0	0	15.8	21.1	36.8	5.3	10.5	10.5	0.0	0.0	0.0	0.0	16	77.8	14	18						
FUERTEVENTURA		BIRMINGHAM	JET2.COM LTD	S	D	18	0	0	0.0	16.7	38.9	11.1	22.2	11.1	0.0	0.0	0.0	0.0	24	61.1	20	18						
FUERTEVENTURA		BIRMINGHAM	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	12	100.0	2	4						
FUERTEVENTURA		BIRMINGHAM	RYANAIR	S	D	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	7	75.0	12	4						
FUERTEVENTURA		BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	13	33.3	29	9						
FUERTEVENTURA		BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	33.3	44.4	0.0	11.1	0.0	0.0	0.0	0.0	22	33.3	33	9						
FUERTEVENTURA		BOURNEMOUTH	JET2.COM LTD	S	A	3	0	0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0						
FUERTEVENTURA		BOURNEMOUTH	JET2.COM LTD	S	D	4	0	0	0.0	25.0	0.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	65	0.0	0	0						
FUERTEVENTURA		BOURNEMOUTH	RYANAIR	S	A	9	0	0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0						
FUERTEVENTURA		BOURNEMOUTH	RYANAIR	S	D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
FUERTEVENTURA		BRISTOL	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	6	55.6	19	9						

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	EASYJET UK LTD	S D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	55.6	19	9		
BRISTOL	JET2.COM LTD	S A	13	0	0	0.0	7.7	76.9	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	60.0	13	10			
BRISTOL	JET2.COM LTD	S D	13	0	0	0.0	15.4	61.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	70.0	15	10			
BRISTOL	RYANAIR	S A	9	0	0	0.0	44.4	22.2	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	22	0.0	0	0			
BRISTOL	RYANAIR	S D	9	0	0	0.0	44.4	44.4	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	17	0.0	0	0			
BRISTOL	TUI AIRWAYS LTD	C A	9	0	0	11.1	55.6	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	5			
BRISTOL	TUI AIRWAYS LTD	C D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	80.0	6	5			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	14	0	0	0.0	0.0	64.3	14.3	21.4	0.0	0.0	0.0	0.0	0.0	0.0	16	76.9	8	13			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	14	0	0	0.0	42.9	42.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	84.6	7	13			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	5	0	0	0.0	60.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	19	100.0	0	5			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	6	5			
EDINBURGH	JET2.COM LTD	S A	9	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	7	9			
EDINBURGH	JET2.COM LTD	S D	9	0	0	0.0	11.1	33.3	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	24	44.4	23	9			
EDINBURGH	RYANAIR	S A	9	0	0	0.0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	7	8			
EDINBURGH	RYANAIR	S D	9	0	0	0.0	0.0	88.9	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	87.5	3	8			
GLASGOW	JET2.COM 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	5	88.9	6	9			
GLASGOW	JET2.COM LTD	S D	8	0	0	0.0	12.5	62.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	19	77.8	10	9			
LEEDS BRADFORD	JET2.COM LTD	S A	17	0	0	17.6	52.9	17.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	17			
LEEDS BRADFORD	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	6	88.2	5	17			
LEEDS BRADFORD	RYANAIR	S A	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	12	9			
LEEDS BRADFORD	RYANAIR	S D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	9			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	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	0.0	0	0			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0			
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S A	8	0	0	12.5	25.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	11	9			
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	16	9			
LIVERPOOL (JOHN LENNON)	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	16	100.0	2	5			
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5			
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S A	13	0	0	61.5	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	22	9			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: F																	MAY 2024			
		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	30.8	61.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	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	6	66.7	21	9
	GATWICK	EASYJET UK LTD	S	A	39	0	0	20.5	33.3	25.6	10.3	5.1	0.0	5.1	0.0	0.0	0.0	0.0	12	68.8	18	32
	GATWICK	EASYJET UK LTD	S	D	40	0	0	0.0	40.0	40.0	12.5	5.0	0.0	2.5	0.0	0.0	0.0	0.0	10	75.0	12	32
	GATWICK	TUI AIRWAYS LTD	C	A	12	0	0	8.3	33.3	33.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	69.2	20	13
	GATWICK	TUI AIRWAYS LTD	C	D	13	0	0	0.0	15.4	46.2	23.1	0.0	15.4	0.0	0.0	0.0	0.0	0.0	21	69.2	25	13
	LUTON	EASYJET UK LTD	S	A	18	0	0	16.7	33.3	22.2	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	78.6	11	14
	LUTON	EASYJET UK LTD	S	D	17	0	0	0.0	41.2	35.3	5.9	17.6	0.0	0.0	0.0	0.0	0.0	0.0	10	64.3	14	14
	LUTON	JET2.COM LTD	S	A	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	LUTON	JET2.COM 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	0.0	0	0
	LUTON	RYANAIR	S	A	9	0	0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	8	9
	LUTON	RYANAIR	S	D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9
	STANSTED	JET2.COM LTD	S	A	22	0	0	22.7	40.9	9.1	13.6	9.1	4.5	0.0	0.0	0.0	0.0	0.0	12	68.2	10	22
	STANSTED	JET2.COM LTD	S	D	22	0	0	0.0	22.7	50.0	4.5	13.6	9.1	0.0	0.0	0.0	0.0	0.0	17	72.7	10	22
	STANSTED	RYANAIR	S	A	19	0	0	15.8	31.6	10.5	15.8	15.8	5.3	5.3	0.0	0.0	0.0	0.0	22	31.8	32	22
	STANSTED	RYANAIR	S	D	19	0	0	0.0	21.1	36.8	21.1	21.1	0.0	0.0	0.0	0.0	0.0	0.0	15	56.5	24	23
	STANSTED	RYANAIR UK LTD	S	A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	STANSTED	RYANAIR UK LTD	S	D	4	0	0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	17	8
	MANCHESTER	EASYJET UK LTD	S	D	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	16	75.0	26	8
	MANCHESTER	JET2.COM LTD	S	A	24	0	0	0.0	20.8	29.2	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	72.7	16	22
	MANCHESTER	JET2.COM LTD	S	D	25	0	0	0.0	8.0	28.0	28.0	32.0	4.0	0.0	0.0	0.0	0.0	0.0	24	60.9	27	23
	MANCHESTER	RYANAIR	S	A	13	0	0	0.0	23.1	38.5	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	17	46.2	29	13
	MANCHESTER	RYANAIR	S	D	14	0	0	0.0	28.6	42.9	0.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	17	69.2	11	13
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	69.2	19	13
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	53.8	24	13
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	33.3	33.3	0.0	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	100.0	0	9
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	22.2	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	27	55.6	15	9
	NEWCASTLE	RYANAIR	S	A	8	1	0	0.0	0.0	55.6	22.2	11.1	0.0	0.0	0.0	0.0	11.1	0.0	15	88.9	5	9
	NEWCASTLE	RYANAIR	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	8	9
<b>TOTAL FUERTEVENTURA</b>					<b>819</b>	<b>1</b>	<b>0</b>	<b>7.1</b>	<b>30.1</b>	<b>36.3</b>	<b>12.8</b>	<b>9.9</b>	<b>2.8</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>13</b>	<b>71.6</b>	<b>15</b>	<b>690</b>
FUNCHAL																						
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	4	9
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	7	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	11.1	33.3	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	80.0	259	5
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	60.0	16	5
	BOURNEMOUTH	JET2.COM LTD	S	A	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	26	0.0	0	0

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	JET2.COM LTD	S	D	5	0	0	0.0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	A	14	0	0	14.3	64.3	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	61.5	12	13		
	BRISTOL	EASYJET UK LTD	S	D	14	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.9	10	13		
	BRISTOL	JET2.COM LTD	S	A	4	0	0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	20	75.0	10	4		
	BRISTOL	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	75.0	17	4		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	5	4		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	4		
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	6	4		
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	19	4		
	EDINBURGH	RYANAIR	S	A	8	0	0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	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	1	0.0	0	0		
	GLASGOW	JET2.COM LTD	S	A	6	0	0	16.7	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	4	4		
	GLASGOW	JET2.COM LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	4		
	LEEDS BRADFORD	JET2.COM LTD	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	20.0	20	3		
	LEEDS BRADFORD	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4		
	LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	4		
	LIVERPOOL (JOHN LENNON)	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	4	100.0	4	4		
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	31	0	0	58.1	22.6	12.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	31	0	0	0.0	3.2	61.3	19.4	9.7	6.5	0.0	0.0	0.0	0.0	16	0.0	0	0		
	GATWICK	EASYJET UK LTD	S	A	48	0	1	18.4	28.6	28.6	12.2	6.1	2.0	0.0	2.0	0.0	0.0	13	72.9	16	48		
	GATWICK	EASYJET UK LTD	S	D	48	0	0	0.0	18.8	60.4	10.4	8.3	2.1	0.0	0.0	0.0	0.0	11	60.4	17	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	87.1	15	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.9	13	31		
	LUTON	JET2.COM LTD	S	A	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	40	0.0	0	0		
	LUTON	JET2.COM LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
	STANSTED	JET2.COM LTD	S	A	13	0	0	7.7	15.4	38.5	15.4	23.1	0.0	0.0	0.0	0.0	0.0	15	44.4	151	9		
	STANSTED	JET2.COM LTD	S	D	14	0	0	0.0	14.3	42.9	35.7	7.1	0.0	0.0	0.0	0.0	0.0	13	66.7	10	9		
	STANSTED	RYANAIR	S	A	17	0	0	17.6	41.2	17.6	5.9	5.9	11.8	0.0	0.0	0.0	0.0	17	92.3	6	13		
	STANSTED	RYANAIR	S	D	17	0	0	0.0	5.9	52.9	23.5	0.0	17.6	0.0	0.0	0.0	0.0	26	53.8	20	13		
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	11.1	44.4	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	30	9		
	MANCHESTER	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	1	88.9	9	9		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	15	0	0	0.0	20.0	46.7	26.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	71.4	21	14		
MANCHESTER	JET2.COM LTD	S D	15	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	6	64.3	14	14		
MANCHESTER	RYANAIR	S A	14	0	0	35.7	28.6	28.6	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	8		
MANCHESTER	RYANAIR	S D	14	0	0	0.0	21.4	64.3	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	9	8		
MANCHESTER	TUI AIRWAYS LTD	C A	9	0	0	0.0	22.2	22.2	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	77.8	129	9		
MANCHESTER	TUI AIRWAYS LTD	C D	9	0	0	0.0	11.1	44.4	0.0	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	22	100.0	5	9		
NEWCASTLE	JET2.COM LTD	S A	4	0	0	0.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	298	100.0	0	4		
NEWCASTLE	JET2.COM LTD	S D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	5	4		
<b>TOTAL FUNCHAL</b>			<b>467</b>	<b>0</b>	<b>1</b>	<b>9.8</b>	<b>27.8</b>	<b>39.7</b>	<b>12.2</b>	<b>6.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>13</b>	<b>75.3</b>	<b>22</b>	<b>391</b>		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: G																	MAY 2024			
		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	ABERDEEN	EASYJET UK LTD	S	A	62	0	0	16.1	53.2	25.8	3.2	0.0	1.6	0.0	0.0	0.0	0.0	0.0	4	87.1	5	62
	ABERDEEN	EASYJET UK LTD	S	D	62	0	0	0.0	56.5	33.9	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	7	93.5	7	62
	BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	A	85	0	0	11.8	50.6	16.5	9.4	9.4	2.4	0.0	0.0	0.0	0.0	0.0	9	80.6	9	92
	BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	D	85	0	0	1.2	51.8	36.5	5.9	1.2	2.4	1.2	0.0	0.0	0.0	0.0	7	76.3	12	92
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	114	0	0	13.2	43.9	30.7	6.1	2.6	2.6	0.9	0.0	0.0	0.0	0.0	7	79.4	11	165
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	114	0	0	0.9	53.5	27.2	6.1	7.0	4.4	0.9	0.0	0.0	0.0	0.0	10	77.6	13	165
	BIRMINGHAM	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	BOURNEMOUTH	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	14	0.0	0	0
	EDINBURGH	ASCEND 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
	EDINBURGH	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	29	1
	EDINBURGH	BA CITYFLYER LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	EDINBURGH	EASYJET UK LTD	S	A	125	0	0	8.8	37.6	27.2	12.0	12.8	1.6	0.0	0.0	0.0	0.0	0.0	11	73.9	13	153
	EDINBURGH	EASYJET UK LTD	S	D	125	0	0	2.4	44.0	28.0	10.4	12.0	3.2	0.0	0.0	0.0	0.0	0.0	11	71.2	16	153
	GLASGOW	AER LINGUS	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	S	A	30	0	0	33.3	46.7	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.5	3	31
	GLASGOW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	35.5	32.3	22.6	6.5	3.2	0.0	0.0	0.0	0.0	0.0	12	83.9	8	31
	GLASGOW	EASYJET UK LTD	S	A	118	0	0	11.9	39.8	28.8	9.3	8.5	1.7	0.0	0.0	0.0	0.0	0.0	9	76.8	9	137
	GLASGOW	EASYJET UK LTD	S	D	118	0	0	0.0	41.5	34.7	9.3	7.6	5.9	0.8	0.0	0.0	0.0	0.0	13	71.0	14	137
	ISLE OF MAN	EASYJET UK LTD	S	A	62	0	0	9.7	50.0	29.0	3.2	6.5	1.6	0.0	0.0	0.0	0.0	0.0	7	76.2	17	63
	ISLE OF MAN	EASYJET UK LTD	S	D	62	0	0	0.0	27.4	33.9	19.4	14.5	4.8	0.0	0.0	0.0	0.0	0.0	17	69.8	21	63
	JERSEY	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	45	0	0	11.1	48.9	31.1	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	60.0	44	5
	JERSEY	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	45	0	0	15.6	51.1	31.1	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	16	5
	JERSEY	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	0.0	3	0.0	0	0
	JERSEY	BRITISH AIRWAYS PLC	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	JERSEY	EASYJET UK LTD	S	A	110	0	0	14.5	48.2	17.3	7.3	8.2	4.5	0.0	0.0	0.0	0.0	0.0	11	84.5	7	129
	JERSEY	EASYJET UK LTD	S	D	110	0	0	6.4	51.8	23.6	5.5	7.3	4.5	0.0	0.0	0.9	0.0	0.0	13	86.9	9	130

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: G		PERCENTAGE OF FLIGHTS LATE													MAY 2024			
						NUMBER OF FLIGHTS																		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
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	0.0	45	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	0.0	16	0.0	0	0		
LIVERPOOL (JOHN LENNON)	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			
LUTON	EASYJET UK LTD	S	D	3	0	1	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	18	0.0	0	0			
MANCHESTER	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
<b>TOTAL GATWICK</b>				<b>1521</b>	<b>0</b>	<b>2</b>	<b>7.7</b>	<b>45.7</b>	<b>28.1</b>	<b>8.2</b>	<b>6.9</b>	<b>3.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>9</b>	<b>78.5</b>	<b>12</b>	<b>1677</b>			
GAZIANTEP																								
STANSTED	SUNEXPRESS	S	A	5	0	0	0.0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	34	50.0	26	4			
STANSTED	SUNEXPRESS	S	D	5	0	0	0.0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	37	0.0	38	4			
<b>TOTAL GAZIANTEP</b>				<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</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>36</b>	<b>25.0</b>	<b>32</b>	<b>8</b>			
GDANSK																								
ABERDEEN	WIZZ AIR	S	A	13	0	0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	12	9			
ABERDEEN	WIZZ AIR	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	0	88.9	20	9			
BELFAST INTERNATIONAL	RYANAIR	S	A	5	0	0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4			
BELFAST INTERNATIONAL	RYANAIR	S	D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	12	4			
BELFAST INTERNATIONAL	RYANAIR UK LTD	S	A	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	9	9			
BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	6	9			
BRISTOL	RYANAIR	S	A	9	0	0	33.3	22.2	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	9			
BRISTOL	RYANAIR	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	9			
EDINBURGH	RYANAIR	S	A	23	0	0	21.7	56.5	17.4	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	64.3	10	14			
EDINBURGH	RYANAIR	S	D	23	0	0	4.3	56.5	26.1	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	71.4	9	14			
LEEDS BRADFORD	RYANAIR	S	A	23	0	0	8.7	52.2	30.4	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	8			
LEEDS BRADFORD	RYANAIR	S	D	23	0	0	0.0	60.9	26.1	8.7	0.0	4.3	0.0	0.0	0.0	0.0	0.0	7	87.5	3	8			
LEEDS BRADFORD	WIZZ AIR	S	A	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	3			
LEEDS BRADFORD	WIZZ AIR	S	D	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	5	3			
LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	13	0	0	15.4	61.5	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	10			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2024					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	13	0	0	0.0	0.0	84.6	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	8	10									
LUTON	WIZZ AIR	S	A	64	0	0	21.9	53.1	18.8	1.6	1.6	3.1	0.0	0.0	0.0	0.0	0.0	4	83.6	12	61										
LUTON	WIZZ AIR	S	D	64	0	0	0.0	45.3	39.1	9.4	3.1	3.1	0.0	0.0	0.0	0.0	0.0	8	62.3	22	61										
STANSTED	RYANAIR	S	A	48	0	0	41.7	33.3	12.5	8.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4	91.9	3	62										
STANSTED	RYANAIR	S	D	48	0	0	0.0	56.3	27.1	10.4	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	69.4	12	62										
STANSTED	RYANAIR UK LTD	S	A	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0										
STANSTED	RYANAIR 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	2	0.0	0	0										
MANCHESTER	RYANAIR	S	A	10	0	0	0.0	20.0	40.0	20.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	24	100.0	0	17										
MANCHESTER	RYANAIR	S	D	10	0	0	0.0	0.0	40.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	25	88.2	3	17										
MANCHESTER	RYANAIR UK LTD	S	A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0										
MANCHESTER	RYANAIR UK LTD	S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0										
NEWCASTLE	RYANAIR	S	A	9	0	0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	8	9										
NEWCASTLE	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	77.8	16	9										
<b>TOTAL GDANSK</b>				<b>478</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>47.1</b>	<b>27.6</b>	<b>8.2</b>	<b>2.7</b>	<b>1.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.9</b>	<b>10</b>	<b>430</b>										
GENEVA																															
BIRMINGHAM	EASYJET SWITZERLAND	S	A	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	7	9										
BIRMINGHAM	EASYJET SWITZERLAND	S	D	9	0	0	0.0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	24	55.6	20	9										
BIRMINGHAM	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	16	5										
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	37	5										
BRISTOL	EASYJET EUROPE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	69	1										
BRISTOL	EASYJET EUROPE	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	352	1										
BRISTOL	EASYJET UK LTD	S	A	27	0	0	0.0	22.2	48.1	18.5	7.4	3.7	0.0	0.0	0.0	0.0	0.0	14	44.8	30	29										
BRISTOL	EASYJET UK LTD	S	D	27	0	0	0.0	51.9	37.0	7.4	0.0	3.7	0.0	0.0	0.0	0.0	0.0	7	69.0	14	29										
EDINBURGH	EASYJET SWITZERLAND	S	A	13	0	0	15.4	30.8	23.1	15.4	0.0	15.4	0.0	0.0	0.0	0.0	0.0	16	78.6	7	14										
EDINBURGH	EASYJET SWITZERLAND	S	D	13	0	0	0.0	23.1	46.2	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	16	71.4	10	14										
EDINBURGH	EASYJET UK LTD	S	A	45	0	0	0.0	28.9	26.7	20.0	17.8	4.4	2.2	0.0	0.0	0.0	0.0	21	52.3	21	44										
EDINBURGH	EASYJET UK LTD	S	D	45	0	0	0.0	37.8	42.2	6.7	8.9	4.4	0.0	0.0	0.0	0.0	0.0	11	61.4	18	44										
LIVERPOOL (JOHN LENNON)	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										
GATWICK	EASYJET SWITZERLAND	S	A	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0										
GATWICK	EASYJET UK LTD	S	A	159	0	0	5.0	37.1	27.7	10.1	12.6	4.4	1.9	1.3	0.0	0.0	0.0	19	71.8	12	163										
GATWICK	EASYJET UK LTD	S	D	159	0	0	0.6	25.8	38.4	18.2	11.3	4.4	1.3	0.0	0.0	0.0	0.0	17	66.9	14	163										
HEATHROW	BRITISH AIRWAYS PLC	S	A	173	0	2	9.1	41.7	30.3	10.3	5.1	2.3	0.0	0.0	0.0	0.0	1.1	8	69.6	15	186										
HEATHROW	BRITISH AIRWAYS PLC	S	D	173	0	2	0.6	42.3	39.4	9.1	4.6	2.9	0.0	0.0	0.0	0.0	1.1	9	69.1	15	186										

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: G										MAY 2024								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
HEATHROW	SWISS AIRLINES	S	A	149	0	1	4.0	38.7	38.0	12.0	4.7	1.3	0.7	0.0	0.0	0.0	0.0	0.7	9	66.2	16	149						
HEATHROW	SWISS AIRLINES	S	D	149	0	2	0.0	21.9	48.3	19.2	6.6	1.3	1.3	0.0	0.0	0.0	0.0	1.3	14	57.0	19	149						
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	0.0	0	0.0	35	1						
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	0.0	348	1						
LUTON	EASYJET UK LTD	S	A	40	0	0	0.0	10.0	25.0	30.0	25.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	27	54.5	24	55						
LUTON	EASYJET UK LTD	S	D	40	0	0	0.0	27.5	45.0	12.5	12.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	12	78.2	11	55						
MANCHESTER	EASYJET SWITZERLAND	S	A	9	0	0	0.0	44.4	33.3	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	28	92.9	7	14						
MANCHESTER	EASYJET SWITZERLAND	S	D	9	0	0	0.0	33.3	22.2	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	29	92.9	7	14						
MANCHESTER	EASYJET UK LTD	S	A	49	0	0	2.0	30.6	26.5	14.3	22.4	2.0	2.0	0.0	0.0	0.0	0.0	0.0	20	71.9	13	56						
MANCHESTER	EASYJET UK LTD	S	D	49	0	0	0.0	38.8	42.9	6.1	8.2	4.1	0.0	0.0	0.0	0.0	0.0	0.0	10	78.9	8	56						
<b>TOTAL GENEVA</b>				<b>1346</b>	<b>0</b>	<b>11</b>	<b>2.6</b>	<b>33.4</b>	<b>36.5</b>	<b>13.3</b>	<b>8.8</b>	<b>3.5</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>14</b>	<b>66.6</b>	<b>16</b>	<b>1452</b>							
GENOA																												
STANSTED	RYANAIR	S	A	36	0	0	2.8	27.8	41.7	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	14	76.9	17	26						
STANSTED	RYANAIR	S	D	36	0	0	0.0	36.1	41.7	11.1	8.3	2.8	0.0	0.0	0.0	0.0	0.0	0.0	12	74.1	15	26						
MANCHESTER	RYANAIR	S	A	8	0	0	0.0	12.5	25.0	12.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	77.8	11	9						
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	0.0	6	77.8	8	9						
<b>TOTAL GENOA</b>				<b>88</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>30.7</b>	<b>40.9</b>	<b>13.6</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>13</b>	<b>76.1</b>	<b>15</b>	<b>70</b>							
GEORGETOWN (GUYANA)																												
GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	66.7	11.1	0.0	0.0	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	132	77.8	18	9						
GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	0.0	66.7	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	29	11.1	54	9						
<b>TOTAL GEORGETOWN (GUYANA)</b>				<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>5.6</b>	<b>33.3</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>81</b>	<b>44.4</b>	<b>36</b>	<b>18</b>							
GIBRALTAR																												
BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	33.3	33.3	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	26	88.9	3	9						
BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	4	9						
GATWICK	EASYJET UK LTD	S	A	39	0	1	7.5	47.5	15.0	10.0	12.5	2.5	2.5	0.0	0.0	0.0	2.5	15	68.2	13	44							
GATWICK	EASYJET UK LTD	S	D	40	0	0	0.0	25.0	52.5	10.0	10.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	16	65.9	14	44						
HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	21.3	37.7	23.0	6.6	4.9	4.9	0.0	1.6	0.0	0.0	0.0	0.0	15	74.6	15	59						
HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	0.0	32.8	52.5	6.6	3.3	4.9	0.0	0.0	0.0	0.0	0.0	0.0	10	83.1	9	59						
MANCHESTER	EASYJET UK LTD	S	A	17	0	0	17.6	41.2	23.5	0.0	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	15	18						
MANCHESTER	EASYJET UK LTD	S	D	17	0	0	0.0	64.7	23.5	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	7	18						
<b>TOTAL GIBRALTAR</b>				<b>253</b>	<b>0</b>	<b>1</b>	<b>7.5</b>	<b>37.0</b>	<b>35.8</b>	<b>7.1</b>	<b>7.5</b>	<b>3.1</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>13</b>	<b>75.8</b>	<b>12</b>	<b>260</b>							
GIRONA																												
BELFAST INTERNATIONAL	RYANAIR	S	A	5	0	0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2024		
																More than 15 m early	15 m to 30 m early	30 m to 60 m late	60 m to 120 m late	120 m to 180 m late	180 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
																0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	RYANAIR	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0						
BELFAST INTERNATIONAL	RYANAIR UK LTD	S	A	9	0	0	0.0	77.8	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	44.4	25	9						
BELFAST INTERNATIONAL	RYANAIR 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	0.0	4	66.7	19	9						
BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	7	9						
BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	88.9	10	9						
BIRMINGHAM	RYANAIR	S	A	18	0	0	22.2	38.9	5.6	16.7	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	17	80.0	7	5						
BIRMINGHAM	RYANAIR	S	D	18	0	0	0.0	22.2	16.7	27.8	22.2	5.6	5.6	0.0	0.0	0.0	0.0	0.0	28	100.0	6	5						
BIRMINGHAM	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	0.0	23	33.3	27	3						
BIRMINGHAM	TUI AIRWAYS LTD	C	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	0.0	9	60.0	11	5						
BOURNEMOUTH	RYANAIR	S	A	18	0	0	16.7	44.4	11.1	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	12	36						
BOURNEMOUTH	RYANAIR	S	D	18	0	0	0.0	22.2	50.0	11.1	5.6	5.6	0.0	5.6	0.0	0.0	0.0	0.0	22	75.0	12	36						
BRISTOL	JET2.COM LTD	S	A	5	0	0	0.0	60.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	6	4						
BRISTOL	JET2.COM LTD	S	D	5	0	0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	4						
BRISTOL	RYANAIR	S	A	14	0	0	14.3	71.4	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	86.4	16	22						
BRISTOL	RYANAIR	S	D	14	0	0	0.0	28.6	50.0	0.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	13	95.5	3	22						
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	4						
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	13	4						
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	17	0	0	0.0	35.3	17.6	23.5	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	25	84.6	5	13						
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	17	0	0	0.0	47.1	5.9	29.4	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	16	84.6	6	13						
GLASGOW	JET2.COM LTD	S	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	4						
GLASGOW	JET2.COM LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	15	4						
LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	2	9						
LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	55.6	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	4	9						
LEEDS BRADFORD	RYANAIR	S	A	13	0	0	15.4	53.8	23.1	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	84.6	10	13						
LEEDS BRADFORD	RYANAIR	S	D	13	0	0	0.0	23.1	61.5	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	84.6	8	13						
GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	3	3						
GATWICK	TUI AIRWAYS LTD	C	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	0.0	7	60.0	11	5						
STANSTED	JET2.COM LTD	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	0.0	20	77.8	23	9						
STANSTED	JET2.COM LTD	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	0.0	26	55.6	30	9						
STANSTED	RYANAIR	S	A	47	0	0	42.6	23.4	12.8	8.5	12.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	53.8	23	39						
STANSTED	RYANAIR	S	D	47	0	0	0.0	40.4	25.5	12.8	17.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	15	60.5	16	38						
STANSTED	RYANAIR UK LTD	S	A	5	0	0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0						

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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 UK 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	22	0.0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	12	0	0	8.3	66.7	8.3	0.0	8.3	0.0	8.3	0.0	0.0	0.0	0.0	18	90.0	5	10	
	MANCHESTER	JET2.COM LTD	S	D	12	0	0	0.0	66.7	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	8	10	
	MANCHESTER	RYANAIR	S	A	12	0	0	8.3	8.3	16.7	0.0	33.3	16.7	16.7	0.0	0.0	0.0	0.0	56	66.7	21	18	
	MANCHESTER	RYANAIR	S	D	12	0	0	0.0	8.3	16.7	8.3	50.0	8.3	8.3	0.0	0.0	0.0	0.0	44	77.8	22	18	
	MANCHESTER	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	10	3	
	MANCHESTER	TUI AIRWAYS LTD	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	0.0	10	80.0	8	5	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	4	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	16	50.0	9	4	
<b>TOTAL GIRONA</b>					<b>466</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>36.3</b>	<b>26.2</b>	<b>12.2</b>	<b>10.7</b>	<b>4.3</b>	<b>1.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.0</b>	<b>13</b>	<b>439</b>	
GLASGOW																							
	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	80.0	4	4	
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	6	4	
	BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	A	21	0	0	19.0	57.1	9.5	0.0	4.8	9.5	0.0	0.0	0.0	0.0	0.0	11	84.6	10	26	
	BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	D	21	0	0	0.0	61.9	19.0	4.8	4.8	9.5	0.0	0.0	0.0	0.0	0.0	12	84.6	11	26	
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	A	36	0	0	2.8	55.6	36.1	2.8	2.8	0.0	0.0	0.0	0.0	0.0	0.0	4	79.5	18	44	
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	D	36	0	0	0.0	30.6	50.0	8.3	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	90.7	3	43	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	106	0	0	26.4	52.8	15.1	0.9	0.9	2.8	0.9	0.0	0.0	0.0	0.0	5	82.7	11	132	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	106	0	0	4.7	79.2	9.4	2.8	1.9	0.9	0.9	0.0	0.0	0.0	0.0	4	82.0	14	132	
	BIRMINGHAM	EASYJET UK LTD	S	A	57	0	0	36.8	40.4	17.5	1.8	1.8	1.8	0.0	0.0	0.0	0.0	0.0	3	82.6	7	84	
	BIRMINGHAM	EASYJET UK LTD	S	D	57	0	0	1.8	59.6	31.6	3.5	1.8	1.8	0.0	0.0	0.0	0.0	0.0	5	79.1	10	84	
	BRISTOL	EASYJET UK LTD	S	A	89	0	0	14.6	36.0	30.3	9.0	6.7	2.2	1.1	0.0	0.0	0.0	0.0	10	60.4	23	95	
	BRISTOL	EASYJET UK LTD	S	D	89	0	0	4.5	47.2	24.7	14.6	4.5	3.4	1.1	0.0	0.0	0.0	0.0	11	57.3	22	95	
	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	0.0	13	0.0	0	0	
	JERSEY	EASYJET UK LTD	S	A	9	0	0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.5	9	21	
	JERSEY	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	85.7	9	21	
	LIVERPOOL (JOHN LENNON)	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	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	32.3	35.5	25.8	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	5	90.3	9	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	25.8	67.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.1	6	31	
	GATWICK	EASYJET UK LTD	S	A	118	0	0	23.7	32.2	22.0	9.3	8.5	4.2	0.0	0.0	0.0	0.0	0.0	11	76.1	12	137	
	GATWICK	EASYJET UK LTD	S	D	118	0	0	0.0	42.4	36.4	8.5	8.5	4.2	0.0	0.0	0.0	0.0	0.0	11	76.8	12	137	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: G										MAY 2024								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
HEATHROW		BRITISH AIRWAYS PLC		S	A	284	0	1	21.8	43.5	21.4	9.1	3.2	0.4	0.4	0.0	0.0	0.0	0.4	6	60.3	18	290					
HEATHROW		BRITISH AIRWAYS PLC		S	D	283	0	1	0.4	34.2	41.9	12.7	8.1	2.5	0.0	0.0	0.0	0.0	0.4	10	66.3	16	291					
LONDON CITY		BA CITYFLYER LTD		S	A	111	0	0	17.1	45.9	28.8	5.4	1.8	0.9	0.0	0.0	0.0	0.0	0.0	4	82.3	7	120					
LONDON CITY		BA CITYFLYER LTD		S	D	113	0	0	0.0	30.1	42.5	14.2	8.0	4.4	0.9	0.0	0.0	0.0	0.0	13	76.0	13	123					
LUTON		EASYJET UK LTD		S	A	89	0	0	19.1	50.6	19.1	9.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	5	74.8	22	107					
LUTON		EASYJET UK LTD		S	D	89	0	0	0.0	43.8	34.8	10.1	9.0	2.2	0.0	0.0	0.0	0.0	0.0	10	70.1	20	107					
STANSTED		EASYJET UK LTD		S	A	53	0	0	20.8	52.8	9.4	3.8	5.7	7.5	0.0	0.0	0.0	0.0	0.0	10	73.9	14	88					
STANSTED		EASYJET UK LTD		S	D	53	0	0	1.9	58.5	20.8	3.8	5.7	9.4	0.0	0.0	0.0	0.0	0.0	13	66.7	17	87					
SOUTHAMPTON		EASYJET UK LTD		S	A	31	0	0	3.2	45.2	35.5	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	83.9	7	31					
SOUTHAMPTON		EASYJET UK LTD		S	D	31	0	0	0.0	25.8	38.7	22.6	9.7	3.2	0.0	0.0	0.0	0.0	0.0	14	77.4	11	31					
SOUTHAMPTON		LOGANAIR LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.0	11	25					
SOUTHAMPTON		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	88.0	9	25					
<b>TOTAL GLASGOW</b>						<b>2072</b>	<b>0</b>	<b>3</b>	<b>11.1</b>	<b>44.0</b>	<b>28.5</b>	<b>8.3</b>	<b>5.2</b>	<b>2.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>8</b>	<b>73.7</b>	<b>14</b>	<b>2472</b>					
GLOUCESTERSHIRE																												
EXETER		AURIGNY AIR SERVICES		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1					
EXETER		TUI AIRWAYS LTD		C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
<b>TOTAL GLOUCESTERSHIRE</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>35</b>	<b>1</b>					
GOA INTERNATIONAL																												
GATWICK		AIR INDIA		S	A	13	0	0	7.7	53.8	15.4	7.7	15.4	0.0	0.0	0.0	0.0	0.0	9	64.3	15	14						
GATWICK		AIR INDIA		S	D	14	0	0	0.0	21.4	28.6	14.3	7.1	7.1	7.1	7.1	0.0	0.0	149	84.6	8	13						
<b>TOTAL GOA INTERNATIONAL</b>						<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>37.0</b>	<b>22.2</b>	<b>11.1</b>	<b>11.1</b>	<b>3.7</b>	<b>3.7</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>82</b>	<b>74.1</b>	<b>12</b>	<b>27</b>					
GOTEBORG (LANDVETTER)																												
EDINBURGH		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	22	80.0	3	5						
EDINBURGH		RYANAIR		S	D	8	0	0	0.0	0.0	62.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	19	40.0	43	5						
EDINBURGH		RYANAIR 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	19	4						
EDINBURGH		RYANAIR 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	8	4						
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	72.2	8	18						
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	66.7	13	18						
GATWICK		NORWEGIAN AIR SWEDEN AB		S	A	18	0	0	27.8	50.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0						
GATWICK		NORWEGIAN AIR SWEDEN AB		S	D	18	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						
HEATHROW		BRITISH AIRWAYS PLC		S	A	51	0	0	19.6	49.0	27.5	2.0	2.0	0.0	0.0	0.0	0.0	0.0	3	75.9	10	83						
HEATHROW		BRITISH AIRWAYS PLC		S	D	51	0	0	0.0	35.3	52.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	5	65.5	15	83						

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ MAT UNMAT CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2024			
										NUMBER OF FLIGHTS										MAY 2024			
										More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
STANSTED		RYANAIR		S	A	52	0	0	21.2	30.8	26.9	11.5	5.8	3.8	0.0	0.0	0.0	0.0	0.0	10	66.7	14	39
STANSTED		RYANAIR		S	D	53	0	0	0.0	28.3	43.4	17.0	5.7	5.7	0.0	0.0	0.0	0.0	0.0	12	56.4	18	39
STANSTED		RYANAIR 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	14	10
STANSTED		RYANAIR UK LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	15	10
MANCHESTER		RYANAIR		S	A	14	0	0	0.0	21.4	28.6	35.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	16	66.7	18	18
MANCHESTER		RYANAIR		S	D	13	0	0	0.0	15.4	38.5	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	17	72.2	18	18
MANCHESTER		RYANAIR 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	4
MANCHESTER		RYANAIR 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
<b>TOTAL GOTEBORG (LANDVETTER)</b>						<b>286</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>33.2</b>	<b>39.2</b>	<b>12.2</b>	<b>3.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>68.4</b>	<b>14</b>	<b>362</b>
GRANADA																							
GATWICK		VUELING AIRLINES		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	8	9	
GATWICK		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	55.6	31	9	
<b>TOTAL GRANADA</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>72.2</b>	<b>19</b>	<b>18</b>	
GRAND CAYMAN																							
HEATHROW		BRITISH AIRWAYS PLC		S	A	22	0	0	45.5	40.9	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	2	95.5	3	22	
HEATHROW		BRITISH AIRWAYS PLC		S	D	22	0	0	0.0	22.7	63.6	9.1	4.5	0.0	0.0	0.0	0.0	0.0	6	81.8	7	22	
<b>TOTAL GRAND CAYMAN</b>						<b>44</b>	<b>0</b>	<b>0</b>	<b>22.7</b>	<b>31.8</b>	<b>36.4</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.6</b>	<b>5</b>	<b>44</b>	
GRAZ																							
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	114	1	
<b>TOTAL GRAZ</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>114</b>	<b>1</b>	
GRENADA																							
GATWICK		BRITISH AIRWAYS PLC		S	A	13	0	0	38.5	46.2	0.0	0.0	7.7	7.7	0.0	0.0	0.0	0.0	11	76.9	18	13	
GATWICK		BRITISH AIRWAYS PLC		S	D	13	0	0	0.0	53.8	38.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	5	69.2	16	13	
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	A	8	0	0	75.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	3	71.4	11	7	
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	8	0	0	0.0	62.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	10	50.0	33	6	
HEATHROW		VIRGIN ATLANTIC INTERNATIONAL		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
HEATHROW		VIRGIN ATLANTIC INTERNATIONAL		S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	2	
<b>TOTAL GRENADA</b>						<b>43</b>	<b>0</b>	<b>0</b>	<b>25.6</b>	<b>46.5</b>	<b>14.0</b>	<b>2.3</b>	<b>9.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>72.1</b>	<b>17</b>	<b>43</b>	
GUANGZHOU BAIYUN INTERNATIONAL																							
HEATHROW		CHINA SOUTHERN		S	A	27	0	0	7.4	14.8	25.9	7.4	25.9	14.8	3.7	0.0	0.0	0.0	29	72.4	18	29	
HEATHROW		CHINA SOUTHERN		S	D	27	0	0	18.5	59.3	18.5	3.7	0.0	0.0	0.0	0.0	0.0	0.0	2	89.7	33	29	
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>						<b>54</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>37.0</b>	<b>22.2</b>	<b>5.6</b>	<b>13.0</b>	<b>7.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>81.0</b>	<b>25</b>	<b>58</b>	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: G																	MAY 2024			
		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
GUERNSEY	BIRMINGHAM	AURIGNY AIR SERVICES	S	A	29	0	2	6.5	41.9	25.8	3.2	6.5	3.2	3.2	3.2	0.0	0.0	6.5	19	65.6	23	30
	BIRMINGHAM	AURIGNY AIR SERVICES	S	D	29	0	2	0.0	12.9	54.8	3.2	12.9	3.2	3.2	3.2	0.0	0.0	6.5	25	56.3	33	30
	BRISTOL	AURIGNY AIR SERVICES	S	A	29	0	2	12.9	51.6	9.7	3.2	3.2	3.2	9.7	0.0	0.0	0.0	6.5	20	60.7	23	28
	BRISTOL	AURIGNY AIR SERVICES	S	D	29	0	2	0.0	29.0	45.2	3.2	3.2	3.2	9.7	0.0	0.0	0.0	6.5	22	46.7	28	29
	EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	20	12
	EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.2	26	12
	EAST MIDLANDS INTERNATIONAL	BLUE ISLANDS LIMITED	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	1
	EAST MIDLANDS INTERNATIONAL	BLUE ISLANDS LIMITED	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	AURIGNY AIR SERVICES	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	137	1
	EDINBURGH	AURIGNY AIR SERVICES	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	0.0	171	1
	EDINBURGH	LOGANAIR LTD	S	A	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	EDINBURGH	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	0.0	2	0.0	0	0
	EXETER	AURIGNY AIR SERVICES	S	A	13	0	0	0.0	53.8	15.4	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	27	14
	EXETER	AURIGNY AIR SERVICES	S	D	13	0	0	7.7	53.8	7.7	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	58.3	27	12
	EXETER	BLUE ISLANDS LIMITED	S	A	2	0	0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	116	0.0	0	0
	EXETER	BLUE ISLANDS LIMITED	S	D	3	0	0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	ISLE OF MAN	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	50.0	20	2
	ISLE OF MAN	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	50.0	18	2
	JERSEY	AURIGNY AIR SERVICES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	JERSEY	BLUE ISLANDS LIMITED	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	4
	JERSEY	BLUE ISLANDS LIMITED	S	A	86	0	4	0.0	24.4	26.7	11.1	14.4	8.9	4.4	5.6	0.0	0.0	4.4	41	54.2	26	74
	JERSEY	BLUE ISLANDS LIMITED	S	D	75	0	3	0.0	20.5	24.4	15.4	10.3	14.1	7.7	3.8	0.0	0.0	3.8	45	60.0	28	78
	LEEDS BRADFORD	AURIGNY AIR SERVICES	S	A	2	0	1	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0	33.3	71	3
	LEEDS BRADFORD	AURIGNY AIR SERVICES	S	D	2	0	1	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	5	0.0	83	3
	LIVERPOOL (JOHN LENNON)	AURIGNY AIR SERVICES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.2	23	13

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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)	AURIGNY AIR SERVICES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	53.8	28	13	
	GATWICK	AURIGNY AIR SERVICES	S	A	179	0	3	8.2	37.4	32.4	8.2	6.6	5.5	0.0	0.0	0.0	0.0	1.6	12	63.4	31	182	
	GATWICK	AURIGNY AIR SERVICES	S	D	179	0	4	0.0	36.1	38.3	10.4	4.9	7.1	0.5	0.5	0.0	0.0	2.2	14	55.3	36	182	
	LONDON CITY	AURIGNY AIR SERVICES	S	A	46	0	8	9.3	53.7	13.0	1.9	5.6	1.9	0.0	0.0	0.0	0.0	14.8	6	65.5	27	55	
	LONDON CITY	AURIGNY AIR SERVICES	S	D	46	0	8	0.0	24.1	46.3	7.4	1.9	5.6	0.0	0.0	0.0	0.0	14.8	11	58.6	36	55	
	STANSTED	AURIGNY AIR SERVICES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	46.2	24	12	
	STANSTED	AURIGNY AIR SERVICES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	30.8	37	12	
	MANCHESTER	AURIGNY AIR SERVICES	S	A	52	0	4	19.6	42.9	14.3	8.9	1.8	0.0	0.0	5.4	0.0	0.0	7.1	16	60.4	25	50	
	MANCHESTER	AURIGNY AIR SERVICES	S	D	52	0	4	0.0	8.9	42.9	19.6	14.3	1.8	0.0	5.4	0.0	0.0	7.1	29	45.3	34	50	
	NEWCASTLE	BLUE ISLANDS LIMITED	S	A	4	0	0	0.0	50.0	0.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	70	0.0	0	0	
	NEWCASTLE	BLUE ISLANDS LIMITED	S	D	4	0	0	0.0	0.0	50.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	74	0.0	0	0	
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	A	32	0	0	0.0	56.3	18.8	3.1	6.3	9.4	3.1	3.1	0.0	0.0	0.0	22	72.7	27	32	
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	D	33	0	0	3.0	39.4	27.3	6.1	6.1	12.1	3.0	3.0	0.0	0.0	0.0	26	72.7	29	32	
	SOUTHAMPTON	BLUE ISLANDS LIMITED	S	A	65	0	3	5.9	32.4	14.7	13.2	7.4	14.7	7.4	0.0	0.0	0.0	4.4	32	45.8	35	65	
	SOUTHAMPTON	BLUE ISLANDS LIMITED	S	D	62	0	5	10.4	23.9	25.4	11.9	9.0	7.5	4.5	0.0	0.0	0.0	7.5	23	46.5	36	65	
<b>TOTAL GUERNSEY</b>					<b>1078</b>	<b>0</b>	<b>57</b>	<b>4.5</b>	<b>33.2</b>	<b>29.3</b>	<b>9.7</b>	<b>7.0</b>	<b>6.7</b>	<b>2.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>22</b>	<b>57.2</b>	<b>31</b>	<b>1155</b>	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: H																	MAY 2024				
		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	
HAHN		STANSTED	RYANAIR	S	A	53	0	0	11.3	24.5	34.0	9.4	11.3	5.7	3.8	0.0	0.0	0.0	0.0	19	41.5	28	41
		STANSTED	RYANAIR	S	D	53	0	0	0.0	47.2	20.8	11.3	13.2	5.7	1.9	0.0	0.0	0.0	0.0	16	56.1	22	41
		STANSTED	RYANAIR 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	25.0	27	4	
		STANSTED	RYANAIR 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	50.0	28	4	
<b>TOTAL HAHN</b>						<b>106</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>35.8</b>	<b>27.4</b>	<b>10.4</b>	<b>12.3</b>	<b>5.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>47.8</b>	<b>25</b>	<b>90</b>	
HAIKOU		HEATHROW	HAINAN AIRLINES	S	A	13	0	0	38.5	15.4	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	8	92.9	3	14	
		HEATHROW	HAINAN AIRLINES	S	D	13	0	0	7.7	69.2	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	14	
<b>TOTAL HAIKOU</b>						<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>42.3</b>	<b>26.9</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>96.4</b>	<b>2</b>	<b>28</b>	
HALIFAX INT		EDINBURGH	WEST JET AIRLINES	S	A	6	0	0	16.7	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
		EDINBURGH	WEST JET AIRLINES	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	1	0.0	0	0	
		GATWICK	WEST JET AIRLINES	S	A	13	0	0	0.0	23.1	46.2	7.7	7.7	15.4	0.0	0.0	0.0	0.0	20	70.6	10	17	
		GATWICK	WEST JET AIRLINES	S	D	13	0	0	0.0	0.0	46.2	23.1	7.7	23.1	0.0	0.0	0.0	0.0	32	52.9	16	17	
		HEATHROW	AIR CANADA	S	A	28	0	3	16.1	32.3	35.5	0.0	3.2	3.2	0.0	0.0	0.0	9.7	7	58.1	23	31	
		HEATHROW	AIR CANADA	S	D	28	0	3	0.0	48.4	35.5	3.2	0.0	0.0	3.2	0.0	0.0	9.7	8	93.5	3	31	
<b>TOTAL HALIFAX INT</b>						<b>94</b>	<b>0</b>	<b>6</b>	<b>6.0</b>	<b>34.0</b>	<b>38.0</b>	<b>6.0</b>	<b>3.0</b>	<b>6.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>12</b>	<b>70.8</b>	<b>13</b>	<b>96</b>	
HAMBURG		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	21.4	38	14	
		EDINBURGH	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	14	
		EDINBURGH	RYANAIR 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	4	
		EDINBURGH	RYANAIR 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	4	
		GATWICK	EASYJET UK LTD	S	A	26	0	0	7.7	38.5	23.1	15.4	7.7	7.7	0.0	0.0	0.0	0.0	15	61.0	19	41	
		GATWICK	EASYJET UK LTD	S	D	26	0	0	0.0	50.0	30.8	7.7	3.8	7.7	0.0	0.0	0.0	0.0	11	56.1	20	41	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	106	0	0	17.9	41.5	22.6	13.2	3.8	0.9	0.0	0.0	0.0	0.0	6	50.0	22	111	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	106	0	0	0.0	45.3	37.7	11.3	4.7	0.9	0.0	0.0	0.0	0.0	7	71.9	14	111	
		HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	84	0	0	0.0	44.0	35.7	13.1	6.0	1.2	0.0	0.0	0.0	0.0	9	54.1	23	85	
		HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	84	0	0	0.0	22.6	51.2	16.7	8.3	1.2	0.0	0.0	0.0	0.0	12	45.9	31	85	
		STANSTED	RYANAIR	S	A	49	0	0	0.0	12.2	32.7	24.5	22.4	8.2	0.0	0.0	0.0	0.0	23	50.0	23	52	
		STANSTED	RYANAIR	S	D	49	0	0	0.0	30.6	30.6	22.4	14.3	2.0	0.0	0.0	0.0	0.0	13	69.2	12	52	
		STANSTED	RYANAIR UK LTD	S	A	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	22	20.0	63	5	
		STANSTED	RYANAIR UK LTD	S	D	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	7	20.0	50	5	
		MANCHESTER	EASYJET UK LTD	S	A	13	0	0	0.0	30.8	38.5	7.7	23.1	0.0	0.0	0.0	0.0	0.0	12	64.3	15	14	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: H																	MAY 2024				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	53.8	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	78.6	14	14	
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	A	17	0	0	5.9	29.4	41.2	5.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	12	64.7	12	17	
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	D	17	0	0	0.0	41.2	35.3	5.9	5.9	11.8	0.0	0.0	0.0	0.0	0.0	14	58.8	16	17	
<b>TOTAL HAMBURG</b>					<b>598</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>36.5</b>	<b>34.6</b>	<b>14.4</b>	<b>8.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>57.1</b>	<b>21</b>	<b>686</b>	
HANOI																							
	HEATHROW	VIETNAM AIRLINES	S	A	12	0	0	8.3	16.7	16.7	25.0	25.0	8.3	0.0	0.0	0.0	0.0	0.0	28	66.7	12	9	
	HEATHROW	VIETNAM AIRLINES	S	D	12	0	0	0.0	16.7	50.0	0.0	8.3	16.7	8.3	0.0	0.0	0.0	0.0	31	66.7	15	9	
<b>TOTAL HANOI</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>16.7</b>	<b>33.3</b>	<b>12.5</b>	<b>16.7</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>30</b>	<b>66.7</b>	<b>14</b>	<b>18</b>	
HANOI																							
HANOVER																							
	JERSEY	BLUE ISLANDS LIMITED	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
	JERSEY	BLUE ISLANDS LIMITED	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	29.5	45.9	18.0	3.3	1.6	0.0	0.0	0.0	1.6	0.0	0.0	17	66.7	22	66	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	0.0	60.7	29.5	3.3	4.9	0.0	1.6	0.0	0.0	0.0	0.0	6	54.5	35	66	
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	109	1	
<b>TOTAL HANOVER</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>53.3</b>	<b>23.8</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>60.7</b>	<b>29</b>	<b>135</b>	
HANOVER																							
HAUGESUND																							
	ABERDEEN	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	121	2	
	ABERDEEN	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	165	2	
<b>TOTAL HAUGESUND</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>143</b>	<b>4</b>	
HAUGESUND																							
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT																							
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	22	0	0	0.0	36.4	36.4	13.6	9.1	4.5	0.0	0.0	0.0	0.0	0.0	13	61.1	12	18	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	22	0	0	0.0	31.8	63.6	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	16	18	
	MANCHESTER	BIMAN BANGLADESH AIRLINES	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	76.9	11	13	
	MANCHESTER	BIMAN BANGLADESH AIRLINES	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	38.5	39	13	
<b>TOTAL HAZRAT SHAHJALAL INTERNATIONAL AIRPORT</b>					<b>44</b>	<b>0</b>	<b>12</b>	<b>0.0</b>	<b>26.8</b>	<b>39.3</b>	<b>5.4</b>	<b>5.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21.4</b>	<b>9</b>	<b>61.3</b>	<b>19</b>	<b>62</b>
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT																							
HEATHROW																							
	ABERDEEN	BRITISH AIRWAYS PLC	S	A	188	0	0	17.0	48.4	20.7	9.6	3.7	0.5	0.0	0.0	0.0	0.0	0.0	5	65.2	15	197	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2024								
																More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
																0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ABERDEEN	BRITISH AIRWAYS PLC	S	D	188	0	0	0	4.8	58.0	26.1	6.9	2.7	0.5	0.5	0.5	0.0	0.0	0.0	7	71.6	13	197												
ABERDEEN	LOGANAIR LTD	S	A	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0													
BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S	A	184	0	0	0	9.2	47.3	34.2	4.3	4.3	0.5	0.0	0.0	0.0	0.0	0.0	5	59.6	18	185												
BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S	D	184	0	0	0	3.3	62.0	27.2	4.3	2.2	1.1	0.0	0.0	0.0	0.0	0.0	4	64.8	18	184												
EDINBURGH	BRITISH AIRWAYS PLC	S	A	317	0	0	0	9.5	41.0	29.0	12.9	7.3	0.3	0.0	0.0	0.0	0.0	0.0	8	68.9	14	348												
EDINBURGH	BRITISH AIRWAYS PLC	S	D	316	0	1	1	1.9	44.2	32.8	13.6	6.0	1.3	0.0	0.0	0.0	0.0	0.3	8	59.8	18	349												
EDINBURGH	LOGANAIR LTD	S	A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1													
GLASGOW	BRITISH AIRWAYS PLC	S	A	283	0	1	1	9.9	39.4	27.8	11.6	9.2	1.8	0.0	0.0	0.0	0.0	0.4	9	68.1	14	292												
GLASGOW	BRITISH AIRWAYS PLC	S	D	285	0	1	0	0.3	54.9	31.8	7.0	4.9	0.3	0.0	0.3	0.0	0.0	0.3	6	64.3	17	290												
ISLE OF MAN	LOGANAIR LTD	S	A	31	0	0	0	6.5	48.4	29.0	9.7	3.2	0.0	0.0	0.0	3.2	0.0	0.0	17	29.0	37	28												
ISLE OF MAN	LOGANAIR LTD	S	D	31	0	0	0	0.0	41.9	51.6	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	56.4	18	34												
JERSEY	BRITISH AIRWAYS PLC	S	A	87	0	0	0	1.1	43.7	39.1	10.3	4.6	1.1	0.0	0.0	0.0	0.0	0.0	8	63.1	18	137												
JERSEY	BRITISH AIRWAYS PLC	S	D	87	0	0	0	2.3	58.6	27.6	6.9	2.3	1.1	1.1	0.0	0.0	0.0	0.0	7	62.9	18	136												
GATWICK	BRITISH AIRWAYS PLC	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	39	0.0	0	0												
STANSTED	BRITISH AIRWAYS PLC	S	D	2	0	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0												
MANCHESTER	BRITISH AIRWAYS PLC	S	A	195	0	0	0	10.8	36.4	33.8	12.8	4.6	1.5	0.0	0.0	0.0	0.0	0.0	8	65.2	19	198												
MANCHESTER	BRITISH AIRWAYS PLC	S	D	194	0	1	0	0.0	40.0	43.6	9.7	4.6	1.5	0.0	0.0	0.0	0.0	0.5	8	54.9	22	198												
NEWCASTLE	BRITISH AIRWAYS PLC	S	A	134	0	0	0	3.0	41.0	29.9	14.2	9.0	2.2	0.7	0.0	0.0	0.0	0.0	11	58.3	21	172												
NEWCASTLE	BRITISH AIRWAYS PLC	S	D	134	0	0	0	0.0	29.1	50.7	11.9	6.0	1.5	0.7	0.0	0.0	0.0	0.0	11	52.0	24	170												
<b>TOTAL HEATHROW</b>				<b>2842</b>	<b>0</b>	<b>4</b>	<b>5.6</b>	<b>45.7</b>	<b>32.0</b>	<b>9.9</b>	<b>5.4</b>	<b>1.0</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>8</b>	<b>62.9</b>	<b>18</b>	<b>3116</b>													
HELSINKI																																		
EDINBURGH	FINNAIR	S	A	26	0	5	5	6.5	35.5	29.0	12.9	0.0	0.0	0.0	0.0	0.0	0.0	16.1	6	55.2	13	29												
EDINBURGH	FINNAIR	S	D	26	0	5	0	0.0	19.4	32.3	19.4	12.9	0.0	0.0	0.0	0.0	0.0	16.1	14	55.2	20	29												
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.6	8	23												
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.2	20	23												
GATWICK	NORWEGIAN AIR SWEDEN AB	S	A	22	0	0	0	4.5	31.8	45.5	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0												
GATWICK	NORWEGIAN AIR SWEDEN AB	S	D	22	0	0	0	0.0	22.7	50.0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0												
HEATHROW	FINNAIR	S	A	163	0	22	22	25.9	30.3	24.3	7.0	0.0	0.5	0.0	0.0	0.0	0.0	11.9	4	79.8	8	123												

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	FINNAIR	S	D	164	0	18	0.5	41.8	36.3	9.3	1.1	0.5	0.0	0.5	0.0	0.0	9.9	7	80.6	10	123	
	STANSTED	RYANAIR	S	A	30	0	0	6.7	50.0	26.7	6.7	3.3	3.3	0.0	3.3	0.0	0.0	0.0	15	67.7	15	31	
	STANSTED	RYANAIR	S	D	31	0	0	0.0	45.2	32.3	6.5	16.1	0.0	0.0	0.0	0.0	0.0	0.0	10	67.7	16	31	
	MANCHESTER	FINNAIR	S	A	47	0	4	25.5	33.3	21.6	5.9	3.9	2.0	0.0	0.0	0.0	0.0	7.8	6	88.2	5	51	
	MANCHESTER	FINNAIR	S	D	47	0	4	0.0	52.9	27.5	3.9	5.9	2.0	0.0	0.0	0.0	0.0	7.8	7	82.4	8	51	
<b>TOTAL HELSINKI</b>					<b>578</b>	<b>0</b>	<b>58</b>	<b>10.5</b>	<b>36.8</b>	<b>30.5</b>	<b>9.3</b>	<b>2.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>7</b>	<b>76.4</b>	<b>10</b>	<b>514</b>	
HERAKLION																							
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	12	4	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	26	4	
	BIRMINGHAM	EASYJET UK 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	80.0	5	5	
	BIRMINGHAM	EASYJET UK LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	9	5	
	BIRMINGHAM	JET2.COM LTD	S	A	22	0	0	4.5	9.1	27.3	22.7	22.7	4.5	0.0	4.5	4.5	0.0	0.0	140	60.0	24	20	
	BIRMINGHAM	JET2.COM LTD	S	D	23	0	0	0.0	4.3	34.8	26.1	21.7	13.0	0.0	0.0	0.0	0.0	0.0	27	45.0	32	20	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	12	0	0	0.0	33.3	16.7	16.7	25.0	8.3	0.0	0.0	0.0	0.0	0.0	25	58.3	66	12	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	14	0	0	0.0	0.0	50.0	21.4	21.4	7.1	0.0	0.0	0.0	0.0	0.0	24	50.0	20	14	
	BOURNEMOUTH	JET2.COM LTD	S	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	BOURNEMOUTH	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	11	5	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	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	20	33.3	17	5	
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	33.3	44.4	0.0	0.0	11.1	0.0	11.1	0.0	0.0	0.0	35	44.4	32	9	
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	14	9	
	BRISTOL	JET2.COM LTD	S	A	9	0	0	0.0	0.0	0.0	55.6	22.2	11.1	0.0	11.1	0.0	0.0	0.0	59	22.2	35	9	
	BRISTOL	JET2.COM LTD	S	D	9	0	0	0.0	0.0	55.6	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	27	22.2	22	9	
	BRISTOL	TUI AIRWAYS LTD	C	A	7	0	0	0.0	0.0	57.1	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	24	70.0	10	10	
	BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	71.4	16	14	
	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	8	0.0	0	0	
	CARDIFF WALES	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	0.0	75	1	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	13	0	0	7.7	46.2	30.8	0.0	7.7	0.0	7.7	0.0	0.0	0.0	0.0	19	80.0	64	10	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	13	0	0	0.0	15.4	23.1	23.1	30.8	0.0	0.0	7.7	0.0	0.0	0.0	36	60.0	16	10	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	8	0	0	37.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	7	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	12	0	0	0.0	66.7	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	11	12	
	EDINBURGH	EASYJET UK LTD	S	A	14	0	0	7.1	35.7	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	13	64.3	13	14	
	EDINBURGH	EASYJET UK LTD	S	D	13	0	0	0.0	23.1	38.5	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	14	15.4	29	13	
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	0.0	11.1	44.4	22.2	11.1	0.0	0.0	0.0	11.1	0.0	0.0	172	88.9	5	9	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: H

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MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EDINBURGH	JET2.COM LTD	S D	9	0	0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	13	9		
EXETER	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	100.0	4	3		
EXETER	TUI AIRWAYS LTD	C D	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	75.0	10	4		
GLASGOW	JET2.COM LTD	S A	13	0	0	7.7	30.8	23.1	7.7	30.8	0.0	0.0	0.0	0.0	0.0	0.0	19	85.7	6	14			
GLASGOW	JET2.COM LTD	S D	13	0	0	0.0	23.1	30.8	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	18	46.2	17	13			
LEEDS BRADFORD	JET2.COM LTD	S A	24	0	0	8.3	41.7	33.3	4.2	8.3	4.2	0.0	0.0	0.0	0.0	0.0	11	90.9	5	22			
LEEDS BRADFORD	JET2.COM LTD	S D	24	0	0	0.0	12.5	66.7	8.3	4.2	8.3	0.0	0.0	0.0	0.0	0.0	13	90.9	4	22			
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	14	60.0	11	5			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	5			
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S A	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	62.5	15	8			
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	19	9			
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S A	38	0	0	5.3	36.8	36.8	15.8	2.6	0.0	0.0	2.6	0.0	0.0	0.0	12	59.3	20	27			
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S D	38	0	0	0.0	0.0	68.4	23.7	7.9	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	23	27			
GATWICK	CORENDON AIRLINES EUROPE	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	50.0	29	8			
GATWICK	CORENDON AIRLINES EUROPE	S D	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	24	12.5	38	8			
GATWICK	EASYJET UK LTD	S A	69	0	2	8.5	31.0	31.0	11.3	11.3	2.8	1.4	0.0	0.0	0.0	2.8	15	66.2	18	65			
GATWICK	EASYJET UK LTD	S D	69	0	1	0.0	5.7	58.6	21.4	11.4	1.4	0.0	0.0	0.0	0.0	1.4	15	52.3	19	65			
GATWICK	TUI AIRWAYS LTD	C A	10	0	0	0.0	20.0	0.0	30.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	32	11.1	37	9			
GATWICK	TUI AIRWAYS LTD	C D	15	0	0	0.0	6.7	46.7	33.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	16	30.8	23	13			
HEATHROW	BRITISH AIRWAYS PLC	S A	26	0	0	0.0	19.2	50.0	7.7	19.2	0.0	0.0	0.0	3.8	0.0	0.0	66	80.0	9	10			
HEATHROW	BRITISH AIRWAYS PLC	S D	26	0	0	0.0	26.9	65.4	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7	70.0	9	10			
LUTON	EASYJET UK LTD	S A	13	0	0	0.0	15.4	30.8	23.1	23.1	7.7	0.0	0.0	0.0	0.0	0.0	26	46.2	18	13			
LUTON	EASYJET UK LTD	S D	13	0	0	0.0	23.1	30.8	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	21	61.5	16	13			
LUTON	JET2.COM LTD	S A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0			
LUTON	JET2.COM LTD	S D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0			
STANSTED	JET2.COM LTD	S A	29	0	0	13.8	44.8	20.7	13.8	3.4	0.0	0.0	3.4	0.0	0.0	0.0	12	85.2	8	27			
STANSTED	JET2.COM LTD	S D	30	0	0	0.0	20.0	56.7	13.3	6.7	0.0	0.0	3.3	0.0	0.0	0.0	14	71.4	13	28			
STANSTED	TUI AIRWAYS LTD	C A	5	0	0	20.0	20.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	20	4			
STANSTED	TUI AIRWAYS LTD	C D	6	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	66.7	25	6			
MANCHESTER	CORENDON AIRLINES EUROPE	S A	9	0	0	0.0	22.2	33.3	11.1	11.1	11.1	0.0	0.0	11.1	0.0	0.0	62	88.9	9	9			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2024					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 360 m late	Unmat	Can	Avg Delay (mins)
HERAKLION		MANCHESTER	MANCHESTER	CORENDON AIRLINES EUROPE	S	D	9	0	0	0	0.0	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	48	66.7	14	9					
		MANCHESTER	MANCHESTER	EASYJET UK LTD	S	A	21	0	0	0.0	19.0	19.0	38.1	14.3	0.0	9.5	0.0	0.0	0.0	0.0	0.0	29	47.1	28	17						
		MANCHESTER	MANCHESTER	EASYJET UK LTD	S	D	21	0	0	0.0	19.0	47.6	23.8	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	16	66.7	20	18						
		MANCHESTER	MANCHESTER	JET2.COM LTD	S	A	33	0	0	3.0	18.2	36.4	12.1	15.2	12.1	0.0	0.0	3.0	0.0	0.0	64	81.8	9	33							
		MANCHESTER	MANCHESTER	JET2.COM LTD	S	D	34	0	0	0.0	0.0	47.1	26.5	20.6	5.9	0.0	0.0	0.0	0.0	0.0	24	48.5	20	33							
		MANCHESTER	MANCHESTER	TUI AIRWAYS LTD	C	A	20	0	0	0.0	35.0	20.0	25.0	10.0	5.0	0.0	5.0	0.0	0.0	0.0	25	60.0	36	15							
		MANCHESTER	MANCHESTER	TUI AIRWAYS LTD	C	D	22	0	0	0.0	4.5	50.0	36.4	4.5	4.5	0.0	0.0	0.0	0.0	0.0	18	78.9	35	19							
		NEWCASTLE	NEWCASTLE	JET2.COM LTD	S	A	13	0	0	7.7	46.2	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	8	90.0	7	10								
		NEWCASTLE	NEWCASTLE	JET2.COM LTD	S	D	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	14	70.0	18	10							
		NEWCASTLE	NEWCASTLE	TUI AIRWAYS LTD	S	A	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	14	4							
		NEWCASTLE	NEWCASTLE	TUI AIRWAYS LTD	S	D	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	50.0	27	6							
<b>TOTAL HERAKLION</b>						<b>985</b>	<b>0</b>	<b>3</b>	<b>2.7</b>	<b>21.1</b>	<b>42.0</b>	<b>17.7</b>	<b>11.0</b>	<b>3.3</b>	<b>0.4</b>	<b>0.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.3</b>	<b>24</b>	<b>63.4</b>	<b>19</b>	<b>860</b>								
HO CHI MINH CITY																															
		HEATHROW	HEATHROW	VIETNAM AIRLINES	S	A	9	0	0	0.0	22.2	11.1	33.3	11.1	11.1	0.0	11.1	0.0	0.0	0.0	49	33.3	29	6							
		HEATHROW	HEATHROW	VIETNAM AIRLINES	S	D	9	0	0	0.0	33.3	33.3	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	29	66.7	8	6							
<b>TOTAL HO CHI MINH CITY</b>						<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>22.2</b>	<b>22.2</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>50.0</b>	<b>19</b>	<b>12</b>								
HONG KONG (CHEK LAP KOK)																															
		HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	12.9	58.1	19.4	3.2	3.2	0.0	3.2	0.0	0.0	0.0	0.0	7	80.6	11	62							
		HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	19.4	61.3	6.5	12.9	0.0	0.0	0.0	0.0	0.0	0.0	12	67.7	18	62							
		HEATHROW	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	150	0	0	8.0	20.7	36.7	20.7	10.0	4.0	0.0	0.0	0.0	0.0	0.0	14	71.8	19	131							
		HEATHROW	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	150	0	0	0.0	29.3	42.7	13.3	11.3	2.7	0.7	0.0	0.0	0.0	0.0	14	61.5	17	130							
		MANCHESTER	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	19	0	0	0.0	47.4	15.8	10.5	15.8	5.3	5.3	0.0	0.0	0.0	0.0	22	72.2	14	18							
		MANCHESTER	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	19	0	0	0.0	42.1	47.4	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	12	18							
		MANCHESTER	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0							
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>						<b>401</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>28.9</b>	<b>38.9</b>	<b>14.2</b>	<b>10.5</b>	<b>2.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>69.4</b>	<b>17</b>	<b>421</b>								
HOUSTON																															
		HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	2	16.1	17.7	33.9	8.1	9.7	9.7	1.6	0.0	0.0	0.0	3.2	19	54.8	29	62							
		HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	0.0	25.0	46.7	18.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	11	69.4	19	62							
		HEATHROW	HEATHROW	UNITED AIRLINES	S	A	61	0	1	9.7	19.4	30.6	8.1	16.1	6.5	8.1	0.0	0.0	0.0	1.6	29	45.2	52	62							
		HEATHROW	HEATHROW	UNITED AIRLINES	S	D	61	0	1	1.6	48.4	24.2	12.9	1.6	6.5	1.6	1.6	0.0	0.0	1.6	18	77.4	16	60							

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: H																	MAY 2024			
		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	SINGAPORE AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.4	7	22
	MANCHESTER	SINGAPORE AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	18.2	37	22
<b>TOTAL HOUSTON</b>					<b>242</b>	<b>0</b>	<b>4</b>	<b>6.9</b>	<b>27.6</b>	<b>33.7</b>	<b>11.8</b>	<b>8.5</b>	<b>6.5</b>	<b>2.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>19</b>	<b>60.3</b>	<b>28</b>	<b>290</b>
HUMBERSIDE																						
	ABERDEEN	EASTERN AIRWAYS	S	A	19	0	4	0.0	39.1	26.1	0.0	4.3	8.7	0.0	4.3	0.0	0.0	17.4	31	47.8	21	28
	ABERDEEN	EASTERN AIRWAYS	S	D	19	0	3	0.0	50.0	22.7	4.5	4.5	4.5	0.0	0.0	0.0	0.0	13.6	9	40.9	33	30
	EXETER	LOGANAIR LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	1
	EXETER	LOGANAIR LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	53	1
	JERSEY	EASTERN AIRWAYS	S	A	4	0	0	25.0	0.0	25.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	65	100.0	6	3
	JERSEY	EASTERN AIRWAYS	S	D	4	0	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	119	50.0	17	2
	SOUTHAMPTON	LOGANAIR LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	SOUTHAMPTON	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	97	0.0	0	0
	TEESSIDE INTERNATIONAL AIRPORT	EASTERN AIRWAYS	S	A	7	0	0	0.0	28.6	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	TEESSIDE INTERNATIONAL AIRPORT	EASTERN AIRWAYS	S	D	8	0	0	12.5	37.5	12.5	0.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0
<b>TOTAL HUMBERSIDE</b>					<b>63</b>	<b>0</b>	<b>7</b>	<b>2.9</b>	<b>37.1</b>	<b>28.6</b>	<b>1.4</b>	<b>4.3</b>	<b>10.0</b>	<b>1.4</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>30</b>	<b>44.9</b>	<b>26</b>	<b>65</b>
HURGHADA																						
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	8	1	0	0.0	22.2	33.3	11.1	22.2	0.0	0.0	0.0	0.0	11.1	0.0	13	55.6	18	9
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	20	9
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	8	0	1	11.1	0.0	55.6	0.0	22.2	0.0	0.0	0.0	0.0	0.0	11.1	15	33.3	34	9
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	21	22.2	33	9
	BRISTOL	EASYJET UK LTD	S	A	8	0	1	0.0	11.1	11.1	33.3	22.2	0.0	0.0	11.1	0.0	0.0	11.1	52	55.6	11	9
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	62.5	14	8
	BRISTOL	TUI AIRWAYS LTD	S	A	8	0	0	0.0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	62.5	16	8
	BRISTOL	TUI AIRWAYS LTD	S	D	8	0	0	0.0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	44.4	29	9
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	A	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	9	9
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	D	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	14	9
	GLASGOW	EASYJET UK LTD	S	A	9	0	0	11.1	22.2	22.2	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	22	77.8	7	9
	GLASGOW	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	77.8	13	9
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	88.9	5	9

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										MAY 2024				
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	11	9
	GATWICK	EASYJET UK LTD	S	A	44	0	0	2.3	11.4	22.7	29.5	18.2	15.9	0.0	0.0	0.0	0.0	0.0	31	20.0	35	43
	GATWICK	EASYJET UK LTD	S	D	44	0	0	0.0	0.0	50.0	20.5	25.0	4.5	0.0	0.0	0.0	0.0	0.0	22	45.5	23	44
	GATWICK	TUI AIRWAYS LTD	S	A	17	0	0	5.9	29.4	41.2	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	62.5	13	16
	GATWICK	TUI AIRWAYS LTD	S	D	18	0	0	0.0	5.6	77.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	47.1	20	17
	LUTON	EASYJET UK LTD	S	A	12	0	1	0.0	7.7	7.7	38.5	30.8	7.7	0.0	0.0	0.0	0.0	7.7	32	44.4	18	9
	LUTON	EASYJET UK LTD	S	D	12	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	44.4	18	9
	MANCHESTER	EASYJET UK LTD	S	A	26	0	0	0.0	15.4	38.5	23.1	11.5	11.5	0.0	0.0	0.0	0.0	0.0	23	55.6	37	27
	MANCHESTER	EASYJET UK LTD	S	D	26	0	0	0.0	19.2	57.7	7.7	3.8	11.5	0.0	0.0	0.0	0.0	0.0	17	69.2	23	26
	MANCHESTER	TUI AIRWAYS LTD	S	A	17	0	0	17.6	23.5	17.6	23.5	17.6	0.0	0.0	0.0	0.0	0.0	0.0	18	70.6	11	17
	MANCHESTER	TUI AIRWAYS LTD	S	D	18	0	0	0.0	0.0	50.0	33.3	11.1	0.0	0.0	5.6	0.0	0.0	0.0	30	52.9	24	17
	NEWCASTLE	TUI AIRWAYS LTD	S	A	8	0	0	12.5	12.5	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
	NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	33.3	22.2	11.1	33.3	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0
<b>TOTAL HURGHADA</b>					<b>371</b>	<b>1</b>	<b>3</b>	<b>2.1</b>	<b>13.6</b>	<b>41.9</b>	<b>21.3</b>	<b>13.1</b>	<b>6.4</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.3</b>	<b>0.8</b>	<b>20</b>	<b>53.0</b>	<b>22</b>	<b>349</b>
HYDERABAD ( RAJIV GHANDI )																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	9.7	32.3	35.5	9.7	6.5	3.2	0.0	3.2	0.0	0.0	0.0	15	51.6	21	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	9.7	45.2	22.6	12.9	6.5	3.2	0.0	0.0	0.0	0.0	24	54.8	22	31
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>21.0</b>	<b>40.3</b>	<b>16.1</b>	<b>9.7</b>	<b>4.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>53.2</b>	<b>21</b>	<b>62</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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)	WIZZ AIR MALTA	S	A	13	0	0	46.2	23.1	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	4	14	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR MALTA	S	D	12	1	0	0.0	0.0	61.5	7.7	23.1	0.0	0.0	0.0	0.0	7.7	0.0	12	85.7	9	14	
	LUTON	WIZZ AIR MALTA	S	A	62	0	0	22.6	58.1	11.3	3.2	3.2	0.0	1.6	0.0	0.0	0.0	0.0	5	96.8	2	62	
	LUTON	WIZZ AIR MALTA	S	D	62	0	0	0.0	50.0	32.3	11.3	1.6	1.6	3.2	0.0	0.0	0.0	0.0	10	74.2	14	62	
<b>TOTAL IASI</b>					<b>149</b>	<b>1</b>	<b>0</b>	<b>13.3</b>	<b>46.7</b>	<b>24.7</b>	<b>8.0</b>	<b>4.0</b>	<b>0.7</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>8</b>	<b>85.5</b>	<b>8</b>	<b>152</b>	
IBIZA	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	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	3	92.3	5	13	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	13	0	0	0.0	46.2	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.6	9	13	
	BIRMINGHAM	JET2.COM LTD	S	A	27	0	0	11.1	25.9	33.3	7.4	18.5	3.7	0.0	0.0	0.0	0.0	0.0	15	75.0	10	24	
	BIRMINGHAM	JET2.COM LTD	S	D	27	0	0	0.0	14.8	51.9	7.4	18.5	7.4	0.0	0.0	0.0	0.0	0.0	19	70.8	12	24	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	15.4	46.2	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	6	9	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	61.5	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	9	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	13	0	0	0.0	0.0	46.2	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	19	53.8	17	13	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	17	0	0	0.0	5.9	58.8	11.8	23.5	0.0	0.0	0.0	0.0	0.0	0.0	18	70.6	12	17	
	BOURNEMOUTH	JET2.COM LTD	S	A	9	0	0	0.0	22.2	22.2	11.1	44.4	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
	BOURNEMOUTH	JET2.COM LTD	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	19	0.0	0	0	
	BOURNEMOUTH	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	0.0	0	0	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	5	2	
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.9	29	13	
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	69.2	36	13	
	BRISTOL	JET2.COM LTD	S	A	19	0	0	0.0	15.8	31.6	10.5	21.1	21.1	0.0	0.0	0.0	0.0	0.0	31	50.0	40	18	
	BRISTOL	JET2.COM LTD	S	D	19	0	0	0.0	21.1	47.4	15.8	10.5	5.3	0.0	0.0	0.0	0.0	0.0	14	61.1	38	18	
	BRISTOL	RYANAIR	S	A	13	0	0	0.0	23.1	30.8	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	20	50.0	14	14	
	BRISTOL	RYANAIR	S	D	13	0	0	0.0	15.4	53.8	0.0	30.8	0.0	0.0	0.0	0.0	0.0	0.0	16	57.1	14	14	
	BRISTOL	TUI AIRWAYS LTD	C	A	8	0	0	12.5	0.0	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	22	10	
	BRISTOL	TUI AIRWAYS LTD	C	D	10	0	0	0.0	10.0	50.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	17	38.5	20	13	
	CARDIFF WALES	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	34	0.0	0	0	
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	2	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	23	0	0	8.7	43.5	39.1	0.0	4.3	4.3	0.0	0.0	0.0	0.0	0.0	8	85.0	11	20	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	23	0	0	0.0	26.1	60.9	4.3	4.3	4.3	0.0	0.0	0.0	0.0	0.0	10	85.0	8	20	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2024		
																More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
																0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	22	9						
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	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	2	91.7	12	12							
EDINBURGH	JET2.COM LTD	S	A	15	0	0	13.3	20.0	40.0	20.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	13	85.7	6	14							
EDINBURGH	JET2.COM LTD	S	D	15	0	0	0.0	40.0	46.7	6.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	11	85.7	4	14							
EDINBURGH	RYANAIR	S	A	9	0	0	0.0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	77.8	8	9							
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	5	88.9	6	9							
EXETER	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
EXETER	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	1	0.0	0	0							
GLASGOW	JET2.COM LTD	S	A	24	0	0	8.3	58.3	29.2	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	4	88.9	11	27							
GLASGOW	JET2.COM LTD	S	D	29	0	0	0.0	44.8	41.4	13.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.2	15	27							
GLASGOW	TUI AIRWAYS LTD	C	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	100.0	5	8							
GLASGOW	TUI AIRWAYS LTD	C	D	10	0	0	0.0	0.0	50.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	24	90.0	5	10							
JERSEY	BA CITYFLYER 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							
JERSEY	BA CITYFLYER 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	100.0	0	1							
LEEDS BRADFORD	JET2.COM LTD	S	A	32	0	0	21.9	28.1	25.0	15.6	6.3	3.1	0.0	0.0	0.0	0.0	0.0	9	74.2	14	31							
LEEDS BRADFORD	JET2.COM LTD	S	D	32	0	0	0.0	25.0	50.0	12.5	9.4	3.1	0.0	0.0	0.0	0.0	0.0	13	74.2	13	31							
LEEDS BRADFORD	RYANAIR	S	A	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	17	9							
LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	15	9							
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S	A	16	0	0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	84.6	9	13							
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S	D	16	0	0	0.0	31.3	68.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	13							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	10	4							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	4							
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	50	0	0	14.0	28.0	32.0	14.0	6.0	4.0	2.0	0.0	0.0	0.0	0.0	13	69.0	19	42							
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	50	0	0	0.0	8.0	50.0	30.0	6.0	6.0	0.0	0.0	0.0	0.0	0.0	17	61.9	21	42							
GATWICK	EASYJET UK LTD	S	A	57	0	0	24.6	42.1	12.3	7.0	8.8	5.3	0.0	0.0	0.0	0.0	0.0	11	76.7	15	43							
GATWICK	EASYJET UK LTD	S	D	57	0	0	1.8	38.6	45.6	8.8	3.5	1.8	0.0	0.0	0.0	0.0	0.0	7	65.9	20	44							
GATWICK	TUI AIRWAYS LTD	C	A	13	0	0	15.4	0.0	15.4	61.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	23	61.5	24	13							
GATWICK	TUI AIRWAYS LTD	C	D	17	0	0	0.0	5.9	47.1	23.5	17.6	5.9	0.0	0.0	0.0	0.0	0.0	21	52.9	16	17							
HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	15.5	31.0	43.1	6.9	3.4	0.0	0.0	0.0	0.0	0.0	0.0	6	40.9	23	43							

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late									
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	0.0	39.7	51.7	5.2	3.4	0.0	0.0	0.0	0.0	0.0	0.0	5	65.9	17	43	
	LONDON CITY	BA CITYFLYER LTD	S	A	55	0	0	10.9	41.8	30.9	10.9	5.5	0.0	0.0	0.0	0.0	0.0	7	78.6	9	56		
	LONDON CITY	BA CITYFLYER LTD	S	D	58	0	0	0.0	17.2	56.9	17.2	8.6	0.0	0.0	0.0	0.0	0.0	10	66.7	13	57		
	LUTON	EASYJET UK LTD	S	A	28	0	0	3.6	39.3	25.0	10.7	14.3	3.6	3.6	0.0	0.0	0.0	17	62.5	15	16		
	LUTON	EASYJET UK LTD	S	D	29	0	0	0.0	44.8	34.5	10.3	3.4	3.4	3.4	0.0	0.0	0.0	14	64.7	18	17		
	STANSTED	AIR ONE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1		
	STANSTED	BRITISH AIRWAYS PLC	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	19	100.0	3	3		
	STANSTED	BRITISH AIRWAYS PLC	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	21	2		
	STANSTED	JET2.COM LTD	S	A	30	0	0	33.3	46.7	6.7	6.7	3.3	0.0	0.0	3.3	0.0	0.0	10	68.8	13	32		
	STANSTED	JET2.COM LTD	S	D	30	0	0	0.0	23.3	60.0	6.7	6.7	0.0	0.0	3.3	0.0	0.0	13	71.9	14	32		
	STANSTED	RYANAIR	S	A	61	0	0	1.6	23.0	47.5	16.4	8.2	1.6	0.0	1.6	0.0	0.0	14	58.5	17	53		
	STANSTED	RYANAIR	S	D	61	0	0	0.0	27.9	55.7	9.8	6.6	0.0	0.0	0.0	0.0	0.0	8	61.1	16	54		
	STANSTED	RYANAIR 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	7	4		
	STANSTED	RYANAIR 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	9	4		
	STANSTED	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	10	66.7	12	3		
	STANSTED	TUI AIRWAYS LTD	C	D	6	0	0	0.0	33.3	50.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	16	60.0	13	5		
	MANCHESTER	EASYJET UK LTD	S	A	14	0	0	7.1	57.1	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.6	10	13		
	MANCHESTER	EASYJET UK LTD	S	D	14	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	76.9	13	13		
	MANCHESTER	JET2.COM LTD	S	A	39	0	0	2.6	41.0	30.8	12.8	2.6	10.3	0.0	0.0	0.0	0.0	14	76.3	15	38		
	MANCHESTER	JET2.COM LTD	S	D	40	0	0	0.0	10.0	50.0	22.5	12.5	2.5	2.5	0.0	0.0	0.0	19	66.7	19	39		
	MANCHESTER	RYANAIR	S	A	39	0	0	2.6	43.6	20.5	7.7	15.4	10.3	0.0	0.0	0.0	0.0	19	61.5	17	39		
	MANCHESTER	RYANAIR	S	D	39	0	0	0.0	33.3	23.1	17.9	10.3	15.4	0.0	0.0	0.0	0.0	22	79.5	9	39		
	MANCHESTER	RYANAIR UK LTD	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	21	80.0	5	5		
	MANCHESTER	RYANAIR UK LTD	S	D	5	0	0	0.0	60.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	24	80.0	4	5		
	MANCHESTER	TUI AIRWAYS LTD	C	A	17	0	0	0.0	0.0	70.6	17.6	5.9	5.9	0.0	0.0	0.0	0.0	18	45.0	32	20		
	MANCHESTER	TUI AIRWAYS LTD	C	D	22	0	0	0.0	0.0	63.6	22.7	9.1	4.5	0.0	0.0	0.0	0.0	15	64.0	24	25		
	NEWCASTLE	JET2.COM LTD	S	A	24	0	0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	82.6	9	23		
	NEWCASTLE	JET2.COM LTD	S	D	24	0	0	0.0	25.0	62.5	8.3	4.2	0.0	0.0	0.0	0.0	0.0	7	82.6	13	23		
	NEWCASTLE	RYANAIR	S	A	13	0	0	0.0	38.5	46.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	8	61.5	18	13		
	NEWCASTLE	RYANAIR	S	D	13	0	0	0.0	15.4	46.2	30.8	7.7	0.0	0.0	0.0	0.0	0.0	13	69.2	18	13		
	NEWCASTLE	TUI AIRWAYS LTD	S	A	8	0	0	0.0	12.5	25.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	17	44.4	31	9		
	NEWCASTLE	TUI AIRWAYS LTD	S	D	11	0	0	0.0	0.0	81.8	18.2	0.0	0.0	0.0	0.0	0.0	0.0	11	61.5	21	13		
<b>TOTAL IBIZA</b>					<b>1630</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>30.1</b>	<b>41.3</b>	<b>12.5</b>	<b>7.0</b>	<b>3.3</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>69.9</b>	<b>16</b>	<b>1491</b>		
ILHA DO SAL C.VERDE	BIRMINGHAM	TUI AIRWAYS LTD	S	A	9	0	0	22.2	11.1	22.2	0.0	22.2	22.2	0.0	0.0	0.0	0.0	37	87.5	2	8		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	TUI AIRWAYS LTD	S D	9	0	0	0.0	22.2	11.1	11.1	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	50	66.7	12	9		
BRISTOL	TUI AIRWAYS LTD	S A	8	0	0	50.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	4			
BRISTOL	TUI AIRWAYS LTD	S D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	4			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	4			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	4			
GLASGOW	TUI AIRWAYS LTD	S A	5	0	0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	5	4			
GLASGOW	TUI AIRWAYS LTD	S D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	60.0	16	5			
GATWICK	EASYJET UK LTD	S A	13	0	0	15.4	30.8	15.4	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0			
GATWICK	EASYJET UK LTD	S D	13	0	0	0.0	0.0	61.5	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0			
GATWICK	TUI AIRWAYS LTD	S A	10	0	0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	4	9			
GATWICK	TUI AIRWAYS LTD	S D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	8	9			
MANCHESTER	TUI AIRWAYS LTD	S A	13	0	0	0.0	15.4	15.4	30.8	30.8	7.7	0.0	0.0	0.0	0.0	0.0	23	64.3	16	14			
MANCHESTER	TUI AIRWAYS LTD	S D	13	0	0	0.0	7.7	46.2	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15	71.4	10	14			
NEWCASTLE	TUI AIRWAYS LTD	S A	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	25	25.0	21	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	10	25.0	19	4			
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>16.9</b>	<b>38.7</b>	<b>17.7</b>	<b>12.9</b>	<b>4.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>71.9</b>	<b>10</b>	<b>96</b>			
INNSBRUCK																							
BIRMINGHAM	JET2.COM LTD	S A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	0	1			
BIRMINGHAM	JET2.COM LTD	S D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	19	1			
GATWICK	EASYJET UK LTD	S A	14	0	0	28.6	7.1	42.9	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	71.4	8	14			
GATWICK	EASYJET UK LTD	S D	14	0	0	0.0	35.7	50.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	92.9	6	14			
MANCHESTER	JET2.COM LTD	S A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	100.0	7	1			
MANCHESTER	JET2.COM LTD	S D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	35	100.0	9	1			
<b>TOTAL INNSBRUCK</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>38.9</b>	<b>19.4</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.3</b>	<b>8</b>	<b>32</b>			
INVERNESS																							
ABERDEEN	EASYJET UK LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
ABERDEEN	EASYJET UK LTD	S D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S A	14	0	0	28.6	57.1	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	3	86.4	8	22			
BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S D	18	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.3	13	22			
BRISTOL	EASYJET UK LTD	S A	31	0	0	9.7	38.7	29.0	6.5	16.1	0.0	0.0	0.0	0.0	0.0	0.0	10	63.3	18	30			
BRISTOL	EASYJET UK LTD	S D	31	0	0	0.0	48.4	32.3	3.2	16.1	0.0	0.0	0.0	0.0	0.0	0.0	9	67.7	14	30			
GLASGOW	LOGANAIR LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
GLASGOW	TUI AIRWAYS LTD	C D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0			
GATWICK	EASYJET UK LTD	S A	84	0	0	10.7	44.0	25.0	11.9	4.8	1.2	2.4	0.0	0.0	0.0	0.0	10	81.7	11	82			
GATWICK	EASYJET UK LTD	S D	84	0	0	0.0	32.1	46.4	11.9	8.3	1.2	0.0	0.0	0.0	0.0	0.0	10	79.3	13	82			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: I		PERCENTAGE OF FLIGHTS LATE											MAY 2024		
								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
HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	11.3	46.8	22.6	16.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	43.5	24	62		
HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	45.2	38.7	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	64.5	17	62		
LUTON	EASYJET UK LTD	S	A	52	0	0	0.0	25.0	32.7	21.2	15.4	3.8	0.0	0.0	1.9	0.0	0.0	29	40.8	27	49		
LUTON	EASYJET UK LTD	S	D	52	0	1	0.0	35.8	30.2	18.9	11.3	1.9	0.0	0.0	0.0	0.0	1.9	13	46.9	23	49		
LUTON	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		
LUTON	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0		
MANCHESTER	LOGANAIR LTD	S	A	48	0	1	34.7	51.0	10.2	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	1	84.2	5	18		
MANCHESTER	LOGANAIR LTD	S	D	35	0	0	2.9	42.9	45.7	5.7	2.9	0.0	0.0	0.0	0.0	0.0	0.0	4	73.2	12	40		
<b>TOTAL INVERNESS</b>				<b>578</b>	<b>0</b>	<b>2</b>	<b>7.8</b>	<b>41.4</b>	<b>30.5</b>	<b>11.0</b>	<b>7.6</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.3</b>	<b>9</b>	<b>66.1</b>	<b>16</b>	<b>549</b>		
IRELAND WEST(KNOCK)																							
BIRMINGHAM	RYANAIR	S	A	18	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	66.7	32	9		
BIRMINGHAM	RYANAIR	S	D	18	0	0	0.0	44.4	27.8	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	32	9		
BRISTOL	RYANAIR	S	A	13	0	0	7.7	53.8	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	46.2	25	13		
BRISTOL	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	0	76.9	15	13		
EAST MIDLANDS INTERNATIONAL	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	0.0	2	61.5	16	13		
EAST MIDLANDS INTERNATIONAL	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	76.9	9	13		
EDINBURGH	RYANAIR	S	A	9	0	0	0.0	44.4	11.1	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	25.0	23	8		
EDINBURGH	RYANAIR	S	D	9	0	0	0.0	55.6	0.0	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	8	8		
EDINBURGH	RYANAIR UK LTD	S	A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
EDINBURGH	RYANAIR UK LTD	S	D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	35	0	0	0.0	20.0	51.4	17.1	11.4	0.0	0.0	0.0	0.0	0.0	0.0	12	41.9	20	31		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	35	0	0	0.0	42.9	40.0	11.4	2.9	2.9	0.0	0.0	0.0	0.0	0.0	5	61.3	21	31		
HEATHROW	AER LINGUS	S	A	31	0	0	0.0	38.7	45.2	12.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7	22.6	42	31		
HEATHROW	AER LINGUS	S	D	31	0	0	9.7	64.5	25.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	35.5	28	31		
LUTON	RYANAIR	S	A	49	0	0	6.1	40.8	36.7	10.2	6.1	0.0	0.0	0.0	0.0	0.0	0.0	7	53.7	28	41		
LUTON	RYANAIR	S	D	49	0	0	0.0	69.4	18.4	10.2	2.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.4	16	41		
STANSTED	RYANAIR	S	A	45	0	0	6.7	35.6	37.8	13.3	2.2	4.4	0.0	0.0	0.0	0.0	0.0	10	67.5	12	40		
STANSTED	RYANAIR	S	D	45	0	0	0.0	62.2	24.4	8.9	2.2	2.2	0.0	0.0	0.0	0.0	0.0	5	85.0	8	40		
MANCHESTER	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	75.0	13	4		
MANCHESTER	RYANAIR	S	D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	4		
MANCHESTER	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	24	5		
MANCHESTER	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	26	5		
<b>TOTAL IRELAND WEST (KNOCK)</b>				<b>452</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>49.3</b>	<b>31.4</b>	<b>10.0</b>	<b>4.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>59.7</b>	<b>20</b>	<b>390</b>		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: I																	MAY 2024			
		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
ISLAMABAD INTERNATIONAL AIRPORT		BIRMINGHAM	EUROATLANTIC AIRWAYS	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	7	0	7	14.3	0.0	21.4	0.0	14.3	0.0	0.0	0.0	0.0	0.0	50.0	11	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	7	0	6	0.0	0.0	0.0	7.7	38.5	7.7	0.0	0.0	0.0	0.0	46.2	43	0.0	0	0
	GATWICK	EUROATLANTIC AIRWAYS	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	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	53.8	34	13
	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	61.5	43	13
	MANCHESTER	PAKISTAN INTL AIRLINES	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
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>					<b>16</b>	<b>0</b>	<b>17</b>	<b>6.1</b>	<b>0.0</b>	<b>12.1</b>	<b>6.1</b>	<b>21.2</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51.5</b>	<b>25</b>	<b>57.7</b>	<b>39</b>	<b>26</b>
ISLAY		GLASGOW	LOGANAIR LTD	S	A	53	0	1	7.4	38.9	29.6	11.1	9.3	1.9	0.0	0.0	0.0	1.9	10	66.7	14	50
	GLASGOW	LOGANAIR LTD	S	D	51	0	1	0.0	21.2	61.5	3.8	9.6	1.9	0.0	0.0	0.0	0.0	1.9	11	61.1	18	51
<b>TOTAL ISLAY</b>					<b>104</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>30.2</b>	<b>45.3</b>	<b>7.5</b>	<b>9.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>10</b>	<b>63.9</b>	<b>16</b>	<b>101</b>
ISLE OF MAN		BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	2
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	2
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	11	14
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	12	14
	BIRMINGHAM	LOGANAIR LTD	S	A	27	0	0	18.5	59.3	14.8	3.7	0.0	3.7	0.0	0.0	0.0	0.0	0.0	5	65.5	16	27
	BIRMINGHAM	LOGANAIR LTD	S	D	27	0	0	0.0	59.3	33.3	3.7	0.0	3.7	0.0	0.0	0.0	0.0	0.0	7	48.3	25	27
	BRISTOL	EASYJET UK LTD	S	A	10	0	0	10.0	60.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	83	13
	BRISTOL	EASYJET UK LTD	S	D	10	0	0	0.0	70.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	78.6	12	14
	EDINBURGH	LOGANAIR LTD	S	A	19	0	0	42.1	26.3	5.3	10.5	10.5	0.0	5.3	0.0	0.0	0.0	0.0	18	73.7	21	17
	EDINBURGH	LOGANAIR LTD	S	D	19	0	0	5.3	36.8	31.6	0.0	10.5	10.5	5.3	0.0	0.0	0.0	0.0	24	63.2	28	17
	JERSEY	BLUE ISLANDS LIMITED	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	9	2
	JERSEY	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	50.0	28	2
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	32	0	0	12.5	40.6	28.1	6.3	6.3	0.0	6.3	0.0	0.0	0.0	0.0	14	78.3	21	46
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	32	0	0	0.0	62.5	21.9	6.3	6.3	3.1	0.0	0.0	0.0	0.0	0.0	9	80.9	10	47

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2024								
																More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LIVERPOOL (JOHN LENNON)		LOGANAIR LTD		S	A	54	0	0	0.0	53.7	29.6	11.1	3.7	0.0	0.0	1.9	0.0	0.0	0.0	11	83.7	9	49											
LIVERPOOL (JOHN LENNON)		LOGANAIR LTD		S	D	54	0	0	1.9	35.2	42.6	13.0	5.6	0.0	0.0	1.9	0.0	0.0	0.0	11	88.2	10	49											
GATWICK		EASYJET UK LTD		S	A	62	0	0	8.1	35.5	22.6	17.7	14.5	1.6	0.0	0.0	0.0	0.0	0.0	12	73.0	19	63											
GATWICK		EASYJET UK LTD		S	D	62	0	0	0.0	46.8	38.7	6.5	6.5	1.6	0.0	0.0	0.0	0.0	0.0	8	71.4	20	63											
HEATHROW		LOGANAIR LTD		S	A	31	0	0	32.3	54.8	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	53.8	18	34											
HEATHROW		LOGANAIR LTD		S	D	31	0	0	0.0	29.0	54.8	9.7	3.2	0.0	0.0	0.0	3.2	0.0	0.0	20	25.6	36	34											
LONDON CITY		LOGANAIR LTD		S	A	30	0	2	21.9	34.4	28.1	6.3	0.0	3.1	0.0	0.0	0.0	6.3	0.0	5	66.7	11	32											
LONDON CITY		LOGANAIR LTD		S	D	30	0	2	0.0	21.9	50.0	15.6	3.1	3.1	0.0	0.0	0.0	6.3	0.0	12	51.5	24	32											
LUTON		EASYJET UK LTD		S	A	3	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	54	3											
LUTON		EASYJET UK LTD		S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	3											
MANCHESTER		EASYJET UK LTD		S	A	27	0	0	11.1	33.3	18.5	11.1	22.2	0.0	0.0	0.0	3.7	0.0	0.0	30	69.0	23	29											
MANCHESTER		EASYJET UK LTD		S	D	27	0	0	0.0	48.1	25.9	14.8	7.4	0.0	0.0	0.0	3.7	0.0	0.0	25	62.1	16	29											
MANCHESTER		LOGANAIR LTD		S	A	63	0	0	15.9	65.1	15.9	1.6	0.0	0.0	0.0	1.6	0.0	0.0	0.0	7	79.0	12	58											
MANCHESTER		LOGANAIR LTD		S	D	63	0	0	0.0	47.6	41.3	6.3	3.2	0.0	1.6	0.0	0.0	0.0	0.0	8	74.2	11	59											
<b>TOTAL ISLE OF MAN</b>						<b>720</b>	<b>0</b>	<b>4</b>	<b>7.9</b>	<b>45.7</b>	<b>29.1</b>	<b>8.6</b>	<b>5.4</b>	<b>1.2</b>	<b>0.7</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.6</b>	<b>11</b>	<b>69.9</b>	<b>18</b>	<b>781</b>											
ISLES OF SCILLY (ST.MARYS)																																		
EXETER		ISLES OF SCILLY SKYBUS		S	A	47	1	6	3.7	20.4	33.3	16.7	5.6	3.7	1.9	1.9	0.0	1.9	11.1	21	78.3	11	55											
EXETER		ISLES OF SCILLY SKYBUS		S	D	50	0	5	16.4	25.5	25.5	7.3	5.5	9.1	1.8	0.0	0.0	0.0	9.1	19	79.3	5	52											
<b>TOTAL ISLES OF SCILLY (ST.MARYS)</b>						<b>97</b>	<b>1</b>	<b>11</b>	<b>10.1</b>	<b>22.9</b>	<b>29.4</b>	<b>11.9</b>	<b>5.5</b>	<b>6.4</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	<b>10.1</b>	<b>20</b>	<b>78.8</b>	<b>8</b>	<b>107</b>											
ISTANBUL																																		
BIRMINGHAM		THY TURKISH AIRLINES		S	A	62	0	0	11.3	37.1	35.5	8.1	8.1	0.0	0.0	0.0	0.0	0.0	0.0	7	88.7	5	62											
BIRMINGHAM		THY TURKISH AIRLINES		S	D	62	0	0	1.6	22.6	54.8	11.3	9.7	0.0	0.0	0.0	0.0	0.0	0.0	10	72.6	12	62											
EDINBURGH		THY TURKISH AIRLINES		S	A	45	0	0	6.7	31.1	46.7	13.3	2.2	0.0	0.0	0.0	0.0	0.0	0.0	6	90.3	4	31											
EDINBURGH		THY TURKISH AIRLINES		S	D	45	0	0	0.0	28.9	55.6	8.9	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	61.3	17	31											
GATWICK		THY TURKISH AIRLINES		S	A	115	0	0	12.2	48.7	27.0	10.4	0.9	0.0	0.9	0.0	0.0	0.0	0.0	5	86.7	6	98											
GATWICK		THY TURKISH AIRLINES		S	D	114	0	1	0.0	33.9	45.2	14.8	2.6	0.9	0.9	0.9	0.0	0.0	0.9	11	73.5	11	98											
GATWICK		WIZZ AIR UK LTD		S	A	40	0	0	5.0	37.5	22.5	15.0	12.5	2.5	5.0	0.0	0.0	0.0	0.0	20	79.2	8	53											
GATWICK		WIZZ AIR UK LTD		S	D	40	0	0	0.0	35.0	32.5	7.5	7.5	12.5	2.5	2.5	0.0	0.0	0.0	26	58.5	19	53											
HEATHROW		BRITISH AIRWAYS PLC		S	A	80	0	0	16.3	33.8	31.3	10.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0	7	64.2	19	81											
HEATHROW		BRITISH AIRWAYS PLC		S	D	80	0	0	0.0	21.3	57.5	12.5	6.3	2.5	0.0	0.0	0.0	0.0	0.0	11	56.8	18	81											
HEATHROW		THY TURKISH AIRLINES		S	A	199	0	0	9.5	39.2	33.7	11.1	4.5	1.0	1.0	0.0	0.0	0.0	0.0	9	75.8	10	198											

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2024								
																More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
																15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
HEATHROW		THY TURKISH AIRLINES		S	D	197	0	1	1.5	32.8	41.4	16.2	4.5	2.5	0.5	0.0	0.0	0.0	0.0	0.5	11	74.2	13	198										
LUTON		WIZZ AIR UK LTD		S	A	31	0	0	22.6	38.7	29.0	3.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	62.5	18	48											
LUTON		WIZZ AIR UK LTD		S	D	31	0	0	0.0	41.9	29.0	6.5	16.1	6.5	0.0	0.0	0.0	0.0	0.0	14	77.6	15	49											
MANCHESTER		EASYJET UK LTD		S	A	13	0	0	7.7	53.8	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	71.4	15	14											
MANCHESTER		EASYJET UK LTD		S	D	13	0	0	0.0	38.5	53.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	92.9	5	14											
MANCHESTER		THY TURKISH AIRLINES		S	A	110	0	0	9.1	44.5	30.9	10.0	4.5	0.9	0.0	0.0	0.0	0.0	0.0	7	90.1	4	101											
MANCHESTER		THY TURKISH AIRLINES		S	D	110	0	0	0.0	24.5	49.1	15.5	8.2	2.7	0.0	0.0	0.0	0.0	0.0	11	75.2	13	100											
<b>TOTAL ISTANBUL</b>						<b>1387</b>	<b>0</b>	<b>2</b>	<b>5.8</b>	<b>35.1</b>	<b>39.2</b>	<b>11.8</b>	<b>5.7</b>	<b>1.6</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>10</b>	<b>75.0</b>	<b>12</b>	<b>1372</b>											
ISTANBUL (SABIHA GOKCEN)																																		
BIRMINGHAM		PEGASUS AIRLINES		S	A	22	0	0	18.2	27.3	22.7	13.6	18.2	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	1	13											
BIRMINGHAM		PEGASUS AIRLINES		S	D	22	0	0	0.0	31.8	22.7	22.7	22.7	0.0	0.0	0.0	0.0	0.0	0.0	18	61.5	17	13											
EDINBURGH		PEGASUS AIRLINES		S	A	18	0	0	0.0	11.1	44.4	16.7	16.7	11.1	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0											
EDINBURGH		PEGASUS AIRLINES		S	D	18	0	1	0.0	21.1	31.6	15.8	5.3	15.8	5.3	0.0	0.0	0.0	5.3	28	0.0	0	0											
HEATHROW		BRITISH AIRWAYS PLC		S	A	18	0	0	0.0	5.6	38.9	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	17	61.5	16	26											
HEATHROW		BRITISH AIRWAYS PLC		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	84.6	10	26											
STANSTED		AJET HAVA TASIMACILIGI ANONIM SIRKETI		S	A	62	0	0	3.2	30.6	35.5	24.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	12	82.3	6	60											
STANSTED		AJET HAVA TASIMACILIGI ANONIM SIRKETI		S	D	62	0	0	0.0	17.7	38.7	24.2	11.3	6.5	1.6	0.0	0.0	0.0	0.0	19	56.5	18	60											
STANSTED		PEGASUS AIRLINES		S	A	144	0	1	2.8	25.5	33.8	20.0	14.5	2.8	0.0	0.0	0.0	0.0	0.7	15	82.0	6	133											
STANSTED		PEGASUS AIRLINES		S	D	144	0	1	0.7	33.8	33.1	16.6	14.5	0.7	0.0	0.0	0.0	0.0	0.7	14	75.9	10	133											
MANCHESTER		PEGASUS AIRLINES		S	A	62	0	0	0.0	21.0	32.3	19.4	17.7	6.5	1.6	1.6	0.0	0.0	0.0	25	93.1	4	58											
MANCHESTER		PEGASUS AIRLINES		S	D	62	0	0	0.0	8.1	40.3	29.0	14.5	6.5	0.0	1.6	0.0	0.0	0.0	24	72.4	11	58											
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>						<b>652</b>	<b>0</b>	<b>3</b>	<b>1.7</b>	<b>24.7</b>	<b>34.7</b>	<b>20.6</b>	<b>13.4</b>	<b>3.7</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>17</b>	<b>77.2</b>	<b>9</b>	<b>580</b>											
ISTANBUL ATATURK																																		
BRISTOL		EASYJET UK LTD		S	A	9	0	0	0.0	11.1	33.3	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0											
BRISTOL		EASYJET UK LTD		S	D	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0											
<b>TOTAL ISTANBUL ATATURK</b>						<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>22.2</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>											
IZMIR (ADNAN MENDERES)																																		
BIRMINGHAM		JET2.COM LTD		S	A	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	22	37.5	38	8											

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	9	0	0	0.0	11.1	22.2	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	35	33.3	39	9		
BIRMINGHAM	SUNEXPRESS	S A	9	0	0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	4		
BIRMINGHAM	SUNEXPRESS	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	0.0	19	66.7	23	3		
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	50.0	12	6		
BIRMINGHAM	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	8		
BRISTOL	JET2.COM LTD	S A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	183	1		
BRISTOL	JET2.COM LTD	S D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	189	1		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	33.3	37	6		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	33	6		
EDINBURGH	JET2.COM LTD	S A	5	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	11	4		
EDINBURGH	JET2.COM LTD	S D	5	0	0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	20.0	24	5		
EDINBURGH	SUNEXPRESS	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		
EDINBURGH	SUNEXPRESS	S D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
GLASGOW	JET2.COM LTD	S A	10	0	0	30.0	40.0	20.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	7	9		
GLASGOW	JET2.COM LTD	S D	8	0	0	0.0	25.0	25.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	23	44.4	23	9		
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	11	9		
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0.0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	44.4	28	9		
GATWICK	BA EUROFLYER LTD DBA BRITISH 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	0.0	20	0.0	26	1		
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	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	7	50.0	22	2		
GATWICK	EASYJET UK LTD	S A	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	0.0	15	61.5	12	13		
GATWICK	EASYJET UK LTD	S D	9	0	0	0.0	0.0	88.9	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	84.6	10	13		
GATWICK	SUNEXPRESS	S A	9	0	0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	3		
GATWICK	SUNEXPRESS	S D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	3		
GATWICK	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	26	6		
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	37.5	21	8		
HEATHROW	BRITISH AIRWAYS PLC	S A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	2		
HEATHROW	BRITISH AIRWAYS PLC	S D	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	12	2		
LUTON	EASYJET UK LTD	S A	13	0	0	0.0	38.5	7.7	15.4	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	30	76.9	9	13		
LUTON	EASYJET UK LTD	S D	13	0	0	0.0	15.4	38.5	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	19	76.9	11	13		
LUTON	SUNEXPRESS	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	11	5		
LUTON	SUNEXPRESS	S D	0	0	0	0.0	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		
STANSTED	JET2.COM LTD	S A	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	0.0	11	71.4	10	14		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	STANSTED	JET2.COM LTD	S	D	10	0	0	0.0	10.0	70.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	85.7	8	14	
	STANSTED	PEGASUS AIRLINES	S	A	31	0	0	0.0	45.2	51.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	93.5	3	31		
	STANSTED	PEGASUS AIRLINES	S	D	31	0	0	0.0	3.2	58.1	38.7	0.0	0.0	0.0	0.0	0.0	0.0	13	77.4	11	31		
	STANSTED	SUNEXPRESS	S	A	26	0	0	23.1	57.7	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	2	88.2	4	17		
	STANSTED	SUNEXPRESS	S	D	26	0	0	0.0	46.2	46.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	64.7	11	17		
	MANCHESTER	JET2.COM LTD	S	A	14	0	0	0.0	7.1	7.1	0.0	64.3	7.1	7.1	0.0	0.0	0.0	57	23.1	29	13		
	MANCHESTER	JET2.COM LTD	S	D	13	0	0	0.0	0.0	7.7	7.7	69.2	15.4	0.0	0.0	0.0	0.0	49	21.4	27	14		
	MANCHESTER	SUNEXPRESS	S	A	11	0	0	36.4	45.5	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	10		
	MANCHESTER	SUNEXPRESS	S	D	11	0	0	0.0	0.0	27.3	45.5	27.3	0.0	0.0	0.0	0.0	0.0	26	80.0	6	10		
	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	66.7	12	6		
	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	50.0	18	8		
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	66.7	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	4	100.0	0	6		
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	19	6		
<b>TOTAL IZMIR (ADNAN MENDERES)</b>					<b>384</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>26.8</b>	<b>36.5</b>	<b>14.8</b>	<b>10.7</b>	<b>3.1</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>67.1</b>	<b>15</b>	<b>383</b>	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: J																	MAY 2024			
		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
JEDDAH	BIRMINGHAM	SAUDI ARABIAN AIRLINES	S	A	13	0	0	0.0	38.5	46.2	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	16	76.9	14	13
	BIRMINGHAM	SAUDI ARABIAN AIRLINES	S	D	13	0	0	0.0	38.5	23.1	15.4	7.7	7.7	7.7	0.0	0.0	0.0	0.0	25	69.2	21	13
	GATWICK	SAUDI ARABIAN AIRLINES	S	A	17	0	0	23.5	47.1	11.8	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	73.7	16	19
	GATWICK	SAUDI ARABIAN AIRLINES	S	D	17	0	0	0.0	11.8	52.9	11.8	11.8	11.8	0.0	0.0	0.0	0.0	0.0	20	42.1	38	19
	GATWICK	WIZZ AIR UK LTD	S	A	31	0	0	32.3	45.2	9.7	0.0	6.5	0.0	3.2	0.0	3.2	0.0	0.0	22	0.0	0	0
	GATWICK	WIZZ AIR UK LTD	S	D	31	0	0	0.0	32.3	51.6	9.7	0.0	0.0	3.2	3.2	0.0	0.0	0.0	21	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	19	0	1	70.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	20	0	1	0.0	28.6	47.6	14.3	4.8	0.0	0.0	0.0	0.0	0.0	4.8	8	0.0	0	0
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	70	0	0	5.7	34.3	37.1	5.7	11.4	1.4	0.0	1.4	2.9	0.0	0.0	35	66.7	14	66
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	69	0	1	1.4	40.0	28.6	11.4	12.9	1.4	0.0	1.4	1.4	0.0	1.4	21	77.6	10	67
	MANCHESTER	SAUDI ARABIAN AIRLINES	S	A	28	0	0	17.9	25.0	39.3	10.7	0.0	3.6	3.6	0.0	0.0	0.0	0.0	12	92.3	5	26
	MANCHESTER	SAUDI ARABIAN AIRLINES	S	D	28	0	0	0.0	25.0	42.9	10.7	14.3	3.6	3.6	0.0	0.0	0.0	0.0	18	65.4	14	26
<b>TOTAL JEDDAH</b>					<b>356</b>	<b>0</b>	<b>3</b>	<b>10.6</b>	<b>33.7</b>	<b>32.9</b>	<b>8.4</b>	<b>8.1</b>	<b>2.2</b>	<b>1.4</b>	<b>0.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.8</b>	<b>20</b>	<b>71.5</b>	<b>14</b>	<b>249</b>
JERBA	LUTON	EASYJET UK LTD	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	21	0.0	0	0
	LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	44.4	0.0	22.2	0.0	11.1	0.0	0.0	0.0	0.0	29	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	11.1	33.3	0.0	11.1	11.1	0.0	0.0	0.0	0.0	32	0.0	0	0
<b>TOTAL JERBA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>19.4</b>	<b>16.7</b>	<b>2.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
JEREZ	BIRMINGHAM	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	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	LEEDS BRADFORD	JET2.COM LTD	S	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	LEEDS BRADFORD	JET2.COM LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	28	4
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	11	5
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	18	9
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	11	9
	STANSTED	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	17	5
	STANSTED	RYANAIR 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	6	5
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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	
<b>TOTAL JEREZ</b>					<b>37</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>24.3</b>	<b>56.8</b>	<b>16.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>67.6</b>	<b>15</b>	<b>37</b>	
JERSEY																							
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8		
	BIRMINGHAM	BLUE ISLANDS LIMITED	S	A	19	0	3	13.6	22.7	22.7	4.5	13.6	4.5	4.5	0.0	0.0	0.0	13.6	24	40.7	44	22	
	BIRMINGHAM	BLUE ISLANDS LIMITED	S	D	19	0	4	0.0	26.1	4.3	17.4	8.7	21.7	0.0	4.3	0.0	0.0	17.4	41	28.6	65	21	
	BIRMINGHAM	EASYJET UK LTD	S	A	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	9	87.5	4	8		
	BIRMINGHAM	EASYJET UK LTD	S	D	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	3	8		
	BRISTOL	BLUE ISLANDS LIMITED	S	A	31	0	3	5.9	17.6	17.6	2.9	20.6	11.8	2.9	11.8	0.0	0.0	8.8	61	67.7	41	31	
	BRISTOL	BLUE ISLANDS LIMITED	S	D	31	0	3	0.0	17.6	23.5	0.0	17.6	17.6	0.0	14.7	0.0	0.0	8.8	64	64.5	89	31	
	EAST MIDLANDS INTERNATIONAL	BLUE ISLANDS LIMITED	S	A	25	0	3	3.6	35.7	14.3	7.1	14.3	10.7	0.0	0.0	3.6	0.0	10.7	35	58.3	39	23	
	EAST MIDLANDS INTERNATIONAL	BLUE ISLANDS LIMITED	S	D	27	0	2	0.0	20.7	24.1	10.3	17.2	17.2	0.0	0.0	3.4	0.0	6.9	40	52.0	49	24	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	19	1	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	28	1	
	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	0.0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	27	55.6	20	9	
	EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	21	55.6	15	9	
	EXETER	BLUE ISLANDS LIMITED	S	A	30	1	0	3.2	19.4	45.2	3.2	0.0	12.9	3.2	9.7	0.0	3.2	0.0	46	46.7	44	30	
	EXETER	BLUE ISLANDS LIMITED	S	D	30	0	0	3.3	30.0	33.3	6.7	0.0	16.7	0.0	10.0	0.0	0.0	0.0	39	40.0	46	30	
	GLASGOW	EASYJET UK LTD	S	A	8	0	0	12.5	50.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	90.5	6	21	
	GLASGOW	EASYJET UK LTD	S	D	10	0	0	0.0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.5	8	21	
	LEEDS BRADFORD	JET2.COM LTD	S	A	5	0	0	0.0	20.0	0.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	25	75.0	16	4	
	LEEDS BRADFORD	JET2.COM LTD	S	D	5	0	0	0.0	20.0	0.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	5	4	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	29	0	0	17.2	44.8	31.0	3.4	0.0	3.4	0.0	0.0	0.0	0.0	0.0	6	77.4	13	53	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	29	0	0	0.0	62.1	27.6	6.9	0.0	3.4	0.0	0.0	0.0	0.0	0.0	7	81.5	10	54	
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	49	0	0	67.3	26.5	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	15	5		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: J		PERCENTAGE OF FLIGHTS LATE													MAY 2024			
						NUMBER OF FLIGHTS																		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	49	0	0	0.0	30.6	59.2	10.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	60.0	42	5		
	GATWICK	EASYJET UK LTD	S	A	110	0	0	27.3	40.9	13.6	10.9	1.8	4.5	0.0	0.0	0.9	0.0	0.0	11	84.5	8	129		
	GATWICK	EASYJET UK LTD	S	D	110	0	0	0.0	46.4	30.0	6.4	11.8	5.5	0.0	0.0	0.0	0.0	0.0	14	80.6	9	129		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	87	0	0	17.2	48.3	24.1	4.6	2.3	2.3	1.1	0.0	0.0	0.0	0.0	7	62.4	19	137		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	0	0	0.0	43.7	41.4	8.0	5.7	1.1	0.0	0.0	0.0	0.0	0.0	7	60.3	19	137		
	LUTON	EASYJET UK LTD	S	A	31	0	0	12.9	45.2	19.4	9.7	12.9	0.0	0.0	0.0	0.0	0.0	0.0	8	81.8	11	44		
	LUTON	EASYJET UK LTD	S	D	31	0	0	0.0	58.1	19.4	9.7	12.9	0.0	0.0	0.0	0.0	0.0	0.0	9	93.2	6	44		
	MANCHESTER	EASYJET UK LTD	S	A	25	0	0	12.0	60.0	16.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	81.8	9	33		
	MANCHESTER	EASYJET UK LTD	S	D	25	0	0	0.0	64.0	20.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	69.7	14	33		
	NEWCASTLE	BLUE ISLANDS LIMITED	S	A	4	0	1	0.0	20.0	20.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	20.0	73	0.0	0	0		
	NEWCASTLE	BLUE ISLANDS LIMITED	S	D	4	0	1	0.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	20.0	77	0.0	0	0		
	NEWCASTLE	JET2.COM LTD	S	A	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	89	100.0	0	1		
	NEWCASTLE	JET2.COM LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	82	100.0	1	1		
	SOUTHAMPTON	BLUE ISLANDS LIMITED	S	A	83	0	6	1.1	27.0	23.6	14.6	10.1	10.1	4.5	2.2	0.0	0.0	6.7	33	64.3	26	93		
	SOUTHAMPTON	BLUE ISLANDS LIMITED	S	D	84	0	5	0.0	23.6	23.6	15.7	12.4	10.1	9.0	0.0	0.0	0.0	5.6	34	58.6	26	93		
	TEESSIDE INTERNATIONAL AIRPORT	EASTERN AIRWAYS	C	A	4	0	0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	55	0.0	0	0		
	TEESSIDE INTERNATIONAL AIRPORT	EASTERN AIRWAYS	C	D	4	0	0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	98	0.0	0	0		
	TEESSIDE INTERNATIONAL AIRPORT	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	3		
	TEESSIDE INTERNATIONAL AIRPORT	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	10	3		
<b>TOTAL JERSEY</b>					<b>1129</b>	<b>1</b>	<b>31</b>	<b>8.6</b>	<b>36.6</b>	<b>25.1</b>	<b>9.7</b>	<b>7.4</b>	<b>6.0</b>	<b>1.7</b>	<b>1.8</b>	<b>0.3</b>	<b>0.1</b>	<b>2.7</b>	<b>21</b>	<b>69.3</b>	<b>21</b>	<b>1311</b>		
<b>JOHANNESBURG</b>																								
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	25.8	51.6	19.4	1.6	0.0	0.0	0.0	1.6	0.0	0.0	0.0	6	88.1	24	42		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	25.8	38.7	12.9	12.9	8.1	0.0	0.0	1.6	0.0	0.0	33	73.2	44	41		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	12.9	45.2	25.8	3.2	3.2	9.7	0.0	0.0	0.0	0.0	0.0	12	81.3	19	31		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	80.6	16.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.9	6	30		
<b>TOTAL JOHANNESBURG</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>46.8</b>	<b>26.3</b>	<b>5.9</b>	<b>4.8</b>	<b>4.3</b>	<b>0.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>81.5</b>	<b>25</b>	<b>144</b>		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: K																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
KALAMATA		BIRMINGHAM	JET2.COM LTD	S	A	5	0	0	0.0	20.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	27	80.0	7	5
	BIRMINGHAM	JET2.COM LTD	S	D	5	0	0	0.0	0.0	40.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	24	40.0	17	5
	BRISTOL	JET2.COM LTD	S	A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BRISTOL	JET2.COM LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	14	0	0	0.0	21.4	42.9	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	14	62.5	14	8
	GATWICK	EASYJET UK LTD	S	D	14	0	0	0.0	28.6	50.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	3	8
	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	66.7	15	3
	GATWICK	ENTER AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	0.0	41.2	35.3	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	16.7	45	6
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	0.0	47.1	35.3	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	16	6
	STANSTED	JET2.COM LTD	S	A	5	0	0	0.0	0.0	60.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	53	40.0	34	5
	STANSTED	JET2.COM LTD	S	D	5	0	0	0.0	0.0	60.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	54	20.0	20	5
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	0.0	37.5	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	20	77.8	11	9
	MANCHESTER	JET2.COM LTD	S	D	8	0	0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	55.6	13	9
<b>TOTAL KALAMATA</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>28.3</b>	<b>37.7</b>	<b>17.9</b>	<b>11.3</b>	<b>0.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>57.5</b>	<b>17</b>	<b>73</b>
KANSAS CITY		BIRMINGHAM	EVELOP	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1
<b>TOTAL KANSAS 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>30</b>	<b>1</b>
KARLSRUHE/BADEN BADEN		EDINBURGH	GLOBAL REACH 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	25	0.0	0	0
	EDINBURGH	GLOBAL REACH AVIATION	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	143	0.0	0	0
	STANSTED	RYANAIR	S	A	49	0	0	4.1	22.4	38.8	26.5	8.2	0.0	0.0	0.0	0.0	0.0	0.0	13	81.1	8	37
	STANSTED	RYANAIR	S	D	49	0	0	0.0	18.4	38.8	22.4	20.4	0.0	0.0	0.0	0.0	0.0	0.0	16	62.2	15	37
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>100</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>20.0</b>	<b>38.0</b>	<b>25.0</b>	<b>14.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>71.6</b>	<b>11</b>	<b>74</b>
KATOWICE		LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	13	0	0	23.1	61.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	5	8
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	13	0	0	0.0	23.1	61.5	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	9	8
	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	29	1
	LUTON	WIZZ AIR	S	A	53	0	0	5.7	58.5	22.6	9.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	82.3	12	62
	LUTON	WIZZ AIR	S	D	53	0	0	1.9	43.4	41.5	9.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	64.5	20	62
	STANSTED	RYANAIR	S	A	48	0	0	12.5	39.6	16.7	20.8	6.3	4.2	0.0	0.0	0.0	0.0	0.0	13	63.6	14	44
	STANSTED	RYANAIR	S	D	48	0	0	0.0	39.6	33.3	12.5	10.4	4.2	0.0	0.0	0.0	0.0	0.0	13	63.6	16	44
	MANCHESTER	RYANAIR	S	A	14	0	0	14.3	42.9	14.3	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	13	100.0	1	14

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: K																		MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	late	Unmat	Can	(mins)	to 15 m	(mins)	Mat	
	MANCHESTER	RYANAIR	S	D	14	0	0	0.0	50.0	21.4	7.1	7.1	14.3	0.0	0.0	0.0	0.0	0.0	15	92.9	5	14	
<b>TOTAL KATOWICE</b>					<b>256</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>45.3</b>	<b>28.1</b>	<b>11.7</b>	<b>6.3</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>73.2</b>	<b>14</b>	<b>257</b>	
KAUNAS																							
	BELFAST INTERNATIONAL	RYANAIR	S	A	5	0	0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BELFAST INTERNATIONAL	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	0.0	0	0	
	BELFAST INTERNATIONAL	RYANAIR 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	15	0.0	0	0	
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	4	0	0	0.0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	BIRMINGHAM	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
	BRISTOL	RYANAIR	S	A	17	0	0	5.9	58.8	11.8	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	5	9	
	BRISTOL	RYANAIR	S	D	17	0	0	0.0	70.6	17.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	25	9	
	EDINBURGH	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	12	77.8	19	9	
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	53.8	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	23	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	14	0	0	14.3	14.3	57.1	0.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	15	92.3	3	13	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	14	0	0	0.0	35.7	50.0	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	8	84.6	6	13	
	LUTON	RYANAIR	S	A	31	0	0	6.5	22.6	41.9	16.1	9.7	3.2	0.0	0.0	0.0	0.0	0.0	13	80.6	10	31	
	LUTON	RYANAIR	S	D	31	0	0	0.0	32.3	45.2	12.9	6.5	3.2	0.0	0.0	0.0	0.0	0.0	13	93.5	5	31	
	LUTON	WIZZ AIR UK LTD	S	A	31	0	0	25.8	48.4	16.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	74.2	28	31	
	LUTON	WIZZ AIR UK LTD	S	D	31	0	0	0.0	67.7	29.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	74.2	27	31	
	STANSTED	RYANAIR	S	A	27	0	0	29.6	48.1	0.0	7.4	7.4	0.0	7.4	0.0	0.0	0.0	0.0	15	84.6	9	26	
	STANSTED	RYANAIR	S	D	27	0	0	0.0	40.7	40.7	7.4	7.4	0.0	3.7	0.0	0.0	0.0	0.0	11	53.8	21	26	
<b>TOTAL KAUNAS</b>					<b>284</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>44.4</b>	<b>28.2</b>	<b>8.8</b>	<b>5.6</b>	<b>2.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.5</b>	<b>16</b>	<b>239</b>	
KAVALA																							
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	5	1	
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	5	2	
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	16	4	
	MANCHESTER	TUI AIRWAYS LTD	C	A	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	15	3	
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	12	4	
<b>TOTAL KAVALA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>70.6</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.6</b>	<b>12</b>	<b>14</b>	
KAYSERI ERKILET																							
	GATWICK	CORENDON AIRLINES	S	A	5	0	0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL KAYSERI ERKILET</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KEFALLINIA																							
	BIRMINGHAM	JET2.COM LTD	S	A	10	0	0	20.0	20.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	90.0	3	10	
	BIRMINGHAM	JET2.COM LTD	S	D	10	0	0	0.0	10.0	30.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	29	60.0	13	10	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	TUI AIRWAYS LTD	C	A	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	57.1	20	7		
BIRMINGHAM	TUI AIRWAYS LTD	C	D	10	0	0	0.0	10.0	50.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	9	10		
BOURNEMOUTH	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	81	0.0	0	0		
BOURNEMOUTH	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	35	0.0	45	1		
BRISTOL	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	64	2		
BRISTOL	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	69	2		
BRISTOL	JET2.COM LTD	S	A	6	0	0	0.0	0.0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	49	33.3	20	9		
BRISTOL	JET2.COM LTD	S	D	6	0	0	0.0	0.0	16.7	16.7	33.3	33.3	0.0	0.0	0.0	0.0	0.0	44	66.7	15	9		
BRISTOL	TUI AIRWAYS LTD	C	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	19	60.0	23	5		
BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	20	6		
CARDIFF WALES	TUI AIRWAYS LTD	C	A	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	20	3		
CARDIFF WALES	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	9	4		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	22.2	33.3	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	9	83.3	68	6		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	13	6		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	5	0	0	20.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	8	4		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	6	0	0	0.0	50.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	83.3	8	6		
GLASGOW	JET2.COM LTD	S	A	4	0	0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	5		
GLASGOW	JET2.COM LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	5		
LEEDS BRADFORD	JET2.COM LTD	S	A	10	0	0	80.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	11	12		
LEEDS BRADFORD	JET2.COM LTD	S	D	11	0	0	0.0	63.6	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	20	12		
GATWICK	EASYJET UK LTD	S	A	41	0	0	19.5	41.5	9.8	9.8	4.9	12.2	2.4	0.0	0.0	0.0	0.0	20	50.0	19	36		
GATWICK	EASYJET UK LTD	S	D	41	0	0	0.0	14.6	63.4	4.9	9.8	7.3	0.0	0.0	0.0	0.0	0.0	16	55.6	19	36		
GATWICK	TUI AIRWAYS LTD	C	A	10	0	0	0.0	20.0	0.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	21	40.0	20	10		
GATWICK	TUI AIRWAYS LTD	C	D	13	0	0	0.0	7.7	84.6	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	9	12		
HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	8.3	41.7	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	40.0	25	5		
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	6	83.3	18	6		
STANSTED	JET2.COM LTD	S	A	13	0	0	0.0	53.8	7.7	15.4	7.7	0.0	0.0	15.4	0.0	0.0	0.0	52	73.3	17	15		
STANSTED	JET2.COM LTD	S	D	14	0	0	0.0	21.4	42.9	14.3	14.3	0.0	0.0	7.1	0.0	0.0	0.0	29	68.8	27	16		
STANSTED	RYANAIR	S	A	9	0	0	22.2	11.1	22.2	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	55.6	12	9		
STANSTED	RYANAIR	S	D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	55.6	18	9		
STANSTED	TUI AIRWAYS LTD	C	A	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	39	80.0	15	5		
STANSTED	TUI AIRWAYS LTD	C	D	7	0	0	0.0	14.3	28.6	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	27	57.1	17	7		
MANCHESTER	JET2.COM LTD	S	A	16	0	0	6.3	18.8	31.3	25.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	15	81.3	9	16		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	D	16	0	0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	56.3	13	16	
	MANCHESTER	TUI AIRWAYS LTD	C	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	22	42.9	23	7	
	MANCHESTER	TUI AIRWAYS LTD	C	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	60.0	19	10	
	NEWCASTLE	JET2.COM 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	12	33.3	50	6	
	NEWCASTLE	JET2.COM LTD	S	D	6	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	9	6	
	NEWCASTLE	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	25	0.0	33	1	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	50.0	23	2	
<b>TOTAL KEFALLINIA</b>					<b>386</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>22.0</b>	<b>38.6</b>	<b>16.1</b>	<b>10.6</b>	<b>4.9</b>	<b>0.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>62.9</b>	<b>18</b>	<b>364</b>	
KEFLAVIK	EDINBURGH	EASYJET UK LTD	S	A	13	0	0	0.0	61.5	15.4	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	13	76.9	14	13	
	EDINBURGH	EASYJET UK LTD	S	D	13	0	0	0.0	53.8	38.5	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	7	92.3	5	13	
	GLASGOW	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1	
	GLASGOW	ICELANDAIR	S	A	31	0	0	6.5	29.0	22.6	29.0	9.7	3.2	0.0	0.0	0.0	0.0	0.0	15	80.8	10	26	
	GLASGOW	ICELANDAIR	S	D	31	0	0	0.0	29.0	25.8	22.6	19.4	3.2	0.0	0.0	0.0	0.0	0.0	19	46.2	24	26	
	LIVERPOOL (JOHN LENNON)	FLY PLAY HF	S	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	FLY PLAY HF	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9	
	GATWICK	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	9	
	GATWICK	ICELANDAIR	S	A	49	0	0	20.4	49.0	18.4	10.2	2.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.6	8	31	
	GATWICK	ICELANDAIR	S	D	48	0	1	0.0	36.7	44.9	14.3	2.0	0.0	0.0	0.0	0.0	2.0	0.0	6	80.6	9	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	29.2	37.5	20.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	59.3	87	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	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	92.6	3	27	
	HEATHROW	ICELANDAIR	S	A	62	0	0	14.5	45.2	21.0	11.3	6.5	1.6	0.0	0.0	0.0	0.0	0.0	8	79.0	12	62	
	HEATHROW	ICELANDAIR	S	D	62	0	0	0.0	33.9	43.5	16.1	6.5	0.0	0.0	0.0	0.0	0.0	0.0	9	69.4	15	62	
	LUTON	EASYJET UK LTD	S	A	8	0	0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	8	18	
	LUTON	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	0	88.9	5	18	
	STANSTED	FLY PLAY HF	S	A	29	0	0	37.9	37.9	13.8	3.4	3.4	3.4	0.0	0.0	0.0	0.0	0.0	5	93.5	6	31	
	STANSTED	FLY PLAY HF	S	D	29	0	0	0.0	58.6	37.9	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	4	77.4	13	31	
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	10	9	
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	10	9	
	MANCHESTER	ICELANDAIR	S	A	19	0	0	36.8	31.6	21.1	0.0	5.3	5.3	0.0	0.0	0.0	0.0	0.0	8	83.3	12	18	
	MANCHESTER	ICELANDAIR	S	D	19	0	0	0.0	84.2	5.3	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	9	18	
<b>TOTAL KEFLAVIK</b>					<b>495</b>	<b>0</b>	<b>1</b>	<b>10.7</b>	<b>44.4</b>	<b>27.8</b>	<b>10.7</b>	<b>4.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>78.7</b>	<b>15</b>	<b>489</b>	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: K																	MAY 2024			
		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
KERRY COUNTY																						
	BELFAST INTERNATIONAL	WESTERN AIR CHARTER, INC, DBA JET EDGE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LUTON	RYANAIR	S	A	36	0	0	11.1	27.8	27.8	16.7	13.9	2.8	0.0	0.0	0.0	0.0	0.0	13	66.7	18	36
	LUTON	RYANAIR	S	D	36	0	0	0.0	72.2	19.4	0.0	5.6	2.8	0.0	0.0	0.0	0.0	0.0	5	80.6	9	36
	STANSTED	RYANAIR	S	A	21	0	0	0.0	23.8	38.1	19.0	14.3	4.8	0.0	0.0	0.0	0.0	0.0	16	63.6	12	22
	STANSTED	RYANAIR	S	D	21	0	0	0.0	38.1	42.9	14.3	0.0	4.8	0.0	0.0	0.0	0.0	0.0	10	86.4	7	22
	MANCHESTER	RYANAIR	S	A	5	0	0	0.0	0.0	20.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	53	77.8	12	9
	MANCHESTER	RYANAIR	S	D	5	0	0	0.0	20.0	0.0	0.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	43	77.8	9	9
	MANCHESTER	RYANAIR UK LTD	S	A	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0
	MANCHESTER	RYANAIR UK LTD	S	D	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL KERRY COUNTY</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>38.6</b>	<b>28.8</b>	<b>10.6</b>	<b>13.6</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>14</b>	<b>74.8</b>	<b>12</b>	<b>135</b>
KIGALI																						
	HEATHROW	RWANDAIR EXPRESS	S	A	29	0	2	3.2	9.7	9.7	6.5	9.7	0.0	0.0	6.5	48.4	0.0	6.5	331	29.0	133	31
	HEATHROW	RWANDAIR EXPRESS	S	D	29	0	2	6.5	29.0	51.6	3.2	3.2	0.0	0.0	0.0	0.0	0.0	6.5	4	87.1	8	31
<b>TOTAL KIGALI</b>					<b>58</b>	<b>0</b>	<b>4</b>	<b>4.8</b>	<b>19.4</b>	<b>30.6</b>	<b>4.8</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>24.2</b>	<b>0.0</b>	<b>6.5</b>	<b>168</b>	<b>58.1</b>	<b>70</b>	<b>62</b>
KINGSTON																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	7.1	7.1	21.4	21.4	21.4	14.3	7.1	0.0	0.0	0.0	0.0	40	21.4	153	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	0.0	61.5	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	16	35.7	40	14
<b>TOTAL KINGSTON</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>3.7</b>	<b>40.7</b>	<b>22.2</b>	<b>18.5</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>29</b>	<b>28.6</b>	<b>94</b>	<b>27</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	5	1
	ABERDEEN	LOGANAIR LTD	S	A	71	0	2	20.5	47.9	24.7	4.1	0.0	0.0	0.0	0.0	0.0	0.0	2.7	2	78.1	11	61
	ABERDEEN	LOGANAIR LTD	S	D	72	0	0	6.9	55.6	31.9	2.8	1.4	0.0	0.0	1.4	0.0	0.0	0.0	5	71.9	15	63
	BELFAST CITY (GEORGE BEST)	LOGANAIR LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EDINBURGH	LOGANAIR LTD	S	A	53	0	0	37.7	47.2	1.9	5.7	5.7	0.0	0.0	1.9	0.0	0.0	0.0	8	68.5	13	52
	EDINBURGH	LOGANAIR LTD	S	D	52	0	0	1.9	51.9	30.8	5.8	7.7	1.9	0.0	0.0	0.0	0.0	0.0	7	68.5	16	53
	GLASGOW	LOGANAIR LTD	S	A	36	0	0	44.4	41.7	11.1	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	15	34
	GLASGOW	LOGANAIR LTD	S	D	34	0	1	0.0	28.6	57.1	8.6	2.9	0.0	0.0	0.0	0.0	0.0	2.9	6	88.6	6	33
	HEATHROW	LOGANAIR LTD	S	A	9	0	0	22.2	11.1	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	8	9
	HEATHROW	LOGANAIR LTD	S	D	9	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	24	9
	MANCHESTER	LOGANAIR LTD	S	D	13	0	1	0.0	28.6	64.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	4	0.0	0	0
<b>TOTAL KIRKWALL</b>					<b>353</b>	<b>0</b>	<b>4</b>	<b>16.5</b>	<b>44.5</b>	<b>29.1</b>	<b>4.5</b>	<b>3.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>5</b>	<b>74.8</b>	<b>13</b>	<b>315</b>
KLAGENFURT																						
	STANSTED	RYANAIR	S	A	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	5	9

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	STANSTED	RYANAIR	S	D	9	0	0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	9	9	
<b>TOTAL KLAGENFURT</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>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>77.8</b>	<b>7</b>	<b>18</b>	
KOS	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	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	71	0.0	0	0	
	BELFAST INTERNATIONAL	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	51	0.0	34	1	
	BIRMINGHAM	EASYJET UK 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	23	60.0	12	5	
	BIRMINGHAM	EASYJET UK LTD	S	D	5	0	0	0.0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	26	80.0	12	5	
	BIRMINGHAM	JET2.COM LTD	S	A	15	0	0	0.0	33.3	26.7	26.7	0.0	13.3	0.0	0.0	0.0	0.0	0.0	18	66.7	16	15	
	BIRMINGHAM	JET2.COM LTD	S	D	17	0	0	0.0	0.0	41.2	23.5	17.6	17.6	0.0	0.0	0.0	0.0	0.0	30	43.8	26	16	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	12	0	0	0.0	0.0	33.3	41.7	8.3	16.7	0.0	0.0	0.0	0.0	0.0	31	69.2	11	13	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	17	0	0	0.0	0.0	29.4	29.4	11.8	17.6	11.8	0.0	0.0	0.0	0.0	46	23.5	24	17	
	BRISTOL	EASYJET UK LTD	S	A	13	0	0	7.7	23.1	38.5	0.0	15.4	7.7	0.0	7.7	0.0	0.0	0.0	32	76.9	12	13	
	BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	15.4	38.5	15.4	30.8	0.0	0.0	0.0	0.0	0.0	0.0	20	76.9	12	13	
	BRISTOL	JET2.COM LTD	S	A	9	0	1	0.0	0.0	0.0	30.0	30.0	20.0	10.0	0.0	0.0	0.0	10.0	54	20.0	44	10	
	BRISTOL	JET2.COM LTD	S	D	10	0	0	0.0	0.0	10.0	60.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	42	20.0	41	10	
	BRISTOL	TUI AIRWAYS LTD	C	A	8	0	0	0.0	25.0	0.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	25	72.7	9	11	
	BRISTOL	TUI AIRWAYS LTD	C	D	10	0	0	0.0	0.0	50.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	19	86.7	9	15	
	CARDIFF WALES	TUI AIRWAYS LTD	C	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	26	75.0	14	4	
	CARDIFF WALES	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	15	83.3	6	6	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	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	13	40.0	16	5	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	24	6	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	11	0	0	0.0	0.0	45.5	36.4	9.1	9.1	0.0	0.0	0.0	0.0	0.0	25	60.0	16	10	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	14	0	0	0.0	28.6	35.7	14.3	21.4	0.0	0.0	0.0	0.0	0.0	0.0	13	92.3	8	13	
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	11.1	33.3	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	62.5	15	8	
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	11.1	44.4	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	55.6	19	9	
	GLASGOW	EASYJET UK LTD	S	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	22	37.5	33	8	
	GLASGOW	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	32	25.0	32	8	
	LEEDS BRADFORD	JET2.COM LTD	S	A	14	0	0	7.1	28.6	42.9	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	11	57.1	14	14	
	LEEDS BRADFORD	JET2.COM LTD	S	D	14	0	0	0.0	14.3	64.3	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	16	14	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	8	0	0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	18	4	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	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	100.0	0	4	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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)	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	14	50.0	16	4	
	LIVERPOOL (JOHN LENNON)	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	14	20.0	27	5	
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	18	0	0	0.0	5.6	33.3	33.3	16.7	11.1	0.0	0.0	0.0	0.0	0.0	26	22.2	77	9	
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	18	0	0	0.0	0.0	11.1	55.6	27.8	5.6	0.0	0.0	0.0	0.0	0.0	31	22.2	72	9	
	GATWICK	EASYJET UK LTD	S	A	13	0	0	7.7	53.8	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	33.3	28	18	
	GATWICK	EASYJET UK LTD	S	D	13	0	0	0.0	7.7	46.2	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	17	44.4	30	18	
	GATWICK	TUI AIRWAYS LTD	C	A	13	0	0	15.4	15.4	23.1	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	16	84.6	9	13	
	GATWICK	TUI AIRWAYS LTD	C	D	18	0	0	0.0	5.6	55.6	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	16	83.3	10	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	2	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	2	
	LUTON	TUI AIRWAYS LTD	C	A	3	0	0	0.0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	62	0.0	78	3	
	LUTON	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	0.0	54	4	
	STANSTED	JET2.COM LTD	S	A	23	0	0	4.3	8.7	39.1	21.7	13.0	13.0	0.0	0.0	0.0	0.0	0.0	27	81.8	6	22	
	STANSTED	JET2.COM LTD	S	D	23	0	0	0.0	8.7	47.8	17.4	13.0	8.7	4.3	0.0	0.0	0.0	0.0	24	69.6	13	23	
	STANSTED	RYANAIR	S	A	9	0	0	0.0	0.0	22.2	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	27	33.3	18	9	
	STANSTED	RYANAIR	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	16	100.0	6	9	
	MANCHESTER	EASYJET UK LTD	S	A	19	0	0	5.3	31.6	36.8	10.5	15.8	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	6	24	
	MANCHESTER	EASYJET UK LTD	S	D	19	0	0	0.0	26.3	36.8	26.3	10.5	0.0	0.0	0.0	0.0	0.0	0.0	12	83.3	8	24	
	MANCHESTER	JET2.COM LTD	S	A	24	0	0	0.0	8.3	29.2	16.7	29.2	16.7	0.0	0.0	0.0	0.0	0.0	31	45.0	28	20	
	MANCHESTER	JET2.COM LTD	S	D	25	0	0	0.0	0.0	20.0	36.0	20.0	24.0	0.0	0.0	0.0	0.0	0.0	42	0.0	53	21	
	MANCHESTER	TUI AIRWAYS LTD	C	A	15	0	0	0.0	33.3	40.0	20.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	81.3	9	16	
	MANCHESTER	TUI AIRWAYS LTD	C	D	20	0	0	0.0	0.0	45.0	25.0	25.0	5.0	0.0	0.0	0.0	0.0	0.0	24	75.0	15	20	
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	0.0	0.0	37.5	12.5	0.0	37.5	12.5	0.0	0.0	0.0	0.0	58	83.3	19	6	
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	0.0	25.0	25.0	0.0	37.5	0.0	0.0	12.5	0.0	0.0	0.0	45	66.7	21	6	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	8	0	0	0.0	0.0	12.5	37.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	42	57.1	16	7	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	10	0	0	0.0	0.0	30.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	38	44.4	21	9	
<b>TOTAL KOS</b>					<b>602</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>11.9</b>	<b>34.8</b>	<b>24.5</b>	<b>16.6</b>	<b>9.0</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>25</b>	<b>58.7</b>	<b>20</b>	<b>578</b>	
KOSICE	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	13	0	0	0.0	30.8	61.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	33.3	21	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	13	0	0	0.0	46.2	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	4	9	
	GATWICK	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	46	1	
	LUTON	WIZZ AIR UK LTD	S	A	22	0	0	40.9	40.9	13.6	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	3	58.8	48	17	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

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NUMBER OF FLIGHTS

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MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	22	0	0	0.0	68.2	27.3	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.5	43	17
	STANSTED	RYANAIR	S	A	22	1	0	0.0	26.1	17.4	21.7	21.7	4.3	0.0	4.3	0.0	4.3	0.0	34	68.4	15	19
	STANSTED	RYANAIR	S	D	23	0	0	0.0	13.0	39.1	4.3	39.1	0.0	4.3	0.0	0.0	0.0	0.0	24	78.9	11	19
	STANSTED	RYANAIR 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	15	4
	STANSTED	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	4
<b>TOTAL KOSICE</b>					<b>115</b>	<b>1</b>	<b>0</b>	<b>7.8</b>	<b>37.1</b>	<b>31.9</b>	<b>6.9</b>	<b>12.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>13</b>	<b>66.7</b>	<b>25</b>	<b>99</b>
KRAKOW																						
	ABERDEEN	RYANAIR	S	A	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	ABERDEEN	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	3	0.0	0	0
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	44.4	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	9
	BELFAST INTERNATIONAL	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	2	88.9	4	9
	BELFAST INTERNATIONAL	RYANAIR	S	A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
	BELFAST INTERNATIONAL	RYANAIR	S	D	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	60.0	26	5
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	14	5
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	11	9
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	11.1	55.6	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	66.7	22	9
	BIRMINGHAM	RYANAIR	S	A	35	0	0	8.6	37.1	37.1	11.4	5.7	0.0	0.0	0.0	0.0	0.0	0.0	9	91.3	14	23
	BIRMINGHAM	RYANAIR	S	D	35	0	0	0.0	42.9	42.9	11.4	0.0	2.9	0.0	0.0	0.0	0.0	0.0	7	79.2	14	24
	BOURNEMOUTH	RYANAIR	S	A	17	0	0	29.4	47.1	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	8	9
	BOURNEMOUTH	RYANAIR	S	D	17	0	0	5.9	47.1	29.4	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	55.6	21	9
	BRISTOL	EASYJET UK LTD	S	A	20	0	0	20.0	50.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	57.1	18	14
	BRISTOL	EASYJET UK LTD	S	D	20	0	0	0.0	65.0	30.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	64.3	16	14
	BRISTOL	RYANAIR	S	A	21	0	0	9.5	71.4	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	57.9	19	19
	BRISTOL	RYANAIR	S	D	21	0	0	0.0	57.1	38.1	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	4	57.9	22	19
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	6
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	10	6
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	18	0	0	11.1	33.3	38.9	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	10	88.9	4	18
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	18	0	0	0.0	72.2	16.7	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	10	83.3	11	18
	EDINBURGH	EASYJET UK LTD	S	A	13	0	0	7.7	46.2	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	58.3	31	12
	EDINBURGH	EASYJET UK LTD	S	D	13	0	0	7.7	53.8	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	53.8	40	13
	EDINBURGH	RYANAIR	S	A	27	0	0	0.0	33.3	40.7	14.8	7.4	3.7	0.0	0.0	0.0	0.0	0.0	12	78.3	13	23

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	27	0	0	0.0	48.1	40.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	60.9	16	23		
GLASGOW	JET2.COM LTD	S	A	6	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	50.0	27	6		
GLASGOW	JET2.COM LTD	S	D	6	0	0	0.0	50.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	33.3	31	6		
GLASGOW	RYANAIR	S	A	13	0	0	23.1	69.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	13		
GLASGOW	RYANAIR	S	D	13	0	0	0.0	53.8	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	13		
LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	22.2	22.2	22.2	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	30	80.0	40	10		
LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	50.0	25	10		
LEEDS BRADFORD	RYANAIR	S	A	27	0	0	29.6	48.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	47.1	21	17		
LEEDS BRADFORD	RYANAIR	S	D	27	0	0	0.0	74.1	22.2	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	29.4	30	17		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	22	0	0	0.0	68.2	27.3	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	13	13		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	22	0	0	4.5	72.7	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.3	3	13		
GATWICK	EASYJET UK LTD	S	A	38	0	1	17.9	30.8	25.6	12.8	5.1	5.1	0.0	0.0	0.0	0.0	2.6	10	63.9	13	36		
GATWICK	EASYJET UK LTD	S	D	39	0	0	0.0	28.2	56.4	10.3	2.6	2.6	0.0	0.0	0.0	0.0	0.0	7	80.6	10	36		
GATWICK	WIZZ AIR	S	A	31	0	0	25.8	38.7	16.1	16.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	41.9	20	31		
GATWICK	WIZZ AIR	S	D	31	0	0	0.0	41.9	32.3	16.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	11	41.9	25	31		
HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	4.0	32.0	48.0	4.0	4.0	0.0	4.0	0.0	4.0	0.0	0.0	50	72.7	9	22		
HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	0.0	20.0	60.0	12.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	16	77.3	13	22		
LUTON	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0		
LUTON	RYANAIR	S	A	30	0	0	0.0	33.3	36.7	13.3	13.3	3.3	0.0	0.0	0.0	0.0	0.0	12	67.7	13	31		
LUTON	RYANAIR	S	D	31	0	0	0.0	38.7	38.7	16.1	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	67.7	36	31		
LUTON	WIZZ AIR	S	A	35	0	0	8.6	74.3	17.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.7	3	30		
LUTON	WIZZ AIR	S	D	35	0	0	0.0	42.9	37.1	11.4	8.6	0.0	0.0	0.0	0.0	0.0	0.0	8	67.7	15	31		
STANSTED	RYANAIR	S	A	75	0	0	17.3	28.0	26.7	14.7	10.7	2.7	0.0	0.0	0.0	0.0	0.0	12	62.5	14	80		
STANSTED	RYANAIR	S	D	75	0	0	0.0	37.3	33.3	18.7	10.7	0.0	0.0	0.0	0.0	0.0	0.0	11	52.5	23	80		
MANCHESTER	EASYJET UK LTD	S	A	11	0	0	9.1	9.1	45.5	18.2	9.1	0.0	9.1	0.0	0.0	0.0	0.0	28	77.8	16	9		
MANCHESTER	EASYJET UK LTD	S	D	11	0	0	0.0	36.4	18.2	18.2	18.2	0.0	9.1	0.0	0.0	0.0	0.0	26	77.8	18	9		
MANCHESTER	JET2.COM LTD	S	A	18	0	0	0.0	44.4	22.2	16.7	5.6	0.0	5.6	5.6	0.0	0.0	0.0	25	61.1	25	18		
MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	5.6	38.9	22.2	22.2	5.6	5.6	0.0	0.0	0.0	0.0	28	44.4	33	18		
MANCHESTER	RYANAIR	S	A	22	0	0	4.5	31.8	36.4	13.6	13.6	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	17	27		
MANCHESTER	RYANAIR	S	D	22	0	0	0.0	27.3	36.4	13.6	18.2	4.5	0.0	0.0	0.0	0.0	0.0	16	55.6	20	27		
MANCHESTER	RYANAIR UK LTD	S	A	17	0	0	5.9	17.6	35.3	23.5	5.9	0.0	11.8	0.0	0.0	0.0	0.0	27	100.0	0	4		
MANCHESTER	RYANAIR UK LTD	S	D	18	0	0	0.0	44.4	22.2	11.1	11.1	5.6	5.6	0.0	0.0	0.0	0.0	22	100.0	0	4		
NEWCASTLE	JET2.COM LTD	S	A	6	0	0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	15	9		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	NEWCASTLE	JET2.COM LTD	S	D	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	5	55.6	25	9
	NEWCASTLE	RYANAIR	S	A	9	0	0	0.0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	18	9	
	NEWCASTLE	RYANAIR	S	D	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	8	44.4	27	9	
<b>TOTAL KRAKOW</b>					<b>1164</b>	<b>0</b>	<b>1</b>	<b>6.7</b>	<b>42.1</b>	<b>32.0</b>	<b>10.9</b>	<b>6.0</b>	<b>1.1</b>	<b>0.8</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>10</b>	<b>67.0</b>	<b>17</b>	<b>1035</b>
KUALA LUMPUR (SEPANG)																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	22.6	48.4	19.4	3.2	3.2	0.0	0.0	0.0	3.2	0.0	0.0	31	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	29.0	41.9	19.4	3.2	3.2	0.0	0.0	3.2	0.0	0.0	46	0.0	0	0
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	62	0	1	6.3	38.1	23.8	6.3	14.3	0.0	1.6	4.8	3.2	0.0	1.6	42	9.5	99	60
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	61	0	2	0.0	42.9	41.3	4.8	3.2	1.6	0.0	0.0	3.2	0.0	3.2	20	74.6	56	60
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	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	65	0.0	0	0
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>186</b>	<b>0</b>	<b>3</b>	<b>5.8</b>	<b>39.7</b>	<b>31.7</b>	<b>7.4</b>	<b>6.9</b>	<b>1.6</b>	<b>0.5</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>34</b>	<b>42.1</b>	<b>77</b>	<b>120</b>
KUWAIT																						
	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	67.7	12	29
	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	67.7	14	30
	HEATHROW	KUWAIT AIRWAYS	S	A	70	0	0	37.1	40.0	14.3	4.3	2.9	1.4	0.0	0.0	0.0	0.0	0.0	4	89.5	6	57
	HEATHROW	KUWAIT AIRWAYS	S	D	70	0	0	4.3	41.4	38.6	4.3	10.0	1.4	0.0	0.0	0.0	0.0	0.0	8	82.5	10	57
	MANCHESTER	KUWAIT AIRWAYS	S	A	14	0	0	7.1	50.0	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.3	5	13
	MANCHESTER	KUWAIT AIRWAYS	S	D	14	0	0	0.0	28.6	50.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	53.8	22	13
<b>TOTAL KUWAIT</b>					<b>168</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>40.5</b>	<b>29.2</b>	<b>6.0</b>	<b>5.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>78.7</b>	<b>10</b>	<b>199</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: L																	MAY 2024				
		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	
LA ROCHELLE																							
	GATWICK	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	7	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	STANSTED	RYANAIR	S	A	23	0	0	0.0	26.1	43.5	13.0	4.3	0.0	0.0	8.7	4.3	0.0	0.0	44	55.6	28	27	
	STANSTED	RYANAIR	S	D	23	0	0	0.0	52.2	34.8	8.7	4.3	0.0	0.0	0.0	0.0	0.0	0.0	5	59.3	19	27	
<b>TOTAL LA ROCHELLE</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>40.7</b>	<b>11.1</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>57.4</b>	<b>24</b>	<b>54</b>	
LAGOS																							
	GATWICK	AIR PEACE	S	A	31	0	0	19.4	35.5	25.8	6.5	0.0	9.7	0.0	3.2	0.0	0.0	0.0	20	88.9	10	27	
	GATWICK	AIR PEACE	S	D	31	0	0	0.0	41.9	35.5	12.9	9.7	0.0	0.0	0.0	0.0	0.0	0.0	10	61.5	15	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	19.4	58.1	19.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.8	2	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	9.7	71.0	16.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	10	67.7	16	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	15.4	23.1	46.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.1	4	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	14	0	0	0.0	35.7	64.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	86.2	40	29	
	HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	A	18	0	0	16.7	22.2	44.4	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	0.0	16	1	
	HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	D	17	0	0	5.9	64.7	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	5	2	
<b>TOTAL LAGOS</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>36.6</b>	<b>39.8</b>	<b>8.6</b>	<b>2.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.5</b>	<b>14</b>	<b>177</b>	
LAHORE																							
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL LAHORE</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>	
LAMETIA-TERME																							
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	33.3	18	3	
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	16	4	
	STANSTED	RYANAIR	S	A	27	0	0	0.0	25.9	48.1	14.8	7.4	3.7	0.0	0.0	0.0	0.0	0.0	12	76.9	14	13	
	STANSTED	RYANAIR	S	D	27	0	0	0.0	33.3	48.1	7.4	7.4	3.7	0.0	0.0	0.0	0.0	0.0	11	84.6	7	13	
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	33.3	14	3	
	MANCHESTER	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	5	4	
<b>TOTAL LAMETIA-TERME</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>13.9</b>	<b>8.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>72.5</b>	<b>11</b>	<b>40</b>	
LANDS END (ST JUST)																							
	EXETER	ISLES OF SCILLY SKYBUS	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL LANDS END (ST JUST)</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>	
LARNACA																							
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	44.4	30	9	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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	7	22.2	36	9		
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C A	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	83	100.0	0	1		
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C D	3	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	48	0.0	27	2		
BIRMINGHAM	EASYJET UK LTD	S A	8	0	0	0.0	12.5	25.0	0.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	31	22.2	40	9		
BIRMINGHAM	EASYJET UK LTD	S D	8	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	44.4	20	9		
BIRMINGHAM	JET2.COM LTD	S A	21	0	0	0.0	0.0	14.3	33.3	28.6	23.8	0.0	0.0	0.0	0.0	0.0	0.0	41	61.9	34	21		
BIRMINGHAM	JET2.COM LTD	S D	22	0	0	0.0	0.0	13.6	27.3	40.9	18.2	0.0	0.0	0.0	0.0	0.0	0.0	38	36.4	34	22		
BIRMINGHAM	TUI AIRWAYS LTD	C A	11	0	0	0.0	0.0	45.5	9.1	27.3	18.2	0.0	0.0	0.0	0.0	0.0	0.0	31	50.0	25	12		
BIRMINGHAM	TUI AIRWAYS LTD	C D	11	0	0	0.0	9.1	36.4	36.4	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	35.7	31	14		
BRISTOL	EASYJET UK LTD	S A	14	0	0	0.0	14.3	35.7	42.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	30.8	30	13		
BRISTOL	EASYJET UK LTD	S D	14	0	0	0.0	14.3	57.1	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	53.8	24	13		
BRISTOL	JET2.COM LTD	S A	10	0	0	0.0	0.0	50.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	61.5	23	13		
BRISTOL	JET2.COM LTD	S D	10	0	0	0.0	10.0	30.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	35.7	32	14		
BRISTOL	TUI AIRWAYS LTD	C A	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	0.0	20	84.6	73	13		
BRISTOL	TUI AIRWAYS LTD	C D	8	0	0	0.0	25.0	25.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	71.4	22	14		
CARDIFF WALES	TUI AIRWAYS LTD	C A	5	0	0	20.0	20.0	0.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	33	60.0	11	5		
CARDIFF WALES	TUI AIRWAYS LTD	C D	6	0	0	0.0	0.0	33.3	16.7	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	16.7	33	6		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	10	0	0	0.0	10.0	20.0	40.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	70.0	10	10		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	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	0.0	13	70.0	8	10		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	9	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	10	9		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	10	0	0	0.0	10.0	80.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	81.8	17	11		
EDINBURGH	JET2.COM LTD	S A	9	0	0	0.0	22.2	33.3	11.1	22.2	0.0	0.0	0.0	0.0	11.1	0.0	0.0	150	22.2	32	9		
EDINBURGH	JET2.COM 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	0.0	14	44.4	27	9		
GLASGOW	EASYJET UK LTD	S A	8	0	0	12.5	37.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	8	8		
GLASGOW	EASYJET UK LTD	S D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
GLASGOW	JET2.COM LTD	S A	10	0	0	0.0	40.0	30.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	77.8	11	9		
GLASGOW	JET2.COM LTD	S D	7	0	0	0.0	28.6	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	22.2	23	9		
LEEDS BRADFORD	JET2.COM LTD	S A	17	0	0	5.9	41.2	35.3	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	70.6	13	17		
LEEDS BRADFORD	JET2.COM LTD	S D	17	0	0	0.0	5.9	64.7	17.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	15	55.6	18	18		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	13	0	0	0.0	38.5	30.8	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	78.6	10	14		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	14	0	0	0.0	42.9	50.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	10	13		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: L		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAY 2024		
						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		BA EUROFLYER LTD DBA BRITISH AIRWAYS		S	A	31	0	0	0.0	16.1	41.9	16.1	22.6	3.2	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0					
GATWICK		BA EUROFLYER LTD DBA BRITISH AIRWAYS		S	D	31	0	0	0.0	6.5	58.1	19.4	9.7	6.5	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0					
GATWICK		EASYJET UK LTD		S	A	42	0	1	2.3	23.3	37.2	16.3	16.3	2.3	0.0	0.0	0.0	0.0	2.3	14	69.0	12	40					
GATWICK		EASYJET UK LTD		S	D	43	0	0	0.0	4.7	53.5	30.2	7.0	4.7	0.0	0.0	0.0	0.0	0.0	17	40.0	35	40					
GATWICK		TUI AIRWAYS LTD		C	A	12	0	0	0.0	25.0	16.7	25.0	16.7	8.3	8.3	0.0	0.0	0.0	0.0	32	38.5	30	13					
GATWICK		TUI AIRWAYS LTD		C	D	14	0	0	0.0	7.1	57.1	14.3	7.1	7.1	7.1	0.0	0.0	0.0	0.0	23	50.0	19	16					
GATWICK		WIZZ AIR		S	A	17	0	0	0.0	35.3	47.1	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	4	8					
GATWICK		WIZZ AIR		S	D	17	0	0	0.0	0.0	23.5	52.9	17.6	5.9	0.0	0.0	0.0	0.0	0.0	28	37.5	17	8					
GATWICK		WIZZ AIR UK LTD		S	A	30	0	0	16.7	23.3	30.0	20.0	6.7	0.0	0.0	0.0	3.3	0.0	0.0	44	52.6	24	18					
GATWICK		WIZZ AIR UK LTD		S	D	31	0	0	0.0	12.9	61.3	19.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0	12	27.8	38	18					
HEATHROW		BRITISH AIRWAYS PLC		S	A	119	0	0	5.9	31.9	38.7	19.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	8	57.9	26	120					
HEATHROW		BRITISH AIRWAYS PLC		S	D	119	0	0	0.0	19.3	63.0	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	15	120					
LUTON		EASYJET UK LTD		S	A	17	0	0	0.0	11.8	35.3	29.4	17.6	5.9	0.0	0.0	0.0	0.0	0.0	24	69.2	17	13					
LUTON		EASYJET UK LTD		S	D	18	0	0	0.0	5.6	66.7	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16	53.8	21	13					
LUTON		WIZZ AIR		S	A	31	0	0	9.7	67.7	22.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	31					
LUTON		WIZZ AIR		S	D	31	0	0	0.0	3.2	83.9	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	90.3	5	31					
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	60.0	19	5					
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	40.0	19	5					
STANSTED		JET2.COM LTD		S	A	23	0	0	0.0	8.7	39.1	17.4	13.0	21.7	0.0	0.0	0.0	0.0	0.0	28	47.8	21	23					
STANSTED		JET2.COM LTD		S	D	24	0	0	0.0	8.3	41.7	29.2	8.3	12.5	0.0	0.0	0.0	0.0	0.0	23	54.2	22	24					
MANCHESTER		JET2.COM LTD		S	A	23	0	0	0.0	0.0	8.7	21.7	43.5	21.7	4.3	0.0	0.0	0.0	0.0	46	59.3	15	27					
MANCHESTER		JET2.COM LTD		S	D	24	0	0	0.0	0.0	16.7	25.0	33.3	25.0	0.0	0.0	0.0	0.0	0.0	43	39.3	23	28					
MANCHESTER		TUI AIRWAYS LTD		C	A	15	0	0	13.3	6.7	26.7	26.7	20.0	6.7	0.0	0.0	0.0	0.0	0.0	23	93.3	3	15					
MANCHESTER		TUI AIRWAYS LTD		C	D	17	0	0	0.0	0.0	64.7	23.5	11.8	0.0	0.0	0.0	0.0	0.0	0.0	16	78.9	11	19					
NEWCASTLE		JET2.COM LTD		S	A	8	0	0	0.0	0.0	0.0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	45	77.8	10	9					
NEWCASTLE		JET2.COM LTD		S	D	8	0	0	0.0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	26	44.4	18	9					
NEWCASTLE		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	23	62.5	18	8					
NEWCASTLE		TUI AIRWAYS LTD		S	D	10	0	0	0.0	10.0	30.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	24	20.0	27	10					
<b>TOTAL LARNACA</b>						<b>1094</b>	<b>0</b>	<b>1</b>	<b>2.0</b>	<b>17.3</b>	<b>42.7</b>	<b>19.6</b>	<b>13.2</b>	<b>4.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.1</b>	<b>19</b>	<b>59.0</b>	<b>21</b>	<b>1016</b>					
LAS PALMAS		BELFAST INTERNATIONAL		S	A	9	0	0	0.0	22.2	22.2	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	28	66.7	11	9					
LAS PALMAS		BELFAST INTERNATIONAL		S	D	9	0	0	0.0	11.1	33.3	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	27	88.9	5	9					
LAS PALMAS		BIRMINGHAM		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	0.0	0	0					

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	EASYJET UK LTD	S D	5	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
BIRMINGHAM	JET2.COM LTD	S A	22	0	0	18.2	18.2	40.9	0.0	13.6	4.5	0.0	0.0	4.5	0.0	0.0	63	63.6	16	22			
BIRMINGHAM	JET2.COM LTD	S D	23	0	0	0.0	8.7	34.8	30.4	21.7	4.3	0.0	0.0	0.0	0.0	0.0	22	45.5	24	22			
BIRMINGHAM	RYANAIR	S A	9	0	0	0.0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	75.0	20	7			
BIRMINGHAM	RYANAIR	S D	9	0	0	0.0	11.1	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	77.8	8	9			
BIRMINGHAM	TUI AIRWAYS LTD	C A	14	0	0	21.4	7.1	42.9	21.4	0.0	0.0	7.1	0.0	0.0	0.0	0.0	17	84.6	15	13			
BIRMINGHAM	TUI AIRWAYS LTD	C D	14	0	0	0.0	7.1	35.7	21.4	28.6	7.1	0.0	0.0	0.0	0.0	0.0	25	76.9	8	13			
BOURNEMOUTH	JET2.COM LTD	S A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0			
BOURNEMOUTH	JET2.COM LTD	S D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
BOURNEMOUTH	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	0.0	29	80.0	16	5			
BOURNEMOUTH	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	11	100.0	1	5			
BRISTOL	EASYJET UK LTD	S A	13	0	0	0.0	38.5	23.1	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	61.5	21	13			
BRISTOL	EASYJET UK LTD	S D	13	0	0	0.0	38.5	46.2	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	10	38.5	23	13			
BRISTOL	JET2.COM LTD	S A	15	0	0	0.0	13.3	33.3	13.3	26.7	6.7	6.7	0.0	0.0	0.0	0.0	34	52.9	24	17			
BRISTOL	JET2.COM LTD	S D	15	0	0	0.0	13.3	46.7	13.3	6.7	13.3	6.7	0.0	0.0	0.0	0.0	28	52.9	20	17			
BRISTOL	RYANAIR	S A	14	0	0	7.1	28.6	14.3	35.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	17	61.5	19	13			
BRISTOL	RYANAIR	S D	14	0	0	0.0	21.4	35.7	21.4	21.4	0.0	0.0	0.0	0.0	0.0	0.0	15	69.2	14	13			
BRISTOL	TUI AIRWAYS LTD	C A	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	30	9			
BRISTOL	TUI AIRWAYS LTD	C D	9	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	55.6	28	9			
CARDIFF WALES	TUI AIRWAYS LTD	C A	5	0	0	0.0	0.0	60.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	46	25.0	33	4			
CARDIFF WALES	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	58	0.0	35	4			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	16	0	0	37.5	12.5	18.8	6.3	18.8	6.3	0.0	0.0	0.0	0.0	0.0	16	76.9	11	13			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	16	0	0	0.0	18.8	43.8	25.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	15	61.5	11	13			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	9	0	0	0.0	44.4	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	60.0	15	5			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	5			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	9	0	0	0.0	33.3	33.3	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	28	66.7	17	9			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	9	0	0	0.0	22.2	44.4	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	30	88.9	14	9			
EDINBURGH	JET2.COM LTD	S A	14	0	0	0.0	21.4	35.7	35.7	0.0	7.1	0.0	0.0	0.0	0.0	0.0	15	69.2	11	13			
EDINBURGH	JET2.COM LTD	S D	13	0	0	0.0	7.7	53.8	15.4	7.7	15.4	0.0	0.0	0.0	0.0	0.0	18	42.9	20	14			
EDINBURGH	RYANAIR	S A	13	1	0	7.1	21.4	0.0	35.7	28.6	0.0	0.0	0.0	0.0	7.1	0.0	21	75.0	10	8			
EDINBURGH	RYANAIR	S D	13	0	0	0.0	30.8	30.8	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	6	8			
GLASGOW	JET2.COM LTD	S A	17	0	0	29.4	17.6	17.6	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	70.6	10	17			
GLASGOW	JET2.COM LTD	S D	18	0	0	0.0	11.1	38.9	22.2	11.1	16.7	0.0	0.0	0.0	0.0	0.0	26	58.8	18	17			
GLASGOW	TUI AIRWAYS LTD	C A	9	0	0	0.0	0.0	22.2	22.2	33.3	22.2	0.0	0.0	0.0	0.0	0.0	39	33.3	40	9			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GLASGOW	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	33.3	11.1	55.6	0.0	0.0	0.0	0.0	0.0	0.0	29	55.6	27	9	
	LEEDS BRADFORD	JET2.COM LTD	S	A	17	0	0	35.3	29.4	23.5	11.8	0.0	0.0	0.0	0.0	0.0	0.0	4	88.2	2	17		
	LEEDS BRADFORD	JET2.COM LTD	S	D	18	0	0	0.0	38.9	38.9	5.6	5.6	11.1	0.0	0.0	0.0	0.0	14	70.6	17	17		
	LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S	A	13	0	0	38.5	30.8	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	6	87.5	6	8		
	LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S	D	14	0	0	7.1	28.6	50.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	9	75.0	14	8		
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	26	0	0	19.2	34.6	26.9	3.8	11.5	3.8	0.0	0.0	0.0	0.0	11	78.3	11	23		
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	26	0	0	0.0	0.0	80.8	3.8	11.5	3.8	0.0	0.0	0.0	0.0	13	69.6	15	23		
	GATWICK	EASYJET UK LTD	S	A	30	0	0	13.3	23.3	23.3	16.7	13.3	6.7	0.0	3.3	0.0	0.0	20	57.1	24	35		
	GATWICK	EASYJET UK LTD	S	D	31	0	0	0.0	12.9	45.2	19.4	19.4	3.2	0.0	0.0	0.0	0.0	17	42.9	29	35		
	GATWICK	TUI AIRWAYS LTD	C	A	16	0	0	0.0	12.5	25.0	12.5	50.0	0.0	0.0	0.0	0.0	0.0	26	38.9	23	18		
	GATWICK	TUI AIRWAYS LTD	C	D	16	0	0	0.0	12.5	50.0	25.0	6.3	6.3	0.0	0.0	0.0	0.0	16	55.6	17	18		
	GATWICK	VUELING AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	7	13		
	GATWICK	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	76.9	15	13		
	LUTON	EASYJET UK LTD	S	A	22	0	0	13.6	27.3	22.7	22.7	9.1	4.5	0.0	0.0	0.0	0.0	13	61.5	18	13		
	LUTON	EASYJET UK LTD	S	D	22	0	0	0.0	45.5	40.9	9.1	0.0	4.5	0.0	0.0	0.0	0.0	9	69.2	19	13		
	LUTON	JET2.COM LTD	S	A	9	0	0	22.2	44.4	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
	LUTON	JET2.COM LTD	S	D	9	0	0	0.0	22.2	55.6	0.0	22.2	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
	LUTON	RYANAIR	S	A	9	0	0	11.1	22.2	22.2	11.1	33.3	0.0	0.0	0.0	0.0	0.0	16	100.0	6	8		
	LUTON	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	87.5	3	8		
	STANSTED	JET2.COM LTD	S	A	23	0	0	17.4	17.4	21.7	30.4	8.7	0.0	4.3	0.0	0.0	0.0	20	47.8	22	23		
	STANSTED	JET2.COM LTD	S	D	24	0	0	0.0	12.5	50.0	16.7	12.5	4.2	4.2	0.0	0.0	0.0	23	52.2	22	23		
	STANSTED	RYANAIR	S	A	25	0	0	4.0	16.0	40.0	24.0	12.0	4.0	0.0	0.0	0.0	0.0	16	50.0	24	18		
	STANSTED	RYANAIR	S	D	26	0	0	0.0	38.5	42.3	19.2	0.0	0.0	0.0	0.0	0.0	0.0	6	61.1	17	18		
	STANSTED	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	16	10		
	STANSTED	RYANAIR 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	9		
	STANSTED	TUI AIRWAYS LTD	C	A	9	0	0	11.1	55.6	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	12	71.4	10	7		
	STANSTED	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	20	88.9	8	9		
	MANCHESTER	EASYJET UK LTD	S	A	10	0	0	10.0	10.0	40.0	10.0	20.0	0.0	0.0	10.0	0.0	0.0	35	33.3	17	8		
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	14	9		
	MANCHESTER	JET2.COM LTD	S	A	27	0	0	25.9	11.1	14.8	11.1	29.6	0.0	3.7	0.0	3.7	0.0	61	80.8	10	26		
	MANCHESTER	JET2.COM LTD	S	D	28	0	0	0.0	0.0	32.1	42.9	14.3	10.7	0.0	0.0	0.0	0.0	27	48.1	24	27		
	MANCHESTER	RYANAIR	S	A	14	0	0	0.0	28.6	50.0	7.1	0.0	14.3	0.0	0.0	0.0	0.0	14	22.2	47	9		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2024															
																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										
MANCHESTER		RYANAIR		S D		14 0		0 0		0.0 42.9		42.9 0.0		7.1 7.1		0.0 0.0		0.0 0.0		0.0 0.0		10 55.6		24 9																	
MANCHESTER		RYANAIR UK LTD		S A		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 0.0		22 62.5		18 7																	
MANCHESTER		RYANAIR UK LTD		S 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 0.0		18 75.0		16 8																	
MANCHESTER		TUI AIRWAYS LTD		C A		11 0		0 0		0.0 18.2		18.2 18.2		36.4 9.1		0.0 0.0		0.0 0.0		0.0 0.0		31 47.1		27 17																	
MANCHESTER		TUI AIRWAYS LTD		C D		11 0		0 0		0.0 0.0		45.5 9.1		18.2 27.3		0.0 0.0		0.0 0.0		0.0 0.0		37 61.1		23 18																	
NEWCASTLE		JET2.COM LTD		S A		13 0		0 0		15.4 38.5		15.4 15.4		0.0 15.4		0.0 0.0		0.0 0.0		0.0 0.0		14 85.7		11 14																	
NEWCASTLE		JET2.COM LTD		S D		13 0		0 0		0.0 0.0		76.9 7.7		15.4 0.0		0.0 0.0		0.0 0.0		0.0 0.0		11 92.3		8 13																	
NEWCASTLE		RYANAIR		S A		9 0		0 0		0.0 0.0		11.1 44.4		33.3 11.1		0.0 0.0		0.0 0.0		0.0 0.0		31 71.4		24 7																	
NEWCASTLE		RYANAIR		S D		9 0		0 0		0.0 0.0		11.1 33.3		11.1 33.3		11.1 11.1		0.0 0.0		0.0 0.0		28 66.7		24 9																	
NEWCASTLE		TUI AIRWAYS LTD		S A		9 0		0 0		0.0 0.0		11.1 33.3		33.3 0.0		22.2 0.0		0.0 0.0		0.0 0.0		28 55.6		13 9																	
NEWCASTLE		TUI AIRWAYS LTD		S D		9 0		0 0		0.0 0.0		22.2 44.4		33.3 0.0		0.0 0.0		0.0 0.0		0.0 0.0		27 22.2		23 9																	
SOUTHEND		EASYJET UK LTD		S A		13 0		0 0		30.8 30.8		30.8 0.0		7.7 0.0		0.0 0.0		0.0 0.0		0.0 0.0		5 0.0		0 0																	
SOUTHEND		EASYJET UK LTD		S D		13 0		0 0		0.0 0.0		76.9 7.7		7.7 7.7		0.0 0.0		0.0 0.0		0.0 0.0		6 0.0		0 0																	
<b>TOTAL LAS PALMAS</b>						<b>1046</b>		<b>1</b>		<b>0</b>		<b>6.5</b>		<b>21.4</b>		<b>35.6</b>		<b>16.3</b>		<b>13.2</b>		<b>5.5</b>		<b>0.9</b>		<b>0.3</b>		<b>0.2</b>		<b>0.1</b>		<b>0.0</b>		<b>20</b>		<b>63.5</b>		<b>18</b>		<b>961</b>	
LAS VEGAS																																									
GLASGOW		KLM		S D		1 0		0 0		0.0 0.0		0.0 0.0		0.0 100.0		0.0 0.0		0.0 0.0		0.0 0.0		69 0.0		0 0																	
GATWICK		BRITISH AIRWAYS PLC		S A		12 0		1 7.7		38.5 30.8		7.7 7.7		0.0 0.0		0.0 0.0		0.0 0.0		7.7 7.7		8 45.5		59 22																	
GATWICK		BRITISH AIRWAYS PLC		S D		14 0		0 0		0.0 28.6		50.0 7.1		14.3 0.0		0.0 0.0		0.0 0.0		0.0 0.0		8 68.2		43 22																	
HEATHROW		BRITISH AIRWAYS PLC		S A		45 0		0 0		17.8 35.6		28.9 8.9		4.4 2.2		0.0 0.0		2.2 0.0		0.0 0.0		18 80.6		13 31																	
HEATHROW		BRITISH AIRWAYS PLC		S D		44 0		0 0		0.0 20.5		45.5 13.6		11.4 6.8		0.0 2.3		0.0 0.0		0.0 0.0		20 87.1		8 31																	
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S A		30 0		1 9.7		19.4 25.8		16.1 25.8		0.0 0.0		0.0 0.0		0.0 3.2		17 64.5		31 31																			
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S D		31 0		0 0		0.0 29.0		61.3 3.2		3.2 3.2		0.0 0.0		0.0 0.0		0.0 0.0		8 61.3		20 31																	
MANCHESTER		VIRGIN ATLANTIC AIRWAYS LTD		S A		13 0		0 0		7.7 61.5		30.8 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		2 0.0		0 0																	
MANCHESTER		VIRGIN ATLANTIC AIRWAYS LTD		S D		13 0		0 0		0.0 61.5		30.8 0.0		7.7 0.0		0.0 0.0		0.0 0.0		0.0 0.0		5 0.0		0 0																	
<b>TOTAL LAS VEGAS</b>						<b>203</b>		<b>0</b>		<b>2</b>		<b>6.3</b>		<b>31.7</b>		<b>38.5</b>		<b>8.8</b>		<b>9.8</b>		<b>2.9</b>		<b>0.0</b>		<b>0.5</b>		<b>0.5</b>		<b>0.0</b>		<b>1.0</b>		<b>14</b>		<b>69.0</b>		<b>27</b>		<b>168</b>	
LEEDS BRADFORD																																									
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		0 14.3		0 1																	
BELFAST CITY (GEORGE BEST)		AER LINGUS		S D		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 20.0		0 1																	
BELFAST CITY (GEORGE BEST)		EMERALD AIRLINES (IRELAND) LIMITED		S A		5 0		0 0		0.0 60.0		40.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		2 0.0		0 0																	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: L		PERCENTAGE OF FLIGHTS LATE												MAY 2024			
						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
BELFAST CITY (GEORGE BEST)		EMERALD AIRLINES (IRELAND) LIMITED		S	D	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
BELFAST CITY (GEORGE BEST)		EMERALD AIRLINES UK LTD		S	A	109	0	1	16.4	44.5	21.8	7.3	3.6	2.7	1.8	0.9	0.0	0.0	0.9	11	90.3	6	113
BELFAST CITY (GEORGE BEST)		EMERALD AIRLINES UK LTD		S	D	109	0	1	0.9	59.1	24.5	6.4	2.7	1.8	2.7	0.9	0.0	0.0	0.9	11	87.0	7	115
BELFAST INTERNATIONAL		EASYJET UK LTD		S	A	13	0	0	30.8	30.8	7.7	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	17	80.8	8	25
BELFAST INTERNATIONAL		EASYJET UK LTD		S	D	13	0	0	0.0	53.8	23.1	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	16	80.8	8	26
EXETER		EASTERN AIRWAYS		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	98	0.0	0	0
EXETER		EASTERN AIRWAYS		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	70	0.0	0	0
JERSEY		JET2.COM LTD		S	A	5	0	0	0.0	20.0	0.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	20	100.0	4	4	
JERSEY		JET2.COM LTD		S	D	5	0	0	0.0	20.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	27	75.0	17	4	
LIVERPOOL (JOHN LENNON)		EMERALD AIRLINES (IRELAND) 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	29	1	
NEWCASTLE		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	100.0	0	0.0	0	0	
<b>TOTAL LEEDS BRADFORD</b>						<b>266</b>	<b>0</b>	<b>3</b>	<b>8.6</b>	<b>48.7</b>	<b>21.9</b>	<b>8.9</b>	<b>4.8</b>	<b>3.3</b>	<b>1.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>12</b>	<b>83.8</b>	<b>7</b>	<b>290</b>
LEIPZIG																							
STANSTED		RYANAIR		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	19	14	
STANSTED		RYANAIR		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	15	14	
<b>TOTAL LEIPZIG</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>55.2</b>	<b>17</b>	<b>28</b>	
LEMNOS																							
GATWICK		ENTER AIR		S	A	2	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2	
GATWICK		ENTER AIR		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	24	0.0	35	2	
<b>TOTAL LEMNOS</b>						<b>4</b>	<b>0</b>	<b>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>0.0</b>	<b>12</b>	<b>50.0</b>	<b>19</b>	<b>4</b>	
LEON																							
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	21	0.0	0	0	
GATWICK		ENTER AIR		C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL LEON</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>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LILLE																							
MANCHESTER		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	13	0.0	0	0	
<b>TOTAL LILLE</b>						<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LIMOGES																							
EAST MIDLANDS INTERNATIONAL		RYANAIR		S	A	14	0	0	7.1	42.9	28.6	7.1	7.1	0.0	0.0	7.1	0.0	0.0	26	85.7	11	14	
EAST MIDLANDS INTERNATIONAL		RYANAIR		S	D	14	0	0	7.1	71.4	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	5	92.9	3	14	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: L																	MAY 2024				
		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	
								2.4	34.9	21.4	19.0	16.7	4.8	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	19	71.7
	STANSTED	RYANAIR	S	A	31	0	0	3.2	29.0	22.6	19.4	22.6	3.2	0.0	0.0	0.0	0.0	0.0	19	61.5	16	26	
	STANSTED	RYANAIR	S	D	31	0	0	0.0	38.7	22.6	9.7	22.6	6.5	0.0	0.0	0.0	0.0	0.0	16	69.2	13	26	
	MANCHESTER	RYANAIR	S	A	13	0	0	0.0	0.0	23.1	46.2	15.4	15.4	0.0	0.0	0.0	0.0	0.0	32	38.5	25	13	
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	7.7	30.8	30.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	25	92.3	9	13	
	MANCHESTER	RYANAIR UK LTD	S	A	5	0	0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	MANCHESTER	RYANAIR UK LTD	S	D	5	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL LIMOGES</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>34.9</b>	<b>21.4</b>	<b>19.0</b>	<b>16.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>71.7</b>	<b>13</b>	<b>106</b>	
LINZ																							
	STANSTED	RYANAIR	S	A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
	STANSTED	RYANAIR	S	D	4	0	0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0	
	STANSTED	RYANAIR UK LTD	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	0.0	22	0.0	0	0	
	STANSTED	RYANAIR UK LTD	S	D	5	0	0	0.0	40.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
<b>TOTAL LINZ</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>27.8</b>	<b>16.7</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LISBON																							
	BIRMINGHAM	EASYJET EUROPE	S	A	9	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	13	
	BIRMINGHAM	EASYJET EUROPE	S	D	9	0	0	0.0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	92.3	4	13	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	11.1	11.1	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	44.4	25	9	
	BIRMINGHAM	RYANAIR	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	15	66.7	12	9	
	BRISTOL	EASYJET EUROPE	S	A	17	0	0	0.0	5.9	47.1	23.5	17.6	0.0	0.0	5.9	0.0	0.0	0.0	29	38.5	31	13	
	BRISTOL	EASYJET EUROPE	S	D	17	0	0	0.0	5.9	41.2	29.4	11.8	5.9	0.0	5.9	0.0	0.0	0.0	36	33.3	44	12	
	BRISTOL	EASYJET UK LTD	S	A	22	0	0	0.0	4.5	13.6	31.8	31.8	18.2	0.0	0.0	0.0	0.0	0.0	39	33.3	42	27	
	BRISTOL	EASYJET UK LTD	S	D	22	0	0	0.0	31.8	54.5	0.0	9.1	4.5	0.0	0.0	0.0	0.0	0.0	13	59.3	21	27	
	EDINBURGH	EASYJET UK LTD	S	A	13	0	0	0.0	15.4	38.5	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15	76.9	14	13	
	EDINBURGH	EASYJET UK LTD	S	D	13	0	0	0.0	69.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	3	13	
	EDINBURGH	RYANAIR	S	A	13	0	0	0.0	7.7	46.2	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	21	53.8	15	13	
	EDINBURGH	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	11	84.6	8	13	
	GLASGOW	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	8	
	GLASGOW	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	8	
	ISLE OF MAN	VISTAJET LTD MALTA	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	ASL BV	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	AIR PORTUGAL	S	A	52	0	0	7.7	42.3	26.9	13.5	5.8	3.8	0.0	0.0	0.0	0.0	0.0	10	70.6	11	50	
	GATWICK	AIR PORTUGAL	S	D	52	0	0	0.0	25.0	42.3	17.3	11.5	3.8	0.0	0.0	0.0	0.0	0.0	15	51.0	23	50	
	GATWICK	EASYJET UK LTD	S	A	94	0	0	2.1	13.8	46.8	19.1	13.8	4.3	0.0	0.0	0.0	0.0	0.0	16	68.8	13	93	
	GATWICK	EASYJET UK LTD	S	D	93	0	0	0.0	21.5	49.5	16.1	8.6	3.2	1.1	0.0	0.0	0.0	0.0	15	55.9	21	93	
	HEATHROW	AIR PORTUGAL	S	A	194	0	0	0.5	15.5	39.2	27.8	12.9	3.6	0.5	0.0	0.0	0.0	0.0	18	45.1	21	195	
	HEATHROW	AIR PORTUGAL	S	D	194	0	0	0.0	16.5	37.6	24.7	14.4	5.2	1.0	0.5	0.0	0.0	0.0	21	52.8	20	195	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: L																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								15 m early	15 m early	15 m late	30 m late	60 m late	120 m late	180 m late	360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	137	0	1	6.5	30.4	36.2	13.8	8.7	3.6	0.0	0.0	0.0	0.0	0.7	13	50.0	34	138
	HEATHROW	BRITISH AIRWAYS PLC	S	D	137	0	0	0.0	27.7	48.2	11.7	9.5	2.2	0.0	0.7	0.0	0.0	0.0	13	64.5	17	138
	LUTON	EASYJET UK LTD	S	A	92	0	0	1.1	6.5	30.4	31.5	22.8	7.6	0.0	0.0	0.0	0.0	0.0	24	43.5	28	92
	LUTON	EASYJET UK LTD	S	D	93	0	0	0.0	34.4	49.5	9.7	5.4	1.1	0.0	0.0	0.0	0.0	0.0	8	66.7	21	93
	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	60.0	17	30
	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	61.3	21	31
	STANSTED	RYANAIR	S	A	100	0	0	3.0	30.0	40.0	14.0	9.0	4.0	0.0	0.0	0.0	0.0	0.0	13	46.9	26	98
	STANSTED	RYANAIR	S	D	100	0	0	0.0	35.0	41.0	17.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	10	65.7	17	99
	MANCHESTER	AIR PORTUGAL	S	A	39	0	0	0.0	17.9	46.2	7.7	23.1	5.1	0.0	0.0	0.0	0.0	0.0	18	65.1	12	43
	MANCHESTER	AIR PORTUGAL	S	D	39	0	0	0.0	5.1	35.9	25.6	20.5	12.8	0.0	0.0	0.0	0.0	0.0	27	53.5	19	43
	MANCHESTER	EASYJET EUROPE	S	A	14	0	0	7.1	71.4	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	32	15
	MANCHESTER	EASYJET EUROPE	S	D	14	0	0	0.0	57.1	21.4	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	61.5	54	13
	MANCHESTER	EASYJET UK LTD	S	A	17	0	0	0.0	5.9	17.6	29.4	41.2	5.9	0.0	0.0	0.0	0.0	0.0	31	60.9	14	22
	MANCHESTER	EASYJET UK LTD	S	D	17	0	0	0.0	52.9	23.5	17.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0	9	78.3	39	23
	MANCHESTER	RYANAIR	S	A	27	0	0	0.0	29.6	14.8	29.6	18.5	7.4	0.0	0.0	0.0	0.0	0.0	21	47.1	25	17
	MANCHESTER	RYANAIR	S	D	27	0	0	0.0	29.6	40.7	11.1	14.8	3.7	0.0	0.0	0.0	0.0	0.0	12	52.9	31	17
	MANCHESTER	RYANAIR 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	44.4	32	9
	MANCHESTER	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	9
<b>TOTAL LISBON</b>					<b>1700</b>	<b>0</b>	<b>1</b>	<b>1.4</b>	<b>23.9</b>	<b>39.3</b>	<b>18.9</b>	<b>11.9</b>	<b>4.1</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>16</b>	<b>57.2</b>	<b>22</b>	<b>1797</b>
LIVERPOOL (JOHN LENNON)																						
	BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	A	18	0	0	16.7	33.3	27.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	94.7	2	38
	BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	D	18	0	0	5.6	44.4	16.7	16.7	11.1	0.0	5.6	0.0	0.0	0.0	0.0	17	89.5	3	38
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	115	0	0	7.0	53.0	26.1	3.5	7.0	3.5	0.0	0.0	0.0	0.0	0.0	8	82.4	10	147
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	115	0	0	3.5	64.3	17.4	8.7	3.5	2.6	0.0	0.0	0.0	0.0	0.0	7	83.8	10	148
	BOURNEMOUTH	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	21	0.0	0	0
	ISLE OF MAN	EASYJET UK LTD	S	A	32	0	0	18.8	40.6	21.9	6.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	12	89.1	17	46
	ISLE OF MAN	EASYJET UK LTD	S	D	32	0	0	3.1	56.3	21.9	6.3	6.3	3.1	3.1	0.0	0.0	0.0	0.0	15	80.4	22	46
	ISLE OF MAN	LOGANAIR LTD	S	A	54	0	0	3.7	40.7	38.9	7.4	7.4	0.0	0.0	1.9	0.0	0.0	0.0	12	64.7	19	49
	ISLE OF MAN	LOGANAIR LTD	S	D	54	0	0	0.0	50.0	33.3	11.1	3.7	0.0	0.0	1.9	0.0	0.0	0.0	10	86.3	6	49
	JERSEY	AURIGNY AIR SERVICES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1
	JERSEY	EASYJET UK LTD	S	A	29	0	1	23.3	40.0	30.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	3.3	6	87.0	9	54

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: L		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					MAY 2024		
						MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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 LIVERPOOL (JOHN LENNON)		LJUBLJANA				498	0	2	7.0	51.4	25.6	7.0	5.4	2.4	0.4	0.4	0.0	0.0	0.4	9	82.7	11	670			
TOTAL LJUBLJANA						116	0	0	9.5	32.8	41.4	4.3	10.3	1.7	0.0	0.0	0.0	0.0	0.0	8	70.6	20	102			
TOTAL LODZ LUBLINEK						72	0	0	2.8	41.7	34.7	11.1	4.2	4.2	1.4	0.0	0.0	0.0	0.0	12	77.0	12	61			
TOTAL LONDON CITY						780	0	4	7.7	54.0	25.5	6.4	3.2	2.6	0.3	0.0	0.0	0.0	0.5	7	80.7	8	881			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: L																	MAY 2024			
		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
LONGYEARBYEN (SVALBARD)																						
	EDINBURGH	SAS	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
	EDINBURGH	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	13	0.0	0	0
<b>TOTAL LONGYEARBYEN (SVALBARD)</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LOS ANGELES INTERNATIONAL																						
	GATWICK	NORSE ATLANTIC UK LTD	S	A	19	0	0	5.3	36.8	42.1	10.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	6	73.7	8	19
	GATWICK	NORSE ATLANTIC UK LTD	S	D	19	0	0	0.0	31.6	52.6	10.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	8	84.2	10	19
	HEATHROW	AMERICAN AIRLINES	S	A	62	0	1	15.9	14.3	28.6	17.5	14.3	0.0	4.8	0.0	3.2	0.0	1.6	42	69.9	42	92
	HEATHROW	AMERICAN AIRLINES	S	D	62	0	2	0.0	40.6	32.8	14.1	4.7	4.7	0.0	0.0	0.0	0.0	3.1	11	91.4	10	93
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	12.9	36.6	32.3	9.7	5.4	3.2	0.0	0.0	0.0	0.0	0.0	9	69.6	20	91
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	0.0	22.6	53.8	16.1	5.4	2.2	0.0	0.0	0.0	0.0	0.0	10	76.3	17	90
	HEATHROW	DELTA AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	6
	HEATHROW	DELTA AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	6
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	9.7	35.5	35.5	9.7	3.2	3.2	0.0	3.2	0.0	0.0	0.0	15	88.7	10	62
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	0.0	25.8	51.6	9.7	3.2	6.5	0.0	3.2	0.0	0.0	0.0	18	90.3	4	61
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	90	0	3	26.9	31.2	26.9	5.4	5.4	1.1	0.0	0.0	0.0	0.0	3.2	6	67.0	16	87
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	90	0	3	0.0	37.6	41.9	12.9	4.3	0.0	0.0	0.0	0.0	0.0	3.2	8	60.7	23	88
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>590</b>	<b>0</b>	<b>9</b>	<b>8.5</b>	<b>31.1</b>	<b>38.1</b>	<b>11.9</b>	<b>5.8</b>	<b>2.0</b>	<b>0.5</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>1.5</b>	<b>13</b>	<b>76.3</b>	<b>18</b>	<b>714</b>
LUBECK																						
	BELFAST CITY (GEORGE BEST)	VISTAJET LTD MALTA	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	STANSTED	RYANAIR	S	A	19	0	0	31.6	26.3	21.1	10.5	10.5	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	STANSTED	RYANAIR	S	D	19	0	0	0.0	31.6	31.6	15.8	15.8	5.3	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL LUBECK</b>					<b>39</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>30.8</b>	<b>25.6</b>	<b>12.8</b>	<b>12.8</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LUBLIN (PORT LOTNICZY)																						
	LUTON	RYANAIR	S	A	26	0	0	11.5	61.5	15.4	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	57.1	28	26
	LUTON	RYANAIR	S	D	26	0	0	0.0	65.4	30.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	63.0	22	27
	LUTON	WIZZ AIR UK LTD	S	A	31	0	1	37.5	31.3	15.6	6.3	3.1	3.1	0.0	0.0	0.0	0.0	3.1	8	90.3	8	31
	LUTON	WIZZ AIR UK LTD	S	D	31	0	0	0.0	74.2	9.7	3.2	9.7	3.2	0.0	0.0	0.0	0.0	0.0	9	93.5	8	31
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>					<b>114</b>	<b>0</b>	<b>1</b>	<b>13.0</b>	<b>57.4</b>	<b>17.4</b>	<b>4.3</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>0.9</b>	<b>6</b>	<b>76.9</b>	<b>16</b>	<b>115</b>
LUTON																						
	ABERDEEN	EASYJET UK LTD	S	A	22	0	0	18.2	27.3	31.8	9.1	4.5	4.5	0.0	4.5	0.0	0.0	0.0	23	64.7	13	32

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	ABERDEEN	EASYJET UK LTD	S	D	22	0	0	4.5	45.5	31.8	9.1	0.0	4.5	0.0	4.5	0.0	0.0	0.0	22	61.8	14	32	
	BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	A	22	0	0	22.7	45.5	22.7	4.5	4.5	0.0	0.0	0.0	0.0	0.0	4	77.8	8	27		
	BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S	D	22	0	0	0.0	40.9	45.5	9.1	4.5	0.0	0.0	0.0	0.0	0.0	7	74.1	13	27		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	88	0	0	10.2	40.9	34.1	6.8	8.0	0.0	0.0	0.0	0.0	0.0	7	83.9	11	118		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	88	0	0	1.1	53.4	28.4	6.8	9.1	1.1	0.0	0.0	0.0	0.0	8	86.4	11	118		
	EDINBURGH	EASYJET UK LTD	S	A	90	0	0	12.2	38.9	30.0	8.9	6.7	2.2	1.1	0.0	0.0	0.0	10	65.8	19	110		
	EDINBURGH	EASYJET UK LTD	S	D	90	0	0	2.2	48.9	27.8	10.0	7.8	2.2	1.1	0.0	0.0	0.0	11	58.2	22	109		
	GLASGOW	EASYJET UK LTD	S	A	87	0	0	11.5	34.5	32.2	11.5	9.2	1.1	0.0	0.0	0.0	0.0	9	73.1	19	108		
	GLASGOW	EASYJET UK LTD	S	D	91	0	0	2.2	57.1	22.0	15.4	2.2	1.1	0.0	0.0	0.0	0.0	6	74.5	24	106		
	ISLE OF MAN	EASYJET UK LTD	S	A	3	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	56	3		
	ISLE OF MAN	EASYJET UK LTD	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	56	3		
	JERSEY	EASYJET UK LTD	S	A	31	0	0	6.5	54.8	22.6	6.5	9.7	0.0	0.0	0.0	0.0	0.0	6	88.6	7	44		
	JERSEY	EASYJET UK LTD	S	D	31	0	0	0.0	48.4	35.5	6.5	9.7	0.0	0.0	0.0	0.0	0.0	9	81.8	11	44		
	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	37	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	0.0	0.0	100.0	0.0	0.0	0.0	0.0	50	0.0	0	0		
	LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1		
	LIVERPOOL (JOHN LENNON)	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	100.0	0	1		
	STANSTED	WIZZ AIR UK LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0		
	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	7	0.0	0	0		
<b>TOTAL LUTON LUXEMBOURG</b>					<b>694</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>45.4</b>	<b>29.4</b>	<b>9.4</b>	<b>7.1</b>	<b>1.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>74.4</b>	<b>16</b>	<b>883</b>	
	JERSEY	BLUE ISLANDS LIMITED	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2		
	JERSEY	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	50.0	12	2		
	GATWICK	LUXAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	49	0	1	24.0	50.0	18.0	4.0	0.0	2.0	0.0	0.0	0.0	2.0	3	44.7	23	47		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	49	0	1	0.0	52.0	30.0	14.0	2.0	0.0	0.0	0.0	0.0	2.0	6	70.2	14	47		
	LONDON CITY	LUXAIR	S	A	127	0	1	2.3	34.4	42.2	10.9	5.5	3.1	0.0	0.8	0.0	0.0	11	81.8	10	140		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	LUXAIR	S	D	127	0	1	0.0	16.4	50.8	20.3	7.0	3.9	0.0	0.8	0.0	0.0	0.8	16	67.4	15	140	
	STANSTED	RYANAIR	S	A	41	0	0	4.9	34.1	31.7	17.1	7.3	4.9	0.0	0.0	0.0	0.0	0.0	12	58.1	22	31	
	STANSTED	RYANAIR	S	D	41	0	0	0.0	29.3	29.3	22.0	14.6	4.9	0.0	0.0	0.0	0.0	0.0	16	61.3	17	31	
	MANCHESTER	LUXAIR	S	A	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	78.6	29	14	
	MANCHESTER	LUXAIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	78.6	33	14	
<b>TOTAL LUXEMBOURG</b>					<b>452</b>	<b>0</b>	<b>4</b>	<b>3.7</b>	<b>33.3</b>	<b>38.6</b>	<b>14.3</b>	<b>5.7</b>	<b>3.1</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>11</b>	<b>69.3</b>	<b>16</b>	<b>469</b>	
LUXOR																							
	HEATHROW	EGYPT AIR	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	14	75.0	15	4	
	HEATHROW	EGYPT AIR	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	16	4	
<b>TOTAL LUXOR</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>9</b>	<b>75.0</b>	<b>15</b>	<b>8</b>	
LYON																							
	CARDIFF WALES	ALBA STAR	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	
	CARDIFF WALES	ALBA STAR	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	
	CARDIFF WALES	FROST AIR APS	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	SMARTWINGS	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	32	0.0	0	0	
	CARDIFF WALES	SMARTWINGS	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	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	44.4	39	9	
	EDINBURGH	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	12.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	55.6	31	9	
	GATWICK	EASYJET UK LTD	S	A	56	0	0	17.9	48.2	19.6	5.4	7.1	1.8	0.0	0.0	0.0	0.0	0.0	7	70.7	13	58	
	GATWICK	EASYJET UK LTD	S	D	56	0	0	0.0	19.6	44.6	16.1	14.3	5.4	0.0	0.0	0.0	0.0	0.0	16	55.2	20	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	70	0	2	12.5	54.2	18.1	5.6	4.2	2.8	0.0	0.0	0.0	0.0	2.8	6	66.3	23	80	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	72	0	1	0.0	37.0	46.6	5.5	9.6	0.0	0.0	0.0	0.0	0.0	1.4	8	73.8	14	80	
	LUTON	EASYJET EUROPE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	42	1	
	LUTON	EASYJET UK LTD	S	A	22	0	0	4.5	9.1	40.9	18.2	22.7	4.5	0.0	0.0	0.0	0.0	0.0	19	66.7	16	30	
	LUTON	EASYJET UK LTD	S	D	21	0	0	0.0	28.6	47.6	9.5	9.5	4.8	0.0	0.0	0.0	0.0	0.0	13	64.5	23	31	
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	8	
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	8	
<b>TOTAL LYON</b>					<b>336</b>	<b>0</b>	<b>3</b>	<b>7.1</b>	<b>37.2</b>	<b>34.2</b>	<b>8.3</b>	<b>9.4</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>10</b>	<b>67.2</b>	<b>18</b>	<b>372</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: M																	MAY 2024			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE														
		-----						-----											-----			
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MAASTRICHT	BELFAST INTERNATIONAL	RYANAIR SUN	C	D	0	0	0	0.0	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
	LUTON	RYANAIR SUN	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	11	1
	LUTON	RYANAIR SUN	C	D	0	0	0	0.0	0.0	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 MAASTRICHT</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>66.7</b>	<b>20</b>	<b>3</b>
MADRID	BELFAST CITY (GEORGE BEST)	VISTAJET LUFTFAHRTUNTE RNEHMEN	C	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	EASYJET UK LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	RYANAIR	S	A	17	0	0	0.0	47.1	23.5	17.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	11	66.7	12	9
	BIRMINGHAM	RYANAIR	S	D	17	0	0	0.0	0.0	41.2	17.6	35.3	5.9	0.0	0.0	0.0	0.0	0.0	29	11.1	49	9
	BOURNEMOUTH	AIR HORIZONT	C	D	0	0	0	0.0	0.0	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	25	0	1	19.2	30.8	19.2	7.7	7.7	11.5	0.0	0.0	0.0	0.0	3.8	16	77.3	8	21
	BRISTOL	EASYJET UK LTD	S	D	26	0	0	0.0	34.6	34.6	11.5	11.5	3.8	0.0	3.8	0.0	0.0	0.0	24	77.3	11	21
	BRISTOL	RYANAIR	S	A	18	0	0	5.6	50.0	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	5	8
	BRISTOL	RYANAIR	S	D	18	0	0	0.0	33.3	33.3	22.2	5.6	0.0	0.0	5.6	0.0	0.0	0.0	28	75.0	7	8
	EDINBURGH	AIR HORIZONT	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1
	EDINBURGH	ALBA STAR	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0
	EDINBURGH	ALBA STAR	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0
	EDINBURGH	EASYJET UK LTD	S	A	31	0	0	0.0	19.4	45.2	25.8	3.2	3.2	3.2	0.0	0.0	0.0	0.0	18	64.5	24	31
	EDINBURGH	EASYJET UK LTD	S	D	31	0	0	0.0	25.8	45.2	12.9	12.9	3.2	0.0	0.0	0.0	0.0	0.0	12	58.1	22	31
	EDINBURGH	EVELOP	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
	EDINBURGH	EVELOP	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	60	1
	EDINBURGH	IBERIA EXPRESS	S	A	14	0	0	35.7	57.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	13
	EDINBURGH	IBERIA EXPRESS	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	10	53.8	16	13
	EDINBURGH	RYANAIR	S	A	13	0	0	0.0	30.8	38.5	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	24	22
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	46.2	23.1	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	12	54.5	19	22
	EDINBURGH	SMARTWINGS	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	SMARTWINGS	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	13	0	0	0.0	38.5	30.8	7.7	23.1	0.0	0.0	0.0	0.0	0.0	0.0	15	84.6	6	13
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	13	0	0	0.0	46.2	38.5	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	11	84.6	8	13
	GATWICK	AIR EUROPA	S	A	62	0	0	6.5	41.9	43.5	6.5	0.0	1.6	0.0	0.0	0.0	0.0	0.0	6	87.1	7	62
	GATWICK	AIR EUROPA	S	D	62	0	0	0.0	33.9	54.8	8.1	0.0	3.2	0.0	0.0	0.0	0.0	0.0	7	79.0	11	62
	GATWICK	EASYJET UK LTD	S	A	49	0	0	14.3	46.9	20.4	12.2	6.1	0.0	0.0	0.0	0.0	0.0	0.0	6	87.8	8	49
	GATWICK	EASYJET UK LTD	S	D	49	0	0	0.0	55.1	32.7	10.2	2.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.8	7	49
	GATWICK	IBERIA EXPRESS	S	A	61	0	2	38.1	47.6	9.5	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3.2	1	90.2	4	59

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: M																			
										NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE										MAY 2024		
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	IBERIA EXPRESS	S	D	61	0	2	0.0	27.0	58.7	7.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3.2	7	68.9	16	59							
HEATHROW	BRITISH AIRWAYS PLC	S	A	146	0	0	11.0	38.4	32.9	11.0	4.1	2.1	0.7	0.0	0.0	0.0	0.0	0.0	8	64.1	14	90							
HEATHROW	BRITISH AIRWAYS PLC	S	D	146	0	0	0.0	37.0	42.5	11.6	8.2	0.7	0.0	0.0	0.0	0.0	0.0	0.0	9	57.6	19	90							
HEATHROW	IBERIA	S	A	247	0	0	6.5	39.3	38.5	10.5	3.2	1.2	0.8	0.0	0.0	0.0	0.0	0.0	8	72.9	12	309							
HEATHROW	IBERIA	S	D	247	0	0	0.0	27.5	51.8	12.6	4.9	2.8	0.4	0.0	0.0	0.0	0.0	0.0	11	70.6	14	309							
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	0.0	56	0.0	0	0							
LUTON	IBERIA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	31	2							
STANSTED	AIR EUROPA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1							
STANSTED	IBERIA EXPRESS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1							
STANSTED	RYANAIR	S	A	88	0	0	0.0	14.8	30.7	19.3	20.5	12.5	2.3	0.0	0.0	0.0	0.0	0.0	28	54.1	20	85							
STANSTED	RYANAIR	S	D	88	0	0	0.0	26.1	38.6	8.0	14.8	11.4	1.1	0.0	0.0	0.0	0.0	0.0	21	52.3	21	86							
STANSTED	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	58	5							
STANSTED	RYANAIR 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	60.0	29	5							
MANCHESTER	IBERIA EXPRESS	S	A	31	0	0	6.5	54.8	38.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.9	4	22							
MANCHESTER	IBERIA EXPRESS	S	D	31	0	0	0.0	29.0	58.1	9.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	9	72.7	12	22							
MANCHESTER	RYANAIR	S	A	27	0	0	7.4	37.0	29.6	14.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	74.1	8	27							
MANCHESTER	RYANAIR	S	D	27	0	0	0.0	14.8	63.0	11.1	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	17	27							
SOUTHEND	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1							
SOUTHEND	MALTA MEDAIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	79	1							
<b>TOTAL MADRID</b>				<b>1695</b>	<b>0</b>	<b>5</b>	<b>4.8</b>	<b>34.5</b>	<b>39.4</b>	<b>11.1</b>	<b>6.4</b>	<b>2.9</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>11</b>	<b>70.0</b>	<b>14</b>	<b>1660</b>								
MAHON																													
BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	11.1	11.1	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	6	9							
BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	6	9							
BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	5	4							
BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	4							
BIRMINGHAM	JET2.COM LTD	S	A	17	0	0	5.9	11.8	17.6	29.4	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	26	81.3	6	16							
BIRMINGHAM	JET2.COM LTD	S	D	17	0	0	0.0	5.9	35.3	23.5	11.8	23.5	0.0	0.0	0.0	0.0	0.0	0.0	32	81.3	11	16							
BIRMINGHAM	TUI AIRWAYS LTD	C	A	12	0	0	0.0	0.0	41.7	41.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	24	71.4	13	14							
BIRMINGHAM	TUI AIRWAYS LTD	C	D	15	0	0	0.0	6.7	40.0	20.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	77.8	20	18							
BOURNEMOUTH	JET2.COM LTD	S	A	4	0	0	0.0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0							
BOURNEMOUTH	JET2.COM LTD	S	D	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0							
BOURNEMOUTH	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	0.0	0.0	37	20.0	28	5							
BOURNEMOUTH	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	5	6							
BRISTOL	EASYJET UK LTD	S	A	19	0	0	0.0	26.3	31.6	26.3	10.5	0.0	0.0	5.3	0.0	0.0	0.0	0.0	28	66.7	19	18							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can					
BRISTOL	EASYJET UK LTD	S D	19	0	0	0.0	36.8	47.4	10.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	21	18	
BRISTOL	JET2.COM LTD	S A	11	0	0	0.0	18.2	45.5	18.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	14	70.0	16	10	
BRISTOL	JET2.COM LTD	S D	11	0	0	0.0	18.2	72.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	13	10	
BRISTOL	TUI AIRWAYS LTD	C A	7	0	0	0.0	14.3	42.9	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	21	71.4	6	7	
BRISTOL	TUI AIRWAYS LTD	C D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	9	
CARDIFF WALES	TUI AIRWAYS LTD	C A	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	18	57.1	12	7	
CARDIFF WALES	TUI AIRWAYS LTD	C D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	5	9	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	13	0	0	7.7	30.8	38.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	60.0	13	10	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	13	0	0	0.0	15.4	61.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	5	10	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	9	0	0	11.1	33.3	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	10	8	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	9	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	2	8	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	9	0	0	0.0	0.0	22.2	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	25	75.0	16	8	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	11	0	0	0.0	18.2	72.7	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	9	63.6	14	11	
EDINBURGH	JET2.COM LTD	S A	9	0	0	33.3	22.2	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	9	
EDINBURGH	JET2.COM LTD	S D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	3	9	
EXETER	TUI AIRWAYS LTD	C A	5	0	0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	71.4	24	7	
EXETER	TUI AIRWAYS LTD	C D	6	0	0	0.0	83.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	8	9	
GLASGOW	BA CITYFLYER 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	47	100.0	0	1	
GLASGOW	BA CITYFLYER LTD	C D	3	0	0	0.0	33.3	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	38	50.0	13	2	
GLASGOW	JET2.COM LTD	S A	14	0	0	0.0	21.4	28.6	35.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	19	69.2	11	13	
GLASGOW	JET2.COM LTD	S D	14	0	0	0.0	7.1	78.6	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	11	84.6	6	13	
LEEDS BRADFORD	JET2.COM LTD	S A	17	0	0	11.8	47.1	23.5	5.9	0.0	0.0	11.8	0.0	0.0	0.0	0.0	21	81.3	8	16	
LEEDS BRADFORD	JET2.COM LTD	S D	17	0	0	0.0	29.4	64.7	0.0	0.0	0.0	0.0	5.9	0.0	0.0	0.0	13	93.8	6	16	
LIVERPOOL (JOHN LENNON)	JET2.COM 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	2	60.0	10	5	
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S D	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	13	5	
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S A	9	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	88.9	63	9	
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	55.6	81	9	
GATWICK	EASYJET UK LTD	S A	62	0	0	9.7	29.0	30.6	21.0	6.5	3.2	0.0	0.0	0.0	0.0	0.0	12	54.5	20	44	
GATWICK	EASYJET UK LTD	S D	62	0	0	0.0	32.3	35.5	25.8	3.2	3.2	0.0	0.0	0.0	0.0	0.0	12	72.7	16	44	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: M																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								15 m early	15 m early	late	m late	m late	m late	m late	m late	late	Unmat	Can	(mins)	m	(mins)	Mat
GATWICK	TUI AIRWAYS LTD	C A	9	0	0	0.0	22.2	0.0	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	35	50.0	17	8	
GATWICK	TUI AIRWAYS LTD	C D	11	0	0	0.0	0.0	54.5	45.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	83.3	12	12	
LUTON	EASYJET UK LTD	S A	18	0	0	11.1	38.9	33.3	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	8	18		
LUTON	EASYJET UK LTD	S D	18	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	6	18		
STANSTED	JET2.COM LTD	S A	25	0	0	4.0	20.0	40.0	16.0	12.0	4.0	4.0	0.0	0.0	0.0	0.0	20	58.3	20	24		
STANSTED	JET2.COM LTD	S D	25	0	0	0.0	12.0	72.0	8.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	13	62.5	12	24		
STANSTED	RYANAIR	S A	13	0	0	0.0	23.1	53.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	64.3	13	14		
STANSTED	RYANAIR	S D	13	0	0	0.0	38.5	53.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	64.3	16	14		
STANSTED	TUI AIRWAYS LTD	C A	7	0	0	0.0	14.3	28.6	0.0	42.9	14.3	0.0	0.0	0.0	0.0	0.0	32	85.7	8	7		
STANSTED	TUI AIRWAYS LTD	C D	9	0	0	0.0	0.0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	100.0	4	9		
MANCHESTER	EASYJET UK LTD	S A	9	0	0	11.1	22.2	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	80.0	8	10		
MANCHESTER	EASYJET UK LTD	S D	9	0	0	0.0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	70.0	11	10		
MANCHESTER	JET2.COM LTD	S A	25	0	0	0.0	24.0	40.0	20.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	17	75.0	11	24		
MANCHESTER	JET2.COM LTD	S D	25	0	0	0.0	0.0	72.0	16.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	13	54.2	19	24		
MANCHESTER	RYANAIR	S A	9	0	0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	60.0	19	5		
MANCHESTER	RYANAIR	S D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	40.0	30	5		
MANCHESTER	RYANAIR UK LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	10	4		
MANCHESTER	RYANAIR UK LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4		
MANCHESTER	TUI AIRWAYS LTD	C A	17	0	0	0.0	17.6	29.4	11.8	29.4	5.9	5.9	0.0	0.0	0.0	0.0	29	65.0	15	20		
MANCHESTER	TUI AIRWAYS LTD	C D	21	0	0	0.0	0.0	57.1	28.6	9.5	0.0	4.8	0.0	0.0	0.0	0.0	21	60.0	18	25		
NEWCASTLE	JET2.COM LTD	S A	14	0	0	21.4	14.3	42.9	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	90.0	5	10		
NEWCASTLE	JET2.COM LTD	S D	14	0	0	0.0	28.6	64.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	10	10		
NEWCASTLE	TUI AIRWAYS LTD	S A	6	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	34	57.1	14	7		
NEWCASTLE	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	19	66.7	11	9		
<b>TOTAL MAHON</b>			<b>828</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>22.7</b>	<b>44.2</b>	<b>17.0</b>	<b>8.8</b>	<b>3.5</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>72.8</b>	<b>14</b>	<b>770</b>		
MALAGA																						
ABERDEEN	RYANAIR	S A	14	0	0	7.1	71.4	7.1	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	6	50.0	8	7		
ABERDEEN	RYANAIR	S D	14	0	0	0.0	57.1	35.7	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	6	50.0	34	8		
BELFAST INTERNATIONAL	EASYJET UK LTD	S A	49	0	0	0.0	34.7	36.7	10.2	6.1	6.1	6.1	0.0	0.0	0.0	0.0	22	54.5	29	44		
BELFAST INTERNATIONAL	EASYJET UK LTD	S D	49	0	0	0.0	38.8	34.7	12.2	6.1	6.1	2.0	0.0	0.0	0.0	0.0	15	65.9	22	44		
BELFAST INTERNATIONAL	JET2.COM LTD	S A	14	0	0	14.3	35.7	14.3	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	15	85.7	4	14		
BELFAST INTERNATIONAL	JET2.COM LTD	S D	14	0	0	0.0	50.0	42.9	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	11	85.7	6	14		
BELFAST INTERNATIONAL	RYANAIR	S A	10	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	14		
BELFAST INTERNATIONAL	RYANAIR	S D	10	0	0	0.0	10.0	50.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	18	64.3	13	14		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2024					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
BELFAST INTERNATIONAL	RYANAIR UK LTD	S	A	13	0	0	0.0	7.7	61.5	15.4	0.0	7.7	7.7	0.0	0.0	0.0	0.0	27	50.0	12	4										
BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	13	0	0	0.0	15.4	46.2	23.1	7.7	0.0	0.0	7.7	0.0	0.0	0.0	25	75.0	9	4										
BIRMINGHAM	EASYJET UK LTD	S	A	13	0	0	0.0	23.1	46.2	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	11	15.4	44	13										
BIRMINGHAM	EASYJET UK LTD	S	D	13	0	0	0.0	53.8	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	53.8	37	13										
BIRMINGHAM	JET2.COM LTD	S	A	31	0	0	3.2	51.6	29.0	6.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	8	77.4	10	31										
BIRMINGHAM	JET2.COM LTD	S	D	31	0	0	0.0	3.2	64.5	19.4	12.9	0.0	0.0	0.0	0.0	0.0	0.0	14	80.6	14	31										
BIRMINGHAM	RYANAIR	S	A	40	0	0	12.5	25.0	27.5	27.5	5.0	2.5	0.0	0.0	0.0	0.0	0.0	12	28.2	38	38										
BIRMINGHAM	RYANAIR	S	D	40	0	0	0.0	25.0	40.0	22.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	48.7	33	39										
BIRMINGHAM	RYANAIR 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	56	1										
BIRMINGHAM	TUI AIRWAYS LTD	C	A	8	0	0	0.0	12.5	37.5	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	26	44.4	17	9										
BIRMINGHAM	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	26	77.8	7	9										
BOURNEMOUTH	RYANAIR	S	A	37	0	0	8.1	40.5	27.0	21.6	2.7	0.0	0.0	0.0	0.0	0.0	0.0	7	74.1	11	27										
BOURNEMOUTH	RYANAIR	S	D	35	0	0	11.4	28.6	25.7	17.1	14.3	2.9	0.0	0.0	0.0	0.0	0.0	13	63.0	17	27										
BRISTOL	EASYJET EUROPE	S	A	36	0	0	5.6	38.9	41.7	8.3	2.8	0.0	2.8	0.0	0.0	0.0	0.0	8	61.3	11	31										
BRISTOL	EASYJET EUROPE	S	D	35	0	0	8.6	45.7	25.7	5.7	11.4	0.0	2.9	0.0	0.0	0.0	0.0	11	51.6	21	31										
BRISTOL	EASYJET UK LTD	S	A	44	0	0	13.6	31.8	27.3	13.6	6.8	6.8	0.0	0.0	0.0	0.0	0.0	13	61.5	18	39										
BRISTOL	EASYJET UK LTD	S	D	45	0	0	0.0	60.0	26.7	4.4	2.2	4.4	0.0	2.2	0.0	0.0	0.0	12	89.7	7	39										
BRISTOL	JET2.COM LTD	S	A	18	0	0	0.0	27.8	27.8	27.8	11.1	5.6	0.0	0.0	0.0	0.0	0.0	18	7.1	29	14										
BRISTOL	JET2.COM LTD	S	D	18	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	78.6	13	14										
BRISTOL	RYANAIR	S	A	31	0	0	0.0	22.6	38.7	12.9	19.4	6.5	0.0	0.0	0.0	0.0	0.0	18	54.5	24	22										
BRISTOL	RYANAIR	S	D	31	0	0	0.0	12.9	41.9	19.4	16.1	9.7	0.0	0.0	0.0	0.0	0.0	20	54.5	27	22										
BRISTOL	TUI AIRWAYS LTD	C	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	15	12.5	37	8										
BRISTOL	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	6	9										
CARDIFF WALES	RYANAIR	S	A	14	0	0	0.0	35.7	42.9	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	12	84.6	7	13										
CARDIFF WALES	RYANAIR	S	D	14	0	0	0.0	42.9	28.6	7.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	13	69.2	12	13										
CARDIFF WALES	TUI AIRWAYS LTD	C	A	8	0	0	0.0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	42	8										
CARDIFF WALES	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	5	88.9	3	9										
CARDIFF WALES	VUELING AIRLINES	S	A	13	0	0	0.0	38.5	23.1	7.7	30.8	0.0	0.0	0.0	0.0	0.0	0.0	17	88.9	9	9										
CARDIFF WALES	VUELING AIRLINES	S	D	13	0	0	0.0	38.5	23.1	0.0	38.5	0.0	0.0	0.0	0.0	0.0	0.0	18	55.6	20	9										
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	31	0	0	12.9	32.3	32.3	19.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	9	27										
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	31	0	0	0.0	58.1	38.7	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	4	88.9	5	27										
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	52	0	0	3.8	21.2	44.2	21.2	1.9	7.7	0.0	0.0	0.0	0.0	0.0	16	87.5	9	40										
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	52	0	0	0.0	61.5	28.8	3.8	3.8	1.9	0.0	0.0	0.0	0.0	0.0	5	85.4	7	41										

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: M										MAY 2024								
										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	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	26	22.2	42	9							
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	66.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	9	80.0	8	10							
EDINBURGH	EVELOP	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							
EDINBURGH	EVELOP	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	76	0.0	0	0							
EDINBURGH	JET2.COM LTD	S	A	18	0	0	0.0	27.8	27.8	27.8	5.6	11.1	0.0	0.0	0.0	0.0	0.0	19	77.3	11	22							
EDINBURGH	JET2.COM LTD	S	D	18	0	0	0.0	33.3	61.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	95.5	4	22							
EDINBURGH	RYANAIR	S	A	26	0	0	3.8	26.9	30.8	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	18	42.9	30	21							
EDINBURGH	RYANAIR	S	D	26	0	0	0.0	30.8	34.6	7.7	19.2	7.7	0.0	0.0	0.0	0.0	0.0	20	42.9	20	21							
EDINBURGH	RYANAIR UK LTD	S	A	5	0	0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0							
EDINBURGH	RYANAIR UK LTD	S	D	5	0	0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0							
EXETER	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	15	66.7	22	9							
EXETER	RYANAIR	S	D	9	0	0	0.0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	31	50.0	34	8							
GLASGOW	BA CITYFLYER LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	4							
GLASGOW	BA CITYFLYER LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	4							
GLASGOW	EASYJET UK LTD	S	A	31	0	0	3.2	12.9	29.0	25.8	19.4	6.5	3.2	0.0	0.0	0.0	0.0	24	31.3	29	31							
GLASGOW	EASYJET UK LTD	S	D	31	0	0	0.0	25.8	41.9	22.6	6.5	3.2	0.0	0.0	0.0	0.0	0.0	12	61.3	16	31							
GLASGOW	JET2.COM LTD	S	A	26	0	0	0.0	26.9	26.9	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	16	70.4	12	27							
GLASGOW	JET2.COM LTD	S	D	28	0	0	0.0	25.0	67.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	96.3	3	27							
GLASGOW	RYANAIR	S	A	18	0	0	5.6	50.0	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	92.3	5	13							
GLASGOW	RYANAIR	S	D	18	0	0	0.0	16.7	44.4	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	17	61.5	22	13							
GLASGOW	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	21	75.0	14	4							
GLASGOW	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	8	5							
ISLE OF MAN	BA CITYFLYER LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4							
ISLE OF MAN	BA CITYFLYER LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	24	3							
JERSEY	BA CITYFLYER 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	18	75.0	13	4							
JERSEY	BA CITYFLYER LTD	C	D	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	20	66.7	13	3							
LEEDS BRADFORD	EASYJET EUROPE	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0							
LEEDS BRADFORD	EASYJET EUROPE	S	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	97	0.0	0	0							
LEEDS BRADFORD	JET2.COM LTD	S	A	56	0	0	8.9	28.6	35.7	8.9	12.5	3.6	1.8	0.0	0.0	0.0	0.0	15	76.4	15	55							
LEEDS BRADFORD	JET2.COM LTD	S	D	56	0	0	0.0	25.0	51.8	12.5	5.4	3.6	1.8	0.0	0.0	0.0	0.0	13	85.5	11	55							
LEEDS BRADFORD	RYANAIR	S	A	29	0	0	0.0	17.2	44.8	20.7	17.2	0.0	0.0	0.0	0.0	0.0	0.0	16	46.2	21	13							

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2024								
																More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LEEDS BRADFORD		RYANAIR		S	D	29	0	0	0	0.0	13.8	34.5	37.9	10.3	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	69.2	12	13							
LIVERPOOL (JOHN LENNON)		EASYJET UK LTD		S	A	56	0	0	0	8.9	37.5	39.3	5.4	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	74.1	11	54							
LIVERPOOL (JOHN LENNON)		EASYJET UK LTD		S	D	56	0	0	0	0.0	66.1	26.8	1.8	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.7	6	53							
LIVERPOOL (JOHN LENNON)		JET2.COM LTD		S	A	14	0	0	0	7.1	28.6	35.7	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0							
LIVERPOOL (JOHN LENNON)		JET2.COM LTD		S	D	14	0	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
LIVERPOOL (JOHN LENNON)		RYANAIR		S	A	48	0	0	0	6.3	35.4	37.5	8.3	6.3	4.2	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	12	44							
LIVERPOOL (JOHN LENNON)		RYANAIR		S	D	49	0	0	0	0.0	40.8	46.9	10.2	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	84.1	9	44							
GATWICK		BA EUROFLYER LTD DBA BRITISH AIRWAYS		S	A	85	0	0	0	11.8	16.5	31.8	16.5	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	61.7	23	81							
GATWICK		BA EUROFLYER LTD DBA BRITISH AIRWAYS		S	D	85	0	0	0	0.0	12.9	57.6	16.5	8.2	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	59.3	23	81							
GATWICK		EASYJET UK LTD		S	A	142	0	0	0	13.4	37.3	29.6	9.2	7.7	2.1	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	10	61.2	20	139							
GATWICK		EASYJET UK LTD		S	D	143	0	0	0	0.0	34.3	46.9	8.4	7.7	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	64.3	18	140							
GATWICK		NORWEGIAN AIR SHUTTLE		S	D	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0							
GATWICK		TUI AIRWAYS LTD		C	A	13	0	0	0	0.0	7.7	38.5	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	28.6	29	14							
GATWICK		TUI AIRWAYS LTD		C	D	13	0	0	0	0.0	15.4	69.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	78.6	10	14							
GATWICK		VUELING AIRLINES		S	A	91	0	0	0	19.8	38.5	22.0	6.6	9.9	2.2	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	87.1	10	62							
GATWICK		VUELING AIRLINES		S	D	91	0	0	0	0.0	15.4	54.9	16.5	8.8	2.2	1.1	1.1	0.0	0.0	0.0	0.0	0.0	0.0	16	64.5	20	62							
GATWICK		WIZZ AIR UK LTD		S	A	44	0	0	0	18.2	50.0	9.1	6.8	6.8	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	68.9	16	45							
GATWICK		WIZZ AIR UK LTD		S	D	44	0	0	0	0.0	45.5	40.9	2.3	2.3	6.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.6	16	45							
HEATHROW		BRITISH AIRWAYS PLC		S	A	85	0	0	0	7.1	38.8	32.9	9.4	10.6	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	57.7	17	75							
HEATHROW		BRITISH AIRWAYS PLC		S	D	85	0	0	0	0.0	40.0	48.2	5.9	4.7	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	65.4	15	75							
LONDON CITY		BA CITYFLYER LTD		S	A	29	0	0	0	3.4	31.0	24.1	17.2	10.3	13.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	58.1	25	30							
LONDON CITY		BA CITYFLYER LTD		S	D	29	0	0	0	0.0	10.3	51.7	13.8	13.8	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	45.2	31	30							
LUTON		EASYJET UK LTD		S	A	93	0	0	0	7.5	21.5	25.8	29.0	12.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	46.7	26	92							
LUTON		EASYJET UK LTD		S	D	93	0	0	0	0.0	31.2	38.7	18.3	10.8	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	71.0	14	93							
LUTON		RYANAIR		S	A	35	0	0	0	5.7	22.9	34.3	17.1	11.4	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	55.6	21	36							
LUTON		RYANAIR		S	D	35	0	0	0	0.0	40.0	37.1	5.7	14.3	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	52.8	19	36							
STANSTED		JET2.COM LTD		S	A	28	0	0	0	0.0	21.4	46.4	14.3	14.3	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	20	60.7	21	28							
STANSTED		JET2.COM LTD		S	D	28	0	0	0	0.0	21.4	50.0	14.3	10.7	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	18	67.9	20	28							

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: M																	MAY 2024			
		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
								3.3	32.6	32.6	15.2	13.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	STANSTED	RYANAIR	S	A	92	0	0	3.3	32.6	32.6	15.2	13.0	3.3	0.0	0.0	0.0	0.0	0.0	13	55.3	30	85
	STANSTED	RYANAIR	S	D	93	0	0	0.0	21.5	47.3	14.0	14.0	3.2	0.0	0.0	0.0	0.0	0.0	14	54.8	23	84
	STANSTED	RYANAIR 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	25.0	40	4
	STANSTED	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	54	5
	MANCHESTER	EASYJET EUROPE	S	A	30	0	1	16.1	45.2	25.8	3.2	6.5	0.0	0.0	0.0	0.0	0.0	3.2	5	92.6	3	27
	MANCHESTER	EASYJET EUROPE	S	D	30	0	1	0.0	35.5	38.7	12.9	3.2	3.2	3.2	0.0	0.0	0.0	3.2	14	81.5	5	27
	MANCHESTER	EASYJET UK LTD	S	A	15	0	0	0.0	20.0	46.7	20.0	0.0	0.0	6.7	0.0	6.7	0.0	0.0	50	52.9	17	17
	MANCHESTER	EASYJET UK LTD	S	D	15	0	0	0.0	33.3	33.3	26.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	15	76.5	8	17
	MANCHESTER	JET2.COM LTD	S	A	40	0	0	10.0	22.5	30.0	17.5	10.0	7.5	2.5	0.0	0.0	0.0	0.0	21	64.1	28	39
	MANCHESTER	JET2.COM LTD	S	D	40	0	0	0.0	2.5	55.0	27.5	10.0	5.0	0.0	0.0	0.0	0.0	0.0	19	55.0	34	40
	MANCHESTER	RYANAIR	S	A	52	0	0	3.8	23.1	40.4	21.2	9.6	1.9	0.0	0.0	0.0	0.0	0.0	13	60.4	20	48
	MANCHESTER	RYANAIR	S	D	52	0	0	0.0	32.7	42.3	11.5	11.5	1.9	0.0	0.0	0.0	0.0	0.0	11	50.0	23	48
	MANCHESTER	RYANAIR 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	44.4	53	9
	MANCHESTER	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	26	9
	MANCHESTER	TUI AIRWAYS LTD	C	A	13	0	0	0.0	0.0	23.1	61.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	24	28.6	36	14
	MANCHESTER	TUI AIRWAYS LTD	C	D	13	0	0	0.0	0.0	92.3	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	78.6	10	14
	NEWCASTLE	EASYJET UK LTD	S	A	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	NEWCASTLE	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	NEWCASTLE	JET2.COM LTD	S	A	31	0	0	29.0	48.4	12.9	0.0	9.7	0.0	0.0	0.0	0.0	0.0	0.0	4	90.3	9	31
	NEWCASTLE	JET2.COM LTD	S	D	31	0	0	0.0	19.4	71.0	3.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	83.9	8	31
	NEWCASTLE	RYANAIR	S	A	23	0	0	4.3	43.5	21.7	21.7	4.3	4.3	0.0	0.0	0.0	0.0	0.0	11	69.2	25	13
	NEWCASTLE	RYANAIR	S	D	23	0	0	0.0	39.1	60.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	53.8	20	13
	NEWCASTLE	TUI AIRWAYS LTD	S	A	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	24	0.0	49	8
	NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	11	9
	SOUTHAMPTON	BA CITYFLYER LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	SOUTHEND	EASYJET EUROPE	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	12	92.3	18	13
	SOUTHEND	EASYJET EUROPE	S	D	5	0	0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	22	69.2	24	13
	SOUTHEND	EASYJET UK LTD	S	A	27	0	0	14.8	29.6	29.6	11.1	7.4	7.4	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	SOUTHEND	EASYJET UK LTD	S	D	26	0	0	0.0	84.6	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	TEESSIDE INTERNATIONAL AIRPORT	RYANAIR	S	A	9	0	0	33.3	44.4	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	14	0.0	0	0
	TEESSIDE INTERNATIONAL AIRPORT	RYANAIR	S	D	9	0	0	11.1	22.2	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL MALAGA</b>					<b>3695</b>	<b>0</b>	<b>2</b>	<b>4.2</b>	<b>30.8</b>	<b>38.4</b>	<b>13.6</b>	<b>9.0</b>	<b>3.3</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>13</b>	<b>65.2</b>	<b>18</b>	<b>3281</b>
MALE INTERNATIONAL																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	38.5	46.2	7.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	12	78.6	8	14

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: M										MAY 2024								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
		HEATHROW		BRITISH AIRWAYS PLC		S	D	14	0	0	0.0	14.3	28.6	42.9	7.1	0.0	7.1	0.0	0.0	0.0	0.0	25	69.2	13	13			
<b>TOTAL MALE INTERNATIONAL</b>								<b>27</b>	<b>0</b>	<b>0</b>	<b>18.5</b>	<b>29.6</b>	<b>18.5</b>	<b>22.2</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>19</b>	<b>74.1</b>	<b>10</b>	<b>27</b>				
MALTA		BELFAST INTERNATIONAL		JET2.COM LTD		S	A	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	0	5			
		BELFAST INTERNATIONAL		JET2.COM LTD		S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	8	5			
		BELFAST INTERNATIONAL		RYANAIR		S	A	9	0	0	22.2	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	10	8				
		BELFAST INTERNATIONAL		RYANAIR		S	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	14	50.0	20	8				
		BIRMINGHAM		JET2.COM LTD		S	A	14	0	0	0.0	35.7	21.4	28.6	14.3	0.0	0.0	0.0	0.0	0.0	15	88.9	7	9				
		BIRMINGHAM		JET2.COM LTD		S	D	14	0	0	0.0	7.1	28.6	21.4	35.7	7.1	0.0	0.0	0.0	0.0	28	66.7	17	9				
		BIRMINGHAM		RYANAIR		S	A	18	0	0	0.0	0.0	38.9	16.7	38.9	5.6	0.0	0.0	0.0	0.0	27	76.9	18	13				
		BIRMINGHAM		RYANAIR		S	D	18	0	0	5.6	11.1	38.9	11.1	22.2	11.1	0.0	0.0	0.0	0.0	24	69.2	21	13				
		BIRMINGHAM		TUI AIRWAYS LTD		C	A	5	0	0	0.0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	53	0.0	40	5				
		BIRMINGHAM		TUI AIRWAYS LTD		C	D	5	0	0	0.0	0.0	60.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	30	20.0	19	5				
		BOURNEMOUTH		RYANAIR		S	A	14	0	0	0.0	0.0	50.0	28.6	14.3	7.1	0.0	0.0	0.0	0.0	23	84.6	46	13				
		BOURNEMOUTH		RYANAIR		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	12	92.3	9	13				
		BRISTOL		EASYJET UK LTD		S	A	8	1	0	0.0	22.2	11.1	22.2	11.1	22.2	0.0	0.0	0.0	11.1	0.0	31	70.0	10	10			
		BRISTOL		EASYJET UK LTD		S	D	9	0	0	0.0	55.6	11.1	0.0	22.2	11.1	0.0	0.0	0.0	0.0	17	90.0	7	10				
		BRISTOL		JET2.COM LTD		S	A	9	0	0	0.0	0.0	33.3	11.1	44.4	11.1	0.0	0.0	0.0	0.0	31	88.9	10	9				
		BRISTOL		JET2.COM LTD		S	D	9	0	0	0.0	22.2	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	8	9				
		BRISTOL		TUI AIRWAYS LTD		C	A	5	0	0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	26	20.0	28	5				
		BRISTOL		TUI AIRWAYS LTD		C	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	60.0	12	5				
		EAST MIDLANDS INTERNATIONAL		JET2.COM LTD		S	A	9	0	0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	9	100.0	0	5				
		EAST MIDLANDS INTERNATIONAL		JET2.COM LTD		S	D	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	6	5				
		EAST MIDLANDS INTERNATIONAL		RYANAIR		S	A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	27	25.0	46	4				
		EAST MIDLANDS INTERNATIONAL		RYANAIR		S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	15	4				
		EDINBURGH		JET2.COM LTD		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	15	80.0	7	5				
		EDINBURGH		JET2.COM LTD		S	D	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	4	5				
		EDINBURGH		RYANAIR		S	A	17	0	0	0.0	0.0	23.5	17.6	29.4	29.4	0.0	0.0	0.0	0.0	42	11.1	35	8				
		EDINBURGH		RYANAIR		S	D	17	0	0	0.0	29.4	41.2	11.8	11.8	5.9	0.0	0.0	0.0	0.0	14	87.5	8	8				
		GLASGOW		JET2.COM LTD		S	A	8	0	0	0.0	0.0	50.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	22	77.8	8	9				
		GLASGOW		JET2.COM LTD		S	D	10	0	0	0.0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	9				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2024					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GLASGOW	RYANAIR	S	A	9	0	0	0.0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0									
GLASGOW	RYANAIR	S	D	9	0	0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0									
LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	0.0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	2	9									
LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	9									
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	10	0	0	0.0	30.0	20.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0									
LIVERPOOL (JOHN LENNON)	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	0.0	1	0.0	0	0									
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0									
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S	D	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0									
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	66.7	16	9									
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	7	9									
GATWICK	AIR MALTA	S	A	31	0	0	77.4	16.1	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.5	5	31									
GATWICK	AIR MALTA	S	D	31	0	0	0.0	58.1	41.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.1	7	31									
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	C	A	5	0	0	0.0	0.0	20.0	0.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	81	60.0	75	5									
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	C	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	60.0	72	5									
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	59	0	0	1.7	15.3	30.5	20.3	22.0	6.8	1.7	1.7	0.0	0.0	0.0	0.0	29	75.0	11	40									
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	59	0	0	0.0	15.3	64.4	8.5	8.5	3.4	0.0	0.0	0.0	0.0	0.0	0.0	11	77.5	13	40									
GATWICK	EASYJET UK LTD	S	A	57	0	0	1.8	21.1	38.6	17.5	14.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	18	63.9	15	61									
GATWICK	EASYJET UK LTD	S	D	58	0	0	0.0	32.8	50.0	10.3	1.7	3.4	1.7	0.0	0.0	0.0	0.0	0.0	11	65.6	15	61									
GATWICK	ENTER AIR	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	0.0	5	80.0	11	5									
GATWICK	ENTER AIR	S	D	5	0	0	0.0	0.0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	40.0	29	5									
GATWICK	TUI AIRWAYS LTD	C	A	10	0	0	0.0	0.0	20.0	20.0	50.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	54	10.0	45	10									
GATWICK	TUI AIRWAYS LTD	C	D	10	0	0	0.0	10.0	50.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	24	10									
HEATHROW	AIR MALTA	S	A	67	0	0	31.3	50.7	13.4	1.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	74.2	10	66									
HEATHROW	AIR MALTA	S	D	67	0	0	0.0	44.8	37.3	11.9	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	8	63.6	15	66									
LUTON	RYANAIR	S	A	23	0	0	0.0	8.7	26.1	4.3	43.5	13.0	4.3	0.0	0.0	0.0	0.0	0.0	38	38.1	28	21									
LUTON	RYANAIR	S	D	23	0	0	0.0	26.1	30.4	17.4	17.4	8.7	0.0	0.0	0.0	0.0	0.0	0.0	22	54.5	25	22									
STANSTED	JET2.COM LTD	S	A	14	0	0	7.1	42.9	14.3	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	64.3	19	14									
STANSTED	JET2.COM LTD	S	D	14	0	0	0.0	35.7	57.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	78.6	11	14									
STANSTED	RYANAIR	S	A	48	0	0	0.0	6.3	12.5	43.8	22.9	10.4	4.2	0.0	0.0	0.0	0.0	0.0	35	66.7	15	57									

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: M																	MAY 2024			
		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
STANSTED	RYANAIR	S D	48	0	0	0.0	31.3	33.3	14.6	16.7	4.2	0.0	0.0	0.0	0.0	0.0	0.0	16	59.6	18	57	
STANSTED	RYANAIR UK LTD	S A	9	0	0	0.0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
STANSTED	RYANAIR UK LTD	S D	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
MANCHESTER	EASYJET UK LTD	S A	31	0	0	0.0	12.9	29.0	29.0	16.1	12.9	0.0	0.0	0.0	0.0	0.0	0.0	25	77.4	12	31	
MANCHESTER	EASYJET UK LTD	S D	31	0	0	0.0	45.2	41.9	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	8	87.1	7	31	
MANCHESTER	JET2.COM LTD	S A	14	0	0	0.0	7.1	21.4	28.6	21.4	21.4	0.0	0.0	0.0	0.0	0.0	0.0	36	53.8	31	13	
MANCHESTER	JET2.COM LTD	S D	14	0	0	0.0	7.1	57.1	14.3	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	69.2	14	13	
MANCHESTER	RYANAIR	S A	27	0	0	0.0	3.7	25.9	14.8	40.7	14.8	0.0	0.0	0.0	0.0	0.0	0.0	34	67.7	16	31	
MANCHESTER	RYANAIR	S D	27	0	0	0.0	18.5	33.3	25.9	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	80.6	13	31	
MANCHESTER	RYANAIR UK LTD	S A	4	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
MANCHESTER	RYANAIR UK LTD	S D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
MANCHESTER	TUI AIRWAYS LTD	C A	15	0	0	0.0	0.0	6.7	33.3	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	51	26.7	43	15	
MANCHESTER	TUI AIRWAYS LTD	C D	15	0	0	0.0	0.0	26.7	26.7	33.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	31	64.3	20	14	
NEWCASTLE	JET2.COM LTD	S A	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	0.0	21	80.0	12	5	
NEWCASTLE	JET2.COM 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	0.0	3	60.0	10	5	
SOUTHEND	EASYJET UK LTD	S A	17	0	0	0.0	17.6	64.7	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
SOUTHEND	EASYJET UK LTD	S D	17	0	0	0.0	82.4	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL MALTA</b>			<b>1235</b>	<b>1</b>	<b>0</b>	<b>4.3</b>	<b>24.2</b>	<b>35.4</b>	<b>15.7</b>	<b>14.2</b>	<b>5.5</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>17</b>	<b>69.6</b>	<b>16</b>	<b>1062</b>		
MANCHESTER	ABERDEEN	LOGANAIR LTD	S A	84	0	0	32.1	53.6	10.7	2.4	1.2	0.0	0.0	0.0	0.0	0.0	0.0	2	82.7	11	81	
MANCHESTER	ABERDEEN	LOGANAIR LTD	S D	68	0	0	5.9	73.5	19.1	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	6	80	
MANCHESTER	BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S A	17	0	0	17.6	47.1	23.5	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.2	3	43	
MANCHESTER	BELFAST CITY (GEORGE BEST)	EASYJET UK LTD	S D	17	0	0	0.0	52.9	41.2	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.6	5	43	
MANCHESTER	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES (IRELAND) LIMITED	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	0.0	0	0	
MANCHESTER	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES (IRELAND) LIMITED	S D	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	12	0.0	0	0	
MANCHESTER	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S A	105	0	1	16.0	57.5	17.9	1.9	3.8	0.9	0.0	0.9	0.0	0.0	0.9	6	94.6	4	92	
MANCHESTER	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S D	105	0	1	0.0	63.2	27.4	2.8	3.8	0.9	0.0	0.9	0.0	0.0	0.9	6	91.4	6	92	
MANCHESTER	BELFAST INTERNATIONAL	EASYJET UK LTD	S A	108	0	0	25.0	39.8	14.8	6.5	6.5	5.6	1.9	0.0	0.0	0.0	0.0	13	78.4	9	124	
MANCHESTER	BELFAST INTERNATIONAL	EASYJET UK LTD	S D	108	0	0	1.9	57.4	20.4	5.6	9.3	2.8	2.8	0.0	0.0	0.0	0.0	12	76.8	12	124	
MANCHESTER	BELFAST INTERNATIONAL	RYANAIR UK LTD	S A	53	0	0	1.9	54.7	28.3	9.4	5.7	0.0	0.0	0.0	0.0	0.0	0.0	6	79.4	14	63	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		PERCENTAGE OF FLIGHTS LATE											MAY 2024			
						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)
BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	53	0	0	0.0	47.2	32.1	7.5	9.4	3.8	0.0	0.0	0.0	0.0	0.0	10	79.0	12	62	
BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
BIRMINGHAM	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
BOURNEMOUTH	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	20	0.0	0	0	
EXETER	LOGANAIR LTD	S	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
ISLE OF MAN	EASYJET UK LTD	S	A	27	0	0	11.1	44.4	14.8	14.8	11.1	0.0	0.0	0.0	3.7	0.0	0.0	25	69.0	15	29	
ISLE OF MAN	EASYJET UK LTD	S	D	27	0	0	3.7	37.0	14.8	11.1	25.9	3.7	0.0	0.0	3.7	0.0	0.0	33	55.2	27	29	
ISLE OF MAN	LOGANAIR LTD	S	A	63	0	0	15.9	42.9	31.7	4.8	3.2	0.0	1.6	0.0	0.0	0.0	0.0	7	75.8	9	57	
ISLE OF MAN	LOGANAIR LTD	S	D	63	0	0	4.8	63.5	27.0	1.6	1.6	0.0	0.0	1.6	0.0	0.0	0.0	7	79.0	12	58	
JERSEY	EASYJET UK LTD	S	A	25	0	0	24.0	44.0	20.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.8	11	33	
JERSEY	EASYJET UK LTD	S	D	25	0	0	4.0	48.0	32.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	7	72.7	13	33	
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	100.0	0	0.0	0	0	
GATWICK	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	52	100.0	4	1	
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	48	1	
HEATHROW	BRITISH AIRWAYS PLC	S	A	194	0	1	12.8	36.4	30.8	14.9	3.6	1.0	0.0	0.0	0.0	0.0	0.5	8	55.4	21	197	
HEATHROW	BRITISH AIRWAYS PLC	S	D	195	0	0	0.0	36.4	44.1	12.3	5.6	1.5	0.0	0.0	0.0	0.0	0.0	9	61.3	20	198	
SOUTHAMPTON	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
SOUTHAMPTON	AURIGNY AIR SERVICES	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
TEESSIDE INTERNATIONAL AIRPORT	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	82	0.0	0	0	
<b>TOTAL MANCHESTER</b>				<b>1364</b>	<b>0</b>	<b>4</b>	<b>9.6</b>	<b>48.3</b>	<b>26.8</b>	<b>7.5</b>	<b>5.1</b>	<b>1.5</b>	<b>0.4</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>8</b>	<b>75.2</b>	<b>13</b>	<b>1441</b>	
MARRAKESH																						
BIRMINGHAM	EASYJET UK LTD	S	A	9	0	0	11.1	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
BIRMINGHAM	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
BIRMINGHAM	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
BIRMINGHAM	RYANAIR 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	52.9	21	17	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAY 2024		Origin/Destinations: M											PERCENTAGE OF FLIGHTS LATE				MAY 2024									
										NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE											MAY 2024		
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat							
BIRMINGHAM	RYANAIR 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	11	18													
BIRMINGHAM	TUI AIRWAYS LTD	S	A	9	0	0	11.1	0.0	22.2	22.2	44.4	0.0	0.0	0.0	0.0	0.0	0.0	25	75.0	28	8													
BIRMINGHAM	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	33.3	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	24	55.6	25	9													
BRISTOL	EASYJET UK LTD	S	A	8	0	0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	62.5	21	8													
BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	19	8													
BRISTOL	RYANAIR 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	20	9													
BRISTOL	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	9													
BRISTOL	TUI AIRWAYS LTD	S	A	6	0	0	0.0	0.0	16.7	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	25.0	48	4													
BRISTOL	TUI AIRWAYS LTD	S	D	6	0	0	0.0	0.0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	25.0	38	4													
EDINBURGH	EASYJET UK LTD	S	A	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0													
EDINBURGH	EASYJET UK LTD	S	D	9	0	0	11.1	33.3	11.1	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0													
EDINBURGH	RYANAIR UK LTD	S	A	9	0	0	0.0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	33.3	27	9													
EDINBURGH	RYANAIR UK LTD	S	D	9	0	0	0.0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	77.8	15	9													
LEEDS BRADFORD	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	9													
LEEDS BRADFORD	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	8	9													
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	8	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0													
LIVERPOOL (JOHN LENNON)	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	0	0.0	0	0													
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	47	0	0	25.5	38.3	17.0	8.5	4.3	4.3	2.1	0.0	0.0	0.0	0.0	12	82.9	10	35													
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	47	0	0	0.0	12.8	61.7	14.9	4.3	4.3	2.1	0.0	0.0	0.0	0.0	16	71.4	16	35													
GATWICK	EASYJET UK LTD	S	A	79	0	0	25.3	34.2	24.1	10.1	1.3	5.1	0.0	0.0	0.0	0.0	0.0	8	80.2	11	81													
GATWICK	EASYJET UK LTD	S	D	80	0	0	0.0	20.0	52.5	18.8	5.0	3.8	0.0	0.0	0.0	0.0	0.0	12	72.8	16	81													
GATWICK	TUI AIRWAYS LTD	S	A	9	0	0	11.1	11.1	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	44.4	24	9													
GATWICK	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	44.4	34	9													
GATWICK	WIZZ AIR UK LTD	S	A	13	0	0	7.7	53.8	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	13	13													
GATWICK	WIZZ AIR UK LTD	S	D	13	0	0	0.0	30.8	61.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	76.9	9	13													
HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	0	50.0	25.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	19													
HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	0.0	50.0	43.8	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	10	73.7	11	19													
LUTON	EASYJET UK LTD	S	A	17	0	0	23.5	41.2	11.8	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	76.9	11	13													
LUTON	EASYJET UK LTD	S	D	17	0	0	0.0	52.9	23.5	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	71.4	12	14													
STANSTED	JET2.COM LTD	S	A	9	0	0	33.3	11.1	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0													
STANSTED	JET2.COM LTD	S	D	9	0	0	0.0	22.2	66.7	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	18	0.0	0	0													
STANSTED	RYANAIR UK LTD	S	A	62	0	0	0.0	11.3	43.5	25.8	12.9	3.2	3.2	0.0	0.0	0.0	0.0	22	54.0	20	62													

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: M																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								15 m early	15 m early	15 m late	30 m late	60 m late	120 m late	180 m late	360 m late	late	Unmat	Can	(mins)	to 15 m	(mins)	Mat
	STANSTED	RYANAIR UK LTD	S	D	62	0	0	0.0	27.4	50.0	11.3	8.1	0.0	3.2	0.0	0.0	0.0	0.0	14	80.6	11	62
	MANCHESTER	EASYJET UK LTD	S	A	26	0	0	23.1	30.8	30.8	3.8	7.7	3.8	0.0	0.0	0.0	0.0	0.0	9	68.2	9	22
	MANCHESTER	EASYJET UK LTD	S	D	26	0	0	0.0	50.0	19.2	15.4	11.5	3.8	0.0	0.0	0.0	0.0	0.0	12	72.7	9	22
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	22.2	11.1	22.2	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	MANCHESTER	RYANAIR UK LTD	S	A	31	0	0	0.0	12.9	29.0	29.0	16.1	9.7	3.2	0.0	0.0	0.0	0.0	29	60.6	11	31
	MANCHESTER	RYANAIR UK LTD	S	D	31	0	0	0.0	32.3	38.7	16.1	3.2	6.5	3.2	0.0	0.0	0.0	0.0	16	74.2	11	31
	MANCHESTER	TUI AIRWAYS LTD	S	A	9	0	0	0.0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	17	25.0	45	8
	MANCHESTER	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	22.2	42	9
	SOUTHEND	EASYJET UK LTD	S	A	14	0	0	21.4	28.6	28.6	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	SOUTHEND	EASYJET UK LTD	S	D	14	0	0	7.1	64.3	7.1	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL MARRAKESH</b>					<b>818</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>28.0</b>	<b>37.2</b>	<b>14.5</b>	<b>6.8</b>	<b>3.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>70.2</b>	<b>15</b>	<b>719</b>
MARSEILLE																						
	BRISTOL	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
	BRISTOL	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1
	BRISTOL	RYANAIR	S	A	9	0	0	0.0	11.1	11.1	11.1	22.2	44.4	0.0	0.0	0.0	0.0	0.0	50	84.6	9	13
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	22.2	11.1	11.1	11.1	44.4	0.0	0.0	0.0	0.0	0.0	40	71.4	12	14
	EDINBURGH	RYANAIR	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	68.2	13	22
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	22	81.8	9	22
	EDINBURGH	RYANAIR UK 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	23	0.0	0	0
	EDINBURGH	RYANAIR UK LTD	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	49	0	0	8.2	34.7	20.4	16.3	12.2	8.2	0.0	0.0	0.0	0.0	0.0	19	65.1	18	43
	GATWICK	EASYJET UK LTD	S	D	49	0	0	0.0	32.7	46.9	6.1	12.2	2.0	0.0	0.0	0.0	0.0	0.0	11	67.4	16	43
	HEATHROW	BRITISH AIRWAYS PLC	S	A	112	0	3	7.0	45.2	27.0	13.0	4.3	0.9	0.0	0.0	0.0	0.0	2.6	7	58.9	24	120
	HEATHROW	BRITISH AIRWAYS PLC	S	D	112	0	3	0.0	35.7	47.8	7.8	6.1	0.0	0.0	0.0	0.0	0.0	2.6	7	70.2	14	121
	STANSTED	RYANAIR	S	A	65	0	1	1.5	21.2	34.8	28.8	9.1	3.0	0.0	0.0	0.0	0.0	1.5	16	55.7	17	61
	STANSTED	RYANAIR	S	D	65	0	1	0.0	25.8	27.3	21.2	18.2	4.5	1.5	0.0	0.0	0.0	1.5	20	58.1	20	62
	STANSTED	RYANAIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	31	5
	STANSTED	RYANAIR 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	10	5
	MANCHESTER	RYANAIR	S	A	13	0	0	0.0	7.7	23.1	38.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	23	66.7	15	9
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	46.2	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	4	9
<b>TOTAL MARSEILLE</b>					<b>524</b>	<b>0</b>	<b>8</b>	<b>2.4</b>	<b>32.7</b>	<b>34.2</b>	<b>15.4</b>	<b>9.8</b>	<b>3.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>13</b>	<b>65.1</b>	<b>17</b>	<b>551</b>
MAURITIUS																						
	GATWICK	AIR MAURITIUS LTD	S	A	23	0	0	4.3	34.8	39.1	13.0	0.0	4.3	0.0	4.3	0.0	0.0	0.0	20	65.5	22	28
	GATWICK	AIR MAURITIUS LTD	S	D	23	0	1	0.0	12.5	62.5	12.5	4.2	0.0	0.0	0.0	4.2	0.0	4.2	27	44.8	38	28

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: M										MAY 2024								
										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	
TOTAL MAURITIUS		GATWICK		BRITISH AIRWAYS PLC		S A				14	0	0	0.0	64.3	7.1	0.0	0.0	7.1	7.1	7.1	7.1	7.1	0.0	0.0	104	92.3	1	13
		GATWICK		BRITISH AIRWAYS PLC		S D				14	0	0	0.0	28.6	42.9	7.1	14.3	0.0	0.0	0.0	0.0	7.1	0.0	0.0	64	84.6	10	13
<b>TOTAL MAURITIUS</b>										<b>74</b>	<b>0</b>	<b>1</b>	<b>1.3</b>	<b>32.0</b>	<b>41.3</b>	<b>9.3</b>	<b>4.0</b>	<b>2.7</b>	<b>1.3</b>	<b>2.7</b>	<b>4.0</b>	<b>0.0</b>	<b>1.3</b>	<b>47</b>	<b>65.5</b>	<b>22</b>	<b>82</b>	
MELBOURNE		HEATHROW		QANTAS		S A				0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	74.2	14	31	
		HEATHROW		QANTAS		S D				0	0	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	12	31	
<b>TOTAL MELBOURNE</b>										<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.4</b>	<b>13</b>	<b>62</b>	
MELBOURNE FLATS		BIRMINGHAM		TUI AIRWAYS LTD		C A				6	0	0	0.0	0.0	0.0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	41	77.8	27	9	
		BIRMINGHAM		TUI AIRWAYS LTD		C D				5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	44.4	33	9	
		GLASGOW		TUI AIRWAYS LTD		C A				5	0	0	20.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	14	6	
		GLASGOW		TUI AIRWAYS LTD		C D				7	0	0	0.0	0.0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	22	44.4	32	9	
		GLASGOW		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	50	0.0	0	0	
		GATWICK		TUI AIRWAYS LTD		C A				7	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	9	
		GATWICK		TUI AIRWAYS LTD		C D				8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	9	9	
		MANCHESTER		TUI AIRWAYS LTD		C A				8	0	0	0.0	12.5	0.0	25.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	61	53.3	30	15	
		MANCHESTER		TUI AIRWAYS LTD		C D				9	0	0	0.0	0.0	33.3	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	33	58.8	16	17	
		NEWCASTLE		TUI AIRWAYS LTD		S A				4	0	0	0.0	0.0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	74	33.3	36	6	
		NEWCASTLE		TUI AIRWAYS LTD		S D				7	0	0	0.0	0.0	28.6	14.3	57.1	0.0	0.0	0.0	0.0	0.0	0.0	36	50.0	27	8	
<b>TOTAL MELBOURNE FLATS</b>										<b>67</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>11.9</b>	<b>26.9</b>	<b>26.9</b>	<b>20.9</b>	<b>10.4</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>60.8</b>	<b>23</b>	<b>97</b>	
MEMMINGEN ALLGAU		STANSTED		RYANAIR		S A				31	0	0	9.7	41.9	35.5	3.2	6.5	0.0	3.2	0.0	0.0	0.0	0.0	11	46.2	26	39	
		STANSTED		RYANAIR		S D				31	0	0	0.0	16.1	54.8	16.1	9.7	0.0	3.2	0.0	0.0	0.0	0.0	16	46.2	29	39	
		MANCHESTER		RYANAIR		S A				9	0	0	0.0	0.0	33.3	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
		MANCHESTER		RYANAIR		S D				9	0	0	0.0	0.0	33.3	0.0	55.6	11.1	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
<b>TOTAL MEMMINGEN ALLGAU</b>										<b>80</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>22.5</b>	<b>42.5</b>	<b>8.8</b>	<b>16.3</b>	<b>3.8</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>46.2</b>	<b>27</b>	<b>78</b>	
MEXICO CITY		HEATHROW		AEROMEXICO		S A				31	0	1	25.0	25.0	21.9	0.0	15.6	3.1	0.0	3.1	3.1	0.0	3.1	55	58.1	31	31	
		HEATHROW		AEROMEXICO		S D				30	0	2	3.1	53.1	31.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	6.3	4	100.0	1	30	
		HEATHROW		BRITISH AIRWAYS PLC		S A				31	0	0	22.6	29.0	25.8	9.7	12.9	0.0	0.0	0.0	0.0	0.0	0.0	11	67.7	33	31	
		HEATHROW		BRITISH AIRWAYS PLC		S D				31	0	0	0.0	12.9	48.4	29.0	3.2	3.2	3.2	0.0	0.0	0.0	0.0	18	38.7	43	31	
<b>TOTAL MEXICO CITY</b>										<b>123</b>	<b>0</b>	<b>3</b>	<b>12.7</b>	<b>30.2</b>	<b>31.7</b>	<b>9.5</b>	<b>9.5</b>	<b>1.6</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>2.4</b>	<b>22</b>	<b>65.9</b>	<b>27</b>	<b>123</b>	
MIAMI INTERNATIONAL		GATWICK		NORSE ATLANTIC UK LTD		S A				31	0	0	25.8	35.5	16.1	6.5	16.1	0.0	0.0	0.0	0.0	0.0	0.0	9	62.5	10	21	
		GATWICK		NORSE ATLANTIC UK LTD		S D				31	0	0	3.2	45.2	51.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	15	23	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		PERCENTAGE OF FLIGHTS LATE											MAY 2024						
						C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											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	Unmat	Can				
HEATHROW	AMERICAN AIRLINES	S	A	62	0	0	19.4	25.8	30.6	9.7	9.7	1.6	0.0	1.6	1.6	0.0	0.0	26	72.6	16	61				
HEATHROW	AMERICAN AIRLINES	S	D	62	0	1	0.0	61.9	27.0	4.8	3.2	0.0	1.6	0.0	0.0	0.0	1.6	6	74.2	15	61				
HEATHROW	BRITISH AIRWAYS PLC	S	A	33	0	0	45.5	12.1	18.2	6.1	12.1	6.1	0.0	0.0	0.0	0.0	0.0	12	60.6	14	33				
HEATHROW	BRITISH AIRWAYS PLC	S	D	33	0	0	0.0	27.3	48.5	6.1	6.1	12.1	0.0	0.0	0.0	0.0	0.0	16	78.8	10	33				
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	57	0	3	31.7	25.0	21.7	8.3	5.0	1.7	1.7	0.0	0.0	0.0	5.0	9	75.4	12	58				
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	57	0	3	0.0	46.7	36.7	8.3	3.3	0.0	0.0	0.0	0.0	0.0	5.0	6	66.7	29	58				
HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2				
<b>TOTAL MIAMI INTERNATIONAL</b>				<b>368</b>	<b>0</b>	<b>7</b>	<b>14.9</b>	<b>36.3</b>	<b>30.7</b>	<b>6.7</b>	<b>6.4</b>	<b>2.1</b>	<b>0.5</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>1.9</b>	<b>11</b>	<b>71.5</b>	<b>16</b>	<b>351</b>				
MIKONOS																									
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
GATWICK	BA EUROFLYER LTD DBA BRITISH 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	7	1				
GATWICK	EASYJET UK LTD	S	A	31	0	1	9.4	46.9	15.6	15.6	6.3	0.0	3.1	0.0	0.0	0.0	3.1	13	69.2	13	26				
GATWICK	EASYJET UK LTD	S	D	31	0	0	0.0	29.0	38.7	19.4	12.9	0.0	0.0	0.0	0.0	0.0	0.0	12	61.5	16	26				
HEATHROW	BRITISH AIRWAYS PLC	S	A	44	0	0	6.8	36.4	43.2	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	65.0	13	20				
HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	0	0.0	18.2	63.6	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	70.0	11	20				
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	6	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	75.0	15	8				
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	6	5				
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	1	5				
MANCHESTER	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	20	100.0	1	8				
MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	27	75.0	8	8				
<b>TOTAL MIKONOS</b>				<b>168</b>	<b>0</b>	<b>1</b>	<b>3.6</b>	<b>29.6</b>	<b>42.6</b>	<b>14.8</b>	<b>7.1</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>11</b>	<b>72.5</b>	<b>11</b>	<b>136</b>				
MILAN (LINATE)																									
BIRMINGHAM	EASYJET UK LTD	S	A	9	0	0	0.0	0.0	44.4	11.1	44.4	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0				
BIRMINGHAM	EASYJET 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	0.0	27	0.0	0	0				
EDINBURGH	EASYJET EUROPE	S	A	31	0	0	16.1	35.5	25.8	9.7	12.9	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0				
EDINBURGH	EASYJET EUROPE	S	D	31	0	0	0.0	19.4	29.0	29.0	12.9	9.7	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0				

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE							MAY 2024		
						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	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
GATWICK	EASYJET UK LTD	S	A	53	0	0	3.8	34.0	37.7	7.5	15.1	0.0	0.0	0.0	1.9	0.0	0.0	23	71.0	14	31							
GATWICK	EASYJET UK LTD	S	D	53	0	0	0.0	20.8	58.5	11.3	7.5	1.9	0.0	0.0	0.0	0.0	0.0	11	80.6	11	31							
HEATHROW	BRITISH AIRWAYS PLC	S	A	203	0	0	7.4	41.9	29.6	10.3	8.4	1.0	1.0	0.5	0.0	0.0	0.0	11	50.8	20	132							
HEATHROW	BRITISH AIRWAYS PLC	S	D	203	0	0	0.0	27.1	54.2	10.3	6.9	1.0	0.0	0.5	0.0	0.0	0.0	10	65.9	16	132							
LONDON CITY	BA CITYFLYER LTD	S	A	58	0	0	15.5	50.0	24.1	5.2	3.4	1.7	0.0	0.0	0.0	0.0	0.0	6	100.0	0	1							
LONDON CITY	BA CITYFLYER LTD	S	D	59	0	0	0.0	20.3	66.1	6.8	3.4	3.4	0.0	0.0	0.0	0.0	0.0	8	100.0	9	1							
LONDON CITY	ITALIA TRASPOTO AEREO	S	A	132	0	0	24.2	49.2	20.5	5.3	0.8	0.0	0.0	0.0	0.0	0.0	0.0	2	81.2	8	138							
LONDON CITY	ITALIA TRASPOTO AEREO	S	D	134	0	0	0.0	18.7	56.7	23.9	0.7	0.0	0.0	0.0	0.0	0.0	0.0	10	48.9	20	138							
STANSTED	ITALIA TRASPOTO AEREO	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	100.0	1	1							
MANCHESTER	EASYJET EUROPE	S	A	31	0	0	16.1	48.4	22.6	6.5	0.0	3.2	0.0	3.2	0.0	0.0	0.0	13	0.0	0	0							
MANCHESTER	EASYJET EUROPE	S	D	31	0	0	6.5	58.1	12.9	12.9	3.2	3.2	0.0	3.2	0.0	0.0	0.0	15	0.0	0	0							
<b>TOTAL MILAN (LINATE)</b>				<b>1039</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>33.7</b>	<b>39.6</b>	<b>11.8</b>	<b>6.3</b>	<b>1.3</b>	<b>0.2</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>63.4</b>	<b>16</b>	<b>605</b>							
MILAN (MALPENSA)																												
BIRMINGHAM	EASYJET EUROPE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	3	9							
BIRMINGHAM	EASYJET EUROPE	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	7	9							
BRISTOL	EASYJET UK LTD	S	A	13	0	0	7.7	46.2	15.4	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	21	22.2	30	9							
BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	53.8	15.4	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	21	66.7	13	9							
EDINBURGH	EASYJET EUROPE	S	A	25	0	0	4.0	56.0	28.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	6	67.7	18	31							
EDINBURGH	EASYJET EUROPE	S	D	25	0	0	0.0	28.0	32.0	24.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	17	32.3	36	31							
EDINBURGH	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0							
EDINBURGH	ITALIA TRASPOTO AEREO	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	1							
GATWICK	EASYJET UK LTD	S	A	157	0	0	6.4	39.5	26.8	13.4	10.2	2.5	0.0	1.3	0.0	0.0	0.0	14	71.0	18	138							
GATWICK	EASYJET UK LTD	S	D	158	0	0	0.0	31.6	44.9	12.0	7.0	3.2	0.0	1.3	0.0	0.0	0.0	13	75.4	12	138							
GATWICK	WIZZ AIR MALTA	S	A	62	0	0	40.3	33.9	19.4	4.8	0.0	1.6	0.0	0.0	0.0	0.0	0.0	4	68.5	22	54							
GATWICK	WIZZ AIR MALTA	S	D	62	0	0	0.0	32.3	40.3	14.5	8.1	4.8	0.0	0.0	0.0	0.0	0.0	13	50.0	31	54							
HEATHROW	BRITISH AIRWAYS PLC	S	A	80	0	2	3.7	41.5	35.4	9.8	6.1	1.2	0.0	0.0	0.0	0.0	2.4	8	51.9	21	124							
HEATHROW	BRITISH AIRWAYS PLC	S	D	82	0	0	0.0	19.5	56.1	14.6	8.5	1.2	0.0	0.0	0.0	0.0	0.0	11	55.0	17	124							
LUTON	EASYJET EUROPE	S	A	9	0	0	0.0	33.3	33.3	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	22	40.0	32	10							
LUTON	EASYJET EUROPE	S	D	9	0	0	0.0	22.2	33.3	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	28	40.0	40	10							
LUTON	EASYJET UK LTD	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	25	81.8	28	11							
LUTON	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	6	90.0	6	10							

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAY 2024		Origin/Destinations: M											PERCENTAGE OF FLIGHTS LATE				MAY 2024					
										NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE											MAY 2024		
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
STANSTED	RYANAIR	S	A	98	0	0	5.1	39.8	19.4	18.4	14.3	1.0	2.0	0.0	0.0	0.0	0.0	0.0	16	72.5	17	69								
STANSTED	RYANAIR	S	D	98	0	0	0.0	36.7	34.7	12.2	14.3	1.0	1.0	0.0	0.0	0.0	0.0	0.0	12	66.2	17	71								
STANSTED	RYANAIR 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	25.0	31	4								
STANSTED	RYANAIR 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	25.0	24	4								
MANCHESTER	EASYJET EUROPE	S	A	27	0	0	22.2	33.3	33.3	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.8	9	49								
MANCHESTER	EASYJET EUROPE	S	D	27	0	0	0.0	44.4	33.3	11.1	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	10	77.6	17	49								
MANCHESTER	EASYJET UK LTD	S	A	13	0	0	7.7	23.1	7.7	46.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	43	12								
MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	76.9	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	61.5	37	13								
MANCHESTER	RYANAIR	S	A	39	0	1	2.5	17.5	22.5	22.5	25.0	5.0	2.5	0.0	0.0	0.0	2.5	27	66.7	20	39									
MANCHESTER	RYANAIR	S	D	39	0	1	0.0	37.5	35.0	12.5	7.5	5.0	0.0	0.0	0.0	0.0	2.5	13	59.0	23	39									
MANCHESTER	RYANAIR 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	30	4									
MANCHESTER	RYANAIR 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	39	4									
<b>TOTAL MILAN (MALPENSA)</b>				<b>1066</b>	<b>0</b>	<b>4</b>	<b>5.0</b>	<b>35.4</b>	<b>33.1</b>	<b>13.1</b>	<b>9.3</b>	<b>3.1</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>13</b>	<b>63.7</b>	<b>19</b>	<b>1129</b>									
MINNEAPOLIS-ST PAUL																														
HEATHROW	DELTA AIRLINES	S	A	30	0	1	22.6	35.5	25.8	3.2	6.5	0.0	0.0	3.2	0.0	0.0	3.2	12	90.3	7	31									
HEATHROW	DELTA AIRLINES	S	D	31	0	0	0.0	38.7	38.7	6.5	3.2	6.5	3.2	3.2	0.0	0.0	0.0	22	96.8	1	31									
<b>TOTAL MINNEAPOLIS-ST PAUL</b>				<b>61</b>	<b>0</b>	<b>1</b>	<b>11.3</b>	<b>37.1</b>	<b>32.3</b>	<b>4.8</b>	<b>4.8</b>	<b>3.2</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>18</b>	<b>93.5</b>	<b>4</b>	<b>62</b>									
MONTEGO BAY																														
BIRMINGHAM	TUI AIRWAYS LTD	C	A	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	55.6	26	9									
BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	26	50.0	12	8									
GATWICK	TUI AIRWAYS LTD	C	A	14	0	0	28.6	7.1	35.7	14.3	0.0	7.1	7.1	0.0	0.0	0.0	0.0	20	53.8	20	13									
GATWICK	TUI AIRWAYS LTD	C	D	14	0	0	0.0	0.0	50.0	35.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	17	50.0	24	14									
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	17	0	0	23.5	17.6	35.3	0.0	17.6	5.9	0.0	0.0	0.0	0.0	0.0	15	80.6	16	30									
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	18	0	0	0.0	33.3	61.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	80.6	23	31									
MANCHESTER	TUI AIRWAYS LTD	C	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	10	55.6	14	9									
MANCHESTER	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	50.0	12.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	41	44.4	23	9									
<b>TOTAL MONTEGO BAY</b>				<b>96</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>14.6</b>	<b>43.8</b>	<b>16.7</b>	<b>10.4</b>	<b>4.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>66.1</b>	<b>20</b>	<b>123</b>									
MONTPELLIER																														
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	5	0	0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	68.2	23	22									
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	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	7	54.5	30	22									
GATWICK	EASYJET UK LTD	S	A	36	0	0	2.8	41.7	41.7	5.6	2.8	5.6	0.0	0.0	0.0	0.0	0.0	11	72.3	15	47									
GATWICK	EASYJET UK LTD	S	D	36	0	0	0.0	25.0	69.4	2.8	0.0	2.8	0.0	0.0	0.0	0.0	0.0	7	74.5	15	47									
<b>TOTAL MONTPELLIER</b>				<b>82</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>30.5</b>	<b>57.3</b>	<b>3.7</b>	<b>1.2</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>69.6</b>	<b>19</b>	<b>138</b>									

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: M																	MAY 2024			
		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
MONTREAL (DORVAL)																						
	GATWICK	AIR TRANSAT	S	A	15	0	0	6.7	53.3	26.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	6	18
	GATWICK	AIR TRANSAT	S	D	15	0	0	0.0	46.7	53.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.4	4	18
	HEATHROW	AIR CANADA	S	A	51	0	2	11.3	35.8	20.8	13.2	13.2	1.9	0.0	0.0	0.0	0.0	3.8	13	79.0	23	61
	HEATHROW	AIR CANADA	S	D	51	0	2	0.0	73.6	11.3	5.7	3.8	1.9	0.0	0.0	0.0	0.0	3.8	6	84.1	13	61
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	19.4	35.5	35.5	6.5	0.0	0.0	0.0	3.2	0.0	0.0	0.0	14	83.9	15	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	16.1	54.8	19.4	6.5	0.0	0.0	3.2	0.0	0.0	0.0	19	77.4	17	31
<b>TOTAL MONTREAL (DORVAL)</b>					<b>194</b>	<b>0</b>	<b>4</b>	<b>6.6</b>	<b>44.9</b>	<b>28.8</b>	<b>9.6</b>	<b>6.1</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>11</b>	<b>83.0</b>	<b>15</b>	<b>220</b>
MUMBAI																						
	HEATHROW	AIR INDIA	S	A	62	0	0	3.2	22.6	27.4	21.0	14.5	9.7	1.6	0.0	0.0	0.0	0.0	24	29.5	37	61
	HEATHROW	AIR INDIA	S	D	62	0	0	0.0	11.3	37.1	19.4	21.0	9.7	1.6	0.0	0.0	0.0	0.0	27	64.5	23	60
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	14.1	35.9	29.3	8.7	3.3	6.5	1.1	1.1	0.0	0.0	0.0	15	63.0	17	81
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	0.0	26.1	51.1	12.0	6.5	3.3	1.1	0.0	0.0	0.0	0.0	13	74.4	14	82
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	58.1	14.5	6.5	9.7	9.7	0.0	1.6	0.0	0.0	0.0	0.0	9	54.8	19	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	0.0	40.3	48.4	1.6	8.1	0.0	0.0	1.6	0.0	0.0	0.0	9	58.1	16	31
<b>TOTAL MUMBAI</b>					<b>432</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>25.9</b>	<b>34.3</b>	<b>11.8</b>	<b>9.7</b>	<b>4.9</b>	<b>1.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>58.9</b>	<b>21</b>	<b>346</b>
MUNICH																						
	BIRMINGHAM	LUFTHANSA	S	A	28	0	0	3.6	17.9	46.4	10.7	17.9	3.6	0.0	0.0	0.0	0.0	0.0	16	70.4	12	54
	BIRMINGHAM	LUFTHANSA	S	D	28	0	0	0.0	17.9	32.1	32.1	10.7	7.1	0.0	0.0	0.0	0.0	0.0	20	70.4	16	54
	BIRMINGHAM	LUFTHANSA CITY AIRLINES GMBH	S	A	26	0	0	3.8	42.3	34.6	15.4	0.0	3.8	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	BIRMINGHAM	LUFTHANSA CITY AIRLINES GMBH	S	D	26	0	0	0.0	26.9	42.3	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	EDINBURGH	EASYJET UK LTD	S	A	13	0	0	23.1	15.4	23.1	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	53.8	44	13
	EDINBURGH	EASYJET UK LTD	S	D	13	0	0	0.0	61.5	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	76.9	9	13
	EDINBURGH	LUFTHANSA	S	A	31	0	0	0.0	25.8	48.4	16.1	9.7	0.0	0.0	0.0	0.0	0.0	0.0	10	67.7	10	31
	EDINBURGH	LUFTHANSA	S	D	31	0	0	0.0	19.4	32.3	22.6	22.6	3.2	0.0	0.0	0.0	0.0	0.0	17	38.7	28	31
	JERSEY	AIR DOLOMITI	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	24	75.0	12	4
	JERSEY	AIR DOLOMITI	S	D	5	0	0	0.0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	25	4
	GATWICK	EASYJET UK LTD	S	A	40	0	1	4.9	51.2	22.0	9.8	2.4	7.3	0.0	0.0	0.0	0.0	2.4	11	64.4	21	58
	GATWICK	EASYJET UK LTD	S	D	40	0	0	0.0	27.5	57.5	12.5	0.0	2.5	0.0	0.0	0.0	0.0	0.0	9	74.1	13	58
	HEATHROW	BRITISH AIRWAYS PLC	S	A	137	0	1	8.7	37.0	33.3	10.1	8.0	1.4	0.7	0.0	0.0	0.0	0.7	10	58.5	20	140
	HEATHROW	BRITISH AIRWAYS PLC	S	D	137	0	1	0.0	37.0	44.9	8.7	8.0	0.7	0.0	0.0	0.0	0.0	0.7	7	73.5	11	142
	HEATHROW	LUFTHANSA	S	A	273	0	1	10.2	46.7	30.3	8.4	3.6	0.4	0.0	0.0	0.0	0.0	0.4	5	64.2	14	255

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					MAY 2024		
						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	LUFTHANSA	S	D	274	0	1	0.0	29.5	52.0	9.8	6.2	1.8	0.4	0.0	0.0	0.0	0.4	10	61.9	18	257			
		LUTON	WIZZ AIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	91	0.0	0	0			
		STANSTED	HELVETIC AIRWAYS	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
		STANSTED	HELVETIC AIRWAYS	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0				
		MANCHESTER	EASYJET UK LTD	S	A	17	0	0	0.0	23.5	17.6	23.5	23.5	11.8	0.0	0.0	0.0	0.0	27	65.0	22	19				
		MANCHESTER	EASYJET UK LTD	S	D	17	0	0	0.0	29.4	11.8	11.8	35.3	11.8	0.0	0.0	0.0	0.0	27	68.4	21	19				
		MANCHESTER	LUFTHANSA	S	A	31	0	0	3.2	29.0	54.8	6.5	3.2	3.2	0.0	0.0	0.0	0.0	8	73.8	10	78				
		MANCHESTER	LUFTHANSA	S	D	31	0	0	0.0	19.4	54.8	16.1	6.5	3.2	0.0	0.0	0.0	0.0	12	66.7	14	80				
		MANCHESTER	MED-VIEW AIRLINE	S	A	57	0	0	0.0	15.8	49.1	19.3	15.8	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0				
		MANCHESTER	MED-VIEW AIRLINE	S	D	58	0	0	0.0	15.5	55.2	15.5	6.9	6.9	0.0	0.0	0.0	0.0	14	0.0	0	0				
<b>TOTAL MUNICH</b>						<b>1321</b>	<b>0</b>	<b>5</b>	<b>3.7</b>	<b>33.0</b>	<b>40.7</b>	<b>12.1</b>	<b>7.7</b>	<b>2.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>10</b>	<b>65.2</b>	<b>16</b>	<b>1310</b>			
MUNSTER-OSNABRUCK																										
		STANSTED	RYANAIR	S	A	17	0	0	11.8	23.5	47.1	11.8	0.0	5.9	0.0	0.0	0.0	0.0	11	0.0	0	0				
		STANSTED	RYANAIR	S	D	17	0	0	0.0	70.6	17.6	5.9	0.0	5.9	0.0	0.0	0.0	0.0	7	0.0	0	0				
<b>TOTAL MUNSTER-OSNABRUCK</b>						<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>47.1</b>	<b>32.4</b>	<b>8.8</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
MURCIA INTERNATIONAL																										
		BIRMINGHAM	RYANAIR	S	A	18	0	0	5.6	27.8	61.1	0.0	0.0	0.0	5.6	0.0	0.0	0.0	10	87.5	9	8				
		BIRMINGHAM	RYANAIR	S	D	18	0	0	0.0	38.9	61.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	62.5	13	8				
		BOURNEMOUTH	RYANAIR	S	A	18	0	0	11.1	27.8	44.4	5.6	11.1	0.0	0.0	0.0	0.0	0.0	8	84.6	7	13				
		BOURNEMOUTH	RYANAIR	S	D	18	0	0	0.0	55.6	33.3	0.0	5.6	5.6	0.0	0.0	0.0	0.0	8	92.3	3	13				
		BRISTOL	EASYJET UK LTD	S	A	18	0	0	5.6	22.2	55.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	8	76.5	11	17				
		BRISTOL	EASYJET UK LTD	S	D	18	0	0	0.0	55.6	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	5	88.2	6	17				
		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	17	0	0	5.9	23.5	47.1	17.6	5.9	0.0	0.0	0.0	0.0	0.0	10	76.5	7	17				
		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	17	0	0	0.0	64.7	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	76.5	8	17				
		GATWICK	EASYJET UK LTD	S	A	31	0	0	35.5	22.6	35.5	0.0	3.2	3.2	0.0	0.0	0.0	0.0	7	93.5	8	31				
		GATWICK	EASYJET UK LTD	S	D	31	0	0	0.0	35.5	48.4	6.5	6.5	3.2	0.0	0.0	0.0	0.0	10	71.0	10	31				
		LUTON	EASYJET UK LTD	S	A	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	5	100.0	2	8				
		LUTON	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	3	87.5	6	8				
		LUTON	RYANAIR	S	A	22	0	0	0.0	22.7	22.7	13.6	40.9	0.0	0.0	0.0	0.0	0.0	21	71.4	24	21				
		LUTON	RYANAIR	S	D	22	0	0	0.0	27.3	54.5	13.6	4.5	0.0	0.0	0.0	0.0	0.0	7	85.7	7	21				
		STANSTED	RYANAIR	S	A	45	0	0	17.8	51.1	24.4	4.4	2.2	0.0	0.0	0.0	0.0	0.0	3	77.8	13	44				
		STANSTED	RYANAIR	S	D	45	0	0	0.0	46.7	42.2	6.7	4.4	0.0	0.0	0.0	0.0	0.0	5	73.3	15	45				
		MANCHESTER	EASYJET UK LTD	S	A	8	0	0	0.0	87.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	6	88.9	4	9				
		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	9	100.0	2	9				

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MANCHESTER	RYANAIR	S	A	32	0	0	9.4	28.1	28.1	15.6	15.6	3.1	0.0	0.0	0.0	0.0	0.0	15	77.3	6	22
	MANCHESTER	RYANAIR	S	D	32	0	0	0.0	40.6	40.6	9.4	6.3	3.1	0.0	0.0	0.0	0.0	0.0	9	95.5	4	22
	MANCHESTER	RYANAIR UK LTD	S	A	8	0	0	12.5	12.5	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	19	9
	MANCHESTER	RYANAIR UK LTD	S	D	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	22	9
<b>TOTAL MURCIA INTERNATIONAL</b>					<b>452</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>38.1</b>	<b>39.8</b>	<b>7.3</b>	<b>7.3</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.3</b>	<b>10</b>	<b>399</b>
MUSCAT																						
	HEATHROW	OMAN AIR	S	A	31	0	0	3.2	48.4	32.3	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.9	7	31
	HEATHROW	OMAN AIR	S	D	31	0	0	0.0	38.7	51.6	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	96.8	3	31
<b>TOTAL MUSCAT</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>43.5</b>	<b>41.9</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.3</b>	<b>5</b>	<b>62</b>
MYTILINI																						
	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	18	100.0	0	1
	BIRMINGHAM	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	21	1
	GATWICK	ENTER AIR	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	28	50.0	10	2
	GATWICK	ENTER AIR	S	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	33	66.7	14	3
	STANSTED	JET2.COM LTD	S	A	5	0	0	0.0	0.0	60.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	58	66.7	10	8
	STANSTED	JET2.COM LTD	S	D	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	65	100.0	5	9
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	24	44.4	25	9
	MANCHESTER	JET2.COM LTD	S	D	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	66.7	10	9
<b>TOTAL MYTILINI</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>39.4</b>	<b>30.3</b>	<b>21.2</b>	<b>3.0</b>	<b>0.0</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>67.4</b>	<b>13</b>	<b>42</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: N																	MAY 2024			
		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
NAIROBI		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	3.2	35.5	38.7	19.4	3.2	0.0	0.0	0.0	0.0	0.0	8	64.5	22	31
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	12.9	77.4	9.7	0.0	0.0	0.0	0.0	0.0	0.0	7	71.0	13	31
		HEATHROW	KENYA AIRWAYS	S	A	31	0	0	0.0	35.5	32.3	6.5	9.7	3.2	0.0	12.9	0.0	0.0	37	74.2	19	31
		HEATHROW	KENYA AIRWAYS	S	D	31	0	0	0.0	38.7	22.6	9.7	16.1	0.0	6.5	6.5	0.0	0.0	33	71.0	17	31
<b>TOTAL NAIROBI</b>						<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>30.6</b>	<b>42.7</b>	<b>11.3</b>	<b>7.3</b>	<b>0.8</b>	<b>1.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>70.2</b>	<b>18</b>	<b>124</b>
NANTES		EDINBURGH	RYANAIR	S	A	9	0	0	11.1	22.2	11.1	11.1	33.3	11.1	0.0	0.0	0.0	0.0	26	46.2	31	13
		EDINBURGH	RYANAIR	S	D	9	0	0	0.0	22.2	22.2	0.0	44.4	11.1	0.0	0.0	0.0	0.0	26	76.9	18	13
		EDINBURGH	RYANAIR UK LTD	S	A	5	0	0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
		EDINBURGH	RYANAIR UK LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
		GATWICK	EASYJET UK LTD	S	A	49	0	0	18.4	32.7	30.6	4.1	6.1	6.1	0.0	2.0	0.0	0.0	15	66.7	16	45
		GATWICK	EASYJET UK LTD	S	D	49	0	0	0.0	36.7	40.8	10.2	4.1	8.2	0.0	0.0	0.0	0.0	13	71.1	13	45
		STANSTED	RYANAIR	S	A	45	0	0	15.6	53.3	15.6	4.4	6.7	2.2	2.2	0.0	0.0	0.0	10	62.5	21	48
		STANSTED	RYANAIR	S	D	45	0	0	2.2	48.9	24.4	15.6	6.7	0.0	2.2	0.0	0.0	0.0	10	62.5	18	48
		STANSTED	RYANAIR UK LTD	S	A	10	0	1	0.0	63.6	0.0	0.0	9.1	9.1	0.0	9.1	0.0	9.1	35	0.0	0	0
		STANSTED	RYANAIR UK LTD	S	D	9	0	0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
		MANCHESTER	RYANAIR	S	A	17	0	0	17.6	35.3	29.4	0.0	11.8	0.0	0.0	0.0	5.9	0.0	27	66.7	17	9
		MANCHESTER	RYANAIR	S	D	17	0	0	0.0	58.8	29.4	5.9	0.0	0.0	0.0	0.0	5.9	0.0	25	55.6	15	9
		MANCHESTER	RYANAIR 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	40.0	20	5
		MANCHESTER	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	17	5
<b>TOTAL NANTES</b>						<b>269</b>	<b>0</b>	<b>1</b>	<b>8.1</b>	<b>44.1</b>	<b>25.9</b>	<b>7.0</b>	<b>8.1</b>	<b>4.1</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>15</b>	<b>64.2</b>	<b>18</b>	<b>240</b>
NAPLES		BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	8
		BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	10	8
		BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	11.1	11.1	33.3	11.1	0.0	22.2	11.1	0.0	0.0	0.0	37	66.7	14	9
		BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	9	88.9	9	9
		BRISTOL	EASYJET UK LTD	S	A	17	0	0	0.0	58.8	23.5	5.9	11.8	0.0	0.0	0.0	0.0	0.0	8	47.1	22	17
		BRISTOL	EASYJET UK LTD	S	D	18	0	0	0.0	44.4	38.9	5.6	5.6	5.6	0.0	0.0	0.0	0.0	10	76.5	14	17
		EAST MIDLANDS INTERNATIONAL	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	100.0	0	2
		EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	2
		EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	7	0	0	0.0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	7
		EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	6	9
		EDINBURGH	EASYJET UK LTD	S	A	13	0	0	15.4	46.2	15.4	7.7	7.7	7.7	0.0	0.0	0.0	0.0	14	46.2	23	13
		EDINBURGH	EASYJET UK LTD	S	D	13	0	0	0.0	38.5	53.8	0.0	0.0	7.7	0.0	0.0	0.0	0.0	10	69.2	22	13

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EDINBURGH	JET2.COM LTD	S A	9	0	0	22.2	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	10	8		
EDINBURGH	JET2.COM LTD	S D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	8		
EDINBURGH	RYANAIR	S A	9	0	0	0.0	33.3	11.1	11.1	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	34	0.0	35	5		
EDINBURGH	RYANAIR	S D	9	0	0	0.0	33.3	33.3	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	24	100.0	0	5		
EDINBURGH	RYANAIR UK LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	21	4		
EDINBURGH	RYANAIR UK LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4		
GLASGOW	JET2.COM LTD	S A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	5		
GLASGOW	JET2.COM LTD	S D	6	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	40.0	15	5		
GLASGOW	TUI AIRWAYS LTD	C A	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	33.3	20	6		
GLASGOW	TUI AIRWAYS LTD	C D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	5	6		
LEEDS BRADFORD	JET2.COM LTD	S A	8	0	0	0.0	37.5	25.0	12.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	33	66.7	30	9		
LEEDS BRADFORD	JET2.COM 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	0.0	4	88.9	9	9		
GATWICK	EASYJET UK LTD	S A	93	0	0	18.3	28.0	30.1	8.6	7.5	5.4	0.0	2.2	0.0	0.0	0.0	0.0	18	76.1	12	88		
GATWICK	EASYJET UK LTD	S D	93	0	0	0.0	34.4	43.0	6.5	8.6	3.2	3.2	1.1	0.0	0.0	0.0	0.0	16	79.5	10	88		
GATWICK	TUI AIRWAYS LTD	C A	9	0	0	0.0	11.1	22.2	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	22.2	36	9		
GATWICK	TUI AIRWAYS LTD	C D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	7	9		
GATWICK	WIZZ AIR MALTA	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.6	8	31		
GATWICK	WIZZ 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	0.0	0	67.7	18	31		
HEATHROW	BRITISH AIRWAYS PLC	S A	93	0	0	4.3	33.3	34.4	14.0	9.7	3.2	1.1	0.0	0.0	0.0	0.0	0.0	13	55.3	22	93		
HEATHROW	BRITISH AIRWAYS PLC	S D	93	0	0	0.0	25.8	49.5	10.8	12.9	1.1	0.0	0.0	0.0	0.0	0.0	0.0	12	62.8	17	93		
LUTON	EASYJET UK LTD	S A	31	0	0	25.8	32.3	25.8	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	17	27		
LUTON	EASYJET UK LTD	S D	31	0	0	0.0	45.2	48.4	3.2	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	92.6	6	27		
LUTON	RYANAIR	S A	18	0	0	0.0	27.8	33.3	16.7	11.1	5.6	0.0	5.6	0.0	0.0	0.0	0.0	31	72.2	12	18		
LUTON	RYANAIR	S D	18	0	0	0.0	44.4	33.3	5.6	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	18	50.0	16	18		
STANSTED	JET2.COM LTD	S A	9	0	0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	9		
STANSTED	JET2.COM LTD	S D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	5	9		
STANSTED	RYANAIR	S A	44	0	0	4.5	38.6	27.3	11.4	11.4	4.5	2.3	0.0	0.0	0.0	0.0	0.0	17	51.1	29	45		
STANSTED	RYANAIR	S D	44	0	0	0.0	31.8	34.1	9.1	15.9	4.5	4.5	0.0	0.0	0.0	0.0	0.0	20	53.3	22	45		
MANCHESTER	EASYJET EUROPE	S A	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
MANCHESTER	EASYJET EUROPE	S D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
MANCHESTER	EASYJET UK LTD	S A	14	0	0	14.3	42.9	7.1	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	61.5	20	13		
MANCHESTER	EASYJET UK LTD	S D	14	0	0	0.0	35.7	50.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	69.2	13	13		
MANCHESTER	JET2.COM LTD	S A	14	0	0	0.0	21.4	35.7	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	20	57.1	21	14		
MANCHESTER	JET2.COM LTD	S D	14	0	0	0.0	14.3	64.3	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	57.1	16	14		
MANCHESTER	RYANAIR	S A	22	0	0	0.0	22.7	9.1	31.8	18.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	32	29.4	31	17		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: N										MAY 2024									
										NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
MANCHESTER	RYANAIR	S	D	22	0	0	0.0	22.7	36.4	13.6	22.7	4.5	0.0	0.0	0.0	0.0	0.0	20	47.1	21	17								
MANCHESTER	RYANAIR 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	20.0	46	5								
MANCHESTER	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	21	5								
MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	33.3	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	29	44.4	24	9								
MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	88.9	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	60.0	25	10								
NEWCASTLE	TUI AIRWAYS LTD	S	A	7	0	0	0.0	0.0	28.6	14.3	28.6	28.6	0.0	0.0	0.0	0.0	0.0	38	71.4	18	7								
NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	5	9								
<b>TOTAL NAPLES</b>				<b>931</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>32.5</b>	<b>37.4</b>	<b>10.7</b>	<b>9.2</b>	<b>3.8</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>66.6</b>	<b>16</b>	<b>961</b>								
NASHVILLE METROPOLITAN																													
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	25.8	29.0	25.8	9.7	9.7	0.0	0.0	0.0	0.0	0.0	0.0	7	41.9	34	31								
HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	0.0	22.6	29.0	29.0	12.9	3.2	0.0	0.0	0.0	0.0	3.2	15	54.8	20	31								
<b>TOTAL NASHVILLE METROPOLITAN</b>				<b>61</b>	<b>0</b>	<b>1</b>	<b>12.9</b>	<b>25.8</b>	<b>27.4</b>	<b>19.4</b>	<b>11.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>11</b>	<b>48.4</b>	<b>27</b>	<b>62</b>								
NASSAU																													
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	100.0	0	1								
<b>TOTAL NASSAU</b>				<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>								
NEOM BAY																													
GATWICK	SAUDI ARABIAN AIRLINES	S	A	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0								
GATWICK	SAUDI ARABIAN AIRLINES	S	D	9	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0								
HEATHROW	SAUDI ARABIAN 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	80.0	9	5								
HEATHROW	SAUDI ARABIAN 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	50.0	20	4								
<b>TOTAL NEOM BAY</b>				<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>44.4</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>66.7</b>	<b>14</b>	<b>9</b>								
NEW ORLEANS																													
HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	8.7	47.8	17.4	17.4	4.3	4.3	0.0	0.0	0.0	0.0	0.0	9	63.6	18	22								
HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	0.0	8.7	52.2	34.8	4.3	0.0	0.0	0.0	0.0	0.0	0.0	16	73.9	17	23								
<b>TOTAL NEW ORLEANS</b>				<b>46</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>28.3</b>	<b>34.8</b>	<b>26.1</b>	<b>4.3</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>68.9</b>	<b>18</b>	<b>45</b>								
NEW YORK (JF KENNEDY)																													
EDINBURGH	DELTA AIRLINES	S	A	32	0	0	25.0	28.1	21.9	6.3	15.6	3.1	0.0	0.0	0.0	0.0	0.0	12	87.1	14	31								
EDINBURGH	DELTA AIRLINES	S	D	30	0	1	6.5	61.3	19.4	3.2	6.5	0.0	0.0	0.0	0.0	0.0	3.2	5	71.9	21	31								
EDINBURGH	JETBLUE AIRWAYS CORPORATION	S	A	23	0	0	52.2	8.7	26.1	4.3	4.3	0.0	4.3	0.0	0.0	0.0	0.0	13	88.9	10	9								
EDINBURGH	JETBLUE AIRWAYS CORPORATION	S	D	22	0	1	4.3	60.9	21.7	4.3	0.0	0.0	0.0	4.3	0.0	0.0	4.3	16	100.0	1	9								
GLASGOW	HI FLY MALTA	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	65	0.0	0	0								

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAY 2024		Origin/Destinations: N										PERCENTAGE OF FLIGHTS LATE			MAY 2024						
												NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE										MAY 2024		
												MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	HI FLY MALTA	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0										
GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	2	12.9	19.4	19.4	25.8	9.7	6.5	0.0	0.0	0.0	0.0	6.5	17	54.8	34	28										
GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	1	0.0	35.5	41.9	9.7	9.7	0.0	0.0	0.0	0.0	0.0	3.2	9	51.6	41	28										
GATWICK	DELTA AIRLINES	S	A	9	0	0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	93.5	6	31										
GATWICK	DELTA AIRLINES	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	83.9	10	31										
GATWICK	JETBLUE AIRWAYS CORPORATION	S	A	0	0	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	14	31										
GATWICK	JETBLUE AIRWAYS CORPORATION	S	D	0	0	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	12	31										
GATWICK	NORSE ATLANTIC UK LTD	S	A	31	0	0	0.0	54.8	12.9	9.7	9.7	9.7	3.2	0.0	0.0	0.0	0.0	20	84.4	4	44										
GATWICK	NORSE ATLANTIC UK LTD	S	D	31	0	0	0.0	22.6	58.1	16.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	8	80.4	7	44										
HEATHROW	AMERICAN AIRLINES	S	A	97	0	0	16.5	35.1	24.7	5.2	6.2	8.2	1.0	1.0	2.1	0.0	0.0	28	77.6	44	124										
HEATHROW	AMERICAN AIRLINES	S	D	99	0	3	7.8	44.1	26.5	8.8	4.9	2.9	1.0	1.0	0.0	0.0	2.9	12	77.6	51	120										
HEATHROW	BRITISH AIRWAYS PLC	S	A	245	0	3	21.8	25.8	28.2	12.1	8.1	1.6	0.8	0.4	0.0	0.0	1.2	11	83.1	10	247										
HEATHROW	BRITISH AIRWAYS PLC	S	D	247	0	1	0.0	29.0	50.8	10.1	6.9	2.0	0.4	0.4	0.0	0.0	0.4	11	80.2	11	247										
HEATHROW	DELTA AIRLINES	S	A	62	0	0	12.9	32.3	22.6	9.7	17.7	1.6	3.2	0.0	0.0	0.0	0.0	18	67.7	21	62										
HEATHROW	DELTA AIRLINES	S	D	62	0	0	0.0	62.9	29.0	6.5	0.0	1.6	0.0	0.0	0.0	0.0	0.0	5	90.3	9	61										
HEATHROW	JETBLUE AIRWAYS CORPORATION	S	A	62	0	0	21.0	30.6	27.4	9.7	9.7	1.6	0.0	0.0	0.0	0.0	0.0	10	87.1	8	62										
HEATHROW	JETBLUE AIRWAYS CORPORATION	S	D	62	0	0	0.0	71.0	21.0	4.8	0.0	0.0	1.6	0.0	1.6	0.0	0.0	10	95.2	4	62										
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	194	0	4	28.8	28.3	16.7	11.6	10.1	1.5	0.5	0.5	0.0	0.0	2.0	11	72.4	12	190										
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	193	0	4	0.0	46.2	32.5	12.2	2.5	2.5	1.0	0.5	0.5	0.0	2.0	13	67.5	20	192										
HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0										
HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0										
MANCHESTER	AER LINGUS	S	A	30	0	1	9.7	25.8	25.8	29.0	6.5	0.0	0.0	0.0	0.0	0.0	3.2	10	0.0	0	0										
MANCHESTER	AER LINGUS	S	D	30	0	1	0.0	41.9	48.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0	3.2	3	0.0	0	0										
MANCHESTER	AER LINGUS (UK) LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.3	4	30										
MANCHESTER	AER LINGUS (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	90.3	4	30										
MANCHESTER	HI FLY MALTA	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0										

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: N										MAY 2024								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MANCHESTER	HI FLY MALTA	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0							
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	41.9	29.0	19.4	3.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	5	90.3	9	31							
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	61.3	29.0	0.0	9.7	0.0	0.0	0.0	0.0	0.0	0.0	6	90.3	22	31							
<b>TOTAL NEW YORK (JF KENNEDY)</b>				<b>1697</b>	<b>0</b>	<b>22</b>	<b>11.7</b>	<b>36.8</b>	<b>29.8</b>	<b>10.1</b>	<b>6.7</b>	<b>2.2</b>	<b>0.8</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>1.3</b>	<b>12</b>	<b>79.2</b>	<b>17</b>	<b>1837</b>							
NEW YORK (NEWARK)																												
EDINBURGH	UNITED AIRLINES	S	A	39	0	1	40.0	22.5	12.5	5.0	15.0	0.0	0.0	2.5	0.0	0.0	2.5	14	53.8	41	39							
EDINBURGH	UNITED AIRLINES	S	D	38	0	2	5.0	50.0	15.0	10.0	7.5	2.5	0.0	5.0	0.0	0.0	5.0	19	61.5	28	39							
HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	2	8.1	32.3	30.6	14.5	6.5	3.2	1.6	0.0	0.0	0.0	3.2	14	88.7	8	62							
HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	2	0.0	14.5	54.8	16.1	8.1	3.2	0.0	0.0	0.0	0.0	3.2	14	74.2	13	62							
HEATHROW	UNITED AIRLINES	S	A	215	0	5	21.8	32.3	21.8	9.1	3.6	5.5	1.8	1.4	0.5	0.0	2.3	19	66.8	26	182							
HEATHROW	UNITED AIRLINES	S	D	213	0	4	0.5	54.8	32.3	4.6	2.3	3.2	0.0	0.5	0.0	0.0	1.8	7	88.7	5	183							
<b>TOTAL NEW YORK (NEWARK)</b>				<b>625</b>	<b>0</b>	<b>16</b>	<b>11.2</b>	<b>38.7</b>	<b>28.4</b>	<b>8.6</b>	<b>4.8</b>	<b>3.7</b>	<b>0.8</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>2.5</b>	<b>14</b>	<b>75.8</b>	<b>17</b>	<b>567</b>							
NEWCASTLE																												
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	85.7	2	6							
ABERDEEN	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	33	4							
BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES 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	96.2	1	26							
BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.2	2	26							
BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	75	0	0	17.3	57.3	14.7	5.3	2.7	1.3	1.3	0.0	0.0	0.0	0.0	7	73.8	13	84							
BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	75	0	0	1.3	81.3	9.3	2.7	4.0	0.0	1.3	0.0	0.0	0.0	0.0	5	75.0	12	84							
BRISTOL	EASYJET UK LTD	S	A	44	0	0	20.5	43.2	22.7	11.4	2.3	0.0	0.0	0.0	0.0	0.0	0.0	5	57.5	22	40							
BRISTOL	EASYJET UK LTD	S	D	44	0	0	6.8	54.5	27.3	6.8	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	57.5	24	40							
EDINBURGH	LOGANAIR LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	49	0.0	0	0							
EXETER	LOGANAIR LTD	S	A	20	0	0	10.0	90.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.2	7	21							
EXETER	LOGANAIR LTD	S	D	20	0	0	0.0	65.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.7	11	21							
JERSEY	BLUE ISLANDS LIMITED	S	A	4	0	1	0.0	20.0	0.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	20.0	67	0.0	0	0							
JERSEY	BLUE ISLANDS LIMITED	S	D	8	0	1	0.0	0.0	33.3	11.1	0.0	22.2	11.1	11.1	0.0	0.0	11.1	76	0.0	0	0							
JERSEY	JET2.COM LTD	S	A	2	0	0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	74	100.0	0	1							
JERSEY	JET2.COM LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	95	100.0	0	1							
LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
LIVERPOOL (JOHN LENNON)	LOGANAIR LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: N										MAY 2024					
										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
HEATHROW	BRITISH AIRWAYS PLC	S	A	134	0	1	17.8	45.9	22.2	7.4	4.4	0.7	0.7	0.0	0.0	0.0	0.0	0.7	7	58.9	21	170			
HEATHROW	BRITISH AIRWAYS PLC	S	D	134	0	1	0.0	35.6	39.3	14.1	8.1	1.5	0.7	0.0	0.0	0.0	0.0	0.7	12	58.9	20	172			
SOUTHAMPTON	LOGANAIR LTD	S	A	52	0	1	13.2	77.4	3.8	1.9	0.0	1.9	0.0	0.0	0.0	0.0	1.9	3	90.9	4	55				
SOUTHAMPTON	LOGANAIR LTD	S	D	53	0	0	13.2	73.6	7.5	3.8	0.0	1.9	0.0	0.0	0.0	0.0	0.0	4	74.5	10	55				
<b>TOTAL NEWCASTLE</b>				<b>670</b>	<b>0</b>	<b>5</b>	<b>9.8</b>	<b>55.0</b>	<b>20.7</b>	<b>7.1</b>	<b>4.0</b>	<b>1.3</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>8</b>	<b>69.6</b>	<b>15</b>	<b>806</b>				
NEWQUAY																									
ABERDEEN	LOGANAIR LTD	S	A	6	0	0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	7	18				
ABERDEEN	LOGANAIR LTD	S	D	22	0	0	0.0	77.3	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	8	18				
BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	9				
BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES 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	9				
EDINBURGH	LOGANAIR LTD	S	A	13	0	0	7.7	38.5	30.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	13	61.5	13	13				
EDINBURGH	LOGANAIR LTD	S	D	13	0	0	0.0	15.4	53.8	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	17	53.8	15	13				
GLASGOW	LOGANAIR LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0				
GLASGOW	LOGANAIR LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0				
GATWICK	EASTERN AIRWAYS	S	A	56	0	8	1.6	39.1	31.3	6.3	4.7	3.1	1.6	0.0	0.0	0.0	12.5	11	76.5	13	81				
GATWICK	EASTERN AIRWAYS	S	D	56	0	5	1.6	37.7	36.1	3.3	6.6	4.9	1.6	0.0	0.0	0.0	8.2	13	71.4	14	81				
STANSTED	RYANAIR UK LTD	S	A	14	0	0	0.0	42.9	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	69.2	14	13				
STANSTED	RYANAIR UK LTD	S	D	14	0	0	0.0	35.7	35.7	7.1	21.4	0.0	0.0	0.0	0.0	0.0	0.0	12	76.9	14	13				
MANCHESTER	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	16	55.6	28	9				
MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	16	9				
MANCHESTER	LOGANAIR LTD	S	A	31	0	0	16.1	64.5	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.5	4	31				
MANCHESTER	LOGANAIR LTD	S	D	31	0	0	0.0	48.4	51.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	74.2	11	31				
NEWCASTLE	LOGANAIR LTD	S	A	8	0	1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	1	100.0	0	8				
NEWCASTLE	LOGANAIR LTD	S	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	8				
SOUTHEND	EASTERN AIRWAYS	S	A	24	0	0	0.0	37.5	41.7	8.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0				
SOUTHEND	EASTERN AIRWAYS	S	D	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	18	0.0	0	0				
<b>TOTAL NEWQUAY</b>				<b>343</b>	<b>0</b>	<b>14</b>	<b>3.6</b>	<b>41.7</b>	<b>35.6</b>	<b>5.6</b>	<b>6.4</b>	<b>2.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>9</b>	<b>76.0</b>	<b>12</b>	<b>364</b>				
NICE																									
BELFAST CITY (GEORGE BEST)	VISTAJET LTD MALTA	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0				
BELFAST CITY (GEORGE BEST)	VISTAJET LTD MALTA	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
BELFAST CITY (GEORGE BEST)	VISTAJET LUFTFAHRTUNTE RNEHMEN	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0				
BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	36	33.3	26	9				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	9	0	0	0.0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	66.7	20	9		
BRISTOL	EASYJET UK LTD	S A	34	0	0	0.0	14.7	11.8	23.5	35.3	8.8	2.9	2.9	0.0	0.0	0.0	42	45.7	31	35			
BRISTOL	EASYJET UK LTD	S D	35	0	0	0.0	31.4	37.1	17.1	8.6	5.7	0.0	0.0	0.0	0.0	0.0	16	57.1	21	35			
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	0.0	16	1			
EDINBURGH	AIR ONE	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1			
EDINBURGH	EASYJET UK LTD	S A	31	0	0	3.2	16.1	25.8	22.6	16.1	12.9	3.2	0.0	0.0	0.0	0.0	28	41.9	32	31			
EDINBURGH	EASYJET UK LTD	S D	31	0	0	0.0	29.0	45.2	9.7	12.9	3.2	0.0	0.0	0.0	0.0	0.0	14	45.2	27	31			
LEEDS BRADFORD	ENTER AIR	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2			
LEEDS BRADFORD	JET2.COM LTD	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	0.0	42	100.0	3	3			
LEEDS BRADFORD	JET2.COM LTD	S D	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	3			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	25	0	0	4.0	16.0	28.0	16.0	20.0	16.0	0.0	0.0	0.0	0.0	0.0	29	92.3	4	39			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	25	0	0	0.0	68.0	12.0	8.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	11	77.5	7	40			
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S A	61	0	0	6.6	21.3	31.1	16.4	16.4	6.6	1.6	0.0	0.0	0.0	0.0	21	58.8	18	51			
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S D	61	0	0	0.0	11.5	50.8	18.0	14.8	4.9	0.0	0.0	0.0	0.0	0.0	17	64.7	17	51			
GATWICK	EASTERN AIRWAYS	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1			
GATWICK	EASYJET UK LTD	S A	149	0	0	8.1	21.5	22.8	14.1	16.8	13.4	2.7	0.7	0.0	0.0	0.0	28	56.8	21	125			
GATWICK	EASYJET UK LTD	S D	149	0	0	0.0	21.5	51.0	14.1	10.1	2.0	1.3	0.0	0.0	0.0	0.0	14	62.4	16	125			
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	20	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	100.0	4	1			
GATWICK	SMARTWINGS	C A	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	88	0.0	49	1			
GATWICK	SMARTWINGS	C D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	28	1			
HEATHROW	AIR FRANCE	S A	31	0	0	6.5	32.3	41.9	12.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	9	87.1	6	31			
HEATHROW	AIR FRANCE	S D	31	0	0	0.0	38.7	38.7	16.1	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	87.1	7	31			
HEATHROW	BRITISH AIRWAYS PLC	S A	215	0	2	6.0	27.2	29.0	19.4	12.0	4.1	1.4	0.0	0.0	0.0	0.9	17	52.6	22	211			
HEATHROW	BRITISH AIRWAYS PLC	S D	217	0	0	0.0	24.9	51.2	13.4	8.8	1.8	0.0	0.0	0.0	0.0	0.0	12	55.8	20	212			
LONDON CITY	BA CITYFLYER LTD	S A	52	0	1	0.0	15.1	22.6	28.3	13.2	13.2	3.8	1.9	0.0	0.0	1.9	35	60.4	24	47			
LONDON CITY	BA CITYFLYER LTD	S D	55	0	0	0.0	16.4	56.4	12.7	7.3	3.6	3.6	0.0	0.0	0.0	0.0	16	68.8	16	47			
LUTON	EASYJET UK LTD	S A	48	0	0	8.3	14.6	25.0	10.4	18.8	20.8	2.1	0.0	0.0	0.0	0.0	32	54.8	30	62			
LUTON	EASYJET UK LTD	S D	48	0	0	0.0	35.4	35.4	8.3	18.8	2.1	0.0	0.0	0.0	0.0	0.0	13	69.4	26	62			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: N										MAY 2024								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
STANSTED	BRITISH AIRWAYS PLC	S	A	3	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	36	50.0	26	2						
STANSTED	BRITISH AIRWAYS PLC	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	26	2						
STANSTED	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	13	9							
STANSTED	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	9	9							
STANSTED	RYANAIR	S	A	27	0	0	3.7	7.4	33.3	22.2	25.9	3.7	3.7	0.0	0.0	0.0	0.0	0.0	27	32.3	53	31						
STANSTED	RYANAIR	S	D	27	0	0	0.0	33.3	40.7	22.2	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	9	58.1	19	31						
STANSTED	RYANAIR UK LTD	S	A	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	0.0	73	25.0	22	4						
STANSTED	RYANAIR UK LTD	S	D	4	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	42	50.0	19	4						
STANSTED	SMARTWINGS	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	76	0.0	43	1						
STANSTED	SMARTWINGS	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	38	1						
MANCHESTER	EASYJET UK LTD	S	A	20	0	0	5.0	5.0	25.0	5.0	20.0	25.0	15.0	0.0	0.0	0.0	0.0	0.0	51	52.9	26	17						
MANCHESTER	EASYJET UK LTD	S	D	20	0	0	0.0	30.0	30.0	10.0	15.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	26	56.3	24	16						
MANCHESTER	JET2.COM LTD	S	A	11	0	0	0.0	0.0	18.2	18.2	45.5	18.2	0.0	0.0	0.0	0.0	0.0	0.0	44	46.2	23	13						
MANCHESTER	JET2.COM LTD	S	D	11	0	0	0.0	0.0	36.4	27.3	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	46.2	23	13						
SOUTHEND	BA CITYFLYER LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
<b>TOTAL NICE</b>				<b>1461</b>	<b>0</b>	<b>3</b>	<b>2.7</b>	<b>22.7</b>	<b>36.2</b>	<b>16.2</b>	<b>13.9</b>	<b>6.4</b>	<b>1.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>20</b>	<b>59.1</b>	<b>21</b>	<b>1452</b>							
NIEDERRHEIN																												
EDINBURGH	RYANAIR	S	A	30	0	1	32.3	25.8	22.6	6.5	6.5	0.0	3.2	0.0	0.0	0.0	3.2	10	74.1	11	27							
EDINBURGH	RYANAIR	S	D	31	0	0	0.0	58.1	12.9	16.1	9.7	3.2	0.0	0.0	0.0	0.0	0.0	11	81.5	12	27							
<b>TOTAL NIEDERRHEIN</b>				<b>61</b>	<b>0</b>	<b>1</b>	<b>16.1</b>	<b>41.9</b>	<b>17.7</b>	<b>11.3</b>	<b>8.1</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>11</b>	<b>77.8</b>	<b>12</b>	<b>54</b>							
NIMES																												
BIRMINGHAM	ASCEND AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0							
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	7	0.0	0	0							
STANSTED	RYANAIR	S	A	8	0	0	12.5	12.5	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	11.1	48	9							
STANSTED	RYANAIR	S	D	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	44.4	34	9							
<b>TOTAL NIMES</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>27.8</b>	<b>41</b>	<b>18</b>							
NORWICH																												
ABERDEEN	LOGANAIR LTD	S	A	44	0	1	46.7	44.4	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0	83.0	11	47							
ABERDEEN	LOGANAIR LTD	S	D	46	0	1	4.3	74.5	19.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0	85.7	7	49							
CARDIFF WALES	LOGANAIR LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0							
JERSEY	BLUE ISLANDS LIMITED	S	A	5	0	0	0.0	0.0	40.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	92	0.0	29	3							
JERSEY	BLUE ISLANDS LIMITED	S	D	5	0	0	0.0	0.0	40.0	20.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	86	66.7	13	3							
<b>TOTAL NORWICH</b>				<b>101</b>	<b>0</b>	<b>2</b>	<b>22.3</b>	<b>53.4</b>	<b>16.5</b>	<b>1.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>9</b>	<b>81.4</b>	<b>10</b>	<b>102</b>							
NUREMBERG																												
STANSTED	RYANAIR	S	A	37	0	1	7.9	31.6	18.4	18.4	18.4	2.6	0.0	0.0	0.0	0.0	2.6	17	68.4	22	38							

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAY 2024		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	37	0	0	0.0	10.8	37.8	27.0	21.6	2.7	0.0	0.0	0.0	0.0	0.0	20	55.3	22	38			
<b>TOTAL NUREMBERG</b>					<b>74</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>21.3</b>	<b>28.0</b>	<b>22.7</b>	<b>20.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>19</b>	<b>61.8</b>	<b>22</b>	<b>76</b>			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: O																	MAY 2024			
		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
ODENSE	CARDIFF WALES	LOGANAIR LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	CARDIFF WALES	LOGANAIR LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL ODENSE</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>
OHRID	MANCHESTER	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	8	2
<b>TOTAL OHRID</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>5</b>	<b>3</b>
OLBIA	BIRMINGHAM	JET2.COM LTD	S	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	2
	BIRMINGHAM	JET2.COM LTD	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	2
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	11.1	33.3	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	75.0	11	8
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	88.9	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	16	8
	EDINBURGH	BA CITYFLYER LTD	S	A	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	40	0.0	17	1
	EDINBURGH	BA CITYFLYER LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1
	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	11.1	11.1	22.2	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	43	0	0	2.3	16.3	37.2	16.3	11.6	16.3	0.0	0.0	0.0	0.0	0.0	23	63.6	18	21
	GATWICK	EASYJET UK LTD	S	D	43	0	0	0.0	18.6	44.2	20.9	11.6	4.7	0.0	0.0	0.0	0.0	0.0	17	59.1	13	21
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	0.0	20.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	68	0.0	33	4
	GATWICK	TUI AIRWAYS LTD	C	D	6	0	0	0.0	0.0	66.7	0.0	16.7	0.0	16.7	0.0	0.0	0.0	0.0	34	40.0	21	5
	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	0.0	20.8	37.5	20.8	12.5	8.3	0.0	0.0	0.0	0.0	0.0	18	90.0	5	10
	HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	0.0	16.7	54.2	16.7	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	60.0	13	10
	LONDON CITY	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	LONDON CITY	BA CITYFLYER 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	14	0.0	0	0
	LUTON	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	33.3	0.0	44.4	11.1	0.0	0.0	0.0	0.0	0.0	39	50.0	17	8
	LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	33.3	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	23	62.5	17	8
	STANSTED	JET2.COM LTD	S	A	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	19	66.7	90	3
	STANSTED	JET2.COM LTD	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	89	3
	STANSTED	RYANAIR	S	A	13	0	0	0.0	38.5	23.1	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	64.3	43	14
	STANSTED	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	6	100.0	3	14
	MANCHESTER	JET2.COM LTD	S	A	10	0	0	0.0	0.0	50.0	20.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	35	100.0	3	5
	MANCHESTER	JET2.COM LTD	S	D	10	0	0	0.0	10.0	70.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	60.0	11	5
	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	0.0	23	0.0	0	0

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: O																	MAY 2024			
		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	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	MANCHESTER	TUI AIRWAYS LTD	C	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	40	1
<b>TOTAL OLBIA</b>					<b>270</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>21.9</b>	<b>40.4</b>	<b>17.0</b>	<b>11.5</b>	<b>7.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>65.4</b>	<b>19</b>	<b>154</b>
OPORTO (PORTUGAL)																						
	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	80.0	14	5
	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	80.0	20	5
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	A	9	0	0	11.1	55.6	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	12	100.0	3	4
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	9	0	0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	5	4
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	BIRMINGHAM	RYANAIR	S	A	14	0	0	7.1	28.6	14.3	28.6	14.3	0.0	0.0	7.1	0.0	0.0	0.0	26	85.7	8	14
	BIRMINGHAM	RYANAIR	S	D	14	0	0	0.0	28.6	42.9	0.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	20	100.0	2	14
	BRISTOL	EASYJET EUROPE	S	A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	23	5
	BRISTOL	EASYJET EUROPE	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	40.0	35	5
	BRISTOL	EASYJET UK LTD	S	A	18	0	0	5.6	38.9	38.9	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	69.2	12	13
	BRISTOL	EASYJET UK LTD	S	D	18	0	0	0.0	55.6	33.3	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	69.2	10	13
	BRISTOL	RYANAIR	S	A	14	0	0	14.3	35.7	7.1	21.4	21.4	0.0	0.0	0.0	0.0	0.0	0.0	14	64.3	21	14
	BRISTOL	RYANAIR	S	D	14	0	0	0.0	35.7	28.6	14.3	21.4	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	24	14
	EDINBURGH	RYANAIR	S	A	17	0	0	5.9	35.3	29.4	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	10	64.3	20	14
	EDINBURGH	RYANAIR	S	D	17	0	0	0.0	29.4	41.2	11.8	5.9	5.9	5.9	0.0	0.0	0.0	0.0	25	71.4	16	14
	GLASGOW	EASYJET UK LTD	S	A	7	0	0	14.3	28.6	28.6	0.0	0.0	14.3	14.3	0.0	0.0	0.0	0.0	38	100.0	1	9
	GLASGOW	EASYJET UK LTD	S	D	11	0	0	0.0	45.5	27.3	9.1	0.0	18.2	0.0	0.0	0.0	0.0	0.0	19	88.9	4	9
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	11.1	33.3	0.0	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	3	9
	LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	22.2	0.0	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	28	100.0	1	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	10	0	0	10.0	50.0	20.0	0.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0	32	100.0	1	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	10	0	0	0.0	50.0	30.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	29	100.0	2	9
	GATWICK	AIR PORTUGAL	S	A	60	0	1	18.0	37.7	19.7	9.8	4.9	3.3	3.3	1.6	0.0	0.0	1.6	17	74.2	11	62
	GATWICK	AIR PORTUGAL	S	D	60	0	2	0.0	35.5	37.1	11.3	4.8	3.2	1.6	3.2	0.0	0.0	3.2	19	53.2	20	62
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	43	0	0	7.0	39.5	30.2	11.6	0.0	7.0	0.0	2.3	2.3	0.0	0.0	39	70.6	17	34
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	43	0	0	0.0	11.6	51.2	27.9	7.0	2.3	0.0	0.0	0.0	0.0	0.0	15	61.8	18	34
	GATWICK	BRITISH AIRWAYS PLC	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

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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 EUROPE	S A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
GATWICK	EASYJET EUROPE	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	EASYJET UK LTD	S A	52	0	1	18.9	24.5	24.5	13.2	7.5	7.5	1.9	0.0	0.0	0.0	1.9	17	84.9	12	53			
GATWICK	EASYJET UK LTD	S D	52	0	1	0.0	18.9	37.7	20.8	11.3	7.5	1.9	0.0	0.0	0.0	1.9	20	64.2	18	53			
LUTON	EASYJET UK LTD	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	36	71.4	16	14			
LUTON	EASYJET UK LTD	S D	13	0	0	0.0	23.1	61.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	64.3	11	14			
STANSTED	RYANAIR	S A	83	0	0	14.5	22.9	36.1	15.7	7.2	2.4	1.2	0.0	0.0	0.0	0.0	13	48.0	28	75			
STANSTED	RYANAIR	S D	84	0	1	0.0	21.2	45.9	18.8	10.6	2.4	0.0	0.0	0.0	0.0	1.2	14	50.7	25	75			
STANSTED	RYANAIR UK LTD	S A	4	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0			
STANSTED	RYANAIR 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	6	0.0	0	0			
MANCHESTER	EASYJET UK LTD	S A	18	0	0	11.1	38.9	27.8	11.1	5.6	0.0	5.6	0.0	0.0	0.0	0.0	18	61.1	21	18			
MANCHESTER	EASYJET UK LTD	S D	18	0	0	0.0	38.9	38.9	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	14	18			
MANCHESTER	JET2.COM LTD	S A	9	0	0	0.0	55.6	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0			
MANCHESTER	JET2.COM LTD	S D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
MANCHESTER	RYANAIR	S A	17	0	0	0.0	41.2	41.2	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	52.9	24	17			
MANCHESTER	RYANAIR	S D	17	0	0	0.0	29.4	41.2	23.5	0.0	0.0	5.9	0.0	0.0	0.0	0.0	14	58.8	27	17			
MANCHESTER	RYANAIR UK LTD	S A	5	0	0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0			
MANCHESTER	RYANAIR UK LTD	S D	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0			
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>836</b>	<b>0</b>	<b>10</b>	<b>6.1</b>	<b>30.9</b>	<b>33.2</b>	<b>15.0</b>	<b>7.7</b>	<b>3.7</b>	<b>1.3</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>1.2</b>	<b>17</b>	<b>66.4</b>	<b>17</b>	<b>738</b>	
ORADEA																							
STANSTED	HISKY EUROPE	S A	9	0	0	11.1	44.4	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
STANSTED	HISKY EUROPE	S D	9	0	0	0.0	33.3	44.4	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0			
<b>TOTAL ORADEA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>38.9</b>	<b>0.0</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
OREBRO																							
STANSTED	RYANAIR	S A	9	0	0	0.0	55.6	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	2	8			
STANSTED	RYANAIR	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	15	87.5	3	8			
<b>TOTAL OREBRO</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>27.8</b>	<b>11.1</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>93.8</b>	<b>2</b>	<b>16</b>		
ORLANDO																							
EDINBURGH	VIRGIN ATLANTIC AIRWAYS LTD	S A	9	0	0	33.3	0.0	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	77.8	16	9			
EDINBURGH	VIRGIN ATLANTIC AIRWAYS LTD	S D	9	0	0	0.0	11.1	44.4	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	29	55.6	24	9			
GATWICK	BRITISH AIRWAYS PLC	S A	62	0	0	16.1	35.5	22.6	9.7	9.7	4.8	0.0	1.6	0.0	0.0	0.0	15	54.8	30	61			
GATWICK	BRITISH AIRWAYS PLC	S D	62	0	0	0.0	41.9	41.9	11.3	1.6	1.6	0.0	1.6	0.0	0.0	0.0	9	58.1	27	61			
GATWICK	NORSE ATLANTIC UK LTD	S A	31	0	0	12.9	25.8	22.6	16.1	12.9	6.5	0.0	3.2	0.0	0.0	0.0	25	87.5	6	24			
GATWICK	NORSE ATLANTIC UK LTD	S D	31	0	0	0.0	35.5	54.8	3.2	0.0	3.2	0.0	3.2	0.0	0.0	0.0	16	91.7	6	24			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: O																	MAY 2024				
		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	
								32.7	28.8	13.5	7.7	3.8	7.7	1.9	1.9	0.0	0.0	1.9	18	55.9	29	59	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	51	0	1	32.7	28.8	13.5	7.7	3.8	7.7	1.9	1.9	0.0	0.0	1.9	18	55.9	29	59	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	53	0	0	0.0	54.7	28.3	9.4	5.7	0.0	1.9	0.0	0.0	0.0	0.0	8	60.0	22	60	
	HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	A	11	0	0	54.5	18.2	9.1	9.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	15	100.0	2	3	
	HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	D	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	2	
	MANCHESTER	AER LINGUS	S	A	17	0	1	38.9	16.7	22.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	5.6	7	0.0	0	0	
	MANCHESTER	AER LINGUS	S	D	18	0	0	0.0	5.6	77.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	MANCHESTER	AER LINGUS (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	7	17	
	MANCHESTER	AER LINGUS (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	5	16	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	40	0	0	17.5	27.5	25.0	7.5	7.5	12.5	2.5	0.0	0.0	0.0	0.0	22	75.5	14	53	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	40	0	0	0.0	32.5	42.5	7.5	10.0	5.0	2.5	0.0	0.0	0.0	0.0	18	67.9	22	53	
<b>TOTAL ORLANDO</b>					<b>443</b>	<b>0</b>	<b>2</b>	<b>12.1</b>	<b>32.8</b>	<b>32.1</b>	<b>9.4</b>	<b>6.5</b>	<b>4.0</b>	<b>1.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>15</b>	<b>67.1</b>	<b>21</b>	<b>451</b>	
OSIJEK																							
	STANSTED	RYANAIR	S	A	9	0	0	0.0	33.3	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	21	77.8	36	9	
	STANSTED	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	10	100.0	1	9	
<b>TOTAL OSIJEK</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>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.9</b>	<b>19</b>	<b>18</b>	
OSLO (GARDERMOEN)																							
	BIRMINGHAM	SAS	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	41	0.0	0	0	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	49	0	0	8.2	59.2	26.5	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	95.0	3	40	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	49	0	0	8.2	59.2	30.6	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.0	7	40	
	LIVERPOOL (JOHN LENNON)	THOMAS COOK SCANDANAVIA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	LIVERPOOL (JOHN LENNON)	THOMAS COOK SCANDANAVIA	C	D	0	0	0	0.0	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	NORWEGIAN AIR SHUTTLE	S	A	108	0	2	30.0	36.4	24.5	6.4	0.9	0.0	0.0	0.0	0.0	0.0	1.8	4	84.5	8	115	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	108	0	2	0.9	44.5	36.4	14.5	1.8	0.0	0.0	0.0	0.0	0.0	1.8	6	72.6	14	115	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	80	0	0	26.3	42.5	26.3	2.5	1.3	1.3	0.0	0.0	0.0	0.0	0.0	3	79.1	23	85	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	80	0	0	0.0	40.0	43.8	12.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7	68.6	18	85	
	HEATHROW	SAS	S	A	113	0	0	24.8	49.6	20.4	2.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3	79.9	10	134	
	HEATHROW	SAS	S	D	115	0	0	0.0	66.1	27.0	4.3	1.7	0.9	0.0	0.0	0.0	0.0	0.0	3	83.7	8	135	
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	20	0	0	20.0	65.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	22	3	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	19	0	0	0.0	63.2	26.3	5.3	0.0	5.3	0.0	0.0	0.0	0.0	0.0	6	100.0	2	3
	STANSTED	RYANAIR UK LTD	S	A	44	1	0	4.4	35.6	31.1	11.1	8.9	4.4	2.2	0.0	0.0	2.2	0.0	17	68.2	15	44
	STANSTED	RYANAIR UK LTD	S	D	44	0	0	0.0	40.9	27.3	20.5	6.8	0.0	4.5	0.0	0.0	0.0	0.0	15	70.5	15	44
	MANCHESTER	EASYJET UK LTD	S	A	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	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	15	0	0	6.7	66.7	13.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	8	18
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	15	0	1	6.3	43.8	12.5	12.5	18.8	0.0	0.0	0.0	0.0	0.0	6.3	12	83.3	8	18
	MANCHESTER	NORWEGIAN AIR SWEDEN AB	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	23	0.0	0	0
	MANCHESTER	NORWEGIAN AIR SWEDEN AB	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
	MANCHESTER	SAS	S	A	45	0	0	8.9	64.4	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.2	9	41
	MANCHESTER	SAS	S	D	45	0	0	0.0	37.8	53.3	6.7	2.2	0.0	0.0	0.0	0.0	0.0	0.0	5	78.0	14	41
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>972</b>	<b>1</b>	<b>5</b>	<b>10.5</b>	<b>48.6</b>	<b>29.7</b>	<b>7.1</b>	<b>2.8</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.5</b>	<b>5</b>	<b>79.5</b>	<b>12</b>	<b>965</b>
OSTEND																						
	BRISTOL	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
<b>TOTAL OSTEND</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>41</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
OSTRAVA																						
	STANSTED	RYANAIR	S	A	17	0	0	5.9	35.3	35.3	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	71.4	11	14
	STANSTED	RYANAIR	S	D	17	0	0	0.0	35.3	23.5	29.4	11.8	0.0	0.0	0.0	0.0	0.0	0.0	13	71.4	13	14
<b>TOTAL OSTRAVA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>35.3</b>	<b>29.4</b>	<b>23.5</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>71.4</b>	<b>12</b>	<b>28</b>
OTTAWA INTERNATIONAL																						
	HEATHROW	AIR CANADA	S	A	18	0	0	5.6	44.4	33.3	5.6	5.6	0.0	0.0	5.6	0.0	0.0	0.0	23	0.0	0	0
	HEATHROW	AIR CANADA	S	D	18	0	0	0.0	38.9	44.4	0.0	11.1	0.0	0.0	0.0	5.6	0.0	0.0	30	0.0	0	0
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>41.7</b>	<b>38.9</b>	<b>2.8</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
OUARZAZATE																						
	STANSTED	RYANAIR UK LTD	S	A	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	7	8
	STANSTED	RYANAIR UK LTD	S	D	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	2	8
<b>TOTAL OUARZAZATE</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>10</b>	<b>81.3</b>	<b>5</b>	<b>16</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: P																	MAY 2024				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								early	early	late	late	late	late	late	late	late	late	late	late	late	late	late	late
PALANGA																							
	STANSTED	RYANAIR	S	A	26	0	0	0.0	23.1	38.5	19.2	7.7	11.5	0.0	0.0	0.0	0.0	0.0	20	52.2	22	23	
	STANSTED	RYANAIR	S	D	27	0	0	0.0	40.7	22.2	11.1	11.1	14.8	0.0	0.0	0.0	0.0	0.0	19	60.9	16	23	
<b>TOTAL PALANGA</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.1</b>	<b>30.2</b>	<b>15.1</b>	<b>9.4</b>	<b>13.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>56.5</b>	<b>19</b>	<b>46</b>	
PALERMO																							
	EDINBURGH	RYANAIR	S	A	9	0	0	11.1	11.1	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	22	77.8	7	9	
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	33.3	22.2	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	20	100.0	3	9	
	GATWICK	EASYJET UK LTD	S	A	31	0	0	6.5	25.8	29.0	12.9	25.8	0.0	0.0	0.0	0.0	0.0	0.0	14	68.2	18	22	
	GATWICK	EASYJET UK LTD	S	D	31	0	0	0.0	45.2	41.9	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	86.4	9	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	4.3	30.4	30.4	26.1	0.0	8.7	0.0	0.0	0.0	0.0	0.0	14	63.6	11	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	0.0	43.5	34.8	13.0	4.3	4.3	0.0	0.0	0.0	0.0	0.0	8	77.3	10	22	
	LUTON	EASYJET UK LTD	S	A	14	0	0	0.0	14.3	35.7	14.3	35.7	0.0	0.0	0.0	0.0	0.0	0.0	19	92.3	10	13	
	LUTON	EASYJET UK LTD	S	D	14	0	0	0.0	7.1	64.3	7.1	21.4	0.0	0.0	0.0	0.0	0.0	0.0	13	92.3	7	13	
	STANSTED	RYANAIR	S	A	32	0	0	9.4	21.9	18.8	25.0	15.6	9.4	0.0	0.0	0.0	0.0	0.0	19	31.3	40	32	
	STANSTED	RYANAIR	S	D	32	0	0	0.0	31.3	37.5	3.1	21.9	6.3	0.0	0.0	0.0	0.0	0.0	18	56.3	29	32	
<b>TOTAL PALERMO</b>					<b>218</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>28.9</b>	<b>33.9</b>	<b>14.2</b>	<b>15.1</b>	<b>4.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>67.9</b>	<b>18</b>	<b>196</b>	
PALMA DE MALLORCA																							
	ABERDEEN	ALBA STAR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	11	3	
	ABERDEEN	ALBA STAR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	15	5	
	ABERDEEN	TUI AIRWAYS LTD	C	A	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	13	3	
	ABERDEEN	TUI AIRWAYS LTD	C	D	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	23	100.0	3	4	
	BELFAST CITY (GEORGE BEST)	EASYJET EUROPE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BELFAST CITY (GEORGE BEST)	EASYJET EUROPE	S	D	0	0	0	0.0	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	EASYJET EUROPE	S	A	30	0	1	3.2	22.6	22.6	12.9	22.6	9.7	3.2	0.0	0.0	0.0	3.2	28	50.0	41	31	
	BELFAST INTERNATIONAL	EASYJET EUROPE	S	D	30	0	1	3.2	12.9	9.7	22.6	32.3	12.9	3.2	0.0	0.0	0.0	3.2	37	31.3	55	31	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	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	13	40.7	24	27	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	14	0	0	0.0	50.0	42.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	55.6	16	27	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	23	0	0	4.3	30.4	17.4	13.0	26.1	8.7	0.0	0.0	0.0	0.0	0.0	22	82.6	7	23	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	23	0	0	0.0	17.4	56.5	8.7	8.7	8.7	0.0	0.0	0.0	0.0	0.0	16	87.0	7	23	
	BELFAST INTERNATIONAL	RYANAIR	S	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4	
	BELFAST INTERNATIONAL	RYANAIR	S	D	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	50.0	18	4	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2024				
																More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	RYANAIR UK 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	60.0	11	5								
BELFAST INTERNATIONAL	RYANAIR 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	0.0	1	100.0	3	5								
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	17	1								
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	62.5	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	32	0.0	37	2								
BIRMINGHAM	EASYJET EUROPE	S	A	18	0	0	5.6	38.9	22.2	16.7	5.6	11.1	0.0	0.0	0.0	0.0	0.0	20	100.0	1	23									
BIRMINGHAM	EASYJET EUROPE	S	D	17	0	0	0.0	11.8	29.4	17.6	29.4	11.8	0.0	0.0	0.0	0.0	0.0	30	82.6	8	23									
BIRMINGHAM	EASYJET UK LTD	S	A	9	0	0	11.1	22.2	11.1	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	31	50.0	19	4									
BIRMINGHAM	EASYJET UK LTD	S	D	10	0	0	0.0	10.0	20.0	30.0	20.0	0.0	10.0	10.0	0.0	0.0	0.0	60	50.0	24	4									
BIRMINGHAM	JET2.COM LTD	S	A	52	0	0	7.7	15.4	25.0	26.9	17.3	5.8	1.9	0.0	0.0	0.0	0.0	22	59.6	20	52									
BIRMINGHAM	JET2.COM LTD	S	D	53	0	0	0.0	7.5	50.9	28.3	9.4	1.9	1.9	0.0	0.0	0.0	0.0	18	55.8	22	52									
BIRMINGHAM	RYANAIR	S	A	61	0	0	6.6	18.0	34.4	18.0	16.4	6.6	0.0	0.0	0.0	0.0	0.0	18	73.5	13	49									
BIRMINGHAM	RYANAIR	S	D	62	0	0	0.0	19.4	46.8	11.3	14.5	4.8	1.6	1.6	0.0	0.0	0.0	21	40.8	24	49									
BIRMINGHAM	TUI AIRWAYS LTD	C	A	25	0	0	0.0	4.0	24.0	12.0	24.0	28.0	8.0	0.0	0.0	0.0	0.0	49	50.0	24	30									
BIRMINGHAM	TUI AIRWAYS LTD	C	D	29	0	0	0.0	0.0	24.1	27.6	31.0	13.8	3.4	0.0	0.0	0.0	0.0	40	63.6	21	33									
BOURNEMOUTH	JET2.COM LTD	S	A	18	0	0	11.1	11.1	38.9	11.1	22.2	0.0	5.6	0.0	0.0	0.0	0.0	24	0.0	0	0									
BOURNEMOUTH	JET2.COM LTD	S	D	18	0	0	5.6	55.6	27.8	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	11	0.0	0	0									
BOURNEMOUTH	RYANAIR	S	A	44	0	0	0.0	20.5	34.1	18.2	13.6	11.4	2.3	0.0	0.0	0.0	0.0	26	57.5	26	40									
BOURNEMOUTH	RYANAIR	S	D	44	0	0	0.0	15.9	36.4	18.2	13.6	13.6	0.0	2.3	0.0	0.0	0.0	31	68.3	22	41									
BOURNEMOUTH	TUI AIRWAYS LTD	C	A	18	0	0	0.0	5.6	33.3	38.9	16.7	5.6	0.0	0.0	0.0	0.0	0.0	24	52.9	19	17									
BOURNEMOUTH	TUI AIRWAYS LTD	C	D	20	0	0	5.0	30.0	60.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	8	89.5	7	19									
BRISTOL	EASYJET EUROPE	S	A	40	0	0	7.5	30.0	25.0	15.0	20.0	2.5	0.0	0.0	0.0	0.0	0.0	16	67.7	20	31									
BRISTOL	EASYJET EUROPE	S	D	40	0	0	0.0	25.0	32.5	20.0	20.0	2.5	0.0	0.0	0.0	0.0	0.0	18	58.1	24	31									
BRISTOL	EASYJET UK LTD	S	A	53	0	0	0.0	28.3	28.3	24.5	15.1	3.8	0.0	0.0	0.0	0.0	0.0	17	46.3	22	54									
BRISTOL	EASYJET UK LTD	S	D	53	0	0	0.0	39.6	41.5	11.3	5.7	1.9	0.0	0.0	0.0	0.0	0.0	10	64.8	14	54									
BRISTOL	JET2.COM LTD	S	A	42	0	0	0.0	21.4	31.0	23.8	11.9	9.5	0.0	2.4	0.0	0.0	0.0	25	73.0	14	37									
BRISTOL	JET2.COM LTD	S	D	42	0	0	0.0	14.3	66.7	4.8	7.1	4.8	0.0	2.4	0.0	0.0	0.0	16	75.7	10	37									
BRISTOL	RYANAIR	S	A	48	0	0	4.2	31.3	22.9	18.8	14.6	8.3	0.0	0.0	0.0	0.0	0.0	19	45.5	27	44									
BRISTOL	RYANAIR	S	D	48	0	0	2.1	29.2	33.3	22.9	8.3	4.2	0.0	0.0	0.0	0.0	0.0	14	68.2	17	44									
BRISTOL	TUI AIRWAYS LTD	C	A	20	0	0	0.0	15.0	30.0	25.0	25.0	5.0	0.0	0.0	0.0	0.0	0.0	22	36.8	26	19									
BRISTOL	TUI AIRWAYS LTD	C	D	24	0	0	0.0	20.8	70.8	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	8	73.9	12	23									
CARDIFF WALES	TUI AIRWAYS LTD	C	A	11	0	0	0.0	9.1	36.4	9.1	36.4	0.0	0.0	9.1	0.0	0.0	0.0	41	44.4	19	9									
CARDIFF WALES	TUI AIRWAYS LTD	C	D	14	0	0	0.0	28.6	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	92.3	4	13									
EAST MIDLANDS INTERNATIONAL	AIR ONE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2									
EAST MIDLANDS INTERNATIONAL	AIR ONE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	2									

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	41	0	0	7.3	43.9	24.4	12.2	7.3	2.4	2.4	0.0	0.0	0.0	0.0	0.0	13	80.0	9	40		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	42	0	0	0.0	31.0	50.0	9.5	4.8	4.8	0.0	0.0	0.0	0.0	0.0	11	82.9	7	41			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	57	0	0	8.8	33.3	22.8	12.3	12.3	8.8	1.8	0.0	0.0	0.0	0.0	21	67.9	18	53			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	57	0	0	0.0	36.8	24.6	7.0	14.0	7.0	8.8	1.8	0.0	0.0	0.0	31	69.8	14	53			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	19	0	0	0.0	21.1	36.8	15.8	21.1	5.3	0.0	0.0	0.0	0.0	0.0	21	47.1	30	17			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	24	0	0	0.0	25.0	50.0	20.8	4.2	0.0	0.0	0.0	0.0	0.0	0.0	9	76.2	10	21			
EDINBURGH	BA CITYFLYER LTD	C A	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	33	100.0	0	3			
EDINBURGH	BA CITYFLYER LTD	C D	6	0	0	0.0	0.0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	32	60.0	18	5			
EDINBURGH	BA CITYFLYER LTD	S A	10	0	0	0.0	10.0	20.0	40.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	32	50.0	28	4			
EDINBURGH	BA CITYFLYER LTD	S D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	11	4			
EDINBURGH	EASYJET EUROPE	S A	14	0	0	7.1	35.7	50.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	4	8			
EDINBURGH	EASYJET EUROPE	S D	14	0	0	0.0	50.0	35.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	62.5	14	8			
EDINBURGH	JET2.COM LTD	S A	34	0	0	0.0	17.6	44.1	14.7	14.7	8.8	0.0	0.0	0.0	0.0	0.0	22	67.6	15	34			
EDINBURGH	JET2.COM LTD	S D	34	0	0	0.0	0.0	67.6	23.5	8.8	0.0	0.0	0.0	0.0	0.0	0.0	14	88.2	7	34			
EDINBURGH	RYANAIR	S A	35	0	0	2.9	28.6	34.3	20.0	11.4	2.9	0.0	0.0	0.0	0.0	0.0	12	35.5	27	31			
EDINBURGH	RYANAIR	S D	35	0	0	0.0	25.7	31.4	25.7	17.1	0.0	0.0	0.0	0.0	0.0	0.0	15	54.8	17	31			
EDINBURGH	RYANAIR UK LTD	S A	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	65	5			
EDINBURGH	RYANAIR UK LTD	S D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	55	5			
EDINBURGH	TUI AIRWAYS LTD	C 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	20	0.0	71	3			
EDINBURGH	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	0.0	75	4			
EXETER	RYANAIR	S A	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	33.3	31	9			
EXETER	RYANAIR	S D	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	44.4	27	9			
EXETER	TUI AIRWAYS LTD	C A	12	0	0	0.0	16.7	41.7	16.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	20	69.2	12	13			
EXETER	TUI AIRWAYS LTD	C D	14	0	0	0.0	71.4	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	86.7	7	15			
GLASGOW	BA CITYFLYER 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	9	0.0	0	0			
GLASGOW	BA CITYFLYER LTD	C D	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0			
GLASGOW	EASYJET UK LTD	S A	27	0	0	7.4	18.5	29.6	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	22	70.6	12	17			
GLASGOW	EASYJET UK LTD	S D	27	0	0	0.0	11.1	25.9	18.5	33.3	11.1	0.0	0.0	0.0	0.0	0.0	30	35.3	27	17			
GLASGOW	JET2.COM LTD	S A	41	0	0	2.4	39.0	34.1	4.9	9.8	9.8	0.0	0.0	0.0	0.0	0.0	17	74.4	14	43			
GLASGOW	JET2.COM LTD	S D	46	0	0	0.0	47.8	32.6	13.0	4.3	0.0	2.2	0.0	0.0	0.0	0.0	9	76.7	11	43			
GLASGOW	TUI AIRWAYS LTD	C A	16	0	0	0.0	6.3	31.3	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	27	45.0	32	20			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

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MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GLASGOW	TUI AIRWAYS LTD	C D	14	0	0	0.0	0.0	78.6	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	60.0	22	20		
GLASGOW	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	0.0	22	0.0	0	0		
ISLE OF MAN	BA CITYFLYER LTD	C 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	0.0	17	66.7	10	3		
ISLE OF MAN	BA CITYFLYER LTD	C D	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	37	33.3	35	3		
JERSEY	BA CITYFLYER LTD	C A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	3		
JERSEY	BA CITYFLYER LTD	C D	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	5	4		
LEEDS BRADFORD	EASYJET EUROPE	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	0.0	1	0.0	0	0		
LEEDS BRADFORD	EASYJET EUROPE	S D	8	0	0	0.0	12.5	50.0	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0		
LEEDS BRADFORD	JET2.COM LTD	S A	65	0	0	4.6	23.1	33.8	18.5	16.9	1.5	0.0	1.5	0.0	0.0	0.0	0.0	19	73.8	13	61		
LEEDS BRADFORD	JET2.COM LTD	S D	66	0	0	0.0	30.3	43.9	12.1	10.6	1.5	0.0	1.5	0.0	0.0	0.0	0.0	15	85.5	11	62		
LEEDS BRADFORD	RYANAIR	S A	48	0	0	2.1	27.1	39.6	12.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	82.2	8	45		
LEEDS BRADFORD	RYANAIR	S D	48	0	0	0.0	27.1	50.0	12.5	6.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	9	68.9	14	45		
LEEDS BRADFORD	TUI AIRWAYS LTD	C A	8	0	0	0.0	12.5	12.5	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	49	2		
LEEDS BRADFORD	TUI AIRWAYS LTD	C D	11	0	0	0.0	9.1	27.3	45.5	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	60.0	18	5		
LIVERPOOL (JOHN LENNON)	EASYJET EUROPE	S A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	40.0	20	5		
LIVERPOOL (JOHN LENNON)	EASYJET EUROPE	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	0.0	21	20.0	30	5		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	56	0	0	1.8	48.2	33.9	8.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	64.7	13	51		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	57	0	0	0.0	56.1	38.6	1.8	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	7	52		
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S A	34	0	0	2.9	35.3	26.5	17.6	14.7	0.0	2.9	0.0	0.0	0.0	0.0	0.0	15	70.8	23	24		
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S D	34	0	0	2.9	35.3	55.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	95.8	2	24		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	36	0	0	0.0	22.2	38.9	11.1	25.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	18	77.8	10	27		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	35	0	0	2.9	22.9	45.7	17.1	2.9	5.7	2.9	0.0	0.0	0.0	0.0	0.0	14	66.7	12	27		
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S A	53	0	0	11.3	20.8	26.4	15.1	17.0	7.5	1.9	0.0	0.0	0.0	0.0	0.0	22	63.6	18	43		
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S D	54	0	0	0.0	9.3	61.1	13.0	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	15	72.1	14	43		
GATWICK	EASYJET EUROPE	S A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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 EUROPE	S D	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
GATWICK	EASYJET UK LTD	S A	164	0	0	7.9	27.4	28.0	17.1	12.2	4.9	1.8	0.6	0.0	0.0	0.0	20	60.1	24	173			
GATWICK	EASYJET UK LTD	S D	164	0	1	0.0	17.0	42.4	15.2	17.0	7.3	0.6	0.0	0.0	0.0	0.6	20	55.8	21	172			
GATWICK	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	16	0.0	0	0			
GATWICK	TUI AIRWAYS LTD	C A	34	0	0	0.0	8.8	35.3	17.6	20.6	14.7	2.9	0.0	0.0	0.0	0.0	31	23.1	30	26			
GATWICK	TUI AIRWAYS LTD	C D	38	0	0	0.0	13.2	65.8	13.2	0.0	5.3	2.6	0.0	0.0	0.0	0.0	16	53.3	16	30			
HEATHROW	BRITISH AIRWAYS PLC	S A	84	0	0	2.4	29.8	35.7	11.9	14.3	4.8	1.2	0.0	0.0	0.0	0.0	16	49.4	21	76			
HEATHROW	BRITISH AIRWAYS PLC	S D	84	0	0	0.0	22.6	56.0	11.9	4.8	4.8	0.0	0.0	0.0	0.0	0.0	11	65.4	18	77			
LONDON CITY	BA CITYFLYER LTD	S A	34	0	0	2.9	26.5	32.4	20.6	17.6	0.0	0.0	0.0	0.0	0.0	0.0	13	48.4	25	29			
LONDON CITY	BA CITYFLYER LTD	S D	33	0	0	0.0	3.0	72.7	9.1	15.2	0.0	0.0	0.0	0.0	0.0	0.0	13	51.5	24	32			
LUTON	EASYJET EUROPE	S A	31	0	0	38.7	41.9	12.9	3.2	0.0	3.2	0.0	0.0	0.0	0.0	0.0	4	63.6	17	22			
LUTON	EASYJET EUROPE	S D	31	0	0	0.0	41.9	41.9	9.7	3.2	3.2	0.0	0.0	0.0	0.0	0.0	9	40.9	27	22			
LUTON	EASYJET UK LTD	S A	72	0	0	8.3	29.2	26.4	19.4	13.9	2.8	0.0	0.0	0.0	0.0	0.0	14	53.3	19	75			
LUTON	EASYJET UK LTD	S D	72	0	0	0.0	36.1	50.0	8.3	4.2	1.4	0.0	0.0	0.0	0.0	0.0	7	71.1	13	76			
LUTON	JET2.COM LTD	S A	24	0	0	0.0	20.8	25.0	25.0	25.0	4.2	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0			
LUTON	JET2.COM LTD	S D	24	0	0	0.0	4.2	70.8	8.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0			
LUTON	RYANAIR	S A	13	0	0	0.0	30.8	0.0	23.1	23.1	23.1	0.0	0.0	0.0	0.0	0.0	32	85.7	6	14			
LUTON	RYANAIR	S D	13	0	0	0.0	23.1	23.1	15.4	23.1	15.4	0.0	0.0	0.0	0.0	0.0	29	100.0	6	14			
LUTON	TUI AIRWAYS LTD	C A	9	0	0	0.0	0.0	22.2	11.1	44.4	22.2	0.0	0.0	0.0	0.0	0.0	42	14.3	36	7			
LUTON	TUI AIRWAYS LTD	C D	10	0	0	0.0	0.0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	17	66.7	22	9			
STANSTED	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	34	1			
STANSTED	JET2.COM LTD	S A	54	0	0	3.7	29.6	37.0	7.4	9.3	5.6	3.7	1.9	1.9	0.0	0.0	28	56.6	19	53			
STANSTED	JET2.COM LTD	S D	55	0	0	0.0	20.0	63.6	1.8	3.6	5.5	1.8	1.8	1.8	0.0	0.0	23	66.0	20	53			
STANSTED	RYANAIR	S A	97	0	0	8.2	25.8	28.9	13.4	15.5	6.2	2.1	0.0	0.0	0.0	0.0	19	45.8	22	83			
STANSTED	RYANAIR	S D	97	0	0	0.0	20.6	57.7	7.2	9.3	5.2	0.0	0.0	0.0	0.0	0.0	14	43.4	24	83			
STANSTED	RYANAIR 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	29	14			
STANSTED	RYANAIR UK LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	26	14			
STANSTED	TUI AIRWAYS LTD	C A	12	0	0	0.0	0.0	33.3	50.0	0.0	8.3	0.0	8.3	0.0	0.0	0.0	42	66.7	14	9			
STANSTED	TUI AIRWAYS LTD	C D	14	0	0	0.0	7.1	57.1	21.4	7.1	0.0	0.0	7.1	0.0	0.0	0.0	30	76.9	9	13			
MANCHESTER	EASYJET EUROPE	S A	35	0	0	22.9	28.6	37.1	8.6	0.0	2.9	0.0	0.0	0.0	0.0	0.0	7	75.0	21	32			
MANCHESTER	EASYJET EUROPE	S D	35	0	0	2.9	25.7	42.9	14.3	11.4	2.9	0.0	0.0	0.0	0.0	0.0	13	59.4	26	32			
MANCHESTER	EASYJET UK LTD	S A	22	0	0	0.0	36.4	13.6	18.2	22.7	9.1	0.0	0.0	0.0	0.0	0.0	26	63.0	16	27			
MANCHESTER	EASYJET UK LTD	S D	22	0	0	0.0	45.5	36.4	4.5	9.1	4.5	0.0	0.0	0.0	0.0	0.0	10	85.2	8	27			
MANCHESTER	JET2.COM LTD	S A	68	0	0	2.9	14.7	30.9	14.7	26.5	10.3	0.0	0.0	0.0	0.0	0.0	27	44.6	26	65			
MANCHESTER	JET2.COM LTD	S D	69	0	0	1.4	4.3	34.8	24.6	24.6	8.7	1.4	0.0	0.0	0.0	0.0	28	33.3	34	66			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: P

NUMBER OF FLIGHTS

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MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m 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	RYANAIR	S A	75	0	0	0.0	20.0	32.0	14.7	20.0	9.3	2.7	1.3	0.0	0.0	0.0	30	55.7	23	79	
MANCHESTER	RYANAIR	S D	75	0	0	0.0	22.7	44.0	10.7	10.7	9.3	1.3	1.3	0.0	0.0	0.0	23	58.2	22	79	
MANCHESTER	RYANAIR UK LTD	S A	14	0	0	7.1	7.1	14.3	28.6	35.7	7.1	0.0	0.0	0.0	0.0	0.0	28	70.0	11	10	
MANCHESTER	RYANAIR UK LTD	S D	14	0	0	0.0	28.6	42.9	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	14	80.0	10	10	
MANCHESTER	TUI AIRWAYS LTD	C A	35	0	0	0.0	11.4	14.3	31.4	28.6	14.3	0.0	0.0	0.0	0.0	0.0	33	51.9	23	27	
MANCHESTER	TUI AIRWAYS LTD	C D	36	0	0	0.0	5.6	33.3	50.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	20	66.7	19	33	
NEWCASTLE	EASYJET UK LTD	S A	22	0	0	18.2	31.8	31.8	4.5	9.1	4.5	0.0	0.0	0.0	0.0	0.0	12	61.1	17	18	
NEWCASTLE	EASYJET UK LTD	S D	22	0	1	0.0	13.0	39.1	26.1	8.7	8.7	0.0	0.0	0.0	0.0	4.3	20	38.9	26	18	
NEWCASTLE	JET2.COM LTD	S A	41	0	0	4.9	36.6	17.1	12.2	17.1	12.2	0.0	0.0	0.0	0.0	0.0	22	78.0	12	41	
NEWCASTLE	JET2.COM LTD	S D	42	0	0	0.0	28.6	52.4	2.4	9.5	7.1	0.0	0.0	0.0	0.0	0.0	14	75.6	15	41	
NEWCASTLE	RYANAIR	S A	26	0	0	3.8	42.3	15.4	19.2	11.5	0.0	3.8	3.8	0.0	0.0	0.0	23	69.6	14	23	
NEWCASTLE	RYANAIR	S D	26	0	0	0.0	23.1	50.0	7.7	11.5	0.0	3.8	3.8	0.0	0.0	0.0	25	56.5	25	23	
NEWCASTLE	TUI AIRWAYS LTD	S A	20	0	0	0.0	5.0	45.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	26	36.8	30	19	
NEWCASTLE	TUI AIRWAYS LTD	S D	22	0	0	0.0	0.0	81.8	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	59.1	16	22	
SOUTHAMPTON	BA CITYFLYER LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	30	2	
SOUTHAMPTON	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	16	3	
SOUTHAMPTON	BA CITYFLYER LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2	
SOUTHAMPTON	EASYJET UK LTD	S A	9	0	0	0.0	22.2	22.2	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	28	87.5	7	8	
SOUTHAMPTON	EASYJET UK LTD	S D	9	0	0	0.0	0.0	44.4	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	32	75.0	14	8	
SOUTHAMPTON	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	8	0.0	0	0	
SOUTHEND	EASYJET EUROPE	S A	19	0	0	10.5	31.6	26.3	10.5	15.8	5.3	0.0	0.0	0.0	0.0	0.0	17	62.5	29	32	
SOUTHEND	EASYJET EUROPE	S D	19	0	0	10.5	10.5	31.6	31.6	5.3	10.5	0.0	0.0	0.0	0.0	0.0	18	50.0	36	32	
SOUTHEND	EASYJET UK LTD	S A	22	0	0	9.1	27.3	31.8	13.6	18.2	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
SOUTHEND	EASYJET UK LTD	S D	22	0	0	0.0	77.3	18.2	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
TEESSIDE INTERNATIONAL AIRPORT	RYANAIR	S A	9	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	48	9	
TEESSIDE INTERNATIONAL AIRPORT	RYANAIR	S D	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	59	9	
TEESSIDE INTERNATIONAL AIRPORT	TUI AIRWAYS LTD	C A	5	0	0	0.0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	28	33.3	23	3	
TEESSIDE INTERNATIONAL AIRPORT	TUI AIRWAYS LTD	C 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	10	20.0	22	5	
<b>TOTAL PALMA DE MALLORCA</b>			<b>4551</b>	<b>0</b>	<b>8</b>	<b>3.0</b>	<b>24.3</b>	<b>37.7</b>	<b>15.1</b>	<b>13.0</b>	<b>5.4</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>18</b>	<b>61.2</b>	<b>19</b>	<b>4162</b>	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

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MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
PAPHOS	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	44.4	14	9	
	BIRMINGHAM	JET2.COM LTD	S	A	17	0	0	0.0	11.8	35.3	17.6	35.3	0.0	0.0	0.0	0.0	0.0	24	64.7	21	17		
	BIRMINGHAM	JET2.COM LTD	S	D	17	0	0	0.0	0.0	23.5	23.5	23.5	29.4	0.0	0.0	0.0	0.0	42	27.8	31	18		
	BIRMINGHAM	RYANAIR	S	A	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	42	100.0	0	5		
	BIRMINGHAM	RYANAIR	S	D	4	0	0	0.0	0.0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	59	60.0	18	5		
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	18	0	0	11.1	27.8	11.1	22.2	22.2	5.6	0.0	0.0	0.0	0.0	21	73.3	27	15		
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	18	0	0	0.0	5.6	33.3	16.7	22.2	16.7	5.6	0.0	0.0	0.0	37	53.3	37	15		
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	33	100.0	2	6		
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	6	0	0	0.0	0.0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	40	80.0	12	5		
	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	100.0	0	1		
	BRISTOL	EASYJET UK LTD	S	A	12	0	0	0.0	16.7	25.0	16.7	41.7	0.0	0.0	0.0	0.0	0.0	24	46.2	27	13		
	BRISTOL	EASYJET UK LTD	S	D	13	0	0	0.0	15.4	30.8	30.8	15.4	7.7	0.0	0.0	0.0	0.0	21	38.5	32	13		
	BRISTOL	JET2.COM LTD	S	A	8	0	0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	16	84.6	4	13		
	BRISTOL	JET2.COM LTD	S	D	8	0	0	0.0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	14	76.9	13	13		
	BRISTOL	TUI AIRWAYS LTD	C	A	12	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	19	83.3	8	12		
	BRISTOL	TUI AIRWAYS LTD	C	D	14	0	0	0.0	7.1	42.9	28.6	21.4	0.0	0.0	0.0	0.0	0.0	22	61.5	13	13		
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	7	0	0	0.0	0.0	71.4	14.3	14.3	0.0	0.0	0.0	0.0	0.0	14	50.0	24	8		
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	13	44.4	24	9		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	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	15	100.0	2	9		
	EAST MIDLANDS INTERNATIONAL	JET2.COM 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	16	100.0	4	9		
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	12	0	0	0.0	33.3	41.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	11	90.9	4	11		
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	15	0	0	0.0	40.0	40.0	13.3	6.7	0.0	0.0	0.0	0.0	0.0	7	85.7	9	14		
	EDINBURGH	EASYJET UK LTD	S	A	10	0	0	30.0	20.0	20.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	20	55.6	10	9		
	EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	18	44.4	15	9		
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	0.0	33.3	33.3	0.0	22.2	11.1	0.0	0.0	0.0	0.0	22	66.7	22	9		
	EDINBURGH	JET2.COM LTD	S	D	8	0	0	0.0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	34	44.4	23	9		
	EXETER	TUI AIRWAYS LTD	C	A	9	0	0	11.1	22.2	22.2	11.1	11.1	22.2	0.0	0.0	0.0	0.0	31	75.0	7	4		
	EXETER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	11.1	11.1	22.2	11.1	11.1	0.0	0.0	0.0	33	75.0	6	4		
	GLASGOW	JET2.COM LTD	S	A	9	0	0	0.0	33.3	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	16	88.9	8	9		
	GLASGOW	JET2.COM LTD	S	D	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	12	55.6	14	9		
	GLASGOW	TUI AIRWAYS LTD	C	A	7	0	0	0.0	0.0	28.6	28.6	0.0	42.9	0.0	0.0	0.0	0.0	44	75.0	5	8		
	GLASGOW	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	0.0	22.2	44.4	11.1	11.1	0.0	0.0	0.0	48	44.4	17	9		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LEEDS BRADFORD	JET2.COM LTD	S	A	17	0	0	11.8	41.2	17.6	5.9	11.8	5.9	5.9	0.0	0.0	0.0	0.0	22	76.5	13	17	
	LEEDS BRADFORD	JET2.COM LTD	S	D	18	0	0	0.0	11.1	50.0	16.7	11.1	5.6	5.6	0.0	0.0	0.0	0.0	26	44.4	26	18	
	LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S	A	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	26	5		
	LIVERPOOL (JOHN LENNON)	JET2.COM LTD	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	9	80.0	12	5		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	19	80.0	7	5		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	4	0	0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	4	5		
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	30	0	0	3.3	23.3	33.3	20.0	16.7	3.3	0.0	0.0	0.0	0.0	15	65.5	20	29		
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	30	0	0	0.0	3.3	70.0	13.3	10.0	3.3	0.0	0.0	0.0	0.0	15	51.7	22	29		
	GATWICK	EASYJET UK LTD	S	A	70	0	1	7.0	29.6	31.0	14.1	15.5	1.4	0.0	0.0	0.0	1.4	13	75.0	17	79		
	GATWICK	EASYJET UK LTD	S	D	71	0	0	0.0	5.6	50.7	28.2	15.5	0.0	0.0	0.0	0.0	0.0	16	53.8	19	79		
	GATWICK	TUI AIRWAYS LTD	C	A	25	0	0	20.0	20.0	28.0	12.0	8.0	12.0	0.0	0.0	0.0	0.0	16	52.6	18	19		
	GATWICK	TUI AIRWAYS LTD	C	D	25	0	0	0.0	20.0	40.0	20.0	16.0	4.0	0.0	0.0	0.0	0.0	18	61.9	17	21		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	3	6		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	6		
	LUTON	EASYJET UK LTD	S	A	21	0	0	9.5	14.3	52.4	23.8	0.0	0.0	0.0	0.0	0.0	0.0	9	73.1	13	26		
	LUTON	EASYJET UK LTD	S	D	22	0	0	0.0	4.5	81.8	9.1	4.5	0.0	0.0	0.0	0.0	0.0	10	69.2	13	26		
	LUTON	TUI AIRWAYS LTD	C	A	3	0	0	0.0	33.3	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	56	0.0	0	0		
	LUTON	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0		
	STANSTED	JET2.COM LTD	S	A	23	0	0	8.7	60.9	17.4	8.7	0.0	4.3	0.0	0.0	0.0	0.0	7	82.6	9	23		
	STANSTED	JET2.COM LTD	S	D	24	0	0	0.0	8.3	58.3	16.7	8.3	0.0	8.3	0.0	0.0	0.0	22	58.3	19	24		
	STANSTED	RYANAIR	S	A	13	0	0	7.7	15.4	46.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	7	18		
	STANSTED	RYANAIR	S	D	13	0	1	0.0	7.1	14.3	0.0	64.3	7.1	0.0	0.0	0.0	7.1	40	33.3	27	18		
	STANSTED	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	22.2	44.4	11.1	0.0	0.0	0.0	0.0	0.0	17	80.0	10	10		
	STANSTED	TUI AIRWAYS LTD	C	D	10	0	0	0.0	10.0	60.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	12	10		
	MANCHESTER	EASYJET UK LTD	S	A	17	0	0	5.9	41.2	11.8	17.6	17.6	5.9	0.0	0.0	0.0	0.0	18	82.4	15	17		
	MANCHESTER	EASYJET UK LTD	S	D	18	0	0	0.0	16.7	72.2	5.6	0.0	5.6	0.0	0.0	0.0	0.0	9	61.1	17	18		
	MANCHESTER	JET2.COM LTD	S	A	27	0	0	0.0	0.0	40.7	14.8	29.6	11.1	0.0	0.0	3.7	0.0	78	73.3	37	30		
	MANCHESTER	JET2.COM LTD	S	D	28	0	0	0.0	0.0	21.4	28.6	35.7	10.7	3.6	0.0	0.0	0.0	37	32.3	31	31		
	MANCHESTER	RYANAIR	S	A	13	0	0	7.7	15.4	53.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	12	30.8	30	13		
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	0.0	38.5	30.8	23.1	7.7	0.0	0.0	0.0	0.0	23	53.8	17	13		
	MANCHESTER	TUI AIRWAYS LTD	C	A	22	0	0	4.5	22.7	31.8	18.2	18.2	4.5	0.0	0.0	0.0	0.0	19	47.6	26	21		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: P																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	m late	m late	m late	m late	m late	late						
	MANCHESTER	TUI AIRWAYS LTD	C	D	24	0	0	0.0	0.0	58.3	29.2	8.3	4.2	0.0	0.0	0.0	0.0	0.0	18	69.6	15	23
	MANCHESTER	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	116	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	99	0.0	0	0
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	9
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	55.6	22	9
	NEWCASTLE	RYANAIR	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	8	87.5	7	8
	NEWCASTLE	RYANAIR	S	D	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	14	8
	NEWCASTLE	TUI AIRWAYS LTD	S	A	11	0	0	0.0	27.3	36.4	27.3	0.0	0.0	9.1	0.0	0.0	0.0	0.0	20	50.0	31	10
	NEWCASTLE	TUI AIRWAYS LTD	S	D	13	0	0	0.0	0.0	69.2	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	21	10.0	30	10
<b>TOTAL PAPHOS</b>					<b>1004</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>16.5</b>	<b>39.7</b>	<b>19.6</b>	<b>14.2</b>	<b>5.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>21</b>	<b>63.8</b>	<b>18</b>	<b>1019</b>
PARIS (CHARLES DE GAULLE)																						
	BELFAST INTERNATIONAL	EASYJET EUROPE	S	A	8	0	1	11.1	33.3	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11.1	7	92.9	7	14
	BELFAST INTERNATIONAL	EASYJET EUROPE	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	14	50.0	17	14
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	19	0	0	5.3	31.6	26.3	21.1	10.5	0.0	5.3	0.0	0.0	0.0	0.0	17	70.6	38	17
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	19	0	0	0.0	47.4	31.6	10.5	5.3	0.0	5.3	0.0	0.0	0.0	0.0	14	64.7	26	17
	BIRMINGHAM	AIR FRANCE	S	A	110	0	1	9.0	36.0	27.9	18.9	6.3	0.9	0.0	0.0	0.0	0.0	0.9	10	89.1	7	110
	BIRMINGHAM	AIR FRANCE	S	D	110	0	1	0.0	35.1	43.2	13.5	5.4	1.8	0.0	0.0	0.0	0.0	0.9	9	78.2	10	110
	BIRMINGHAM	EASYJET UK LTD	S	A	31	0	0	19.4	41.9	22.6	12.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	74.1	10	27
	BIRMINGHAM	EASYJET UK LTD	S	D	31	0	0	0.0	41.9	38.7	9.7	9.7	0.0	0.0	0.0	0.0	0.0	0.0	8	81.5	10	27
	BRISTOL	EASYJET EUROPE	S	A	15	0	0	0.0	33.3	20.0	26.7	13.3	6.7	0.0	0.0	0.0	0.0	0.0	18	20.0	21	5
	BRISTOL	EASYJET EUROPE	S	D	17	0	0	0.0	0.0	58.8	11.8	11.8	5.9	5.9	5.9	0.0	0.0	0.0	40	20.0	19	5
	BRISTOL	EASYJET UK LTD	S	A	54	0	1	5.5	41.8	32.7	9.1	5.5	0.0	1.8	1.8	0.0	0.0	1.8	14	59.4	20	63
	BRISTOL	EASYJET UK LTD	S	D	53	0	0	0.0	62.3	30.2	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	70.3	12	63
	EAST MIDLANDS INTERNATIONAL	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	72.2	10	16
	EAST MIDLANDS INTERNATIONAL	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	40.0	39	15
	EDINBURGH	AIR FRANCE	S	A	86	0	0	8.1	33.7	38.4	9.3	4.7	1.2	3.5	1.2	0.0	0.0	0.0	14	83.9	7	87
	EDINBURGH	AIR FRANCE	S	D	86	0	0	0.0	34.9	41.9	16.3	4.7	1.2	1.2	0.0	0.0	0.0	0.0	11	75.9	11	87
	EDINBURGH	EASYJET EUROPE	S	A	15	0	0	13.3	46.7	26.7	6.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	7	68.2	13	22
	EDINBURGH	EASYJET EUROPE	S	D	15	0	0	0.0	20.0	53.3	13.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	14	31.8	29	22
	EDINBURGH	EASYJET UK LTD	S	A	52	0	1	5.7	22.6	28.3	18.9	11.3	11.3	0.0	0.0	0.0	0.0	1.9	21	48.3	27	58
	EDINBURGH	EASYJET UK LTD	S	D	53	0	0	1.9	34.0	35.8	11.3	7.5	9.4	0.0	0.0	0.0	0.0	0.0	16	62.1	22	58
	GLASGOW	EASYJET UK LTD	S	A	69	0	1	2.9	20.0	32.9	22.9	11.4	8.6	0.0	0.0	0.0	0.0	1.4	19	41.0	28	61
	GLASGOW	EASYJET UK LTD	S	D	68	0	0	0.0	29.4	35.3	20.6	8.8	5.9	0.0	0.0	0.0	0.0	0.0	16	58.7	21	63
	JERSEY	BLUE ISLANDS LIMITED	S	A	3	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2024												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										MAY 2024		
																More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat										
JERSEY	BLUE ISLANDS LIMITED	S	D	3	0	0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0																
LEEDS BRADFORD	EASYJET EUROPE	S	A	9	0	0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0																
LEEDS BRADFORD	EASYJET EUROPE	S	D	9	0	0	0.0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0																
LEEDS BRADFORD	JET2.COM LTD	S	A	18	0	0	0.0	22.2	33.3	27.8	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	22	63.2	14	18																
LEEDS BRADFORD	JET2.COM LTD	S	D	18	0	0	0.0	33.3	38.9	5.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	18	66.7	11	18																
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	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	0.0	7	78.3	14	23																
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	16	0	0	0.0	75.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	82.6	9	23																
GATWICK	EASYJET EUROPE	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0																	
GATWICK	EASYJET UK LTD	S	A	126	0	1	13.4	35.4	26.0	7.1	12.6	3.9	0.0	0.8	0.0	0.0	0.8	13	57.8	22	133																	
GATWICK	EASYJET UK LTD	S	D	127	0	0	0.0	24.4	48.0	10.2	13.4	3.1	0.0	0.8	0.0	0.0	0.0	16	54.4	25	134																	
HEATHROW	AIR FRANCE	S	A	184	0	2	12.4	37.1	31.7	7.0	7.0	3.8	0.0	0.0	0.0	0.0	1.1	9	75.7	11	174																	
HEATHROW	AIR FRANCE	S	D	184	0	2	0.0	37.1	45.2	8.6	5.4	2.2	0.0	0.5	0.0	0.0	1.1	10	76.7	12	173																	
HEATHROW	BRITISH AIRWAYS PLC	S	A	189	0	1	6.3	43.2	33.7	6.3	8.4	0.5	1.1	0.0	0.0	0.0	0.5	8	54.8	20	210																	
HEATHROW	BRITISH AIRWAYS PLC	S	D	189	0	1	0.0	36.8	45.8	6.3	7.9	0.5	1.6	0.5	0.0	0.0	0.5	11	56.7	20	210																	
LUTON	EASYJET UK LTD	S	A	102	0	0	2.0	33.3	29.4	21.6	10.8	2.9	0.0	0.0	0.0	0.0	0.0	13	48.5	26	101																	
LUTON	EASYJET UK LTD	S	D	102	0	0	0.0	40.2	35.3	14.7	8.8	1.0	0.0	0.0	0.0	0.0	0.0	10	67.3	18	101																	
MANCHESTER	AIR FRANCE	S	A	96	0	1	1.0	19.6	44.3	20.6	9.3	3.1	1.0	0.0	0.0	0.0	1.0	16	82.8	8	99																	
MANCHESTER	AIR FRANCE	S	D	96	0	1	0.0	8.2	55.7	19.6	14.4	1.0	0.0	0.0	0.0	0.0	1.0	14	87.9	7	99																	
MANCHESTER	EASYJET EUROPE	S	A	18	0	0	0.0	11.1	50.0	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	19	62.2	22	36																	
MANCHESTER	EASYJET EUROPE	S	D	18	0	0	0.0	33.3	27.8	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	17	69.4	12	36																	
MANCHESTER	EASYJET UK LTD	S	A	103	0	2	1.9	27.6	32.4	20.0	9.5	5.7	0.0	1.0	0.0	0.0	1.9	17	55.6	30	80																	
MANCHESTER	EASYJET UK LTD	S	D	104	0	1	0.0	41.9	36.2	9.5	6.7	3.8	1.0	0.0	0.0	0.0	1.0	12	72.8	19	81																	
NEWCASTLE	AIR FRANCE	S	A	68	0	0	0.0	33.8	44.1	16.2	4.4	1.5	0.0	0.0	0.0	0.0	0.0	10	80.0	12	70																	
NEWCASTLE	AIR FRANCE	S	D	68	0	0	0.0	26.5	51.5	16.2	4.4	1.5	0.0	0.0	0.0	0.0	0.0	10	75.7	12	70																	
NEWCASTLE	EASYJET UK LTD	S	A	23	0	0	8.7	39.1	21.7	8.7	21.7	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0																	
NEWCASTLE	EASYJET UK LTD	S	D	23	0	0	0.0	13.0	34.8	26.1	13.0	8.7	0.0	4.3	0.0	0.0	0.0	29	0.0	0	0																	
SOUTHAMPTON	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	32.0	32	16																	
SOUTHAMPTON	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	48.0	16	16																	
SOUTHEND	EASYJET EUROPE	S	A	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	55.6	33	18																	
SOUTHEND	EASYJET EUROPE	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	55.6	30	18																	
SOUTHEND	EASYJET UK 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	2	0.0	0	0																	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: P																	MAY 2024			
		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
								3.5	33.7	37.6	12.7	8.1	2.9	0.5	0.3	0.0	0.0	0.7	12	66.4	17	2918
	SOUTHEND	EASYJET UK LTD	S	D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>2859</b>	<b>0</b>	<b>20</b>	<b>3.5</b>	<b>33.7</b>	<b>37.6</b>	<b>12.7</b>	<b>8.1</b>	<b>2.9</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>12</b>	<b>66.4</b>	<b>17</b>	<b>2918</b>
PARIS (ORLY)																						
	BRISTOL	EASYJET EUROPE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	29	28
	BRISTOL	EASYJET EUROPE	S	D	0	0	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	30	28
	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	36.8	28	18
	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	47.4	22	18
	EDINBURGH	TRANSAVIA FRANCE	S	A	18	0	1	10.5	36.8	26.3	10.5	5.3	0.0	5.3	0.0	0.0	0.0	5.3	14	53.3	24	13
	EDINBURGH	TRANSAVIA FRANCE	S	D	18	0	1	0.0	31.6	26.3	10.5	21.1	5.3	0.0	0.0	0.0	0.0	5.3	20	35.7	31	12
	GATWICK	VUELING AIRLINES	S	A	60	0	1	29.5	47.5	14.8	4.9	1.6	0.0	0.0	0.0	0.0	0.0	1.6	2	68.3	16	53
	GATWICK	VUELING AIRLINES	S	D	60	0	1	0.0	23.0	50.8	9.8	13.1	1.6	0.0	0.0	0.0	0.0	1.6	12	50.0	26	52
	HEATHROW	VUELING AIRLINES	S	A	31	0	0	51.6	32.3	6.5	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	6	19.4	34	27
	HEATHROW	VUELING AIRLINES	S	D	31	0	0	3.2	48.4	35.5	3.2	3.2	6.5	0.0	0.0	0.0	0.0	0.0	10	9.7	52	27
	MANCHESTER	EASYJET EUROPE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.9	12	23
	MANCHESTER	EASYJET EUROPE	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	52.2	18	23
	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	62.5	28	7
	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	37.5	13	7
	SOUTHAMPTON	EASYJET EUROPE	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	SOUTHAMPTON	EASYJET EUROPE	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	SOUTHAMPTON	EASYJET 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	0.0	2	0.0	0	0
	SOUTHAMPTON	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	6	0.0	0	0
<b>TOTAL PARIS (ORLY)</b>					<b>234</b>	<b>0</b>	<b>6</b>	<b>15.4</b>	<b>37.1</b>	<b>29.2</b>	<b>6.7</b>	<b>6.7</b>	<b>2.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>8</b>	<b>47.7</b>	<b>26</b>	<b>336</b>
PERPIGNAN																						
	LEEDS BRADFORD	RYANAIR	S	A	8	0	0	0.0	37.5	25.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	50.0	25	8
	LEEDS BRADFORD	RYANAIR	S	D	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	18	8
	STANSTED	RYANAIR	S	A	13	0	0	0.0	46.2	38.5	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	9	8
	STANSTED	RYANAIR	S	D	13	0	0	0.0	38.5	61.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	7	8
	STANSTED	RYANAIR UK LTD	S	A	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	STANSTED	RYANAIR UK LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL PERPIGNAN</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.0</b>	<b>42.0</b>	<b>8.0</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>68.8</b>	<b>15</b>	<b>32</b>
PERTH (AUSTRALIA)																						
	HEATHROW	QANTAS	S	A	30	0	1	41.9	22.6	16.1	6.5	3.2	6.5	0.0	0.0	0.0	0.0	3.2	11	0.0	0	0

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE					MAY 2024					
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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		QANTAS		S D				30	0	1	0.0	29.0	58.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	5	0.0	0	0
<b>TOTAL PERTH (AUSTRALIA)</b>										<b>60</b>	<b>0</b>	<b>2</b>	<b>21.0</b>	<b>25.8</b>	<b>37.1</b>	<b>6.5</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
		PERUGIA																												
		HEATHROW		BRITISH AIRWAYS PLC		S A				13	0	0	15.4	23.1	38.5	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	9	6	
		HEATHROW		BRITISH AIRWAYS PLC		S D				13	0	0	0.0	0.0	61.5	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	83.3	16	6	
		STANSTED		RYANAIR		S A				31	0	0	0.0	6.5	35.5	29.0	19.4	9.7	0.0	0.0	0.0	0.0	0.0	0.0	25	33.3	32	27		
		STANSTED		RYANAIR		S D				31	0	0	0.0	19.4	51.6	22.6	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	11	48.1	25	27		
<b>TOTAL PERUGIA</b>										<b>88</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>12.5</b>	<b>45.5</b>	<b>22.7</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>0.0</b>	<b>17</b>	<b>47.0</b>	<b>26</b>	<b>66</b>		
		PESCARA																												
		STANSTED		RYANAIR		S A				35	0	0	8.6	48.6	28.6	5.7	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	33.3	28	27		
		STANSTED		RYANAIR		S D				35	0	0	0.0	42.9	45.7	2.9	5.7	2.9	0.0	0.0	0.0	0.0	0.0	0.0	8	74.1	10	27		
<b>TOTAL PESCARA</b>										<b>70</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>45.7</b>	<b>37.1</b>	<b>4.3</b>	<b>7.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>53.7</b>	<b>19</b>	<b>54</b>		
		PHILADELPHIA INTERNATIONAL																												
		EDINBURGH		AMERICAN AIRLINES		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	0.0	0	0		
		EDINBURGH		AMERICAN AIRLINES		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	5	0.0	0	0		
		HEATHROW		AMERICAN AIRLINES		S A				62	0	0	25.8	35.5	19.4	8.1	4.8	3.2	1.6	1.6	0.0	0.0	0.0	0.0	12	85.7	27	62		
		HEATHROW		AMERICAN AIRLINES		S D				62	0	0	3.2	45.2	27.4	4.8	6.5	6.5	4.8	1.6	0.0	0.0	0.0	0.0	23	69.4	60	62		
		HEATHROW		BRITISH AIRWAYS PLC		S A				31	0	0	25.8	45.2	9.7	9.7	0.0	6.5	3.2	0.0	0.0	0.0	0.0	0.0	11	77.4	9	31		
		HEATHROW		BRITISH AIRWAYS PLC		S D				31	0	0	0.0	12.9	64.5	12.9	3.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	11	71.0	17	31		
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>										<b>202</b>	<b>0</b>	<b>0</b>	<b>14.9</b>	<b>37.1</b>	<b>27.7</b>	<b>7.4</b>	<b>4.5</b>	<b>5.0</b>	<b>2.5</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>76.5</b>	<b>33</b>	<b>186</b>		
		PHOENIX																												
		HEATHROW		AMERICAN AIRLINES		S A				31	0	0	12.9	41.9	22.6	0.0	9.7	9.7	0.0	3.2	0.0	0.0	0.0	0.0	20	71.0	20	31		
		HEATHROW		AMERICAN AIRLINES		S D				31	0	0	0.0	74.2	9.7	0.0	3.2	6.5	0.0	6.5	0.0	0.0	0.0	0.0	22	87.1	10	31		
		HEATHROW		BRITISH AIRWAYS PLC		S A				31	0	0	6.5	35.5	29.0	3.2	19.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0	17	54.8	18	31		
		HEATHROW		BRITISH AIRWAYS PLC		S D				31	0	0	0.0	12.9	41.9	25.8	9.7	9.7	0.0	0.0	0.0	0.0	0.0	0.0	19	61.3	20	31		
<b>TOTAL PHOENIX</b>										<b>124</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>41.1</b>	<b>25.8</b>	<b>7.3</b>	<b>10.5</b>	<b>8.1</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>68.5</b>	<b>17</b>	<b>124</b>			
		PHUKET																												
		MANCHESTER		TUI AIRWAYS LTD		C A				0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	59	1		
<b>TOTAL PHUKET</b>										<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>59</b>	<b>1</b>			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
PISA	BIRMINGHAM	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	18	100.0	4	4
	BIRMINGHAM	JET2.COM LTD	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	15	4
	BIRMINGHAM	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	11	44.4	32	9
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	38.5	30.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	22.2	40	9
	BRISTOL	EASYJET UK LTD	S	A	22	0	0	4.5	27.3	40.9	13.6	13.6	0.0	0.0	0.0	0.0	0.0	0.0	11	30.4	29	23
	BRISTOL	EASYJET UK LTD	S	D	22	0	0	0.0	54.5	36.4	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	65.2	14	23
	EDINBURGH	RYANAIR	S	A	19	0	0	10.5	15.8	31.6	10.5	15.8	15.8	0.0	0.0	0.0	0.0	0.0	24	73.9	14	23
	EDINBURGH	RYANAIR	S	D	19	0	0	0.0	63.2	21.1	10.5	0.0	5.3	0.0	0.0	0.0	0.0	0.0	9	69.6	17	23
	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	4	1
	LEEDS BRADFORD	JET2.COM LTD	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	1
	LEEDS BRADFORD	JET2.COM LTD	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	1
	GATWICK	EASYJET UK LTD	S	A	67	0	0	11.9	32.8	28.4	10.4	11.9	3.0	1.5	0.0	0.0	0.0	0.0	14	58.5	24	53
	GATWICK	EASYJET UK LTD	S	D	67	0	0	0.0	17.9	58.2	13.4	6.0	3.0	1.5	0.0	0.0	0.0	0.0	14	77.4	13	53
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	3.2	29.0	25.8	17.7	17.7	4.8	0.0	0.0	1.6	0.0	0.0	33	55.7	35	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	30.6	35.5	16.1	11.3	4.8	0.0	1.6	0.0	0.0	0.0	18	47.5	23	61
	LONDON CITY	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	189	0.0	249	1
	LUTON	EASYJET UK LTD	S	A	18	0	0	11.1	27.8	27.8	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	72.2	18	18
	LUTON	EASYJET UK LTD	S	D	18	0	0	0.0	27.8	44.4	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	10	18
	STANSTED	RYANAIR	S	A	97	0	0	2.1	21.6	34.0	20.6	11.3	7.2	3.1	0.0	0.0	0.0	0.0	23	55.7	24	79
	STANSTED	RYANAIR	S	D	97	0	0	0.0	29.9	34.0	16.5	13.4	4.1	2.1	0.0	0.0	0.0	0.0	18	45.6	29	79
	MANCHESTER	EASYJET UK LTD	S	A	22	0	0	4.5	36.4	22.7	22.7	13.6	0.0	0.0	0.0	0.0	0.0	0.0	12	68.2	20	22
	MANCHESTER	EASYJET UK LTD	S	D	22	0	0	0.0	50.0	31.8	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	7	77.3	14	22
	MANCHESTER	JET2.COM LTD	S	A	14	0	0	0.0	21.4	42.9	14.3	21.4	0.0	0.0	0.0	0.0	0.0	0.0	15	69.2	19	13
	MANCHESTER	JET2.COM LTD	S	D	14	0	0	0.0	21.4	64.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	61.5	18	13
	MANCHESTER	RYANAIR	S	A	23	0	0	26.1	21.7	39.1	4.3	8.7	0.0	0.0	0.0	0.0	0.0	0.0	7	64.3	36	14
	MANCHESTER	RYANAIR	S	D	23	0	0	0.0	21.7	47.8	17.4	8.7	4.3	0.0	0.0	0.0	0.0	0.0	14	57.1	38	14
MANCHESTER	RYANAIR UK LTD	S	A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
MANCHESTER	RYANAIR 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	4	0.0	0	0	
SOUTHEND	EASYJET UK LTD	S	A	9	0	0	33.3	55.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
SOUTHEND	EASYJET UK LTD	S	D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL PISA</b>					<b>755</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>29.1</b>	<b>36.7</b>	<b>15.6</b>	<b>10.2</b>	<b>3.4</b>	<b>0.9</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>58.9</b>	<b>24</b>	<b>642</b>
PITTSBURGH	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	16.1	16.1	29.0	12.9	12.9	12.9	0.0	0.0	0.0	0.0	19	85.2	9	27	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: P																		MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								8.1	9.7	38.7	14.5	16.1	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	3.2	48.4	16.1	19.4	12.9	0.0	0.0	0.0	0.0	0.0	27	63.0	18	27	
<b>TOTAL PITTSBURGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>9.7</b>	<b>38.7</b>	<b>14.5</b>	<b>16.1</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>74.1</b>	<b>14</b>	<b>54</b>	
PLOVDIV																							
	LUTON	WIZZ AIR UK LTD	S	A	14	0	0	7.1	35.7	42.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	38.5	25	13	
	LUTON	WIZZ AIR UK LTD	S	D	14	0	0	0.0	50.0	42.9	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	53.8	19	13	
	STANSTED	RYANAIR	S	A	14	0	0	0.0	7.1	42.9	28.6	7.1	0.0	7.1	7.1	0.0	0.0	0.0	43	50.0	34	14	
	STANSTED	RYANAIR	S	D	14	0	0	0.0	35.7	57.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	57.1	21	14	
<b>TOTAL PLOVDIV</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>32.1</b>	<b>46.4</b>	<b>10.7</b>	<b>5.4</b>	<b>0.0</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>50.0</b>	<b>25</b>	<b>54</b>	
PODGORICA																							
	GATWICK	WIZZ AIR UK LTD	S	A	17	0	0	23.5	41.2	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	78.9	37	18	
	GATWICK	WIZZ AIR UK 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	4	88.9	9	18	
	STANSTED	RYANAIR UK LTD	S	A	12	1	0	0.0	15.4	23.1	30.8	15.4	7.7	0.0	0.0	0.0	7.7	0.0	20	69.2	14	13	
	STANSTED	RYANAIR UK LTD	S	D	13	0	0	0.0	23.1	30.8	15.4	23.1	0.0	7.7	0.0	0.0	0.0	0.0	25	84.6	8	13	
	MANCHESTER	RYANAIR 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	50	9	
	MANCHESTER	RYANAIR 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	48	9	
<b>TOTAL PODGORICA</b>					<b>59</b>	<b>1</b>	<b>0</b>	<b>6.7</b>	<b>30.0</b>	<b>38.3</b>	<b>11.7</b>	<b>8.3</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>12</b>	<b>70.4</b>	<b>25</b>	<b>80</b>	
POITIERS																							
	STANSTED	RYANAIR	S	A	13	0	0	0.0	30.8	30.8	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	13	52.6	21	19	
	STANSTED	RYANAIR	S	D	13	0	0	0.0	30.8	53.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	68.4	15	19	
<b>TOTAL POITIERS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>42.3</b>	<b>23.1</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>60.5</b>	<b>18</b>	<b>38</b>	
PORT OF SPAIN																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	23.1	30.8	23.1	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	13	84.6	10	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	15.4	53.8	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	69.2	15	13	
<b>TOTAL PORT OF SPAIN</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>23.1</b>	<b>38.5</b>	<b>11.5</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>76.9</b>	<b>12</b>	<b>26</b>	
PORT SUDAN																							
	GATWICK	BADR AIRLINES	S	A	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	BADR AIRLINES	S	D	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL PORT SUDAN</b>					<b>0</b>	<b>0</b>	<b>7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PORTLAND (OREGON)																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	16.1	35.5	25.8	12.9	3.2	6.5	0.0	0.0	0.0	0.0	0.0	11	67.7	15	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	12.9	67.7	9.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	12	83.9	16	30	
<b>TOTAL PORTLAND (OREGON)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>24.2</b>	<b>46.8</b>	<b>11.3</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>12</b>	<b>75.8</b>	<b>16</b>	<b>60</b>	
PORTO SANTO																							
	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	21	4	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: P																		MAY 2024			
		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
	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	27	5	
<b>TOTAL PORTO SANTO</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>44.4</b>	<b>24</b>	<b>9</b>	
POZNAN																							
	BIRMINGHAM	RYANAIR	S	A	13	0	0	53.8	15.4	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	14	9	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	46.2	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	44.4	23	9	
	BRISTOL	RYANAIR	S	A	13	0	0	23.1	69.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	14	8	
	BRISTOL	RYANAIR	S	D	13	0	0	15.4	76.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	8	
	EDINBURGH	RYANAIR	S	A	23	0	0	13.0	26.1	43.5	17.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	22	
	EDINBURGH	RYANAIR	S	D	23	0	0	0.0	30.4	21.7	43.5	4.3	0.0	0.0	0.0	0.0	0.0	0.0	13	81.8	7	22	
	EDINBURGH	RYANAIR UK LTD	S	A	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	EDINBURGH	RYANAIR UK LTD	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	2	9	
	LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	8	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	13	0	0	7.7	61.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.7	6	14	
	LIVERPOOL (JOHN LENNON)	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	1	92.9	2	14	
	LUTON	WIZZ AIR UK LTD	S	A	31	0	0	9.7	45.2	12.9	0.0	6.5	12.9	3.2	6.5	3.2	0.0	0.0	47	78.1	31	31	
	LUTON	WIZZ AIR UK LTD	S	D	31	0	0	0.0	48.4	19.4	3.2	0.0	19.4	3.2	3.2	3.2	0.0	0.0	46	83.9	9	31	
	STANSTED	RYANAIR	S	A	50	0	0	22.0	46.0	24.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4	82.4	7	51	
	STANSTED	RYANAIR	S	D	50	0	0	0.0	32.0	44.0	12.0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	11	68.6	13	51	
	STANSTED	RYANAIR UK LTD	S	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	STANSTED	RYANAIR UK LTD	S	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	8	0	0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	11	9	
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	4	9	
<b>TOTAL POZNAN</b>					<b>336</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>44.3</b>	<b>27.7</b>	<b>9.5</b>	<b>3.6</b>	<b>3.3</b>	<b>0.6</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>79.5</b>	<b>11</b>	<b>306</b>	
PRAGUE																							
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	14	0	0	14.3	42.9	21.4	7.1	7.1	0.0	7.1	0.0	0.0	0.0	0.0	18	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	14	0	0	0.0	50.0	35.7	7.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	16	0.0	0	0	
	BIRMINGHAM	EASYJET UK LTD	S	A	8	0	0	12.5	25.0	25.0	0.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	35	0.0	0	0	
	BIRMINGHAM	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	0.0	12.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	31	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	77.8	8	9	
	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	55.6	20	9	
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	0.0	44.4	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	33.3	19	9	
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	11.1	30	9	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	SMARTWINGS	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	9	3		
BIRMINGHAM	SMARTWINGS	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	69	3		
BRISTOL	EASYJET UK LTD	S A	14	0	0	0	0.0	21.4	21.4	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	22	38.9	35	18		
BRISTOL	EASYJET UK LTD	S D	14	0	0	0	0.0	21.4	21.4	35.7	21.4	0.0	0.0	0.0	0.0	0.0	0.0	18	55.6	23	18		
BRISTOL	RYANAIR	S A	14	0	0	0	0.0	64.3	14.3	14.3	0.0	0.0	0.0	7.1	0.0	0.0	0.0	22	0.0	0	0		
BRISTOL	RYANAIR	S D	14	0	0	0	0.0	42.9	35.7	0.0	7.1	7.1	0.0	7.1	0.0	0.0	0.0	29	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	6	0	0	0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	5	6		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	6	0	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	10	6		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	9	0	0	0	22.2	33.3	0.0	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	9	0	0	0	0.0	22.2	33.3	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
EDINBURGH	EASYJET UK LTD	S A	13	0	0	0	7.7	46.2	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	9		
EDINBURGH	EASYJET UK LTD	S D	13	0	0	0	0.0	76.9	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9		
EDINBURGH	RYANAIR	S A	17	0	0	0	0.0	23.5	17.6	5.9	41.2	11.8	0.0	0.0	0.0	0.0	0.0	32	70.4	13	27		
EDINBURGH	RYANAIR	S D	17	0	0	0	0.0	35.3	11.8	17.6	23.5	11.8	0.0	0.0	0.0	0.0	0.0	25	81.5	11	27		
GLASGOW	EASYJET UK LTD	S A	9	0	0	0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
GLASGOW	EASYJET UK LTD	S D	9	0	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
GLASGOW	JET2.COM LTD	S A	5	0	0	0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	6		
GLASGOW	JET2.COM LTD	S D	7	0	0	0	0.0	85.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	6		
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	0	0.0	44.4	22.2	11.1	0.0	11.1	0.0	11.1	0.0	0.0	0.0	34	88.9	7	9		
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0	0.0	33.3	22.2	22.2	11.1	0.0	0.0	11.1	0.0	0.0	0.0	35	77.8	5	9		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	13	0	0	0	0.0	30.8	46.2	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	13	0	0	0	0.0	84.6	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
GATWICK	EASYJET UK LTD	S A	40	0	0	0	5.0	32.5	22.5	10.0	20.0	7.5	2.5	0.0	0.0	0.0	0.0	22	54.8	22	31		
GATWICK	EASYJET UK LTD	S D	40	0	0	0	0.0	12.5	52.5	15.0	17.5	0.0	2.5	0.0	0.0	0.0	0.0	18	64.5	18	31		
GATWICK	WIZZ AIR UK LTD	S A	31	0	0	0	35.5	19.4	6.5	19.4	9.7	3.2	6.5	0.0	0.0	0.0	0.0	21	64.5	29	31		
GATWICK	WIZZ AIR UK LTD	S D	31	0	0	0	0.0	41.9	12.9	9.7	16.1	12.9	6.5	0.0	0.0	0.0	0.0	30	67.7	28	31		
HEATHROW	BRITISH AIRWAYS PLC	S A	140	0	0	0	17.9	42.1	27.1	7.9	4.3	0.7	0.0	0.0	0.0	0.0	0.0	6	73.2	12	160		
HEATHROW	BRITISH AIRWAYS PLC	S D	140	0	0	0	0.0	32.9	48.6	10.7	7.1	0.7	0.0	0.0	0.0	0.0	0.0	9	67.7	15	160		
LUTON	EASYJET UK LTD	S A	26	0	0	0	3.8	30.8	15.4	26.9	11.5	7.7	0.0	3.8	0.0	0.0	0.0	26	54.5	33	22		
LUTON	EASYJET UK LTD	S D	26	0	0	0	0.0	38.5	30.8	15.4	7.7	3.8	0.0	3.8	0.0	0.0	0.0	21	68.2	31	22		
LUTON	WIZZ AIR UK LTD	S A	63	0	1	7.8	46.9	21.9	9.4	9.4	0.0	1.6	1.6	0.0	0.0	1.6	13	61.3	44	62			
LUTON	WIZZ AIR UK LTD	S D	63	0	1	0.0	54.7	26.6	6.3	7.8	0.0	1.6	1.6	0.0	0.0	1.6	12	77.4	20	62			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	81	0	0	3.7	39.5	32.1	8.6	9.9	6.2	0.0	0.0	0.0	0.0	0.0	14	63.0	17	81	
	STANSTED	RYANAIR	S	D	81	0	0	0.0	44.4	32.1	9.9	8.6	4.9	0.0	0.0	0.0	0.0	0.0	12	55.6	20	81	
	MANCHESTER	EASYJET UK LTD	S	A	26	0	0	3.8	34.6	26.9	7.7	11.5	11.5	0.0	3.8	0.0	0.0	0.0	26	51.9	25	27	
	MANCHESTER	EASYJET UK LTD	S	D	26	0	0	0.0	26.9	50.0	15.4	0.0	3.8	3.8	0.0	0.0	0.0	0.0	14	63.0	18	27	
	MANCHESTER	JET2.COM LTD	S	A	15	0	0	0.0	26.7	46.7	13.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	12	40.0	30	15	
	MANCHESTER	JET2.COM LTD	S	D	15	0	0	0.0	13.3	46.7	26.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	13	46.7	28	15	
	MANCHESTER	RYANAIR	S	A	27	0	0	11.1	44.4	11.1	18.5	11.1	0.0	3.7	0.0	0.0	0.0	0.0	15	83.9	6	31	
	MANCHESTER	RYANAIR	S	D	27	0	0	0.0	37.0	40.7	3.7	3.7	11.1	3.7	0.0	0.0	0.0	0.0	17	80.6	10	31	
	MANCHESTER	RYANAIR UK LTD	S	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	MANCHESTER	RYANAIR UK LTD	S	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	NEWCASTLE	JET2.COM LTD	S	A	6	0	0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL PRAGUE</b>					<b>1200</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>39.1</b>	<b>30.0</b>	<b>10.8</b>	<b>9.4</b>	<b>3.2</b>	<b>1.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>14</b>	<b>66.4</b>	<b>19</b>	<b>1112</b>	
PRESTWICK																							
	EDINBURGH	RYANAIR	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	MANCHESTER	AIRTANKER SERVICES 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	
<b>TOTAL PRESTWICK</b>					<b>0</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PREVEZA																							
	BIRMINGHAM	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	A	5	0	0	0.0	20.0	40.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	49	80.0	13	5	
	BIRMINGHAM	JET2.COM LTD	S	D	5	0	0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	80.0	11	5	
	BRISTOL	JET2.COM LTD	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	14	4	
	BRISTOL	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	6	4	
	EDINBURGH	JET2.COM 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	12	100.0	7	3	
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	2	3	
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	C	A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	50.0	25	4	
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	C	D	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	22	75.0	12	4	
	GATWICK	EASYJET UK LTD	S	A	25	0	0	40.0	12.0	24.0	16.0	0.0	0.0	4.0	4.0	0.0	0.0	0.0	22	68.2	20	22	
	GATWICK	EASYJET UK LTD	S	D	26	0	0	0.0	23.1	53.8	15.4	0.0	3.8	3.8	0.0	0.0	0.0	0.0	15	54.5	22	22	
	GATWICK	ENTER AIR	C	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	10	60.0	12	5	
	GATWICK	ENTER AIR	S	D	6	0	0	0.0	16.7	33.3	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	22	33.3	22	6	
	GATWICK	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	6	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	0	12.5	43.8	37.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	60.0	15	10	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	0.0	31.3	56.3	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	19	10	

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	STANSTED	JET2.COM LTD	S	A	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	31	87.5	8	8	
	STANSTED	JET2.COM LTD	S	D	8	0	0	0.0	12.5	75.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	30	87.5	8	8	
	STANSTED	RYANAIR	S	A	8	0	0	0.0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	62.5	19	8	
	STANSTED	RYANAIR	S	D	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	55.6	18	9	
	MANCHESTER	JET2.COM LTD	S	A	10	0	0	10.0	10.0	30.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20	60.0	59	10	
	MANCHESTER	JET2.COM LTD	S	D	10	0	0	0.0	30.0	40.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	13	10	
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	33	0.0	24	3	
	MANCHESTER	TUI AIRWAYS LTD	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	32	40.0	21	5	
<b>TOTAL PREVEZA</b>					<b>191</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>19.9</b>	<b>44.5</b>	<b>16.8</b>	<b>6.3</b>	<b>2.1</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>62.7</b>	<b>19</b>	<b>169</b>	
PRISTINA																							
	LUTON	WIZZ AIR UK LTD	S	A	22	0	0	4.5	40.9	31.8	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	58.8	28	17	
	LUTON	WIZZ AIR UK LTD	S	D	22	0	0	0.0	36.4	54.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	32	18	
<b>TOTAL PRISTINA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>38.6</b>	<b>43.2</b>	<b>9.1</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>54.3</b>	<b>30</b>	<b>35</b>	
PROVIDENCIALES																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	13	9	
	HEATHROW	BRITISH AIRWAYS PLC	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	88.9	9	9	
<b>TOTAL PROVIDENCIALES</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>22.2</b>	<b>61.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>77.8</b>	<b>11</b>	<b>18</b>	
PULA																							
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	7	0	0	28.6	28.6	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	3	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	5	4	
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	33.3	22.2	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	21	42.9	32	7	
	BRISTOL	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	16	71.4	27	7	
	GATWICK	EASYJET UK LTD	S	A	9	0	0	11.1	44.4	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	55.6	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	109	66.7	20	6	
	GATWICK	TUI AIRWAYS LTD	C	D	6	0	0	0.0	16.7	66.7	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	94	87.5	6	8	
	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	2	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2	
	LUTON	EASYJET UK LTD	S	A	9	0	0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.9	17	13	
	LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	15	13	
	STANSTED	JET2.COM LTD	S	A	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	STANSTED	JET2.COM LTD	S	D	5	0	0	0.0	60.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	15	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	77.8	8	9	
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	9	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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 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	25	4	
	STANSTED	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	27	4	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	0.0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	C	A	7	0	0	0.0	0.0	57.1	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	15	66.7	8	6	
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	20	8	
<b>TOTAL PULA</b>					<b>143</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>28.7</b>	<b>43.4</b>	<b>14.0</b>	<b>2.1</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>78.1</b>	<b>15</b>	<b>105</b>	
PUNTA CANA																							
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	7	0	0	0.0	14.3	42.9	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	83.3	10	6	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	24	66.7	16	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	15.4	23.1	38.5	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	46.2	31	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	30.8	46.2	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	13	61.5	19	13	
	GATWICK	TUI AIRWAYS LTD	C	A	17	0	0	0.0	17.6	35.3	17.6	29.4	0.0	0.0	0.0	0.0	0.0	0.0	18	58.8	32	17	
	GATWICK	TUI AIRWAYS LTD	C	D	18	0	0	0.0	22.2	55.6	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	10	72.2	27	18	
	MANCHESTER	TUI AIRWAYS LTD	C	A	18	0	0	5.6	27.8	16.7	16.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	31	61.1	17	18	
	MANCHESTER	TUI AIRWAYS LTD	C	D	18	0	0	0.0	0.0	61.1	27.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	23	50.0	19	18	
<b>TOTAL PUNTA CANA</b>					<b>113</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>17.7</b>	<b>41.6</b>	<b>23.0</b>	<b>8.0</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>18</b>	<b>60.7</b>	<b>23</b>	<b>112</b>	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: Q

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024					
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	9	0	0	22.2	22.2	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	6	9
	HEATHROW	BEIJING CAPITAL AIRLINES	S	D	9	0	0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	5	9
<b>TOTAL QINGDAO</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>50.0</b>	<b>27.8</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.9</b>	<b>5</b>	<b>18</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: R							PERCENTAGE OF FLIGHTS LATE							MAY 2024		
										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)
RABAT																										
		STANSTED		RYANAIR UK LTD	S	A	17	0	0	0.0	35.3	11.8	17.6	17.6	11.8	5.9	0.0	0.0	0.0	0.0	0.0	34	14.3	52	14	
		STANSTED		RYANAIR UK LTD	S	D	18	0	0	0.0	0.0	50.0	11.1	16.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	28	30.8	41	13	
		MANCHESTER		RYANAIR UK LTD	S	A	8	0	0	12.5	37.5	0.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
		MANCHESTER		RYANAIR UK LTD	S	D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL RABAT</b>							<b>51</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>21.6</b>	<b>33.3</b>	<b>15.7</b>	<b>13.7</b>	<b>11.8</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>22.2</b>	<b>46</b>	<b>27</b>		
RALEIGH																										
		HEATHROW		AMERICAN AIRLINES	S	A	31	0	0	29.0	32.3	12.9	3.2	9.7	6.5	0.0	6.5	0.0	0.0	0.0	0.0	22	77.4	10	31	
		HEATHROW		AMERICAN AIRLINES	S	D	31	0	0	6.5	54.8	25.8	3.2	0.0	9.7	0.0	0.0	0.0	0.0	0.0	0.0	10	90.3	5	31	
<b>TOTAL RALEIGH</b>							<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>43.5</b>	<b>19.4</b>	<b>3.2</b>	<b>4.8</b>	<b>8.1</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.9</b>	<b>7</b>	<b>62</b>		
REGGIO																										
		STANSTED		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	0.0	6	0.0	0	0	
		STANSTED		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	0.0	15	0.0	0	0	
		MANCHESTER		RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	3	9		
		MANCHESTER		RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	7	9		
<b>TOTAL REGGIO</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>88.9</b>	<b>5</b>	<b>18</b>		
RENNES																										
		GATWICK		EASYJET UK LTD	S	A	17	0	0	29.4	29.4	29.4	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	3	9	
		GATWICK		EASYJET UK LTD	S	D	17	0	0	0.0	41.2	47.1	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	8	9	
<b>TOTAL RENNES</b>							<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>35.3</b>	<b>38.2</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.3</b>	<b>6</b>	<b>18</b>		
REUS																										
		ABERDEEN		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	15	100.0	0	1	
		BELFAST INTERNATIONAL		EASYJET UK LTD	S	A	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
		BELFAST INTERNATIONAL		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	0.0	2	0.0	0	0	
		BELFAST INTERNATIONAL		JET2.COM LTD	S	A	18	0	0	16.7	33.3	22.2	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	1	17	
		BELFAST INTERNATIONAL		JET2.COM LTD	S	D	18	0	0	0.0	22.2	50.0	22.2	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	13	88.2	5	17	
		BELFAST INTERNATIONAL		TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	47	85.7	10	7	
		BELFAST INTERNATIONAL		TUI AIRWAYS LTD	C	D	13	0	0	0.0	0.0	23.1	53.8	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	30	37.5	18	8	
		BIRMINGHAM		JET2.COM LTD	S	A	14	0	0	0.0	42.9	35.7	0.0	7.1	7.1	0.0	0.0	7.1	0.0	0.0	0.0	41	80.0	6	10	
		BIRMINGHAM		JET2.COM LTD	S	D	14	0	0	0.0	28.6	35.7	7.1	21.4	0.0	0.0	0.0	7.1	0.0	0.0	0.0	44	90.0	6	10	
		BIRMINGHAM		RYANAIR	S	A	13	0	0	0.0	30.8	15.4	46.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	88.9	5	9	
		BIRMINGHAM		RYANAIR	S	D	13	0	0	0.0	61.5	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	6	9	
		BIRMINGHAM		TUI AIRWAYS LTD	C	A	7	0	0	0.0	14.3	28.6	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	30	42.9	21	7	
		BIRMINGHAM		TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	22.2	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	66.7	14	9	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	JET2.COM LTD	S A	9	0	0	0.0	44.4	22.2	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	32	100.0	2	9		
BRISTOL	JET2.COM LTD	S D	9	0	0	0.0	33.3	44.4	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	34	77.8	6	9		
BRISTOL	TUI AIRWAYS LTD	C A	5	0	0	0.0	0.0	40.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	26	3		
BRISTOL	TUI AIRWAYS LTD	C D	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	0.0	12	75.0	11	4		
CARDIFF WALES	TUI AIRWAYS LTD	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	1		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	14	0	0	0.0	57.1	14.3	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	69.2	8	13		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	14	0	0	0.0	21.4	71.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	10	13		
EAST MIDLANDS INTERNATIONAL	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	0.0	0.0	10	75.0	7	8		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	10	8		
EDINBURGH	JET2.COM LTD	S A	8	0	0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	16	9		
EDINBURGH	JET2.COM LTD	S D	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	6	9		
GLASGOW	JET2.COM LTD	S A	13	0	0	0.0	38.5	30.8	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	15	84.6	11	13		
GLASGOW	JET2.COM LTD	S D	13	0	0	0.0	46.2	38.5	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	12	13		
GLASGOW	TUI AIRWAYS LTD	C A	10	0	0	10.0	30.0	20.0	0.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	25	81.8	7	11		
GLASGOW	TUI AIRWAYS LTD	C D	12	0	0	0.0	8.3	66.7	16.7	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	20	78.6	9	14		
LEEDS BRADFORD	JET2.COM LTD	S A	8	0	0	0.0	50.0	37.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	28	100.0	1	7		
LEEDS BRADFORD	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	0.0	19	85.7	4	7		
LEEDS BRADFORD	RYANAIR	S A	13	0	0	7.7	30.8	30.8	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	9	9		
LEEDS BRADFORD	RYANAIR	S D	13	0	0	0.0	30.8	53.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	10	9		
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S A	8	0	0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S D	8	0	0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	18	0	0	0.0	27.8	38.9	11.1	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	19	72.2	16	18		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	18	0	0	0.0	33.3	44.4	5.6	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	14	83.3	8	18		
GATWICK	TUI AIRWAYS LTD	C A	9	0	0	11.1	33.3	22.2	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	19	25.0	44	8		
GATWICK	TUI AIRWAYS LTD	C D	11	0	0	0.0	9.1	81.8	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	60.0	15	10		
LUTON	EASYJET UK LTD	S A	9	0	0	0.0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	14	8		
LUTON	EASYJET UK LTD	S D	9	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	7	8		
LUTON	JET2.COM LTD	S A	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
LUTON	JET2.COM LTD	S D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
STANSTED	JET2.COM LTD	S A	9	0	0	11.1	44.4	33.3	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	22	88.9	2	9		
STANSTED	JET2.COM LTD	S D	9	0	0	0.0	22.2	66.7	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	27	100.0	3	9		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
STANSTED	RYANAIR	S	A	31	0	0	6.5	22.6	35.5	6.5	25.8	3.2	0.0	0.0	0.0	0.0	0.0	18	60.0	19	35		
STANSTED	RYANAIR	S	D	31	0	0	0.0	48.4	19.4	19.4	3.2	9.7	0.0	0.0	0.0	0.0	0.0	14	68.6	15	35		
STANSTED	RYANAIR UK 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	32	75.0	20	4		
STANSTED	RYANAIR UK LTD	S	D	5	0	0	0.0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	31	75.0	13	4		
MANCHESTER	EASYJET UK LTD	S	A	14	0	0	21.4	50.0	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	8		
MANCHESTER	EASYJET UK LTD	S	D	14	0	0	0.0	85.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	8		
MANCHESTER	JET2.COM LTD	S	A	22	0	0	40.9	27.3	18.2	4.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	6	90.0	4	20		
MANCHESTER	JET2.COM LTD	S	D	22	0	0	0.0	9.1	63.6	22.7	4.5	0.0	0.0	0.0	0.0	0.0	0.0	10	70.0	12	20		
MANCHESTER	RYANAIR	S	A	13	0	0	7.7	23.1	53.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	76.9	5	13		
MANCHESTER	RYANAIR	S	D	13	0	0	0.0	46.2	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	92.3	7	13		
MANCHESTER	TUI AIRWAYS LTD	C	A	15	0	0	0.0	0.0	33.3	26.7	33.3	6.7	0.0	0.0	0.0	0.0	0.0	29	50.0	44	14		
MANCHESTER	TUI AIRWAYS LTD	C	D	19	0	0	0.0	0.0	73.7	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	30	18		
NEWCASTLE	JET2.COM LTD	S	A	14	0	0	35.7	21.4	28.6	0.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	12	100.0	1	10		
NEWCASTLE	JET2.COM LTD	S	D	14	0	0	0.0	28.6	57.1	0.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	15	80.0	9	10		
NEWCASTLE	TUI AIRWAYS LTD	S	A	7	0	0	0.0	0.0	28.6	14.3	42.9	14.3	0.0	0.0	0.0	0.0	0.0	33	66.7	12	6		
NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	25	50.0	13	8		
SOUTHEND	EASYJET UK LTD	S	A	9	0	0	0.0	33.3	11.1	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0		
SOUTHEND	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	0.0	0	0		
<b>TOTAL REUS</b>				<b>709</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>30.2</b>	<b>38.1</b>	<b>13.0</b>	<b>9.2</b>	<b>3.8</b>	<b>0.6</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>76.5</b>	<b>11</b>	<b>587</b>		
RHODES																							
BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	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	36	37.5	33	8		
BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	44.4	0.0	22.2	11.1	0.0	11.1	0.0	0.0	0.0	44	37.5	38	8		
BELFAST INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	11.1	11.1	44.4	11.1	11.1	0.0	0.0	0.0	11.1	0.0	0.0	136	100.0	1	9		
BELFAST INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	88.9	9	9		
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	0	2		
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	3		
BIRMINGHAM	EASYJET UK LTD	S	A	4	0	0	25.0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	32	75.0	11	4		
BIRMINGHAM	EASYJET UK LTD	S	D	4	0	0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	75.0	13	4		
BIRMINGHAM	JET2.COM LTD	S	A	21	0	0	0.0	23.8	9.5	23.8	28.6	9.5	0.0	0.0	4.8	0.0	0.0	92	30.0	44	20		
BIRMINGHAM	JET2.COM LTD	S	D	22	0	0	0.0	0.0	18.2	27.3	31.8	22.7	0.0	0.0	0.0	0.0	0.0	40	19.0	43	21		
BIRMINGHAM	RYANAIR	S	A	21	0	1	0.0	9.1	31.8	40.9	4.5	4.5	4.5	0.0	0.0	0.0	4.5	24	44.4	44	9		
BIRMINGHAM	RYANAIR	S	D	23	0	0	0.0	4.3	47.8	26.1	13.0	4.3	4.3	0.0	0.0	0.0	0.0	24	77.8	35	9		
BIRMINGHAM	TUI AIRWAYS LTD	C	A	10	0	0	0.0	20.0	20.0	20.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	27	84.6	8	13		
BIRMINGHAM	TUI AIRWAYS LTD	C	D	13	0	0	0.0	0.0	53.8	23.1	23.1	0.0	0.0	0.0	0.0	0.0	0.0	20	78.6	9	14		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	JET2.COM LTD	S A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0		
BOURNEMOUTH	JET2.COM LTD	S D	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
BOURNEMOUTH	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	0.0	31	33.3	13	2		
BOURNEMOUTH	TUI AIRWAYS LTD	C D	6	0	0	0.0	0.0	16.7	50.0	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	47	60.0	28	5		
BRISTOL	EASYJET UK LTD	S A	21	0	0	0.0	19.0	19.0	38.1	9.5	14.3	0.0	0.0	0.0	0.0	0.0	0.0	26	46.2	29	26		
BRISTOL	EASYJET UK LTD	S D	22	0	0	0.0	9.1	63.6	13.6	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	57.7	21	26		
BRISTOL	JET2.COM LTD	S A	14	0	0	0.0	0.0	14.3	0.0	42.9	28.6	7.1	7.1	0.0	0.0	0.0	0.0	64	50.0	20	14		
BRISTOL	JET2.COM LTD	S D	14	0	0	0.0	0.0	28.6	21.4	35.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	38	50.0	22	14		
BRISTOL	TUI AIRWAYS LTD	C A	8	0	0	0.0	0.0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	33	62.5	16	8		
BRISTOL	TUI AIRWAYS LTD	C D	11	0	0	0.0	0.0	54.5	36.4	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	63.6	12	11		
CARDIFF WALES	TUI AIRWAYS LTD	C A	6	0	0	0.0	0.0	16.7	33.3	0.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	57	57.1	23	7		
CARDIFF WALES	TUI AIRWAYS LTD	C D	9	0	0	0.0	11.1	11.1	22.2	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	59	44.4	15	9		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	14	0	0	7.1	28.6	21.4	7.1	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	23	76.9	13	13		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	13	0	0	0.0	15.4	38.5	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	24	57.1	21	14		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	19	0	0	0.0	0.0	5.3	52.6	26.3	5.3	0.0	10.5	0.0	0.0	0.0	0.0	50	30.8	25	13		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	19	0	0	0.0	15.8	57.9	21.1	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	76.9	7	13		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	9	0	0	0.0	0.0	55.6	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	25	28.6	26	7		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	12	0	0	0.0	25.0	41.7	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	63.6	17	11		
EDINBURGH	EASYJET UK LTD	S A	9	0	1	0.0	30.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	10.0	36	44.4	38	9		
EDINBURGH	EASYJET UK LTD	S D	9	0	0	0.0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	21	11.1	33	9		
EDINBURGH	JET2.COM LTD	S A	8	0	0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	55.6	12	9		
EDINBURGH	JET2.COM LTD	S D	9	0	0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	50.0	16	8		
EDINBURGH	RYANAIR	S A	9	0	0	0.0	11.1	33.3	33.3	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	41	33.3	20	9		
EDINBURGH	RYANAIR	S D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	12	9		
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	0.0	33	100.0	0	3		
EXETER	TUI AIRWAYS LTD	C D	3	0	0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	60.0	13	5		
GLASGOW	JET2.COM LTD	S A	14	0	0	14.3	28.6	28.6	21.4	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	89	61.5	160	13		
GLASGOW	JET2.COM LTD	S D	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	0.0	11	50.0	17	14		
GLASGOW	TUI AIRWAYS LTD	C A	7	0	0	0.0	0.0	42.9	0.0	14.3	42.9	0.0	0.0	0.0	0.0	0.0	0.0	38	33.3	60	6		
GLASGOW	TUI AIRWAYS LTD	C D	10	0	0	0.0	0.0	40.0	50.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	25	37.5	47	8		
LEEDS BRADFORD	JET2.COM LTD	S A	16	0	0	6.3	25.0	31.3	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	73.3	9	15		
LEEDS BRADFORD	JET2.COM LTD	S D	16	0	0	0.0	0.0	43.8	25.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	53.3	23	15		
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S A	9	0	0	0.0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	23	55.6	21	9		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: R

NUMBER OF FLIGHTS

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MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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)	JET2.COM LTD	S D	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	11	9			
GATWICK	AEGEAN AIRLINES	C 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	12	0.0	0	0			
GATWICK	AEGEAN AIRLINES	C D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0			
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S A	17	0	0	23.5	35.3	17.6	0.0	23.5	0.0	0.0	0.0	0.0	0.0	0.0	10	38.5	25	13			
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S D	17	0	0	0.0	0.0	70.6	17.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	16	53.8	21	13			
GATWICK	EASYJET UK LTD	S A	90	0	1	5.5	16.5	26.4	16.5	24.2	7.7	0.0	2.2	0.0	0.0	1.1	29	56.2	21	89			
GATWICK	EASYJET UK LTD	S D	91	0	0	0.0	8.8	41.8	31.9	9.9	5.5	0.0	2.2	0.0	0.0	0.0	25	46.1	22	89			
GATWICK	ENTER AIR	C D	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	21	4			
GATWICK	ENTER AIR	S A	4	0	0	0.0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	60	0.0	34	3			
GATWICK	TUI AIRWAYS LTD	C A	14	0	0	0.0	7.1	28.6	28.6	35.7	0.0	0.0	0.0	0.0	0.0	0.0	25	69.2	18	13			
GATWICK	TUI AIRWAYS LTD	C D	17	0	0	0.0	11.8	41.2	17.6	11.8	17.6	0.0	0.0	0.0	0.0	0.0	23	43.8	20	16			
GATWICK	TUI AIRWAYS LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0			
HEATHROW	BRITISH AIRWAYS PLC	S A	6	0	0	0.0	16.7	50.0	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	20	60.0	6	5			
HEATHROW	BRITISH AIRWAYS PLC	S D	6	0	0	0.0	0.0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	80.0	8	5			
LUTON	EASYJET UK LTD	S A	30	0	0	0.0	13.3	30.0	16.7	26.7	13.3	0.0	0.0	0.0	0.0	0.0	31	60.0	52	30			
LUTON	EASYJET UK LTD	S D	31	0	0	0.0	22.6	45.2	6.5	12.9	12.9	0.0	0.0	0.0	0.0	0.0	20	63.3	18	30			
LUTON	JET2.COM LTD	S A	4	0	0	0.0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0			
LUTON	JET2.COM LTD	S D	5	0	0	0.0	0.0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0			
LUTON	TUI AIRWAYS LTD	C A	6	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	48	28.6	19	7			
LUTON	TUI AIRWAYS LTD	C D	8	0	0	0.0	0.0	25.0	12.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	44	66.7	14	9			
STANSTED	JET2.COM LTD	S A	31	0	0	3.2	19.4	25.8	29.0	16.1	3.2	0.0	3.2	0.0	0.0	0.0	22	62.5	17	24			
STANSTED	JET2.COM LTD	S D	31	0	0	0.0	12.9	61.3	12.9	6.5	3.2	0.0	3.2	0.0	0.0	0.0	18	80.0	14	25			
STANSTED	RYANAIR	S A	26	0	1	0.0	14.8	48.1	14.8	11.1	3.7	3.7	0.0	0.0	0.0	3.7	22	38.5	33	26			
STANSTED	RYANAIR	S D	26	0	0	0.0	7.7	57.7	26.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	61.5	19	26			
STANSTED	RYANAIR 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	0.0	11	80.0	12	5			
STANSTED	RYANAIR UK LTD	S D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	5			
STANSTED	TUI AIRWAYS LTD	C 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	29	40.0	19	10			
STANSTED	TUI AIRWAYS LTD	C D	9	0	0	0.0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	24	61.5	14	13			
MANCHESTER	AEGEAN AIRLINES	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			
MANCHESTER	AEGEAN 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	6	0.0	0	0			
MANCHESTER	EASYJET UK LTD	S A	24	0	0	0.0	16.7	29.2	16.7	25.0	12.5	0.0	0.0	0.0	0.0	0.0	27	42.3	40	26			
MANCHESTER	EASYJET UK LTD	S D	25	0	0	0.0	16.0	32.0	32.0	12.0	8.0	0.0	0.0	0.0	0.0	0.0	22	53.8	22	26			
MANCHESTER	JET2.COM LTD	S A	32	0	0	0.0	9.4	21.9	15.6	34.4	15.6	0.0	0.0	3.1	0.0	0.0	71	33.3	31	30			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	D	33	0	0	0.0	0.0	21.2	24.2	30.3	24.2	0.0	0.0	0.0	0.0	0.0	42	6.3	41	32	
MANCHESTER	RYANAIR		S	A	22	0	0	4.5	4.5	36.4	27.3	22.7	0.0	0.0	4.5	0.0	0.0	47	47.1	17	17		
MANCHESTER	RYANAIR		S	D	22	0	0	0.0	31.8	50.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	6	64.7	12	17		
MANCHESTER	RYANAIR 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	40.0	18	5		
MANCHESTER	RYANAIR 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	80.0	5	5		
MANCHESTER	TUI AIRWAYS LTD		C	A	16	0	0	25.0	12.5	12.5	18.8	31.3	0.0	0.0	0.0	0.0	0.0	20	73.3	10	15		
MANCHESTER	TUI AIRWAYS LTD		C	D	20	0	0	0.0	5.0	35.0	15.0	35.0	5.0	5.0	0.0	0.0	0.0	29	80.0	17	20		
NEWCASTLE	JET2.COM LTD		S	A	12	0	0	0.0	8.3	33.3	8.3	16.7	25.0	8.3	0.0	0.0	0.0	40	70.0	16	10		
NEWCASTLE	JET2.COM LTD		S	D	13	0	0	0.0	0.0	15.4	46.2	23.1	15.4	0.0	0.0	0.0	0.0	30	70.0	14	10		
NEWCASTLE	TUI AIRWAYS LTD		S	A	8	0	0	0.0	12.5	12.5	37.5	12.5	25.0	0.0	0.0	0.0	0.0	38	20.0	46	10		
NEWCASTLE	TUI AIRWAYS LTD		S	D	12	0	0	0.0	0.0	33.3	33.3	25.0	8.3	0.0	0.0	0.0	0.0	30	33.3	37	12		
<b>TOTAL RHODES</b>					<b>1247</b>	<b>0</b>	<b>4</b>	<b>1.9</b>	<b>11.3</b>	<b>34.8</b>	<b>23.2</b>	<b>18.5</b>	<b>7.8</b>	<b>0.8</b>	<b>1.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.3</b>	<b>30</b>	<b>53.5</b>	<b>25</b>	<b>1171</b>	
RIGA																							
EAST MIDLANDS INTERNATIONAL	RYANAIR		S	A	9	0	0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	8		
EAST MIDLANDS INTERNATIONAL	RYANAIR		S	D	9	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	8		
EDINBURGH	RYANAIR		S	A	9	0	0	44.4	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	5	87.5	7	8		
EDINBURGH	RYANAIR		S	D	9	0	0	0.0	55.6	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	10	87.5	8	8		
EDINBURGH	RYANAIR UK LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	61	9		
EDINBURGH	RYANAIR 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	22.2	49	9		
LEEDS BRADFORD	RYANAIR		S	A	17	0	0	0.0	76.5	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	32	9		
LEEDS BRADFORD	RYANAIR		S	D	17	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	24	9		
GATWICK	AIR BALTIC		S	A	53	0	0	5.7	43.4	35.8	11.3	3.8	0.0	0.0	0.0	0.0	0.0	6	83.3	10	53		
GATWICK	AIR BALTIC		S	D	53	0	0	0.0	52.8	34.0	9.4	3.8	0.0	0.0	0.0	0.0	0.0	6	79.6	11	53		
GATWICK	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	100.0	0	0.0	0	0		
GATWICK	NORWEGIAN AIR SWEDEN AB		S	A	17	0	0	0.0	23.5	58.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
GATWICK	NORWEGIAN AIR SWEDEN AB		S	D	17	0	0	0.0	35.3	29.4	29.4	5.9	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC		S	A	19	0	0	21.1	31.6	26.3	21.1	0.0	0.0	0.0	0.0	0.0	0.0	6	69.2	14	13		
HEATHROW	BRITISH AIRWAYS PLC		S	D	19	0	0	0.0	47.4	26.3	21.1	5.3	0.0	0.0	0.0	0.0	0.0	9	46.2	24	13		
STANSTED	RYANAIR		S	A	54	0	0	9.3	35.2	31.5	14.8	9.3	0.0	0.0	0.0	0.0	0.0	9	69.4	18	49		
STANSTED	RYANAIR		S	D	54	0	0	0.0	55.6	29.6	9.3	5.6	0.0	0.0	0.0	0.0	0.0	6	67.3	19	49		
MANCHESTER	RYANAIR		S	A	17	0	0	5.9	35.3	29.4	23.5	5.9	0.0	0.0	0.0	0.0	0.0	9	78.6	16	14		
MANCHESTER	RYANAIR		S	D	17	0	0	0.0	41.2	41.2	17.6	0.0	0.0	0.0	0.0	0.0	0.0	7	64.3	21	14		
<b>TOTAL RIGA</b>					<b>390</b>	<b>0</b>	<b>1</b>	<b>4.3</b>	<b>48.6</b>	<b>29.7</b>	<b>12.5</b>	<b>4.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>6</b>	<b>69.8</b>	<b>17</b>	<b>326</b>	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: R																	MAY 2024				
		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	
RIMINI		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	0.0	0	0	
		GATWICK	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	2	0.0	0	0	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	62.5	12.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	10	0.0	0	0	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	0.0	0.0	62.5	12.5	12.5	0.0	12.5	0.0	0.0	0.0	31	0.0	0	0	
		STANSTED	RYANAIR	S	A	5	0	0	20.0	0.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
		STANSTED	RYANAIR	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	21	0.0	0	0	
<b>TOTAL RIMINI</b>						<b>42</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>19.0</b>	<b>42.9</b>	<b>9.5</b>	<b>2.4</b>	<b>7.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RIYADH		HEATHROW	BRITISH AIRWAYS PLC	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	55	0	0	16.4	41.8	20.0	5.5	7.3	1.8	3.6	1.8	1.8	0.0	0.0	44	78.1	12	32
		HEATHROW	BRITISH AIRWAYS PLC	S	D	54	0	1	0.0	18.2	56.4	16.4	1.8	5.5	0.0	0.0	0.0	1.8	12	56.3	23	32	
		HEATHROW	SAUDI ARABIAN AIRLINES	S	A	98	0	0	2.0	29.6	39.8	18.4	6.1	2.0	1.0	1.0	0.0	0.0	14	64.8	15	88	
		HEATHROW	SAUDI ARABIAN AIRLINES	S	D	98	0	0	0.0	27.6	52.0	8.2	6.1	4.1	1.0	1.0	0.0	0.0	14	75.0	12	88	
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	19	0	0	57.9	26.3	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	18	0	0	0.0	38.9	55.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
		HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	A	12	0	0	58.3	33.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
		HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	D	13	0	0	0.0	38.5	53.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL RIYADH</b>						<b>367</b>	<b>0</b>	<b>1</b>	<b>7.9</b>	<b>29.9</b>	<b>41.3</b>	<b>10.9</b>	<b>4.9</b>	<b>2.7</b>	<b>1.1</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>16</b>	<b>69.3</b>	<b>15</b>	<b>241</b>
ROME (CIAMPINO)		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	14	0	0	7.1	35.7	28.6	7.1	14.3	7.1	0.0	0.0	0.0	0.0	14	75.0	9	8	
		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	14	0	0	0.0	64.3	21.4	0.0	14.3	0.0	0.0	0.0	0.0	0.0	7	100.0	1	8	
		EDINBURGH	RYANAIR	S	A	32	0	0	18.8	25.0	34.4	15.6	6.3	0.0	0.0	0.0	0.0	0.0	8	84.6	11	26	
		EDINBURGH	RYANAIR	S	D	32	0	0	0.0	56.3	37.5	3.1	3.1	0.0	0.0	0.0	0.0	0.0	4	84.6	9	26	
		LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	17	0	0	0.0	47.1	41.2	11.8	0.0	0.0	0.0	0.0	0.0	0.0	5	44.4	16	9	
		LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	17	0	0	0.0	41.2	58.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	13	9	
		STANSTED	RYANAIR	S	A	133	0	0	12.8	26.3	32.3	15.0	9.0	3.8	0.8	0.0	0.0	0.0	14	60.9	19	133	
		STANSTED	RYANAIR	S	D	133	0	0	0.0	34.6	34.6	15.8	10.5	2.3	1.5	0.8	0.0	0.0	15	60.9	17	133	
		MANCHESTER	RYANAIR	S	A	58	0	0	10.3	53.4	22.4	6.9	6.9	0.0	0.0	0.0	0.0	0.0	5	54.0	24	50	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: R																	MAY 2024			
		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
								5.9	35.8	36.4	11.4	7.9	1.8	0.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	MANCHESTER	RYANAIR	S	D	58	0	0	0.0	25.9	62.1	6.9	5.2	0.0	0.0	0.0	0.0	0.0	0.0	6	70.0	20	50
<b>TOTAL ROME (CIAMPINO)</b>					<b>508</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>35.8</b>	<b>36.4</b>	<b>11.4</b>	<b>7.9</b>	<b>1.8</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>64.8</b>	<b>18</b>	<b>452</b>
ROME (FIUMICINO)																						
	BIRMINGHAM	JET2.COM LTD	S	A	18	0	0	0.0	16.7	22.2	33.3	22.2	5.6	0.0	0.0	0.0	0.0	0.0	22	38.9	22	18
	BIRMINGHAM	JET2.COM LTD	S	D	19	0	0	0.0	21.1	52.6	15.8	10.5	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	10	18
	BRISTOL	EASYJET UK LTD	S	A	31	0	0	0.0	35.5	25.8	22.6	12.9	3.2	0.0	0.0	0.0	0.0	0.0	15	44.4	24	35
	BRISTOL	EASYJET UK LTD	S	D	31	0	0	0.0	48.4	32.3	9.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	9	54.3	20	35
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	0.0	0.0	33.3	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	33	33.3	22	9
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	7	9
	GLASGOW	JET2.COM LTD	S	A	8	0	0	12.5	0.0	37.5	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	20	22.2	26	9
	GLASGOW	JET2.COM LTD	S	D	10	0	0	0.0	50.0	40.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	8	88.9	5	9
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	0.0	11.1	33.3	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	27	88.9	9	9
	LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	2	9
	GATWICK	EASYJET UK LTD	S	A	93	0	0	4.3	28.0	33.3	16.1	14.0	2.2	2.2	0.0	0.0	0.0	0.0	16	53.8	16	93
	GATWICK	EASYJET UK LTD	S	D	93	0	0	0.0	32.3	48.4	15.1	3.2	0.0	1.1	0.0	0.0	0.0	0.0	9	74.2	11	93
	GATWICK	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	54	0.0	73	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	0.0	9	50.0	12	2
	GATWICK	VUELING AIRLINES	S	A	88	0	0	17.0	44.3	23.9	8.0	4.5	2.3	0.0	0.0	0.0	0.0	0.0	7	89.3	5	84
	GATWICK	VUELING AIRLINES	S	D	87	0	1	0.0	22.7	48.9	13.6	9.1	4.5	0.0	0.0	0.0	0.0	1.1	13	72.6	13	84
	GATWICK	WIZZ AIR MALTA	S	A	62	0	0	14.5	40.3	25.8	11.3	4.8	3.2	0.0	0.0	0.0	0.0	0.0	8	83.9	8	62
	GATWICK	WIZZ AIR MALTA	S	D	62	0	0	0.0	16.1	46.8	19.4	11.3	4.8	1.6	0.0	0.0	0.0	0.0	18	59.7	18	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	255	0	2	6.6	36.2	36.6	9.7	6.2	2.7	0.0	0.8	0.4	0.0	0.8	14	53.9	21	221
	HEATHROW	BRITISH AIRWAYS PLC	S	D	256	0	1	0.0	30.4	49.0	10.9	7.8	0.8	0.8	0.0	0.0	0.0	0.4	10	57.4	21	221
	LONDON CITY	ITALIA TRASPOTO AEREO	S	A	53	0	0	28.3	43.4	24.5	1.9	1.9	0.0	0.0	0.0	0.0	0.0	0.0	2	90.6	12	53
	LONDON CITY	ITALIA TRASPOTO AEREO	S	D	53	0	0	0.0	5.7	47.2	34.0	7.5	3.8	0.0	1.9	0.0	0.0	0.0	19	48.1	35	53
	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	13	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	43	1
	STANSTED	JET2.COM LTD	S	A	15	0	0	0.0	0.0	33.3	40.0	20.0	0.0	6.7	0.0	0.0	0.0	0.0	32	33.3	34	18
	STANSTED	JET2.COM LTD	S	D	15	0	0	0.0	33.3	53.3	6.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	16	88.9	8	18
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	44.4	32	9
	MANCHESTER	EASYJET UK LTD	S	D	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	22.2	34	9
	MANCHESTER	JET2.COM LTD	S	A	27	0	0	3.7	29.6	33.3	7.4	18.5	3.7	0.0	3.7	0.0	0.0	0.0	26	74.1	10	27

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	D	27	0	0	0.0	3.7	63.0	18.5	11.1	0.0	0.0	3.7	0.0	0.0	0.0	21	70.4	11	27	
	NEWCASTLE	JET2.COM LTD	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	12	100.0	0	9	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	77.8	10	9	
<b>TOTAL ROME (FIUMICINO)</b>					<b>1380</b>	<b>0</b>	<b>4</b>	<b>4.6</b>	<b>30.3</b>	<b>39.9</b>	<b>13.4</b>	<b>7.9</b>	<b>2.5</b>	<b>0.6</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>13</b>	<b>63.6</b>	<b>17</b>	<b>1317</b>	
ROTTERDAM																							
	BELFAST CITY (GEORGE BEST)	VISTAJET LUFTFAHRTUNTE RNEHMEN	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	
	EDINBURGH	TRANSAVIA	S	A	0	0	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	17	
	EDINBURGH	TRANSAVIA	S	D	0	0	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	17	
	JERSEY	BLUE ISLANDS LIMITED	C	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	5	4	
	LONDON CITY	BA CITYFLYER LTD	S	A	83	0	0	6.0	50.6	25.3	12.0	4.8	0.0	0.0	0.0	1.2	0.0	0.0	11	74.2	10	90	
	LONDON CITY	BA CITYFLYER LTD	S	D	83	0	0	0.0	34.9	44.6	12.0	7.2	1.2	0.0	0.0	0.0	0.0	0.0	9	72.0	12	92	
	STANSTED	TRANSAVIA	S	A	18	0	0	5.6	55.6	27.8	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	STANSTED	TRANSAVIA	S	D	18	0	0	0.0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL ROTTERDAM</b>					<b>207</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>45.9</b>	<b>32.9</b>	<b>12.1</b>	<b>4.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>73.9</b>	<b>11</b>	<b>220</b>	
RZESZOW																							
	BRISTOL	RYANAIR	S	A	13	0	0	30.8	38.5	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	18	9	
	BRISTOL	RYANAIR	S	D	13	0	0	7.7	53.8	23.1	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	8	9	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	3	9	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	8	9	
	LUTON	RYANAIR	S	A	13	0	0	0.0	23.1	30.8	7.7	23.1	15.4	0.0	0.0	0.0	0.0	0.0	21	69.2	15	13	
	LUTON	RYANAIR	S	D	13	0	0	0.0	30.8	30.8	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	18	76.9	14	13	
	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	100.0	0	1	
	STANSTED	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	1	
	STANSTED	RYANAIR	S	A	27	1	0	39.3	17.9	28.6	7.1	0.0	3.6	0.0	0.0	0.0	3.6	0.0	7	68.2	10	22	
	STANSTED	RYANAIR	S	D	27	0	0	0.0	63.0	29.6	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	95.5	3	22	
	MANCHESTER	RYANAIR	S	A	12	0	0	25.0	33.3	16.7	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	3	9	
	MANCHESTER	RYANAIR	S	D	12	0	0	0.0	33.3	41.7	0.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	12	100.0	0	9	
<b>TOTAL RZESZOW</b>					<b>130</b>	<b>1</b>	<b>0</b>	<b>14.5</b>	<b>37.4</b>	<b>27.5</b>	<b>6.9</b>	<b>9.2</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>10</b>	<b>81.7</b>	<b>8</b>	<b>126</b>	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2024					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
SALAMANCA		LIVERPOOL (JOHN LENNON)		ENTER AIR		C	D	1	0	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0					
<b>TOTAL SALAMANCA</b>								<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>						
SALERNO COSTA AMALFI		GATWICK		BA EUROFLYER LTD DBA BRITISH AIRWAYS		S	A	5	0	0	0	20.0	20.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	32	0.0	0	0						
		GATWICK		BA EUROFLYER LTD DBA BRITISH AIRWAYS		S	D	5	0	0	0	0.0	20.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	22	0.0	0	0						
		GATWICK		EASYJET UK LTD		S	A	9	0	0	0	44.4	22.2	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	11	0.0	0	0						
		GATWICK		EASYJET UK LTD		S	D	9	0	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0						
		STANSTED		RYANAIR		S	A	9	0	0	0	11.1	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0						
		STANSTED		RYANAIR		S	D	9	0	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0						
<b>TOTAL SALERNO COSTA AMALFI</b>								<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>26.1</b>	<b>43.5</b>	<b>8.7</b>	<b>2.2</b>	<b>4.3</b>	<b>2.2</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>						
SALONIKA		BIRMINGHAM		JET2.COM LTD		S	A	9	0	0	0	11.1	11.1	44.4	22.2	0.0	0.0	11.1	0.0	0.0	0.0	22	88.9	2	9						
		BIRMINGHAM		JET2.COM LTD		S	D	9	0	0	0	0.0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	19	55.6	15	9						
		BIRMINGHAM		TUI AIRWAYS LTD		C	A	7	0	0	0	0.0	0.0	71.4	14.3	14.3	0.0	0.0	0.0	0.0	0.0	14	71.4	6	7						
		BIRMINGHAM		TUI AIRWAYS LTD		C	D	9	0	0	0	0.0	0.0	88.9	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	66.7	10	9						
		BRISTOL		JET2.COM LTD		S	A	4	0	0	0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	28	40.0	13	5						
		BRISTOL		JET2.COM LTD		S	D	4	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	8	5						
		EDINBURGH		JET2.COM LTD		S	A	5	0	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	4	60.0	11	5						
		EDINBURGH		JET2.COM LTD		S	D	5	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	13	5						
		LEEDS BRADFORD		JET2.COM LTD		S	A	4	0	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	17	4						
		LEEDS BRADFORD		JET2.COM LTD		S	D	4	0	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	13	4						
		GATWICK		BA EUROFLYER LTD DBA BRITISH AIRWAYS		S	A	27	0	0	0	14.8	44.4	29.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	74.2	20	31						
		GATWICK		BA EUROFLYER LTD DBA BRITISH AIRWAYS		S	D	27	0	0	0	0.0	3.7	85.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	71.0	18	31						
		GATWICK		EASYJET UK LTD		S	A	31	0	0	0	16.1	25.8	25.8	16.1	16.1	0.0	0.0	0.0	0.0	0.0	12	71.0	8	31						
		GATWICK		EASYJET UK LTD		S	D	31	0	0	0	0.0	19.4	67.7	9.7	0.0	3.2	0.0	0.0	0.0	0.0	8	77.4	9	31						
		GATWICK		TUI AIRWAYS LTD		C	A	7	0	0	0	0.0	0.0	28.6	28.6	42.9	0.0	0.0	0.0	0.0	0.0	28	28.6	27	7						
		GATWICK		TUI AIRWAYS LTD		C	D	9	0	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	6	9						
		HEATHROW		BRITISH AIRWAYS PLC		S	A	31	0	0	0	6.5	32.3	38.7	16.1	3.2	3.2	0.0	0.0	0.0	0.0	10	66.7	10	12						
		HEATHROW		BRITISH AIRWAYS PLC		S	D	31	0	0	0	0.0	35.5	58.1	3.2	0.0	3.2	0.0	0.0	0.0	0.0	9	83.3	10	12						

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LUTON	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	83	1		
LUTON	SMARTWINGS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	1		
STANSTED	JET2.COM LTD	S	A	9	0	0	0.0	0.0	33.3	0.0	55.6	11.1	0.0	0.0	0.0	0.0	0.0	35	37.5	34	8		
STANSTED	JET2.COM LTD	S	D	9	0	0	0.0	11.1	33.3	0.0	55.6	0.0	0.0	0.0	0.0	0.0	0.0	25	75.0	24	8		
STANSTED	RYANAIR	S	A	18	0	0	0.0	44.4	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	52.9	19	17			
STANSTED	RYANAIR	S	D	18	0	0	0.0	0.0	61.1	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	19	70.6	16	17		
MANCHESTER	EASYJET UK LTD	S	A	9	0	0	11.1	22.2	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	77.8	34	9		
MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	21	9		
MANCHESTER	JET2.COM LTD	S	A	11	0	0	0.0	18.2	27.3	27.3	27.3	0.0	0.0	0.0	0.0	0.0	0.0	19	50.0	12	10		
MANCHESTER	JET2.COM LTD	S	D	11	0	0	0.0	0.0	45.5	45.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	18	40.0	20	10		
MANCHESTER	TUI AIRWAYS LTD	C	A	7	0	0	0.0	14.3	57.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	17	71.4	32	7		
MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	18	55.6	31	9		
NEWCASTLE	JET2.COM LTD	S	A	4	0	1	20.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	68	80.0	8	5		
NEWCASTLE	JET2.COM LTD	S	D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	80.0	8	5		
<b>TOTAL SALONIKA</b>					<b>372</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>19.8</b>	<b>50.1</b>	<b>14.5</b>	<b>8.8</b>	<b>1.9</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>13</b>	<b>68.4</b>	<b>16</b>	<b>342</b>	
SALT LAKE CITY																							
HEATHROW	DELTA AIRLINES	S	A	21	0	2	8.7	39.1	34.8	8.7	0.0	0.0	0.0	0.0	0.0	0.0	8.7	4	72.7	33	22		
HEATHROW	DELTA AIRLINES	S	D	22	0	0	4.5	50.0	27.3	0.0	9.1	9.1	0.0	0.0	0.0	0.0	0.0	13	87.0	14	22		
<b>TOTAL SALT LAKE CITY</b>					<b>43</b>	<b>0</b>	<b>2</b>	<b>6.7</b>	<b>44.4</b>	<b>31.1</b>	<b>4.4</b>	<b>4.4</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>9</b>	<b>80.0</b>	<b>24</b>	<b>44</b>	
SALZBURG																							
BIRMINGHAM	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
BIRMINGHAM	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	0	1		
GLASGOW	BA CITYFLYER LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	20	0	0	55.0	35.0	0.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	5	83.3	8	24		
GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	20	0	0	0.0	15.0	70.0	10.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	10	75.0	13	24		
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	88.9	5	9		
GATWICK	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9		
GATWICK	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	18	0.0	0	0		
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	5	100.0	1	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	100.0	1	14		
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	14		
STANSTED	RYANAIR	S	A	14	0	0	0.0	28.6	35.7	7.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	19	72.2	24	18		
STANSTED	RYANAIR	S	D	14	0	0	0.0	42.9	28.6	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	72.2	13	18		
STANSTED	RYANAIR UK LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
STANSTED	RYANAIR UK LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: S																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								13.5	29.2	33.7	14.6	6.7	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10
	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	0.0	29	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	C	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	1
	NEWCASTLE	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	8	1
	NEWCASTLE	TUI AIRWAYS LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	NEWCASTLE	TUI AIRWAYS LTD	S	D	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0
<b>TOTAL SALZBURG</b>					<b>89</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>29.2</b>	<b>33.7</b>	<b>14.6</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>10</b>	<b>83.1</b>	<b>9</b>	<b>134</b>
SAMOS																						
	GATWICK	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	19	1
	GATWICK	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	25	2
<b>TOTAL SAMOS</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>23</b>	<b>3</b>
SAN DIEGO																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	24.1	24.1	25.9	12.1	6.9	5.2	0.0	1.7	0.0	0.0	0.0	15	79.0	11	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	0.0	20.7	53.4	12.1	6.9	5.2	0.0	1.7	0.0	0.0	0.0	19	88.7	8	62
<b>TOTAL SAN DIEGO</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>22.4</b>	<b>39.7</b>	<b>12.1</b>	<b>6.9</b>	<b>5.2</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>83.9</b>	<b>9</b>	<b>124</b>
SAN FRANCISCO																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	17.7	32.3	30.6	9.7	4.8	4.8	0.0	0.0	0.0	0.0	0.0	9	74.2	12	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	29.0	50.0	8.1	8.1	3.2	1.6	0.0	0.0	0.0	0.0	13	67.7	13	60
	HEATHROW	UNITED AIRLINES	S	A	90	0	3	14.0	22.6	34.4	9.7	7.5	4.3	3.2	1.1	0.0	0.0	3.2	19	59.1	27	92
	HEATHROW	UNITED AIRLINES	S	D	89	0	4	1.1	49.5	29.0	5.4	6.5	2.2	1.1	1.1	0.0	0.0	4.3	12	78.5	13	92
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	58	0	1	23.7	39.0	18.6	6.8	1.7	5.1	1.7	1.7	0.0	0.0	1.7	15	66.1	15	60
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	58	0	1	0.0	45.8	35.6	6.8	5.1	3.4	0.0	1.7	0.0	0.0	1.7	14	54.1	26	59
<b>TOTAL SAN FRANCISCO</b>					<b>419</b>	<b>0</b>	<b>9</b>	<b>9.1</b>	<b>36.2</b>	<b>32.9</b>	<b>7.7</b>	<b>5.8</b>	<b>3.7</b>	<b>1.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>14</b>	<b>67.0</b>	<b>18</b>	<b>423</b>
SAN SEBASTIAN																						
	EDINBURGH	BA CITYFLYER LTD	S	A	3	0	0	33.3	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	28	100.0	0	2
	EDINBURGH	BA CITYFLYER LTD	S	D	3	0	0	0.0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	27	100.0	5	2
	LONDON CITY	BA CITYFLYER 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
	LONDON CITY	BA CITYFLYER 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
	LONDON CITY	BA CITYFLYER LTD	S	A	13	0	0	15.4	30.8	30.8	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	0	8
	LONDON CITY	BA CITYFLYER LTD	S	D	14	0	0	0.0	21.4	50.0	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	16	100.0	5	9
<b>TOTAL SAN SEBASTIAN</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>25.7</b>	<b>34.3</b>	<b>14.3</b>	<b>8.6</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>95.5</b>	<b>3</b>	<b>21</b>
SANDEFJORD(TORP)																						
	STANSTED	RYANAIR UK LTD	S	A	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	8	78.3	12	23

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: S																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	late	Unmat	Can	(mins)	to 15 m	(mins)	Mat
	STANSTED	RYANAIR UK LTD	S	D	18	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	73.9	11	23
	MANCHESTER	RYANAIR UK LTD	S	A	27	0	0	18.5	44.4	29.6	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	53.8	15	26
	MANCHESTER	RYANAIR UK LTD	S	D	27	0	0	0.0	55.6	37.0	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	4	57.7	18	26
<b>TOTAL SANDEFJORD (TORP)</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>47.8</b>	<b>37.8</b>	<b>5.6</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>65.3</b>	<b>14</b>	<b>98</b>
SANTA CRUZ DE LA PALMA																						
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	26	20.0	27	5
	GATWICK	TUI AIRWAYS LTD	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	29	20.0	18	5
	MANCHESTER	TUI AIRWAYS LTD	C	A	5	0	0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>30.0</b>	<b>15.0</b>	<b>25.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>20.0</b>	<b>23</b>	<b>10</b>
SANTANDER																						
	BIRMINGHAM	RYANAIR	S	A	9	0	0	11.1	55.6	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	19	100.0	0	13
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	55.6	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	100.0	1	13
	EDINBURGH	RYANAIR	S	A	10	0	0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	19	78.6	26	14
	EDINBURGH	RYANAIR	S	D	10	0	0	0.0	40.0	30.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	85.7	8	14
	EDINBURGH	RYANAIR UK LTD	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	EDINBURGH	RYANAIR UK LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	STANSTED	RYANAIR	S	A	22	0	0	4.5	40.9	31.8	9.1	9.1	4.5	0.0	0.0	0.0	0.0	0.0	10	63.6	12	22
	STANSTED	RYANAIR	S	D	22	0	0	0.0	31.8	45.5	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	9	63.6	18	22
	MANCHESTER	ENTER AIR	C	A	6	0	0	0.0	0.0	0.0	0.0	66.7	16.7	0.0	16.7	0.0	0.0	0.0	79	0.0	0	0
	MANCHESTER	ENTER AIR	C	D	3	0	0	0.0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	89	0.0	0	0
	MANCHESTER	RYANAIR	S	A	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	6	8
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	4	8
	MANCHESTER	RYANAIR SUN	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	69	0.0	0	0
	MANCHESTER	RYANAIR SUN	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	94	0.0	0	0
	MANCHESTER	SMARTWINGS	C	A	2	0	0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0
	MANCHESTER	SMARTWINGS	C	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
	MANCHESTER	TRADE AIR	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL SANTANDER</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>41.1</b>	<b>25.0</b>	<b>11.3</b>	<b>10.5</b>	<b>5.6</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>79.8</b>	<b>11</b>	<b>114</b>
SANTIAGO DE CHILE																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	23.1	46.2	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	94.4	4	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	0.0	35.7	42.9	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	12	83.3	12	18
<b>TOTAL SANTIAGO DE CHILE</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>40.7</b>	<b>29.6</b>	<b>7.4</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>9</b>	<b>88.9</b>	<b>8</b>	<b>36</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT	AIRLINE	Origin/Destinations: S			NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAY 2024		
				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				
SANTIAGO DE COMPOSTELA (SPAIN)		GATWICK	VUELING AIRLINES	S	A	22	0	0	45.5	45.5	0.0	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4	81.3	13	32				
		GATWICK	VUELING AIRLINES	S	D	22	0	0	0.0	36.4	50.0	4.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	7	77.4	9	31				
		HEATHROW	VUELING AIRLINES	S	A	31	0	0	6.5	54.8	12.9	6.5	6.5	9.7	3.2	0.0	0.0	0.0	0.0	17	0.0	0	0				
		HEATHROW	VUELING AIRLINES	S	D	31	0	0	0.0	38.7	38.7	3.2	3.2	12.9	3.2	0.0	0.0	0.0	0.0	19	0.0	0	0				
		STANSTED	RYANAIR	S	A	40	0	0	12.5	57.5	22.5	0.0	2.5	2.5	2.5	0.0	0.0	0.0	0.0	8	76.7	10	30				
		STANSTED	RYANAIR	S	D	40	0	0	0.0	50.0	37.5	2.5	5.0	2.5	2.5	0.0	0.0	0.0	0.0	10	76.7	11	30				
		MANCHESTER	RYANAIR UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0				
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>						<b>187</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>48.1</b>	<b>27.8</b>	<b>3.2</b>	<b>4.8</b>	<b>4.8</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.0</b>	<b>11</b>	<b>123</b>				
SAO PAULO (GUARULHOS)		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	45.2	25.8	19.4	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	6	90.3	5	31				
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	51.6	38.7	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	71.0	9	31				
		HEATHROW	LAN CHILE	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					
		HEATHROW	LAN CHILE	S	D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0					
		HEATHROW	TAM LINHAS AEREAS	S	A	31	0	0	25.8	38.7	16.1	12.9	3.2	0.0	3.2	0.0	0.0	0.0	0.0	11	58.1	13	31				
		HEATHROW	TAM LINHAS AEREAS	S	D	31	0	0	0.0	71.0	22.6	3.2	0.0	3.2	0.0	0.0	0.0	0.0	0.0	4	93.5	3	31				
<b>TOTAL SAO PAULO (GUARULHOS)</b>						<b>124</b>	<b>0</b>	<b>3</b>	<b>17.3</b>	<b>45.7</b>	<b>23.6</b>	<b>7.1</b>	<b>1.6</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>77.0</b>	<b>8</b>	<b>124</b>				
SARAJEVO		LUTON	WIZZ AIR UK LTD	S	A	8	0	0	12.5	37.5	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	32	87.5	100	8				
		LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	66.7	0.0	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	23	87.5	102	8				
		STANSTED	RYANAIR UK LTD	S	A	13	0	0	0.0	15.4	53.8	0.0	23.1	7.7	0.0	0.0	0.0	0.0	0.0	23	53.8	25	13				
		STANSTED	RYANAIR UK LTD	S	D	13	0	0	0.0	30.8	38.5	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	22	76.9	20	13				
<b>TOTAL SARAJEVO</b>						<b>43</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>34.9</b>	<b>27.9</b>	<b>2.3</b>	<b>20.9</b>	<b>11.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>73.8</b>	<b>52</b>	<b>42</b>				
SATU MARE		LUTON	WIZZ AIR UK LTD	S	A	17	0	0	5.9	52.9	23.5	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	71.4	14	14				
		LUTON	WIZZ AIR UK LTD	S	D	17	0	0	0.0	58.8	23.5	0.0	17.6	0.0	0.0	0.0	0.0	0.0	0.0	8	78.6	17	14				
<b>TOTAL SATU MARE</b>						<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>55.9</b>	<b>23.5</b>	<b>5.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>16</b>	<b>28</b>				
SEATTLE (TACOMA)		HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	8.1	30.6	22.6	21.0	11.3	4.8	0.0	0.0	0.0	0.0	1.6	16	63.9	17	61				
		HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	0.0	24.2	43.5	17.7	9.7	3.2	0.0	0.0	0.0	0.0	1.6	14	72.6	15	62				
		HEATHROW	DELTA AIRLINES	S	A	31	0	0	54.8	25.8	9.7	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	4	77.4	12	31				

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: S		PERCENTAGE OF FLIGHTS LATE										MAY 2024					
						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	DELTA AIRLINES	S	D	30	0	1	0.0	64.5	19.4	12.9	0.0	0.0	0.0	0.0	0.0	3.2	4	87.1	9	31	
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	51.6	22.6	16.1	0.0	9.7	0.0	0.0	0.0	0.0	0.0	6	41.9	26	31	
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	54.8	35.5	3.2	3.2	3.2	0.0	0.0	0.0	0.0	6	32.3	40	31	
<b>TOTAL SEATTLE (TACOMA)</b>						<b>245</b>	<b>0</b>	<b>3</b>	<b>15.3</b>	<b>34.7</b>	<b>26.6</b>	<b>12.1</b>	<b>7.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>10</b>	<b>64.0</b>	<b>19</b>	<b>247</b>
SEOUL (INCHEON)																							
		HEATHROW	ASIANA AIRLINES	S	A	31	0	0	0.0	19.4	35.5	25.8	16.1	3.2	0.0	0.0	0.0	0.0	18	83.9	7	31	
		HEATHROW	ASIANA AIRLINES	S	D	31	0	0	0.0	22.6	51.6	16.1	9.7	0.0	0.0	0.0	0.0	0.0	10	71.0	15	31	
		HEATHROW	KOREAN AIR	S	A	31	0	0	6.5	16.1	41.9	12.9	19.4	3.2	0.0	0.0	0.0	0.0	17	96.8	2	31	
		HEATHROW	KOREAN AIR	S	D	31	0	0	0.0	25.8	48.4	19.4	6.5	0.0	0.0	0.0	0.0	0.0	10	93.5	5	31	
<b>TOTAL SEOUL (INCHEON)</b>						<b>124</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>21.0</b>	<b>44.4</b>	<b>18.5</b>	<b>12.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>86.3</b>	<b>7</b>	<b>124</b>
SEVILLE																							
		BIRMINGHAM	RYANAIR	S	A	13	0	0	0.0	38.5	7.7	30.8	23.1	0.0	0.0	0.0	0.0	0.0	18	88.9	5	9	
		BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	15.4	30.8	23.1	23.1	7.7	0.0	0.0	0.0	0.0	22	77.8	12	9	
		BRISTOL	NETJETS TRANSPORTES AEREOS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
		EDINBURGH	EVELOP	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
		EDINBURGH	EVELOP	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1	
		EDINBURGH	RYANAIR	S	A	9	0	0	11.1	44.4	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	13	71.4	6	14	
		EDINBURGH	RYANAIR	S	D	9	0	0	0.0	44.4	0.0	0.0	33.3	22.2	0.0	0.0	0.0	0.0	36	78.6	14	14	
		GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	29	0	0	6.9	20.7	20.7	24.1	27.6	0.0	0.0	0.0	0.0	0.0	19	56.7	25	30	
		GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	29	0	0	0.0	3.4	65.5	13.8	17.2	0.0	0.0	0.0	0.0	0.0	15	56.7	22	30	
		GATWICK	EASYJET UK LTD	S	A	62	0	0	14.5	38.7	22.6	11.3	12.9	0.0	0.0	0.0	0.0	0.0	10	76.1	14	67	
		GATWICK	EASYJET UK LTD	S	D	62	0	0	0.0	25.8	56.5	6.5	11.3	0.0	0.0	0.0	0.0	0.0	10	73.1	12	67	
		GATWICK	VUELING AIRLINES	S	A	58	0	0	27.6	39.7	22.4	6.9	0.0	3.4	0.0	0.0	0.0	0.0	6	87.1	5	31	
		GATWICK	VUELING AIRLINES	S	D	58	0	0	0.0	36.2	43.1	13.8	3.4	3.4	0.0	0.0	0.0	0.0	11	83.9	8	31	
		LUTON	RYANAIR	S	A	8	0	0	12.5	12.5	37.5	0.0	37.5	0.0	0.0	0.0	0.0	0.0	20	87.5	10	8	
		LUTON	RYANAIR	S	D	9	0	0	0.0	11.1	22.2	11.1	33.3	22.2	0.0	0.0	0.0	0.0	38	100.0	1	8	
		STANSTED	RYANAIR	S	A	36	0	0	2.8	41.7	25.0	22.2	5.6	2.8	0.0	0.0	0.0	0.0	11	57.6	26	33	
		STANSTED	RYANAIR	S	D	36	0	0	0.0	30.6	36.1	19.4	11.1	2.8	0.0	0.0	0.0	0.0	13	42.4	35	33	
		MANCHESTER	RYANAIR	S	A	17	0	0	5.9	35.3	29.4	11.8	17.6	0.0	0.0	0.0	0.0	0.0	11	75.0	18	12	
		MANCHESTER	RYANAIR	S	D	17	0	0	0.0	41.2	35.3	17.6	5.9	0.0	0.0	0.0	0.0	0.0	9	58.3	17	12	
<b>TOTAL SEVILLE</b>						<b>465</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>31.6</b>	<b>33.8</b>	<b>13.5</b>	<b>11.8</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>70.3</b>	<b>16</b>	<b>411</b>
SHANGHAI (PU DONG)																							
		GATWICK	AIR CHINA	S	A	31	0	0	64.5	6.5	19.4	9.7	0.0	0.0	0.0	0.0	0.0	0.0	3	96.7	1	30	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: S										MAY 2024									
										NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE									
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
GATWICK		AIR CHINA		S	D	31	0	0	0.0	48.4	45.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	3	93.3	8	30							
GATWICK		CHINA EASTERN AIRLINES		S	A	62	0	0	50.0	21.0	19.4	4.8	3.2	1.6	0.0	0.0	0.0	0.0	5	90.3	5	31							
GATWICK		CHINA EASTERN AIRLINES		S	D	62	0	0	0.0	58.1	37.1	3.2	1.6	0.0	0.0	0.0	0.0	0.0	4	87.1	7	31							
HEATHROW		BRITISH AIRWAYS PLC		S	A	31	0	0	16.1	29.0	41.9	9.7	3.2	0.0	0.0	0.0	0.0	0.0	6	83.9	3	31							
HEATHROW		BRITISH AIRWAYS PLC		S	D	31	0	0	0.0	16.1	64.5	6.5	6.5	6.5	0.0	0.0	0.0	0.0	13	87.1	7	31							
HEATHROW		CHINA EASTERN AIRLINES		S	A	31	0	0	74.2	16.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	1	58.1	16	31							
HEATHROW		CHINA EASTERN AIRLINES		S	D	31	0	0	0.0	87.1	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	31							
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	28.6	30	28							
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	67.9	16	28							
MANCHESTER		JUNEYAO AIRLINES		S	A	12	0	0	0.0	33.3	8.3	50.0	8.3	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0							
MANCHESTER		JUNEYAO AIRLINES		S	D	12	0	0	0.0	66.7	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0							
<b>TOTAL SHANGHAI (PU DONG)</b>						<b>334</b>	<b>0</b>	<b>0</b>	<b>23.7</b>	<b>37.1</b>	<b>29.3</b>	<b>6.9</b>	<b>2.1</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>79.8</b>	<b>9</b>	<b>302</b>						
SHANNON																													
BIRMINGHAM		RYANAIR		S	A	14	0	0	0.0	50.0	35.7	0.0	7.1	7.1	0.0	0.0	0.0	0.0	11	77.8	13	9							
BIRMINGHAM		RYANAIR		S	D	14	0	0	0.0	14.3	50.0	14.3	14.3	7.1	0.0	0.0	0.0	0.0	22	66.7	19	9							
CARDIFF WALES		GLOBAL REACH AVIATION		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
EDINBURGH		LOGANAIR LTD		C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
EDINBURGH		LOGANAIR LTD		C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
EDINBURGH		RYANAIR		S	A	22	0	0	13.6	27.3	22.7	18.2	18.2	0.0	0.0	0.0	0.0	0.0	13	88.9	3	9							
EDINBURGH		RYANAIR		S	D	22	0	0	0.0	31.8	22.7	27.3	18.2	0.0	0.0	0.0	0.0	0.0	15	77.8	11	9							
LIVERPOOL (JOHN LENNON)		RYANAIR		S	A	13	0	0	23.1	38.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	9	9							
LIVERPOOL (JOHN LENNON)		RYANAIR		S	D	13	0	0	7.7	61.5	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	10	9							
GATWICK		RYANAIR		S	A	31	0	0	12.9	58.1	22.6	6.5	0.0	0.0	0.0	0.0	0.0	0.0	3	87.1	10	31							
GATWICK		RYANAIR		S	D	31	0	0	0.0	51.6	35.5	12.9	0.0	0.0	0.0	0.0	0.0	0.0	5	58.1	20	31							
HEATHROW		AER LINGUS		S	A	88	0	0	27.3	30.7	29.5	6.8	4.5	1.1	0.0	0.0	0.0	0.0	6	57.3	20	88							
HEATHROW		AER LINGUS		S	D	88	0	0	3.4	33.0	44.3	10.2	6.8	2.3	0.0	0.0	0.0	0.0	9	50.6	25	88							
STANSTED		ASL AIRLINES BELGIUM		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
STANSTED		ASL AIRLINES BELGIUM		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
STANSTED		RYANAIR		S	A	75	0	0	16.0	62.7	13.3	2.7	4.0	1.3	0.0	0.0	0.0	0.0	4	73.2	13	71							

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	75	0	0	0.0	46.7	40.0	6.7	5.3	1.3	0.0	0.0	0.0	0.0	0.0	8	60.6	17	71
	STANSTED	RYANAIR 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	4	4
	STANSTED	RYANAIR 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	4
	MANCHESTER	RYANAIR	S	A	22	0	0	18.2	18.2	18.2	22.7	13.6	9.1	0.0	0.0	0.0	0.0	0.0	18	83.3	7	18
	MANCHESTER	RYANAIR	S	D	22	0	0	0.0	13.6	45.5	9.1	22.7	9.1	0.0	0.0	0.0	0.0	0.0	20	66.7	15	18
	MANCHESTER	RYANAIR UK LTD	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	14	80.0	5	5
	MANCHESTER	RYANAIR UK LTD	S	D	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	26	80.0	9	5
<b>TOTAL SHANNON</b>					<b>540</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>39.6</b>	<b>32.0</b>	<b>9.3</b>	<b>7.0</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>65.4</b>	<b>17</b>	<b>491</b>
SHARM EL SHEIKH (OPHIRA)																						
	BIRMINGHAM	EASYJET UK LTD	S	A	8	0	0	0.0	12.5	25.0	0.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	26	62.5	16	8
	BIRMINGHAM	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	22.2	11.1	55.6	0.0	0.0	0.0	0.0	0.0	0.0	26	62.5	21	8
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	13	0	0	0.0	38.5	30.8	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	12	66.7	16	9
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	13	0	0	0.0	0.0	30.8	61.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	22	77.8	11	9
	BRISTOL	EASYJET UK LTD	S	A	7	0	1	0.0	12.5	37.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	12.5	23	88.9	5	9
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	22.2	22.2	44.4	0.0	0.0	0.0	0.0	0.0	0.0	26	37.5	22	8
	BRISTOL	TUI AIRWAYS LTD	S	A	9	0	0	0.0	11.1	11.1	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	28	77.8	7	9
	BRISTOL	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	44.4	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	29	88.9	7	9
	GLASGOW	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
	GLASGOW	TUI AIRWAYS LTD	C	D	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	27	0.0	0	0
	GLASGOW	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	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	3	0.0	0	0
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	6	0	0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	6	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	GATWICK	EASYJET UK LTD	S	A	40	0	0	2.5	2.5	22.5	25.0	40.0	5.0	2.5	0.0	0.0	0.0	0.0	34	34.3	30	34
	GATWICK	EASYJET UK LTD	S	D	40	0	0	0.0	2.5	57.5	22.5	17.5	0.0	0.0	0.0	0.0	0.0	0.0	16	35.3	26	34
	GATWICK	TUI AIRWAYS LTD	S	A	21	0	0	4.8	9.5	38.1	33.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	17	55.6	23	18
	GATWICK	TUI AIRWAYS LTD	S	D	22	0	0	0.0	18.2	68.2	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	19	18
	LUTON	EASYJET UK LTD	S	A	13	0	0	0.0	23.1	46.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	13	64.3	10	14
	LUTON	EASYJET UK LTD	S	D	14	0	0	0.0	28.6	50.0	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	13	38.5	24	13
	STANSTED	TUI AIRWAYS LTD	S	A	4	0	1	0.0	20.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	25	0.0	28	4
	STANSTED	TUI AIRWAYS LTD	S	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	78	25.0	31	4
	MANCHESTER	EASYJET UK LTD	S	A	18	0	0	0.0	16.7	33.3	16.7	27.8	5.6	0.0	0.0	0.0	0.0	0.0	23	73.7	10	19
	MANCHESTER	EASYJET UK LTD	S	D	17	0	0	0.0	11.8	35.3	23.5	17.6	11.8	0.0	0.0	0.0	0.0	0.0	24	50.0	20	18

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: S										MAY 2024								
										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		S	A	21	0	0	0.0	0.0	38.1	47.6	4.8	4.8	0.0	0.0	4.8	0.0	0.0	58	22.2	36	18					
MANCHESTER		TUI AIRWAYS LTD		S	D	22	0	0	0.0	4.5	50.0	27.3	13.6	4.5	0.0	0.0	0.0	0.0	0.0	20	50.0	30	18					
NEWCASTLE		TUI AIRWAYS LTD		S	A	9	0	0	0.0	0.0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	38	62.5	17	8					
NEWCASTLE		TUI AIRWAYS LTD		S	D	9	0	0	0.0	0.0	44.4	22.2	0.0	33.3	0.0	0.0	0.0	0.0	0.0	38	44.4	24	9					
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>						<b>372</b>	<b>0</b>	<b>2</b>	<b>0.8</b>	<b>10.2</b>	<b>39.6</b>	<b>25.4</b>	<b>17.4</b>	<b>5.1</b>	<b>0.5</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.5</b>	<b>23</b>	<b>50.8</b>	<b>21</b>	<b>298</b>					
SHENZHEN (HUANGTIAN)																												
HEATHROW		SHENZHEN AIRLINES		S	A	19	0	0	31.6	26.3	26.3	0.0	5.3	10.5	0.0	0.0	0.0	0.0	0.0	12	88.2	10	17					
HEATHROW		SHENZHEN AIRLINES		S	D	19	0	0	0.0	52.6	42.1	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.2	5	17					
<b>TOTAL SHENZHEN (HUANGTIAN)</b>						<b>38</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>39.5</b>	<b>34.2</b>	<b>2.6</b>	<b>2.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.2</b>	<b>8</b>	<b>34</b>					
SIBIU																												
LUTON		WIZZ AIR MALTA		S	A	31	0	0	38.7	48.4	0.0	6.5	0.0	3.2	3.2	0.0	0.0	0.0	10	93.5	2	31						
LUTON		WIZZ AIR MALTA		S	D	31	0	0	0.0	64.5	19.4	9.7	0.0	3.2	0.0	3.2	0.0	0.0	11	77.4	12	31						
<b>TOTAL SIBIU</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>56.5</b>	<b>9.7</b>	<b>8.1</b>	<b>0.0</b>	<b>3.2</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.5</b>	<b>7</b>	<b>62</b>						
SINGAPORE																												
GATWICK		SINGAPORE AIRLINES		S	A	31	0	0	0.0	9.7	29.0	38.7	19.4	0.0	3.2	0.0	0.0	0.0	23	0.0	0	0						
GATWICK		SINGAPORE AIRLINES		S	D	31	0	0	3.2	35.5	51.6	3.2	0.0	6.5	0.0	0.0	0.0	0.0	7	0.0	0	0						
HEATHROW		BRITISH AIRWAYS PLC		S	A	30	0	1	29.0	45.2	16.1	6.5	0.0	0.0	0.0	0.0	0.0	3.2	2	93.5	3	31						
HEATHROW		BRITISH AIRWAYS PLC		S	D	30	0	1	0.0	12.9	51.6	12.9	6.5	9.7	0.0	3.2	0.0	3.2	24	64.5	33	31						
HEATHROW		SINGAPORE AIRLINES		S	A	124	0	0	9.7	25.0	32.3	15.3	15.3	2.4	0.0	0.0	0.0	0.0	14	2.4	49	124						
HEATHROW		SINGAPORE AIRLINES		S	D	124	0	0	0.8	37.1	41.9	10.5	8.9	0.8	0.0	0.0	0.0	0.0	9	68.5	14	123						
MANCHESTER		SINGAPORE AIRLINES		S	A	22	0	0	22.7	50.0	18.2	0.0	9.1	0.0	0.0	0.0	0.0	0.0	4	18.2	30	22						
MANCHESTER		SINGAPORE AIRLINES		S	D	22	0	0	0.0	9.1	72.7	4.5	9.1	0.0	4.5	0.0	0.0	0.0	16	59.1	18	22						
<b>TOTAL SINGAPORE</b>						<b>414</b>	<b>0</b>	<b>2</b>	<b>6.7</b>	<b>29.3</b>	<b>38.0</b>	<b>12.5</b>	<b>10.1</b>	<b>2.2</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>12</b>	<b>43.5</b>	<b>28</b>	<b>353</b>					
SION																												
BELFAST CITY (GEORGE BEST)		VISTAJET LTD MALTA		C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
<b>TOTAL SION</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>						
SKIATHOS																												
BIRMINGHAM		JET2.COM LTD		S	A	8	0	0	0.0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	27	88.9	5	9						
BIRMINGHAM		JET2.COM LTD		S	D	8	0	0	0.0	12.5	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	15	66.7	11	9						
BIRMINGHAM		TUI AIRWAYS LTD		C	A	7	0	0	0.0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	10	57.1	18	7						
BIRMINGHAM		TUI AIRWAYS LTD		C	D	10	0	0	0.0	10.0	50.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	15	88.9	6	9						
BRISTOL		EASYJET UK LTD		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	7	66.7	18	9						

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late									
BRISTOL	EASYJET UK LTD	S 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	6	55.6	30	9		
BRISTOL	JET2.COM LTD	S A	6	0	0	0.0	0.0	16.7	16.7	33.3	33.3	0.0	0.0	0.0	0.0	0.0	41	60.0	14	10			
BRISTOL	JET2.COM LTD	S D	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	60.0	19	10			
BRISTOL	TUI AIRWAYS LTD	C A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	66.7	13	3			
BRISTOL	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	9	100.0	6	4			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	6	0	0	0.0	0.0	16.7	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	31	20.0	22	5			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	6	0	0	0.0	16.7	16.7	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	17	83.3	9	6			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	5			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	6	0	0	0.0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	6			
LEEDS BRADFORD	JET2.COM LTD	S A	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	57.1	11	7			
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	9	9			
GATWICK	EASYJET UK LTD	S A	9	0	0	11.1	11.1	55.6	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	21	0.0	19	1			
GATWICK	EASYJET UK LTD	S D	9	0	0	0.0	33.3	44.4	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	100.0	4	1			
GATWICK	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	6	100.0	2	8			
GATWICK	TUI AIRWAYS LTD	C D	7	0	0	0.0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	19	10			
STANSTED	JET2.COM LTD	S A	15	0	0	0.0	33.3	33.3	13.3	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	18	14			
STANSTED	JET2.COM LTD	S D	15	0	0	0.0	13.3	60.0	20.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	12	68.8	16	14			
MANCHESTER	EASYJET UK LTD	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	0.0	14	50.0	17	8			
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	6	62.5	11	8			
MANCHESTER	JET2.COM LTD	S A	13	0	0	0.0	0.0	23.1	15.4	53.8	7.7	0.0	0.0	0.0	0.0	0.0	37	33.3	22	11			
MANCHESTER	JET2.COM LTD	S D	13	0	0	0.0	7.7	30.8	30.8	30.8	0.0	0.0	0.0	0.0	0.0	0.0	21	41.7	15	11			
MANCHESTER	TUI AIRWAYS LTD	C A	13	0	0	0.0	23.1	46.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	72.7	10	11			
MANCHESTER	TUI AIRWAYS LTD	C D	17	0	0	0.0	5.9	82.4	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	11	13			
NEWCASTLE	JET2.COM LTD	S A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	269	5			
NEWCASTLE	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	11	60.0	17	5			
NEWCASTLE	TUI AIRWAYS LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	3			
NEWCASTLE	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	7	100.0	6	4			
<b>TOTAL SKIATHOS</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>21.0</b>	<b>43.5</b>	<b>19.0</b>	<b>11.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>69.1</b>	<b>18</b>	<b>244</b>			
SKOPJE																							
GATWICK	FREEBIRD AIRLINES EUROPE LIMITED	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	13	0.0	0	0			
GATWICK	FREEBIRD AIRLINES EUROPE LIMITED	C D	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0			
LUTON	WIZZ AIR UK LTD	S A	18	0	0	22.2	38.9	0.0	16.7	11.1	5.6	0.0	5.6	0.0	0.0	0.0	24	38.5	66	13			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: S										MAY 2024								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
LUTON	WIZZ AIR UK LTD	S	D	17	0	0	0.0	29.4	35.3	5.9	11.8	11.8	0.0	5.9	0.0	0.0	0.0	36	46.2	45	13							
MANCHESTER	FREEBIRD AIRLINES EUROPE LIMITED	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	2	0.0	0	0							
MANCHESTER	FREEBIRD AIRLINES EUROPE LIMITED	C	D	5	0	0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0							
<b>TOTAL SKOPJE</b>				<b>54</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>35.2</b>	<b>24.1</b>	<b>11.1</b>	<b>13.0</b>	<b>5.6</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>42.3</b>	<b>56</b>	<b>26</b>							
SOFIA																												
BIRMINGHAM	RYANAIR	S	A	9	0	0	11.1	11.1	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	8							
BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	29	87.5	5	8							
BRISTOL	RYANAIR	S	A	9	0	0	11.1	11.1	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	55.6	28	9							
BRISTOL	RYANAIR	S	D	9	0	0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	66.7	30	9							
EDINBURGH	RYANAIR	S	A	13	0	0	7.7	38.5	38.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	76.9	12	13							
EDINBURGH	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	84.6	5	13							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	12	0	0	0.0	16.7	58.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	19	9							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	12	0	0	0.0	41.7	58.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	6	9							
GATWICK	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	13	13							
GATWICK	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	4	13							
HEATHROW	BRITISH AIRWAYS PLC	S	A	15	0	0	13.3	6.7	33.3	26.7	13.3	0.0	6.7	0.0	0.0	0.0	0.0	22	50.0	17	26							
HEATHROW	BRITISH AIRWAYS PLC	S	D	15	0	0	0.0	20.0	53.3	6.7	13.3	0.0	6.7	0.0	0.0	0.0	0.0	23	65.4	14	26							
HEATHROW	BULGARIA AIR	S	A	19	0	0	10.5	21.1	52.6	10.5	0.0	0.0	5.3	0.0	0.0	0.0	0.0	13	57.9	19	19							
HEATHROW	BULGARIA AIR	S	D	19	0	0	0.0	26.3	63.2	5.3	0.0	5.3	0.0	0.0	0.0	0.0	0.0	11	36.8	28	19							
LUTON	WIZZ AIR	S	A	53	0	0	1.9	34.0	52.8	5.7	3.8	1.9	0.0	0.0	0.0	0.0	0.0	8	89.5	7	76							
LUTON	WIZZ AIR	S	D	53	0	0	0.0	22.6	52.8	18.9	0.0	5.7	0.0	0.0	0.0	0.0	0.0	11	67.1	16	76							
STANSTED	RYANAIR	S	A	76	0	0	7.9	34.2	34.2	7.9	11.8	3.9	0.0	0.0	0.0	0.0	0.0	11	54.4	18	79							
STANSTED	RYANAIR	S	D	76	0	0	0.0	7.9	42.1	22.4	19.7	5.3	2.6	0.0	0.0	0.0	0.0	24	53.8	20	80							
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	62.5	11	8							
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	75.0	8	8							
<b>TOTAL SOFIA</b>				<b>412</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>23.3</b>	<b>46.1</b>	<b>14.3</b>	<b>8.5</b>	<b>3.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>66.4</b>	<b>15</b>	<b>521</b>							
SOUTHAMPTON																												
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	50.0	0	1							
ABERDEEN	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	38	2							
BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES (IRELAND) LIMITED	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0							

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: S																	MAY 2024			
		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	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES (IRELAND) LIMITED	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	A	79	0	0	10.1	46.8	29.1	8.9	2.5	1.3	0.0	1.3	0.0	0.0	0.0	8	91.4	4	58
	BELFAST CITY (GEORGE BEST)	EMERALD AIRLINES UK LTD	S	D	79	0	0	2.5	54.4	29.1	6.3	5.1	1.3	0.0	1.3	0.0	0.0	0.0	8	89.7	3	58
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	18	0	0	27.8	61.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.9	7	22
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	18	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.9	8	22
	EDINBURGH	LOGANAIR LTD	S	A	101	0	0	21.8	46.5	22.8	5.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	5	64.2	19	94
	EDINBURGH	LOGANAIR LTD	S	D	102	0	0	0.0	51.0	36.3	5.9	4.9	2.0	0.0	0.0	0.0	0.0	0.0	6	67.4	16	94
	GLASGOW	EASYJET UK LTD	S	A	31	0	0	19.4	35.5	22.6	9.7	12.9	0.0	0.0	0.0	0.0	0.0	0.0	9	83.9	6	31
	GLASGOW	EASYJET UK LTD	S	D	31	0	0	0.0	45.2	41.9	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	83.9	8	31
	GLASGOW	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	10	25
	GLASGOW	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.0	11	25
	JERSEY	BLUE ISLANDS LIMITED	S	A	84	0	6	5.6	27.8	18.9	11.1	11.1	8.9	10.0	0.0	0.0	0.0	6.7	33	62.6	23	93
	JERSEY	BLUE ISLANDS LIMITED	S	D	83	0	7	0.0	16.7	31.1	14.4	12.2	7.8	7.8	2.2	0.0	0.0	7.8	36	62.2	29	93
	LIVERPOOL (JOHN LENNON)	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	135	0.0	0	0
	NEWCASTLE	LOGANAIR LTD	S	A	53	0	0	47.2	39.6	7.5	3.8	0.0	1.9	0.0	0.0	0.0	0.0	0.0	4	78.6	8	56
	NEWCASTLE	LOGANAIR LTD	S	D	52	0	1	0.0	60.4	32.1	3.8	0.0	1.9	0.0	0.0	0.0	0.0	1.9	5	87.5	8	56
<b>TOTAL SOUTHAMPTON</b>					<b>734</b>	<b>0</b>	<b>14</b>	<b>9.8</b>	<b>43.0</b>	<b>26.6</b>	<b>7.5</b>	<b>5.5</b>	<b>2.9</b>	<b>2.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>13</b>	<b>74.4</b>	<b>14</b>	<b>761</b>
SPHINX INTERNATIONAL																						
	LUTON	EASYJET UK LTD	S	A	13	0	0	0.0	7.7	15.4	38.5	30.8	7.7	0.0	0.0	0.0	0.0	0.0	28	36.4	30	11
	LUTON	EASYJET UK LTD	S	D	14	0	0	0.0	28.6	28.6	21.4	21.4	0.0	0.0	0.0	0.0	0.0	0.0	15	46.2	24	13
	LUTON	WIZZ AIR UK LTD	S	A	13	0	0	0.0	15.4	15.4	15.4	23.1	30.8	0.0	0.0	0.0	0.0	0.0	35	46.2	29	13
	LUTON	WIZZ AIR UK LTD	S	D	13	0	0	0.0	7.7	61.5	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	20	57.1	27	14
<b>TOTAL SPHINX INTERNATIONAL</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.1</b>	<b>30.2</b>	<b>20.8</b>	<b>20.8</b>	<b>13.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>47.1</b>	<b>28</b>	<b>51</b>
SPLIT																						
	BIRMINGHAM	JET2.COM LTD	S	A	10	0	0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	3	10
	BIRMINGHAM	JET2.COM LTD	S	D	10	0	0	0.0	30.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.0	7	10
	BRISTOL	EASYJET UK LTD	S	A	22	0	0	4.5	50.0	36.4	4.5	0.0	0.0	4.5	0.0	0.0	0.0	0.0	10	82.4	46	17
	BRISTOL	EASYJET UK LTD	S	D	22	0	0	0.0	59.1	31.8	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	94.1	10	17
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	6
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	10	6
	GLASGOW	EASYJET UK 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	2	88.9	15	9
	GLASGOW	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	88.9	15	9

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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	0	1
	LEEDS BRADFORD	JET2.COM LTD	S	A	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	5
	LEEDS BRADFORD	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	2	100.0	1	5
	GATWICK	CROATIA AIRLINES	S	A	9	0	0	0.0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	77.8	11	9
	GATWICK	CROATIA AIRLINES	S	D	9	0	0	0.0	0.0	55.6	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	24	66.7	18	9
	GATWICK	EASYJET UK LTD	S	A	62	0	0	21.0	30.6	16.1	9.7	16.1	4.8	1.6	0.0	0.0	0.0	0.0	15	81.3	8	48
	GATWICK	EASYJET UK LTD	S	D	62	0	0	0.0	27.4	53.2	12.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	9	79.2	10	48
	GATWICK	TUI AIRWAYS LTD	C	A	7	0	0	28.6	28.6	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	8	71.4	12	7
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	16	9
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	0.0	31.0	55.2	6.9	6.9	0.0	0.0	0.0	0.0	0.0	0.0	7	70.0	22	20
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	44.8	48.3	6.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	70.0	14	20
	HEATHROW	CROATIA 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	10	75.0	7	4
	HEATHROW	CROATIA AIRLINES	S	D	5	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	40	75.0	14	4
	LUTON	EASYJET UK LTD	S	A	40	0	0	20.0	27.5	32.5	7.5	10.0	2.5	0.0	0.0	0.0	0.0	0.0	10	85.7	8	35
	LUTON	EASYJET UK LTD	S	D	40	0	0	0.0	62.5	25.0	5.0	5.0	2.5	0.0	0.0	0.0	0.0	0.0	8	88.6	7	35
	STANSTED	BRITISH AIRWAYS PLC	S	A	3	0	0	0.0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	71	0.0	0	0
	STANSTED	BRITISH AIRWAYS PLC	S	D	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	65	0.0	0	0
	STANSTED	JET2.COM LTD	S	A	11	0	0	9.1	36.4	36.4	0.0	0.0	9.1	9.1	0.0	0.0	0.0	0.0	27	100.0	2	11
	STANSTED	JET2.COM LTD	S	D	12	0	0	0.0	16.7	66.7	8.3	0.0	0.0	0.0	8.3	0.0	0.0	0.0	22	54.5	15	11
	MANCHESTER	EASYJET UK LTD	S	A	13	0	0	7.7	46.2	15.4	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	76.9	12	13
	MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	30.8	30.8	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	14	76.9	13	13
	MANCHESTER	JET2.COM LTD	S	A	15	0	0	6.7	46.7	33.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	5	12
	MANCHESTER	JET2.COM LTD	S	D	15	0	0	0.0	26.7	73.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	13	12
	MANCHESTER	TUI AIRWAYS LTD	C	A	5	0	0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	18	4
	MANCHESTER	TUI AIRWAYS LTD	C	D	6	0	0	0.0	16.7	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	4	6
<b>TOTAL SPLIT</b>					<b>516</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>36.8</b>	<b>37.6</b>	<b>9.1</b>	<b>6.6</b>	<b>2.9</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.9</b>	<b>12</b>	<b>425</b>
ST JOHNS																						
	BELFAST INTERNATIONAL	WEST JET 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	7	1
	BELFAST INTERNATIONAL	WEST JET 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	18	1
	GATWICK	WEST JET AIRLINES	S	A	19	0	0	0.0	10.5	36.8	15.8	31.6	5.3	0.0	0.0	0.0	0.0	0.0	24	42.9	33	14

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: S																	MAY 2024			
		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	WEST JET AIRLINES	S	D	18	0	0	0.0	0.0	16.7	22.2	44.4	16.7	0.0	0.0	0.0	0.0	0.0	39	64.3	24	14
<b>TOTAL ST JOHNS</b>					<b>37</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.4</b>	<b>27.0</b>	<b>18.9</b>	<b>37.8</b>	<b>10.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>53.3</b>	<b>27</b>	<b>30</b>
ST KITTS																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	25.0	25.0	12.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	22	88.9	16	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	44.4	25	9
<b>TOTAL ST KITTS</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>17.6</b>	<b>41.2</b>	<b>17.6</b>	<b>0.0</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>66.7</b>	<b>21</b>	<b>18</b>
ST LUCIA (HEWANORRA)																						
	GATWICK	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	19	100.0	3	5
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	19	4
	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	25.0	8	2
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	1
	HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8
	HEATHROW	VIRGIN ATLANTIC 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	15	8
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>62.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>71.9</b>	<b>10</b>	<b>28</b>
STANSTED																						
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	97	0	0	15.5	52.6	18.6	6.2	3.1	3.1	1.0	0.0	0.0	0.0	0.0	8	80.4	10	112
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	97	0	0	0.0	56.7	26.8	7.2	7.2	1.0	0.0	1.0	0.0	0.0	0.0	9	84.8	8	112
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	A	67	0	0	1.5	40.3	31.3	7.5	13.4	6.0	0.0	0.0	0.0	0.0	0.0	14	74.2	12	62
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	67	0	0	0.0	52.2	22.4	16.4	6.0	1.5	1.5	0.0	0.0	0.0	0.0	11	77.4	11	62
	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	54	0.0	0	0
	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	100.0	6	1
	EDINBURGH	EASYJET UK LTD	S	A	86	1	1	23.9	46.6	13.6	6.8	4.5	2.3	0.0	0.0	0.0	1.1	1.1	7	60.7	22	89
	EDINBURGH	EASYJET UK LTD	S	D	86	0	1	1.1	63.2	20.7	8.0	4.6	1.1	0.0	0.0	0.0	0.0	1.1	7	60.7	19	89
	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	1
	EDINBURGH	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
	EDINBURGH	RYANAIR UK LTD	S	A	93	0	0	7.5	37.6	20.4	15.1	12.9	4.3	2.2	0.0	0.0	0.0	0.0	16	51.1	28	89
	EDINBURGH	RYANAIR UK LTD	S	D	93	0	0	0.0	32.3	36.6	11.8	14.0	4.3	1.1	0.0	0.0	0.0	0.0	16	56.2	26	89
	GLASGOW	EASYJET UK LTD	S	A	51	0	0	25.5	41.2	13.7	3.9	7.8	7.8	0.0	0.0	0.0	0.0	0.0	13	73.6	15	87
	GLASGOW	EASYJET UK LTD	S	D	54	0	0	0.0	68.5	14.8	3.7	5.6	7.4	0.0	0.0	0.0	0.0	0.0	10	76.1	14	88

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	18	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	66	1
	LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
	GATWICK	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	27	1
	MANCHESTER	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	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	100.0	10	1
<b>TOTAL STANSTED STAVANGER</b>					<b>794</b>	<b>1</b>	<b>2</b>	<b>7.3</b>	<b>48.6</b>	<b>22.3</b>	<b>9.0</b>	<b>8.2</b>	<b>3.5</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>0.3</b>	<b>11</b>	<b>69.6</b>	<b>16</b>	<b>887</b>
	ABERDEEN	SAS	S	A	46	0	0	34.8	58.7	4.3	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.6	11	42
	ABERDEEN	SAS	S	D	46	0	0	0.0	89.1	8.7	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	17	42
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	A	45	0	0	33.3	53.3	11.1	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	3	37
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	D	45	0	0	15.6	68.9	6.7	4.4	2.2	2.2	0.0	0.0	0.0	0.0	0.0	4	87.5	4	37
	LIVERPOOL (JOHN LENNON)	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
	LIVERPOOL (JOHN LENNON)	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	19	1
	LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	23	0	0	78.3	17.4	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.0	3	40
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	22	0	0	4.5	77.3	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.5	4	40
	HEATHROW	SAS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	10	26
	HEATHROW	SAS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	5	26
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	0.0	62.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	9
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	8	0	1	0.0	33.3	22.2	0.0	22.2	11.1	0.0	0.0	0.0	0.0	11.1	21	100.0	0	9

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: S		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					MAY 2024		
						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	NORWEGIAN AIR SWEDEN AB	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
MANCHESTER	NORWEGIAN AIR SWEDEN AB	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
NEWCASTLE	LOGANAIR LTD	S	A	13	0	0	46.2	53.8	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				
NEWCASTLE	LOGANAIR LTD	S	D	13	0	0	0.0	76.9	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	9	14				
<b>TOTAL STAVANGER</b>				<b>272</b>	<b>0</b>	<b>1</b>	<b>23.4</b>	<b>62.6</b>	<b>9.5</b>	<b>1.8</b>	<b>1.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>2</b>	<b>86.0</b>	<b>7</b>	<b>338</b>				
STOCKHOLM (ARLANDA)																										
BIRMINGHAM	RYANAIR	S	A	13	0	0	15.4	38.5	7.7	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	1	9				
BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	15.4	7.7	38.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	55.6	18	9				
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	9				
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	9				
EDINBURGH	NORWEGIAN AIR SWEDEN AB	S	A	9	0	0	0.0	44.4	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0				
EDINBURGH	NORWEGIAN AIR SWEDEN AB	S	D	9	0	0	0.0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0				
EDINBURGH	SAS	S	A	31	0	0	19.4	38.7	35.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.6	13	31				
EDINBURGH	SAS	S	D	31	0	0	0.0	67.7	29.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	67.7	14	31				
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	13				
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	13				
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.6	3	94				
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.3	6	94				
GATWICK	NORWEGIAN AIR SWEDEN AB	S	A	83	0	0	74.7	18.1	6.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0				
GATWICK	NORWEGIAN AIR SWEDEN AB	S	D	83	0	0	0.0	75.9	21.7	1.2	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0				
GATWICK	SUNDAIR GMBH	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0				
GATWICK	SUNDAIR GMBH	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
HEATHROW	BRITISH AIRWAYS PLC	S	A	97	0	0	24.7	47.4	21.6	2.1	3.1	1.0	0.0	0.0	0.0	0.0	0.0	0.0	4	64.4	16	100				
HEATHROW	BRITISH AIRWAYS PLC	S	D	97	0	0	0.0	46.4	42.3	7.2	3.1	1.0	0.0	0.0	0.0	0.0	0.0	0.0	6	59.4	19	101				
HEATHROW	SAS	S	A	83	0	0	18.1	36.1	38.6	7.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	72.3	13	130				
HEATHROW	SAS	S	D	81	0	0	0.0	63.0	34.6	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.7	8	129				
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	60	0	0	13.3	50.0	26.7	3.3	5.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	6	73.3	15	15				
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	61	0	0	0.0	65.6	24.6	6.6	1.6	1.6	0.0	0.0	0.0	0.0	0.0	0.0	4	68.8	21	16				

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: S																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	late	Unmat	Can	(mins)	to 15 m	(mins)	Mat
	LUTON	LEAV AVIATION GMBH	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
	LUTON	LEAV AVIATION GMBH	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	DANISH AIR TRANSPORT	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	DANISH AIR TRANSPORT	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	STANSTED	RYANAIR	S	A	32	0	0	25.0	40.6	12.5	9.4	6.3	6.3	0.0	0.0	0.0	0.0	0.0	10	91.7	3	36
	STANSTED	RYANAIR	S	D	32	0	0	0.0	21.9	50.0	15.6	6.3	3.1	3.1	0.0	0.0	0.0	0.0	17	71.4	16	35
	STANSTED	RYANAIR 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	34	4
	STANSTED	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	4
	MANCHESTER	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	88.9	4	9
	MANCHESTER	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	88.9	8	9
	MANCHESTER	NORWEGIAN AIR SWEDEN AB	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	10	0.0	0	0
	MANCHESTER	NORWEGIAN AIR SWEDEN AB	S	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	21	0.0	0	0
	MANCHESTER	SAS	S	A	25	0	0	20.0	52.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	95.2	3	42
	MANCHESTER	SAS	S	D	25	0	0	0.0	40.0	56.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	6	42
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>889</b>	<b>0</b>	<b>1</b>	<b>14.7</b>	<b>46.5</b>	<b>28.7</b>	<b>5.5</b>	<b>3.4</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>5</b>	<b>79.0</b>	<b>10</b>	<b>984</b>
STORNOWAY																						
	EDINBURGH	LOGANAIR LTD	S	A	31	0	0	51.6	22.6	16.1	6.5	0.0	3.2	0.0	0.0	0.0	0.0	0.0	5	71.0	12	31
	EDINBURGH	LOGANAIR LTD	S	D	31	0	0	0.0	32.3	51.6	3.2	6.5	3.2	3.2	0.0	0.0	0.0	0.0	13	45.2	25	31
	GLASGOW	LOGANAIR LTD	S	A	83	0	0	19.3	45.8	30.1	1.2	2.4	0.0	0.0	1.2	0.0	0.0	0.0	7	80.0	14	83
	GLASGOW	LOGANAIR LTD	S	D	85	0	0	0.0	60.0	35.3	1.2	1.2	1.2	0.0	1.2	0.0	0.0	0.0	8	82.4	16	84
	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	91.3	7	23
<b>TOTAL STORNOWAY</b>					<b>230</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>46.1</b>	<b>33.0</b>	<b>2.2</b>	<b>2.2</b>	<b>1.3</b>	<b>0.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.5</b>	<b>15</b>	<b>252</b>
STRASBOURG																						
	GATWICK	EASYJET UK LTD	S	A	9	0	0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	GATWICK	VOLOTEA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	29	9
	GATWICK	VOLOTEA	S	D	0	0	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	37	9
<b>TOTAL STRASBOURG</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</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>66.7</b>	<b>33</b>	<b>18</b>
STUTTGAERT																						
	BIRMINGHAM	AVANTI AIR BEDARFSFLUGGES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
	BIRMINGHAM	AVANTI AIR BEDARFSFLUGGES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	7	3
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	17	0	0	11.8	41.2	29.4	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	13	18

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: S		PERCENTAGE OF FLIGHTS LATE													MAY 2024						
						NUMBER OF FLIGHTS																					
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
STUTTGART		SUCEAVA		EUROWINGS LUFTVERKEHRS		S	D	17	0	0	0.0	11.8	52.9	29.4	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	44.4	23	17
STUTTGART		HEATHROW		BRITISH AIRWAYS PLC		S	A	58	0	1	28.8	33.9	22.0	6.8	6.8	0.0	0.0	0.0	0.0	0.0	1.7	5	70.5	12	60		
STUTTGART		HEATHROW		BRITISH AIRWAYS PLC		S	D	59	0	0	0.0	40.7	49.2	5.1	5.1	0.0	0.0	0.0	0.0	0.0	0.0	6	75.4	10	60		
STUTTGART		HEATHROW		EUROWINGS LUFTVERKEHRS		S	A	79	0	0	2.5	34.2	41.8	7.6	7.6	5.1	0.0	1.3	0.0	0.0	0.0	15	72.8	14	81		
STUTTGART		HEATHROW		EUROWINGS LUFTVERKEHRS		S	D	79	0	0	0.0	35.4	41.8	8.9	6.3	6.3	0.0	1.3	0.0	0.0	0.0	17	71.6	15	81		
STUTTGART		MANCHESTER		EUROWINGS LUFTVERKEHRS		S	A	17	0	0	0.0	23.5	47.1	5.9	23.5	0.0	0.0	0.0	0.0	0.0	16	58.3	12	11			
STUTTGART		MANCHESTER		EUROWINGS LUFTVERKEHRS		S	D	17	0	1	0.0	22.2	44.4	11.1	11.1	5.6	0.0	0.0	0.0	5.6	17	58.3	14	11			
<b>TOTAL STUTTGART</b>								<b>343</b>	<b>0</b>	<b>2</b>	<b>6.1</b>	<b>33.6</b>	<b>40.0</b>	<b>8.7</b>	<b>7.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>70.6</b>	<b>13</b>	<b>345</b>		
SUCEAVA		LUTON		WIZZ AIR UK LTD		S	A	62	0	1	34.9	27.0	15.9	6.3	4.8	1.6	4.8	3.2	0.0	0.0	1.6	20	75.0	51	48		
SUCEAVA		LUTON		WIZZ AIR UK LTD		S	D	62	0	1	0.0	46.0	33.3	6.3	6.3	1.6	0.0	4.8	0.0	0.0	1.6	18	70.8	32	48		
<b>TOTAL SUCEAVA</b>								<b>124</b>	<b>0</b>	<b>2</b>	<b>17.5</b>	<b>36.5</b>	<b>24.6</b>	<b>6.3</b>	<b>5.6</b>	<b>1.6</b>	<b>2.4</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>19</b>	<b>72.9</b>	<b>42</b>	<b>96</b>		
SUMBURGH		ABERDEEN		LOGANAIR LTD		S	A	84	0	1	17.6	49.4	22.4	3.5	2.4	3.5	0.0	0.0	0.0	0.0	1.2	6	55.2	19	72		
SUMBURGH		ABERDEEN		LOGANAIR LTD		S	D	87	0	0	1.1	56.3	36.8	2.3	2.3	1.1	0.0	0.0	0.0	0.0	0.0	4	59.8	15	76		
SUMBURGH		BELFAST CITY (GEORGE BEST)		LOGANAIR LTD		S	A	8	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
SUMBURGH		EDINBURGH		LOGANAIR LTD		S	A	53	0	0	11.3	28.3	39.6	15.1	3.8	1.9	0.0	0.0	0.0	0.0	0.0	8	41.5	20	43		
SUMBURGH		EDINBURGH		LOGANAIR LTD		S	D	52	0	0	0.0	26.9	51.9	13.5	5.8	1.9	0.0	0.0	0.0	0.0	0.0	10	56.6	18	47		
SUMBURGH		GLASGOW		LOGANAIR LTD		S	A	29	0	1	6.7	26.7	43.3	16.7	3.3	0.0	0.0	0.0	0.0	0.0	3.3	7	51.6	26	27		
SUMBURGH		GLASGOW		LOGANAIR LTD		S	D	32	0	0	0.0	25.0	56.3	9.4	9.4	0.0	0.0	0.0	0.0	0.0	0.0	10	64.5	22	28		
SUMBURGH		HEATHROW		LOGANAIR 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	66.7	22	9		
SUMBURGH		HEATHROW		LOGANAIR 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	7	55.6	36	9		
<b>TOTAL SUMBURGH</b>								<b>363</b>	<b>0</b>	<b>2</b>	<b>7.7</b>	<b>40.8</b>	<b>37.3</b>	<b>8.2</b>	<b>3.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>7</b>	<b>55.3</b>	<b>19</b>	<b>311</b>		
SYDNEY		GATWICK		QANTAS		C	A	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0		
SYDNEY		HEATHROW		BRITISH AIRWAYS PLC		S	A	29	0	2	3.2	38.7	35.5	9.7	0.0	6.5	0.0	0.0	0.0	0.0	6.5	9	74.2	10	31		
SYDNEY		HEATHROW		BRITISH AIRWAYS PLC		S	D	31	0	0	0.0	29.0	48.4	9.7	6.5	3.2	3.2	0.0	0.0	0.0	0.0	14	83.9	50	31		
SYDNEY		HEATHROW		QANTAS		C	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
SYDNEY		HEATHROW		QANTAS		S	A	31	0	1	0.0	9.4	15.6	34.4	12.5	6.3	6.3	6.3	6.3	0.0	3.1	79	45.2	88	31		
SYDNEY		HEATHROW		QANTAS		S	D	29	0	0	0.0	41.4	37.9	6.9	6.9	3.4	0.0	0.0	3.4	0.0	0.0	35	63.3	73	30		
<b>TOTAL SYDNEY</b>								<b>124</b>	<b>0</b>	<b>3</b>	<b>0.8</b>	<b>28.3</b>	<b>33.9</b>	<b>15.7</b>	<b>7.9</b>	<b>4.7</b>	<b>2.4</b>	<b>1.6</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>35</b>	<b>66.7</b>	<b>55</b>	<b>123</b>		
SZCZECIN (GOLENOW)		LIVERPOOL (JOHN LENNON)		RYANAIR		S	A	18	0	0	0.0	38.9	50.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	55.6	17	9		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAY 2024		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	18	0	0	0.0	44.4	44.4	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	88.9	6	9			
	STANSTED	RYANAIR	S	A	34	0	0	0.0	35.3	32.4	14.7	17.6	0.0	0.0	0.0	0.0	0.0	0.0	13	68.2	10	22			
	STANSTED	RYANAIR	S	D	35	0	0	0.0	28.6	40.0	22.9	8.6	0.0	0.0	0.0	0.0	0.0	0.0	11	68.2	10	22			
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>105</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.2</b>	<b>40.0</b>	<b>13.3</b>	<b>8.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>69.4</b>	<b>10</b>	<b>62</b>			
SZYMANY (MAZURY)																									
	STANSTED	RYANAIR	S	A	13	0	0	7.7	30.8	46.2	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	10	50.0	25	4			
	STANSTED	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	11	50.0	23	4			
	STANSTED	RYANAIR 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	26	4			
	STANSTED	RYANAIR 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	25.0	22	4			
<b>TOTAL SZYMANY (MAZURY)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>34.6</b>	<b>46.2</b>	<b>7.7</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>31.3</b>	<b>24</b>	<b>16</b>			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: T																	MAY 2024				
		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																							
	HEATHROW	CHINA AIRLINES	S	A	20	0	1	0.0	14.3	19.0	14.3	23.8	23.8	0.0	0.0	0.0	0.0	4.8	35	44.4	24	18	
	HEATHROW	CHINA AIRLINES	S	D	20	0	1	0.0	28.6	52.4	4.8	9.5	0.0	0.0	0.0	0.0	0.0	4.8	8	77.8	14	18	
	HEATHROW	EVA AIR	S	A	31	0	0	6.5	29.0	35.5	16.1	12.9	0.0	0.0	0.0	0.0	0.0	0.0	10	58.1	20	31	
	HEATHROW	EVA AIR	S	D	31	0	0	0.0	41.9	35.5	16.1	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	58.1	17	31	
<b>TOTAL TAIPEI</b>					<b>102</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>29.8</b>	<b>35.6</b>	<b>13.5</b>	<b>12.5</b>	<b>4.8</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>59.2</b>	<b>19</b>	<b>98</b>	
TALLIN																							
	GATWICK	AIR BALTIC	S	A	14	0	0	0.0	28.6	28.6	21.4	21.4	0.0	0.0	0.0	0.0	0.0	0.0	14	76.9	11	13	
	GATWICK	AIR BALTIC	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	12	76.9	12	13	
	LUTON	WIZZ AIR UK LTD	S	A	17	0	0	17.6	35.3	23.5	5.9	5.9	5.9	5.9	0.0	0.0	0.0	0.0	20	50.0	30	18	
	LUTON	WIZZ AIR UK LTD	S	D	17	0	0	0.0	29.4	41.2	11.8	0.0	11.8	0.0	5.9	0.0	0.0	0.0	24	50.0	30	18	
	STANSTED	RYANAIR	S	A	18	0	0	16.7	38.9	27.8	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	82.4	11	17	
	STANSTED	RYANAIR	S	D	18	0	0	0.0	50.0	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	82.4	7	17	
	STANSTED	RYANAIR 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	3	5	
	STANSTED	RYANAIR 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	5	
<b>TOTAL TALLIN</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>34.7</b>	<b>29.6</b>	<b>14.3</b>	<b>10.2</b>	<b>3.1</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>71.7</b>	<b>16</b>	<b>106</b>	
TAMPA																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	25.8	16.1	32.3	19.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0	9	64.5	16	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	58.1	25.8	3.2	12.9	0.0	0.0	0.0	0.0	0.0	0.0	6	67.7	24	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	61.3	22.6	12.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	67.9	12	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	67.7	25.8	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	5	67.9	15	28	
	HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	3	
	HEATHROW	VIRGIN ATLANTIC 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	66.7	23	3	
<b>TOTAL TAMPA</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>21.8</b>	<b>41.1</b>	<b>24.2</b>	<b>6.5</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>67.7</b>	<b>17</b>	<b>123</b>	
TANGIERS (IBN BATUTA)																							
	GATWICK	AIR ARABIA MAROC	S	A	14	0	0	7.1	64.3	14.3	7.1	0.0	0.0	0.0	7.1	0.0	0.0	0.0	17	69.2	14	13	
	GATWICK	AIR ARABIA MAROC	S	D	14	0	0	0.0	21.4	50.0	14.3	7.1	0.0	0.0	7.1	0.0	0.0	0.0	26	61.5	19	13	
	STANSTED	RYANAIR UK LTD	S	A	13	0	0	0.0	0.0	0.0	30.8	38.5	30.8	0.0	0.0	0.0	0.0	0.0	49	23.1	35	13	
	STANSTED	RYANAIR UK LTD	S	D	13	0	0	0.0	15.4	30.8	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	23	38.5	20	13	
	MANCHESTER	RYANAIR UK LTD	S	A	9	0	0	0.0	0.0	22.2	22.2	33.3	22.2	0.0	0.0	0.0	0.0	0.0	44	62.5	21	8	
	MANCHESTER	RYANAIR UK LTD	S	D	9	0	0	0.0	33.3	11.1	0.0	33.3	22.2	0.0	0.0	0.0	0.0	0.0	37	50.0	22	8	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>23.6</b>	<b>22.2</b>	<b>18.1</b>	<b>19.4</b>	<b>12.5</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>50.0</b>	<b>22</b>	<b>68</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TARBES-LOURDES INTERNATIONAL	BELFAST INTERNATIONAL	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	32	0.0	0	0
	BELFAST INTERNATIONAL	ALBA STAR	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	0.0	0	0
	BIRMINGHAM	AIR ONE	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	28	0.0	25	2
	BIRMINGHAM	AIR ONE	C	D	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	75.0	18	4
	BIRMINGHAM	NEOS SPA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	46	1
	BIRMINGHAM	SMARTWINGS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	56	1
	STANSTED	AIR ONE	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	30	0.0	27	1
	STANSTED	AIR ONE	C	D	3	0	0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	46	1
	STANSTED	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	4	0.0	0	0
	STANSTED	RYANAIR	S	A	21	0	1	4.5	36.4	13.6	13.6	27.3	0.0	0.0	0.0	0.0	0.0	4.5	16	63.0	17	27
	STANSTED	RYANAIR	S	D	21	0	0	0.0	33.3	42.9	14.3	9.5	0.0	0.0	0.0	0.0	0.0	0.0	10	53.6	22	28
	STANSTED	RYANAIR UK LTD	S	A	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	STANSTED	RYANAIR UK LTD	S	D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	TEESSIDE INTERNATIONAL AIRPORT	ALBA STAR	C	A	2	0	0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	69	0.0	0	0
	TEESSIDE INTERNATIONAL AIRPORT	ALBA STAR	C	D	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	94	0.0	0	0
TEESSIDE INTERNATIONAL AIRPORT	SMARTWINGS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	2	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>78</b>	<b>0</b>	<b>1</b>	<b>2.5</b>	<b>24.1</b>	<b>35.4</b>	<b>11.4</b>	<b>21.5</b>	<b>2.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>18</b>	<b>52.2</b>	<b>22</b>	<b>67</b>
TASHKENT	GATWICK	UZBEKISTAN AIRLINES	S	A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	14	75.0	9	4	
	GATWICK	UZBEKISTAN AIRLINES	S	D	4	0	0	0.0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	27	50.0	14	4	
	HEATHROW	UZBEKISTAN AIRLINES	S	A	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	16	55.6	19	9	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	9	0	0	0.0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	19	55.6	23	9	
<b>TOTAL TASHKENT</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>38.5</b>	<b>23.1</b>	<b>19.2</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>57.7</b>	<b>18</b>	<b>26</b>	
TATRY-POPRAD	LUTON	WIZZ AIR UK LTD	S	A	9	0	0	33.3	44.4	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	9	66.7	51	9	
	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	80.0	8	10	
	STANSTED	RYANAIR	S	A	9	0	0	0.0	11.1	22.2	33.3	22.2	0.0	11.1	0.0	0.0	0.0	35	88.9	4	9	
	STANSTED	RYANAIR	S	D	9	0	0	0.0	33.3	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	24	100.0	3	9	
<b>TOTAL TATRY-POPRAD</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>41.7</b>	<b>16.7</b>	<b>16.7</b>	<b>8.3</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>83.8</b>	<b>16</b>	<b>37</b>	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: T																	MAY 2024			
		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
TBILISI																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	0.0	5.9	41.2	41.2	11.8	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	50.0	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	LUTON	EASYJET UK LTD	S	A	9	0	1	0.0	0.0	20.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	10.0	36	0.0	0	0
	LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
<b>TOTAL TBILISI</b>					<b>53</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>18.5</b>	<b>38.9</b>	<b>25.9</b>	<b>9.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
TEESSIDE INTERNATIONAL AIRPORT																						
	ABERDEEN	EASTERN AIRWAYS	S	A	25	0	2	11.1	55.6	11.1	0.0	7.4	0.0	7.4	0.0	0.0	0.0	7.4	13	81.8	12	11
	ABERDEEN	EASTERN AIRWAYS	S	D	26	0	1	3.7	44.4	25.9	7.4	0.0	7.4	3.7	3.7	0.0	0.0	3.7	26	90.0	10	10
	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	85.7	2	7
	ABERDEEN	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	4	7
	JERSEY	EASTERN AIRWAYS	S	A	4	0	0	0.0	25.0	25.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	84	100.0	9	2
	JERSEY	EASTERN AIRWAYS	S	D	4	0	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	201	100.0	4	3
	MANCHESTER	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL TEESSIDE INTERNATIONAL AIRPORT</b>					<b>60</b>	<b>0</b>	<b>3</b>	<b>6.3</b>	<b>44.4</b>	<b>22.2</b>	<b>3.2</b>	<b>3.2</b>	<b>3.2</b>	<b>6.3</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>4.8</b>	<b>36</b>	<b>87.5</b>	<b>8</b>	<b>40</b>
TEHRAN IMAM KHOMEINI																						
	HEATHROW	IRAN 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	30.0	37	9
	HEATHROW	IRAN 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	50.0	52	9
<b>TOTAL TEHRAN IMAM KHOMEINI</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>40.0</b>	<b>45</b>	<b>18</b>
TEL AVIV																						
	GATWICK	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	46.2	31	13
	GATWICK	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	38.5	24	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	7	0	20	0.0	7.4	7.4	7.4	3.7	0.0	0.0	0.0	0.0	0.0	74.1	15	70.6	12	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	6	0	26	0.0	0.0	9.4	3.1	0.0	6.3	0.0	0.0	0.0	0.0	81.3	30	70.6	13	17
	HEATHROW	EL AL	S	A	47	0	0	10.6	53.2	25.5	2.1	4.3	4.3	0.0	0.0	0.0	0.0	0.0	7	69.4	13	62
	HEATHROW	EL AL	S	D	46	0	0	0.0	10.9	60.9	15.2	10.9	2.2	0.0	0.0	0.0	0.0	0.0	15	44.3	25	61
	LUTON	EL AL	S	A	47	0	0	4.3	42.6	31.9	4.3	12.8	4.3	0.0	0.0	0.0	0.0	0.0	12	79.6	10	49
	LUTON	EL AL	S	D	47	0	0	0.0	10.6	42.6	34.0	4.3	8.5	0.0	0.0	0.0	0.0	0.0	19	42.9	29	49
	LUTON	ISRAIR LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	LUTON	ISRAIR LTD	S	A	26	0	0	0.0	19.2	42.3	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	LUTON	ISRAIR LTD	S	D	26	0	0	0.0	3.8	38.5	30.8	19.2	3.8	3.8	0.0	0.0	0.0	0.0	28	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	A	18	0	3	0.0	9.5	19.0	28.6	14.3	4.8	0.0	9.5	0.0	0.0	14.3	52	47.1	26	17

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LUTON	WIZZ AIR UK LTD	S	D	21	0	2	0.0	8.7	60.9	13.0	0.0	0.0	8.7	0.0	0.0	0.0	8.7	22	58.8	20	17	
<b>TOTAL TEL AVIV</b>					<b>292</b>	<b>0</b>	<b>51</b>	<b>2.0</b>	<b>19.8</b>	<b>34.7</b>	<b>15.2</b>	<b>8.2</b>	<b>3.8</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>14.9</b>	<b>18</b>	<b>58.1</b>	<b>19</b>	<b>315</b>	
TENERIFE (SURREINA SOFIA)																							
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	18	0	0	33.3	44.4	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	18	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	18	0	0	0.0	44.4	50.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	94.4	4	18	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	26	0	0	53.8	30.8	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	86.4	3	22	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	27	0	0	0.0	25.9	48.1	22.2	3.7	0.0	0.0	0.0	0.0	0.0	0.0	9	81.8	13	22	
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0	
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	11	1	
	BIRMINGHAM	EASYJET UK LTD	S	A	13	0	0	69.2	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	4	9	
	BIRMINGHAM	EASYJET UK LTD	S	D	13	0	0	0.0	23.1	61.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	10	9	
	BIRMINGHAM	JET2.COM LTD	S	A	45	0	0	8.9	26.7	31.1	13.3	11.1	4.4	4.4	0.0	0.0	0.0	0.0	19	55.8	26	43	
	BIRMINGHAM	JET2.COM LTD	S	D	45	0	0	0.0	13.3	44.4	22.2	11.1	8.9	0.0	0.0	0.0	0.0	0.0	19	38.6	32	44	
	BIRMINGHAM	RYANAIR	S	A	17	0	0	0.0	11.8	47.1	17.6	17.6	5.9	0.0	0.0	0.0	0.0	0.0	24	47.4	25	19	
	BIRMINGHAM	RYANAIR	S	D	17	0	0	0.0	11.8	47.1	35.3	0.0	5.9	0.0	0.0	0.0	0.0	0.0	17	57.9	25	19	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	17	0	0	11.8	41.2	17.6	5.9	23.5	0.0	0.0	0.0	0.0	0.0	0.0	11	63.6	22	22	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	17	0	0	0.0	17.6	47.1	11.8	23.5	0.0	0.0	0.0	0.0	0.0	0.0	17	54.5	21	22	
	BOURNEMOUTH	JET2.COM LTD	S	A	14	0	0	0.0	21.4	42.9	21.4	7.1	0.0	0.0	7.1	0.0	0.0	0.0	23	0.0	0	0	
	BOURNEMOUTH	JET2.COM LTD	S	D	14	0	0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	BOURNEMOUTH	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	5	88.9	9	9	
	BOURNEMOUTH	RYANAIR	S	D	12	0	0	0.0	58.3	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	55.6	9	9	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	10	0	0	0.0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	26	87.5	5	8	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	0.0	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	38	66.7	15	9	
	BRISTOL	EASYJET UK LTD	S	A	36	0	0	38.9	41.7	13.9	2.8	2.8	0.0	0.0	0.0	0.0	0.0	0.0	2	68.6	17	35	
	BRISTOL	EASYJET UK LTD	S	D	36	0	0	0.0	50.0	36.1	8.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	11	36	
	BRISTOL	JET2.COM LTD	S	A	33	0	0	9.1	12.1	27.3	27.3	15.2	6.1	3.0	0.0	0.0	0.0	0.0	23	75.8	10	33	
	BRISTOL	JET2.COM LTD	S	D	33	0	0	0.0	30.3	51.5	3.0	9.1	6.1	0.0	0.0	0.0	0.0	0.0	12	75.8	10	33	
	BRISTOL	RYANAIR	S	A	18	0	0	0.0	66.7	16.7	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	8	88.2	8	17	
	BRISTOL	RYANAIR	S	D	18	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	94.1	5	17	
	BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	46.2	16	13	
	BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	61.5	11	13	
	CARDIFF WALES	RYANAIR	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	100.0	0	4	
	CARDIFF WALES	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	100.0	0	4	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
CARDIFF WALES	TUI AIRWAYS LTD	C A	13	0	0	0.0	0.0	61.5	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	8	12		
CARDIFF WALES	TUI AIRWAYS LTD	C D	13	0	0	0.0	15.4	46.2	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	84.6	9	13		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	31	0	0	12.9	35.5	16.1	19.4	9.7	3.2	3.2	0.0	0.0	0.0	0.0	0.0	17	87.1	4	31		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	31	0	0	0.0	29.0	48.4	6.5	9.7	0.0	3.2	3.2	0.0	0.0	0.0	0.0	19	77.4	9	31		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	21	0	0	0.0	57.1	28.6	9.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	82.6	9	22		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	21	0	0	0.0	66.7	23.8	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	86.4	10	22		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	14	0	0	14.3	42.9	28.6	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	64.3	16	14		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	15	0	0	0.0	46.7	53.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.9	10	14		
EDINBURGH	EASYJET UK LTD	S A	25	0	0	16.0	48.0	16.0	16.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	63.6	14	22		
EDINBURGH	EASYJET UK LTD	S D	26	0	0	0.0	50.0	38.5	3.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	63.6	17	22		
EDINBURGH	JET2.COM LTD	S A	32	0	0	18.8	43.8	28.1	3.1	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.6	32	35		
EDINBURGH	JET2.COM LTD	S D	31	0	0	0.0	16.1	41.9	32.3	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	18	36		
EDINBURGH	RYANAIR	S A	23	0	0	0.0	8.7	30.4	34.8	13.0	8.7	0.0	4.3	0.0	0.0	0.0	0.0	30	54.2	16	22		
EDINBURGH	RYANAIR	S D	23	0	0	0.0	13.0	65.2	17.4	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	18	72.7	13	22		
EDINBURGH	RYANAIR UK LTD	S A	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
EDINBURGH	RYANAIR UK LTD	S D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
EXETER	TUI AIRWAYS LTD	C A	9	0	0	0.0	0.0	55.6	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0		
EXETER	TUI AIRWAYS LTD	C D	9	0	0	0.0	33.3	11.1	33.3	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0		
GLASGOW	JET2.COM LTD	S A	46	0	0	19.6	50.0	23.9	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	5	90.9	4	44		
GLASGOW	JET2.COM LTD	S D	43	0	0	0.0	25.6	55.8	11.6	2.3	4.7	0.0	0.0	0.0	0.0	0.0	0.0	11	72.7	10	44		
GLASGOW	TUI AIRWAYS LTD	C A	18	0	0	0.0	27.8	33.3	16.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	57.1	19	21		
GLASGOW	TUI AIRWAYS LTD	C D	18	0	0	0.0	0.0	50.0	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	59.1	25	22		
GLASGOW	TUI AIRWAYS LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
LEEDS BRADFORD	JET2.COM LTD	S A	44	0	0	15.9	29.5	36.4	11.4	2.3	4.5	0.0	0.0	0.0	0.0	0.0	0.0	10	74.4	9	43		
LEEDS BRADFORD	JET2.COM LTD	S D	45	0	0	0.0	33.3	51.1	6.7	6.7	0.0	2.2	0.0	0.0	0.0	0.0	0.0	11	81.8	8	44		
LEEDS BRADFORD	RYANAIR	S A	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	12.5	28	8		
LEEDS BRADFORD	RYANAIR	S D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	25.0	25	8		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	26	0	0	23.1	42.3	30.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	17		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	27	0	0	0.0	55.6	37.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.1	5	17		
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S A	27	0	0	11.1	29.6	33.3	25.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	81.8	6	22		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: T		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					MAY 2024		
						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)	LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S	D	27	0	0	0.0	44.4	48.1	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.9	7	22				
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	27	0	0	0.0	33.3	44.4	11.1	3.7	3.7	0.0	3.7	0.0	0.0	0.0	17	57.7	16	26				
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	27	0	0	0.0	33.3	51.9	3.7	7.4	3.7	0.0	0.0	0.0	0.0	0.0	8	77.8	10	27				
GATWICK	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	51	0	0	29.4	25.5	27.5	9.8	3.9	3.9	0.0	0.0	0.0	0.0	0.0	9	74.5	15	47				
GATWICK	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	51	0	0	0.0	19.6	64.7	5.9	5.9	2.0	2.0	0.0	0.0	0.0	0.0	12	72.3	16	47				
GATWICK	GATWICK	EASYJET UK LTD	S	A	92	0	0	18.5	40.2	23.9	12.0	4.3	1.1	0.0	0.0	0.0	0.0	0.0	7	66.0	25	93				
GATWICK	GATWICK	EASYJET UK LTD	S	D	93	0	0	0.0	17.2	59.1	14.0	6.5	3.2	0.0	0.0	0.0	0.0	0.0	12	52.7	19	92				
GATWICK	GATWICK	TUI AIRWAYS LTD	C	A	28	0	0	3.6	25.0	28.6	25.0	14.3	3.6	0.0	0.0	0.0	0.0	0.0	17	65.5	16	29				
GATWICK	GATWICK	TUI AIRWAYS LTD	C	D	28	0	0	0.0	17.9	46.4	14.3	17.9	3.6	0.0	0.0	0.0	0.0	0.0	17	54.8	21	31				
HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	25.0	33.3	29.2	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	68.4	34	19				
HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	0.0	37.5	37.5	20.8	4.2	0.0	0.0	0.0	0.0	0.0	0.0	9	78.9	12	19				
LUTON	LUTON	EASYJET UK LTD	S	A	39	0	0	12.8	30.8	41.0	10.3	5.1	0.0	0.0	0.0	0.0	0.0	0.0	6	88.6	21	35				
LUTON	LUTON	EASYJET UK LTD	S	D	40	0	0	0.0	30.0	47.5	20.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	8	80.6	17	36				
LUTON	LUTON	JET2.COM LTD	S	A	14	0	0	0.0	21.4	35.7	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0				
LUTON	LUTON	JET2.COM LTD	S	D	14	0	0	0.0	35.7	50.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0				
LUTON	LUTON	RYANAIR	S	A	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	55.6	30	9				
LUTON	LUTON	RYANAIR	S	D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	17	9				
STANSTED	STANSTED	JET2.COM LTD	S	A	54	0	0	11.1	27.8	25.9	20.4	11.1	0.0	1.9	1.9	0.0	0.0	0.0	17	68.4	15	57				
STANSTED	STANSTED	JET2.COM LTD	S	D	55	0	0	0.0	16.4	54.5	14.5	9.1	1.8	1.8	1.8	0.0	0.0	0.0	19	62.7	18	59				
STANSTED	STANSTED	RYANAIR	S	A	61	0	1	12.9	43.5	30.6	3.2	3.2	1.6	1.6	1.6	0.0	0.0	1.6	11	62.0	19	50				
STANSTED	STANSTED	RYANAIR	S	D	62	0	0	0.0	38.7	51.6	4.8	1.6	1.6	1.6	0.0	0.0	0.0	0.0	8	60.0	19	50				
STANSTED	STANSTED	RYANAIR 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	44.4	24	9				
STANSTED	STANSTED	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	8				
MANCHESTER	MANCHESTER	EASYJET UK LTD	S	A	37	0	1	21.1	28.9	21.1	15.8	7.9	2.6	0.0	0.0	0.0	0.0	2.6	11	67.6	15	37				
MANCHESTER	MANCHESTER	EASYJET UK LTD	S	D	36	0	0	0.0	27.8	47.2	11.1	13.9	0.0	0.0	0.0	0.0	0.0	0.0	11	83.3	12	36				
MANCHESTER	MANCHESTER	JET2.COM LTD	S	A	66	0	0	21.2	30.3	34.8	1.5	9.1	0.0	1.5	1.5	0.0	0.0	0.0	13	72.1	11	61				
MANCHESTER	MANCHESTER	JET2.COM LTD	S	D	68	0	0	0.0	13.2	45.6	25.0	7.4	5.9	1.5	0.0	1.5	0.0	0.0	25	53.2	19	62				
MANCHESTER	MANCHESTER	RYANAIR	S	A	49	0	0	22.4	42.9	16.3	6.1	8.2	2.0	2.0	0.0	0.0	0.0	0.0	11	73.3	14	45				
MANCHESTER	MANCHESTER	RYANAIR	S	D	49	0	0	0.0	44.9	36.7	2.0	12.2	2.0	0.0	0.0	2.0	0.0	0.0	19	53.3	22	45				
MANCHESTER	MANCHESTER	RYANAIR 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	4				
MANCHESTER	MANCHESTER	RYANAIR 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	4				
MANCHESTER	MANCHESTER	TUI AIRWAYS LTD	C	A	25	0	0	0.0	16.0	36.0	20.0	12.0	12.0	4.0	0.0	0.0	0.0	0.0	28	62.9	16	35				

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2024		
																More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
																0	0	0	0	0	0	0	0	0	0	0	0	0
MANCHESTER		TUI AIRWAYS LTD		C	D	26	0	0	0.0	11.5	34.6	38.5	7.7	0.0	3.8	3.8	0.0	0.0	0.0	29	62.9	19	35					
NEWCASTLE		JET2.COM LTD		S	A	29	0	1	40.0	33.3	20.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	3.3	4	87.1	7	31					
NEWCASTLE		JET2.COM LTD		S	D	31	0	0	0.0	12.9	71.0	9.7	3.2	0.0	0.0	3.2	0.0	0.0	0.0	14	74.2	14	31					
NEWCASTLE		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	20	33.3	28	9					
NEWCASTLE		RYANAIR		S	D	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	55.6	19	9					
NEWCASTLE		TUI AIRWAYS LTD		S	A	20	0	0	5.0	10.0	20.0	35.0	5.0	20.0	5.0	0.0	0.0	0.0	0.0	34	60.0	19	20					
NEWCASTLE		TUI AIRWAYS LTD		S	D	22	0	0	0.0	0.0	36.4	31.8	9.1	13.6	9.1	0.0	0.0	0.0	0.0	41	40.9	27	22					
SOUTHEND		EASYJET UK LTD		S	A	14	0	0	7.1	42.9	35.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0					
SOUTHEND		EASYJET UK LTD		S	D	14	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					
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>						<b>2540</b>	<b>0</b>	<b>3</b>	<b>7.9</b>	<b>30.0</b>	<b>38.5</b>	<b>12.8</b>	<b>7.1</b>	<b>2.2</b>	<b>0.8</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>12</b>	<b>69.3</b>	<b>16</b>	<b>2376</b>					
THIRA (SANTORINI)		BIRMINGHAM		JET2.COM LTD	S	A	6	0	0.0	0.0	83.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	23	75.0	27	4					
BIRMINGHAM		JET2.COM LTD		S	D	6	0	0	0.0	0.0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	66.7	15	6					
BIRMINGHAM		TUI AIRWAYS LTD		C	A	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	3					
BIRMINGHAM		TUI AIRWAYS LTD		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	0.0	12	100.0	1	4					
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	8	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	75.0	8	4					
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					
EAST MIDLANDS INTERNATIONAL		JET2.COM LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2					
EAST MIDLANDS INTERNATIONAL		JET2.COM LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2					
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	50.0	17	4					
EAST MIDLANDS INTERNATIONAL		TUI AIRWAYS LTD		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	32	5					
EDINBURGH		EASYJET UK LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4					
EDINBURGH		EASYJET UK LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	4					
EDINBURGH		JET2.COM 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	16	80.0	3	5					
EDINBURGH		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	13	60.0	9	5					
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	40.0	38	5					
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	60.0	40	5					
GATWICK		BA EUROFLYER LTD DBA BRITISH AIRWAYS		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	11	12					
GATWICK		BA EUROFLYER LTD DBA BRITISH AIRWAYS		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	17	12					
GATWICK		EASYJET UK LTD		S	A	40	0	1	7.3	26.8	36.6	4.9	12.2	4.9	0.0	4.9	0.0	0.0	2.4	27	60.0	18	50					
GATWICK		EASYJET UK LTD		S	D	40	0	0	0.0	12.5	65.0	10.0	7.5	2.5	2.5	0.0	0.0	0.0	0.0	15	62.0	19	50					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	37	0	0	21.6	24.3	29.7	10.8	8.1	2.7	0.0	2.7	0.0	0.0	0.0	16	60.0	47	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	37	0	0	0.0	18.9	67.6	10.8	0.0	2.7	0.0	0.0	0.0	0.0	8	93.3	6	30	
	LUTON	EASYJET UK LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8	
	LUTON	EASYJET UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	8	
	STANSTED	JET2.COM LTD	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	39	55.6	27	9	
	STANSTED	JET2.COM LTD	S	D	8	0	0	0.0	12.5	37.5	12.5	25.0	0.0	12.5	0.0	0.0	0.0	36	33.3	18	9	
	STANSTED	RYANAIR	S	A	9	0	0	0.0	11.1	66.7	11.1	0.0	0.0	11.1	0.0	0.0	0.0	26	20.0	39	9	
	STANSTED	RYANAIR	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	55.6	18	9	
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	0.0	55.6	11.1	0.0	11.1	11.1	11.1	0.0	0.0	0.0	28	84.6	9	13	
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	33.3	0.0	11.1	22.2	0.0	0.0	0.0	0.0	24	69.2	14	13	
	MANCHESTER	JET2.COM LTD	S	A	13	0	0	0.0	0.0	7.7	30.8	38.5	23.1	0.0	0.0	0.0	0.0	41	23.1	31	13	
	MANCHESTER	JET2.COM LTD	S	D	13	0	0	0.0	0.0	53.8	23.1	7.7	15.4	0.0	0.0	0.0	0.0	24	30.8	30	13	
	MANCHESTER	TUI AIRWAYS LTD	C	A	7	0	0	0.0	28.6	42.9	0.0	14.3	0.0	14.3	0.0	0.0	0.0	31	57.1	11	7	
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	44.4	11.1	0.0	0.0	11.1	0.0	0.0	0.0	23	66.7	9	9	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	4	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	4	
<b>TOTAL THIRA (SANTORINI)</b>					<b>289</b>	<b>0</b>	<b>1</b>	<b>3.8</b>	<b>19.3</b>	<b>48.3</b>	<b>11.0</b>	<b>9.0</b>	<b>4.8</b>	<b>2.4</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>65.5</b>	<b>18</b>	<b>379</b>	
TIANJIN																						
	HEATHROW	TIANJIN AIRLINES	S	A	18	0	0	50.0	22.2	5.6	5.6	16.7	0.0	0.0	0.0	0.0	0.0	8	71.4	1	10	
	HEATHROW	TIANJIN AIRLINES	S	D	7	0	0	14.3	57.1	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	5	69.2	1	9	
<b>TOTAL TIANJIN</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>40.0</b>	<b>32.0</b>	<b>4.0</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>0.0</b>	<b>7</b>	<b>70.4</b>	<b>1</b>	<b>19</b>	
TIMISOARA																						
	LUTON	WIZZ AIR MALTA	S	A	31	0	0	0.0	58.1	41.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.8	2	31	
	LUTON	WIZZ AIR MALTA	S	D	31	0	0	0.0	64.5	29.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	3	80.6	9	31	
<b>TOTAL TIMISOARA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.3</b>	<b>35.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.7</b>	<b>6</b>	<b>62</b>	
TIRANA																						
	BIRMINGHAM	RYANAIR 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	44.4	18	9	
	BIRMINGHAM	RYANAIR 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	6	9	
	BRISTOL	RYANAIR 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	25.0	44	8	
	BRISTOL	RYANAIR 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	50.0	32	8	
	EDINBURGH	RYANAIR UK LTD	S	A	9	0	0	0.0	11.1	33.3	11.1	33.3	11.1	0.0	0.0	0.0	0.0	31	77.8	13	9	
	EDINBURGH	RYANAIR UK LTD	S	D	9	0	0	0.0	44.4	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	11	55.6	20	9	
	LIVERPOOL (JOHN LENNON)	AIR ONE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1	
	GATWICK	ALBA STAR	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	51	2	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	8.0	20.0	36.0	12.0	12.0	12.0	0.0	0.0	0.0	0.0	18	65.2	20	23	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2024		
																More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
																0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
HEATHROW		BRITISH AIRWAYS PLC		S	D	25	0	0	0.0	20.0	60.0	12.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	12	82.6	8	23					
LUTON		WIZZ AIR UK LTD		S	A	102	0	1	5.8	28.2	31.1	9.7	9.7	7.8	1.0	4.9	1.0	0.0	1.0	31	61.3	30	91					
LUTON		WIZZ AIR UK LTD		S	D	101	0	0	0.0	37.6	37.6	7.9	5.0	5.0	1.0	5.0	1.0	0.0	0.0	25	67.7	30	92					
STANSTED		RYANAIR UK LTD		S	A	87	0	0	0.0	13.8	42.5	20.7	12.6	10.3	0.0	0.0	0.0	0.0	0.0	22	54.9	28	91					
STANSTED		RYANAIR UK LTD		S	D	88	0	0	0.0	27.3	53.4	8.0	3.4	8.0	0.0	0.0	0.0	0.0	0.0	12	63.4	22	93					
STANSTED		TITAN AIRWAYS LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
MANCHESTER		RYANAIR UK LTD		S	A	13	0	0	0.0	7.7	23.1	30.8	23.1	15.4	0.0	0.0	0.0	0.0	0.0	34	76.9	15	13					
MANCHESTER		RYANAIR UK LTD		S	D	13	0	0	0.0	23.1	53.8	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	10	84.6	13	13					
<b>TOTAL TIRANA</b>						<b>473</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>25.7</b>	<b>41.1</b>	<b>12.0</b>	<b>8.2</b>	<b>8.0</b>	<b>0.4</b>	<b>2.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.2</b>	<b>22</b>	<b>60.1</b>	<b>25</b>	<b>495</b>					
TIREE		GLASGOW		S	A	59	0	2	14.8	45.9	21.3	4.9	3.3	4.9	1.6	0.0	0.0	0.0	3.3	11	81.0	7	57					
GLASGOW		LOGANAIR LTD		S	D	59	0	3	0.0	32.3	45.2	8.1	1.6	6.5	1.6	0.0	0.0	0.0	4.8	13	81.0	11	58					
<b>TOTAL TIREE</b>						<b>118</b>	<b>0</b>	<b>5</b>	<b>7.3</b>	<b>39.0</b>	<b>33.3</b>	<b>6.5</b>	<b>2.4</b>	<b>5.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>12</b>	<b>81.0</b>	<b>9</b>	<b>115</b>					
TIRGU MURES		LUTON		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	39	14						
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	64.3	18	14						
<b>TOTAL TIRGU MURES</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>60.7</b>	<b>29</b>	<b>28</b>						
TIVAT		BIRMINGHAM		S	A	9	0	0	22.2	33.3	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	13	80.0	6	5						
BIRMINGHAM		JET2.COM LTD		S	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	4	5						
GATWICK		EASYJET UK LTD		S	A	17	0	0	5.9	29.4	17.6	29.4	5.9	0.0	0.0	0.0	11.8	0.0	0.0	66	38.5	30	13					
GATWICK		EASYJET UK LTD		S	D	17	0	0	0.0	35.3	52.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	9	13						
LUTON		EASYJET UK LTD		S	A	14	0	0	21.4	78.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	9						
LUTON		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	6	100.0	3	9						
STANSTED		JET2.COM LTD		S	A	9	0	0	0.0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	23	55.6	19	9						
STANSTED		JET2.COM LTD		S	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	10	9						
MANCHESTER		EASYJET UK LTD		S	A	8	0	0	12.5	12.5	62.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	11	66.7	19	9						
MANCHESTER		EASYJET UK LTD		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	12	100.0	4	9						
MANCHESTER		JET2.COM LTD		S	A	9	0	0	11.1	0.0	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	24	33.3	38	9						
MANCHESTER		JET2.COM LTD		S	D	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	14	9						
<b>TOTAL TIVAT</b>						<b>132</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>28.0</b>	<b>43.9</b>	<b>13.6</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>71.3</b>	<b>14</b>	<b>108</b>					
TOBAGO		GATWICK		S	A	5	0	0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	9						
GATWICK		BRITISH AIRWAYS PLC		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	4	44.4	14	9						
<b>TOTAL TOBAGO</b>						<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>30.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>66.7</b>	<b>9</b>	<b>18</b>						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: T																	MAY 2024				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	late	Unmat	Can	(mins)	m	(mins)		
TOKYO (HANEDA)																							
	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	38.7	16.1	29.0	9.7	3.2	3.2	0.0	0.0	0.0	0.0	0.0	9	90.3	5	31	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	0.0	22.6	61.3	6.5	6.5	0.0	0.0	3.2	0.0	0.0	0.0	15	67.7	13	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	48.4	30.6	9.7	4.8	3.2	3.2	0.0	0.0	0.0	0.0	0.0	5	93.5	8	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	19.4	53.2	17.7	8.1	0.0	1.6	0.0	0.0	0.0	0.0	13	69.4	15	61	
	HEATHROW	JAPAN AIRLINES	S	A	62	0	0	8.1	41.9	25.8	14.5	8.1	1.6	0.0	0.0	0.0	0.0	0.0	9	77.4	8	62	
	HEATHROW	JAPAN AIRLINES	S	D	62	0	0	0.0	12.9	79.0	6.5	1.6	0.0	0.0	0.0	0.0	0.0	0.0	6	83.9	7	62	
<b>TOTAL TOKYO (HANEDA)</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>24.8</b>	<b>42.6</b>	<b>10.3</b>	<b>5.2</b>	<b>1.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.6</b>	<b>10</b>	<b>309</b>	
TORONTO																							
	EDINBURGH	AIR CANADA	S	A	18	0	0	38.9	33.3	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	84.2	4	18	
	EDINBURGH	AIR CANADA	S	D	18	0	0	0.0	38.9	38.9	11.1	5.6	0.0	0.0	5.6	0.0	0.0	0.0	21	78.9	8	18	
	EDINBURGH	WEST JET AIRLINES	S	A	18	0	0	0.0	16.7	22.2	22.2	27.8	5.6	5.6	0.0	0.0	0.0	0.0	28	58.8	21	17	
	EDINBURGH	WEST JET AIRLINES	S	D	18	0	0	0.0	0.0	33.3	22.2	27.8	16.7	0.0	0.0	0.0	0.0	0.0	32	17.6	44	17	
	GLASGOW	AIR TRANSAT	S	A	26	0	0	11.5	30.8	26.9	15.4	11.5	3.8	0.0	0.0	0.0	0.0	0.0	14	73.9	10	23	
	GLASGOW	AIR TRANSAT	S	D	26	0	0	15.4	57.7	23.1	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	4	87.0	6	23	
	GATWICK	AIR TRANSAT	S	A	31	0	0	0.0	9.7	25.8	35.5	25.8	3.2	0.0	0.0	0.0	0.0	0.0	21	33.3	23	39	
	GATWICK	AIR TRANSAT	S	D	31	0	0	0.0	32.3	45.2	9.7	12.9	0.0	0.0	0.0	0.0	0.0	0.0	10	82.1	11	39	
	HEATHROW	AIR CANADA	S	A	112	0	1	20.4	30.1	21.2	11.5	8.0	6.2	0.9	0.9	0.0	0.0	0.9	16	49.6	42	124	
	HEATHROW	AIR CANADA	S	D	112	0	0	0.0	61.6	28.6	6.3	2.7	0.9	0.0	0.0	0.0	0.0	0.0	5	71.4	22	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	1.6	38.7	27.4	11.3	9.7	8.1	1.6	0.0	0.0	0.0	1.6	17	71.0	13	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	0.0	9.7	48.4	19.4	16.1	3.2	0.0	1.6	0.0	0.0	1.6	20	50.0	39	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	19.4	19.4	41.9	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	22.6	45.2	19.4	12.9	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	MANCHESTER	AIR TRANSAT	S	A	22	0	0	0.0	36.4	40.9	13.6	4.5	4.5	0.0	0.0	0.0	0.0	0.0	10	84.2	12	19	
	MANCHESTER	AIR TRANSAT	S	D	22	0	0	0.0	31.8	45.5	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	73.7	12	19	
<b>TOTAL TORONTO</b>					<b>638</b>	<b>0</b>	<b>3</b>	<b>6.9</b>	<b>33.2</b>	<b>31.8</b>	<b>13.4</b>	<b>9.7</b>	<b>3.6</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>13</b>	<b>62.8</b>	<b>24</b>	<b>603</b>	
TOULON / HYERES																							
	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	88.9	4	9	
	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	77.8	10	9	
<b>TOTAL TOULON / HYERES</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
TOULOUSE (BLAGNAC)																							
	BIRMINGHAM	RYANAIR	S	A	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	13	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	20	88.9	3	9	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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 EUROPE	S A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	9		
BRISTOL	EASYJET EUROPE	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	17	9		
BRISTOL	EASYJET UK LTD	S A	13	0	0	0	0	0.0	46.2	30.8	15.4	0.0	7.7	0.0	0.0	0.0	0.0	11	55.6	24	9		
BRISTOL	EASYJET UK LTD	S D	13	0	0	0	0	0.0	30.8	46.2	15.4	7.7	0.0	0.0	0.0	0.0	0.0	9	55.6	25	9		
BRISTOL	RYANAIR	S A	8	0	1	0	1	0.0	11.1	44.4	0.0	33.3	0.0	0.0	0.0	0.0	11.1	18	0.0	0	0		
BRISTOL	RYANAIR	S D	8	0	1	0	1	0.0	11.1	44.4	11.1	22.2	0.0	0.0	0.0	0.0	11.1	16	0.0	0	0		
EDINBURGH	RYANAIR	S A	18	0	0	0	0	5.6	11.1	22.2	27.8	22.2	11.1	0.0	0.0	0.0	0.0	25	62.5	15	8		
EDINBURGH	RYANAIR	S D	18	0	0	0	0	0.0	5.6	33.3	16.7	33.3	11.1	0.0	0.0	0.0	0.0	28	62.5	11	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	64.0	18	25		
GATWICK	EASYJET UK LTD	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	52.0	24	25		
GATWICK	FLY4 AIRLINES GREEN LTD	C A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
GATWICK	FLY4 AIRLINES GREEN LTD	C D	0	0	0	0	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	1		
HEATHROW	BRITISH AIRWAYS PLC	S A	84	0	2	0	2	16.3	37.2	32.6	3.5	3.5	3.5	1.2	0.0	0.0	0.0	2.3	10	63.2	19	86	
HEATHROW	BRITISH AIRWAYS PLC	S D	84	0	2	0	2	0.0	36.0	40.7	16.3	2.3	0.0	1.2	1.2	0.0	0.0	2.3	11	69.0	17	86	
LUTON	AIR NOSTRUM	C A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1		
LUTON	AIR NOSTRUM	C D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1		
LUTON	MALTA MEDAIR	C A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
LUTON	MALTA MEDAIR	C D	0	0	0	0	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		
STANSTED	RYANAIR	S A	42	0	1	0	1	2.3	53.5	23.3	2.3	7.0	9.3	0.0	0.0	0.0	0.0	2.3	12	42.5	23	40	
STANSTED	RYANAIR	S D	43	0	1	0	1	0.0	25.0	43.2	9.1	11.4	6.8	2.3	0.0	0.0	0.0	2.3	19	68.3	15	41	
STANSTED	RYANAIR 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	20.0	46	5		
STANSTED	RYANAIR UK LTD	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	46	5		
MANCHESTER	RYANAIR	S A	9	0	0	0	0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
MANCHESTER	RYANAIR	S D	9	0	0	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>367</b>	<b>0</b>	<b>8</b>	<b>4.3</b>	<b>33.1</b>	<b>35.5</b>	<b>11.2</b>	<b>8.8</b>	<b>4.0</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>13</b>	<b>62.4</b>	<b>19</b>	<b>389</b>	
TOURS																							
STANSTED	RYANAIR	S A	13	0	0	0	0	7.7	23.1	30.8	7.7	30.8	0.0	0.0	0.0	0.0	0.0	15	42.9	20	14		
STANSTED	RYANAIR	S D	13	0	0	0	0	0.0	7.7	53.8	15.4	15.4	7.7	0.0	0.0	0.0	0.0	18	57.1	16	14		
<b>TOTAL TOURS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>15.4</b>	<b>42.3</b>	<b>11.5</b>	<b>23.1</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>50.0</b>	<b>18</b>	<b>28</b>	
TRAPANI																							
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	88.9	4	9		
STANSTED	RYANAIR	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9		
MANCHESTER	RYANAIR	S A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	4		
MANCHESTER	RYANAIR	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
MANCHESTER	RYANAIR 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	25.0	15	4		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2024		
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
		MANCHESTER	RYANAIR UK LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	4					
<b>TOTAL TRAPANI</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>82.4</b>	<b>5</b>	<b>34</b>						
TREVISO		BIRMINGHAM	RYANAIR		S	A	9	0	0	44.4	33.3	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	16	0.0	0	0					
		BIRMINGHAM	RYANAIR		S	D	9	0	0	0.0	55.6	11.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	17	0.0	0	0					
		EAST MIDLANDS INTERNATIONAL	RYANAIR		S	A	9	0	0	0.0	11.1	22.2	0.0	22.2	44.4	0.0	0.0	0.0	0.0	47	88.9	7	9					
		EAST MIDLANDS INTERNATIONAL	RYANAIR		S	D	9	0	0	0.0	11.1	33.3	0.0	55.6	0.0	0.0	0.0	0.0	0.0	28	88.9	3	9					
		EDINBURGH	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	48	1						
		GLASGOW	BA CITYFLYER LTD		C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0					
		GLASGOW	BA CITYFLYER LTD		C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0					
		LUTON	RYANAIR		S	A	8	0	0	0.0	0.0	37.5	25.0	25.0	0.0	12.5	0.0	0.0	0.0	37	88.9	5	9					
		LUTON	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	24	100.0	2	9					
<b>TOTAL TREVISO</b>						<b>54</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>20.4</b>	<b>27.8</b>	<b>11.1</b>	<b>18.5</b>	<b>9.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>89.2</b>	<b>5</b>	<b>37</b>						
TRIESTE (RONCHI DEI LEGIONARI)		STANSTED	RYANAIR		S	A	36	0	0	2.8	30.6	41.7	8.3	8.3	8.3	0.0	0.0	0.0	0.0	15	70.6	16	17					
		STANSTED	RYANAIR		S	D	36	0	0	0.0	22.2	52.8	11.1	5.6	8.3	0.0	0.0	0.0	0.0	16	52.9	32	17					
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>						<b>72</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>26.4</b>	<b>47.2</b>	<b>9.7</b>	<b>6.9</b>	<b>8.3</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>24</b>	<b>34</b>						
TRONDHEIM (VAERNES)		GATWICK	NORWEGIAN AIR SHUTTLE		S	A	18	0	0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	21						
		GATWICK	NORWEGIAN AIR SHUTTLE		S	D	18	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.5	4	21					
<b>TOTAL TRONDHEIM (VAERNES)</b>						<b>36</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>55.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>95.2</b>	<b>3</b>	<b>42</b>						
TUNIS		GATWICK	NOUVELAIR TUNISIE		S	A	16	0	0	31.3	43.8	6.3	0.0	6.3	6.3	0.0	6.3	0.0	0.0	29	73.3	11	15					
		GATWICK	NOUVELAIR TUNISIE		S	D	15	0	0	0.0	33.3	40.0	0.0	20.0	6.7	0.0	0.0	0.0	0.0	17	53.3	20	15					
		GATWICK	TUNISAIR		S	A	23	0	0	0.0	13.0	43.5	13.0	8.7	8.7	8.7	4.3	0.0	0.0	36	68.2	20	22					
		GATWICK	TUNISAIR		S	D	23	0	0	0.0	30.4	34.8	13.0	4.3	4.3	13.0	0.0	0.0	0.0	30	68.2	25	21					
		HEATHROW	TUNISAIR		S	A	4	0	0	25.0	0.0	0.0	0.0	25.0	0.0	25.0	25.0	0.0	0.0	104	50.0	23	4					
		HEATHROW	TUNISAIR		S	D	4	0	0	0.0	25.0	0.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	98	50.0	26	4					
<b>TOTAL TUNIS</b>						<b>85</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>27.1</b>	<b>29.4</b>	<b>7.1</b>	<b>10.6</b>	<b>7.1</b>	<b>7.1</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>64.6</b>	<b>20</b>	<b>81</b>					

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TURIN	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	26	0	0	19.2	26.9	23.1	3.8	15.4	7.7	0.0	3.8	0.0	0.0	0.0	21	82.8	8	29
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	26	0	0	0.0	11.5	53.8	11.5	19.2	0.0	0.0	3.8	0.0	0.0	0.0	22	89.7	9	29
	STANSTED	RYANAIR	S	A	50	1	0	3.9	27.5	25.5	17.6	19.6	3.9	0.0	0.0	0.0	2.0	0.0	17	57.8	23	44
	STANSTED	RYANAIR	S	D	50	0	0	0.0	34.0	26.0	22.0	12.0	6.0	0.0	0.0	0.0	0.0	0.0	16	68.2	19	44
<b>TOTAL TURIN</b>					<b>152</b>	<b>1</b>	<b>0</b>	<b>4.6</b>	<b>26.8</b>	<b>30.1</b>	<b>15.7</b>	<b>16.3</b>	<b>4.6</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>18</b>	<b>72.1</b>	<b>16</b>	<b>146</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: V																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
VAGAR	ABERDEEN	FROST AIR APS	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
	ABERDEEN	FROST AIR APS	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EDINBURGH	ATLANTIC AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1
	EDINBURGH	ATLANTIC 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	93	1
	EDINBURGH	ATLANTIC AIRWAYS	S	A	9	0	0	0.0	11.1	22.2	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33	55.6	56	9
	EDINBURGH	ATLANTIC AIRWAYS	S	D	9	0	0	0.0	11.1	44.4	11.1	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33	44.4	62	9
	GATWICK	ATLANTIC 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	7	0.0	0	0
	GATWICK	ATLANTIC AIRWAYS	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL VAGAR</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>36.4</b>	<b>18.2</b>	<b>0.0</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>27</b>	<b>50.0</b>	<b>58</b>	<b>20</b>
VALENCIA	BELFAST INTERNATIONAL	RYANAIR	S	A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	9	9
	BELFAST INTERNATIONAL	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	2	55.6	17	9
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	A	5	0	0	40.0	20.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	BELFAST INTERNATIONAL	RYANAIR UK LTD	S	D	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	20	0.0	0	0
	BIRMINGHAM	RYANAIR	S	A	18	0	0	27.8	38.9	22.2	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	8	100.0	2	9
	BIRMINGHAM	RYANAIR	S	D	18	0	0	0.0	44.4	27.8	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	10	9
	BRISTOL	RYANAIR	S	A	9	0	0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.3	5	13
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	84.6	5	13
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	7	8
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	8
	EDINBURGH	EVELOP	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	EDINBURGH	EVELOP	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	47	1
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	22.2	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	0	4
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	17	4
	EDINBURGH	RYANAIR 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	4
	EDINBURGH	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4
	GATWICK	EASYJET UK LTD	S	A	67	0	0	9.0	32.8	31.3	10.4	11.9	3.0	1.5	0.0	0.0	0.0	0.0	15	69.1	14	81
	GATWICK	EASYJET UK LTD	S	D	67	0	0	0.0	43.3	40.3	6.0	9.0	0.0	1.5	0.0	0.0	0.0	0.0	10	80.2	10	81
	GATWICK	VUELING AIRLINES	S	A	12	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	92.3	5	13
	GATWICK	VUELING AIRLINES	S	D	12	0	0	16.7	58.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	69.2	11	13

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: V																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								8.8	33.3	35.1	19.3	3.5	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	57	0	0	8.8	33.3	35.1	19.3	3.5	0.0	0.0	0.0	0.0	0.0	0.0	8	64.9	11	35
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	0.0	24.6	50.9	17.5	7.0	0.0	0.0	0.0	0.0	0.0	0.0	10	64.9	13	36
	STANSTED	RYANAIR	S	A	59	0	0	13.6	52.5	20.3	5.1	3.4	5.1	0.0	0.0	0.0	0.0	0.0	7	82.9	9	35
	STANSTED	RYANAIR	S	D	58	0	0	0.0	37.9	48.3	10.3	3.4	0.0	0.0	0.0	0.0	0.0	0.0	7	57.1	18	35
	MANCHESTER	RYANAIR	S	A	22	0	0	9.1	54.5	22.7	4.5	4.5	0.0	4.5	0.0	0.0	0.0	0.0	11	65.2	21	23
	MANCHESTER	RYANAIR	S	D	22	0	0	0.0	27.3	50.0	9.1	9.1	0.0	4.5	0.0	0.0	0.0	0.0	17	60.9	21	23
<b>TOTAL VALENCIA</b>					<b>541</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>39.4</b>	<b>34.4</b>	<b>10.2</b>	<b>6.1</b>	<b>1.5</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>72.8</b>	<b>12</b>	<b>471</b>
VALLADOLID																						
	LIVERPOOL (JOHN LENNON)	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
	LIVERPOOL (JOHN LENNON)	ENTER AIR	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	GATWICK	ENTER AIR	C	A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	GATWICK	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
<b>TOTAL VALLADOLID</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>40.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
VANCOUVER																						
	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	60.7	17	28
	GATWICK	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.5	25	29
	HEATHROW	AIR CANADA	S	A	31	0	0	51.6	38.7	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	68.8	13	31
	HEATHROW	AIR CANADA	S	D	31	0	0	0.0	51.6	25.8	16.1	3.2	3.2	0.0	0.0	0.0	0.0	0.0	8	71.0	17	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	48	0	0	10.4	20.8	35.4	14.6	12.5	0.0	0.0	2.1	4.2	0.0	0.0	67	77.4	15	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	49	0	0	0.0	14.3	51.0	20.4	8.2	6.1	0.0	0.0	0.0	0.0	0.0	15	41.9	24	31
<b>TOTAL VANCOUVER</b>					<b>159</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>28.3</b>	<b>32.1</b>	<b>14.5</b>	<b>7.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>64.3</b>	<b>19</b>	<b>181</b>
VARNA																						
	GATWICK	WIZZ AIR UK LTD	S	A	14	0	0	35.7	57.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	WIZZ AIR UK LTD	S	D	14	0	0	0.0	0.0	42.9	21.4	14.3	21.4	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0
	LUTON	WIZZ AIR	S	A	22	0	0	0.0	36.4	45.5	13.6	0.0	4.5	0.0	0.0	0.0	0.0	0.0	9	95.7	2	23
	LUTON	WIZZ AIR	S	D	22	0	0	0.0	22.7	54.5	13.6	4.5	4.5	0.0	0.0	0.0	0.0	0.0	14	65.2	17	23
<b>TOTAL VARNA</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>29.2</b>	<b>40.3</b>	<b>12.5</b>	<b>4.2</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>13</b>	<b>80.4</b>	<b>9</b>	<b>46</b>
VASTERAS																						
	STANSTED	RYANAIR	S	A	9	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	9
	STANSTED	RYANAIR	S	D	9	0	0	0.0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	1	9
<b>TOTAL VASTERAS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>33.3</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>3</b>	<b>18</b>
VENICE																						
	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	0.0	0	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	11.1	44.4	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	8	9

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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	0.0	3	66.7	12	9		
BIRMINGHAM	RYANAIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	12	9		
BIRMINGHAM	RYANAIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	11	9		
BOURNEMOUTH	ALBA STAR	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
BOURNEMOUTH	RYANAIR	S A	9	0	0	11.1	44.4	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	1	9		
BOURNEMOUTH	RYANAIR	S D	9	0	0	11.1	11.1	44.4	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	26	77.8	8	9		
BRISTOL	EASYJET EUROPE	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	23	5		
BRISTOL	EASYJET EUROPE	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	38	5		
BRISTOL	EASYJET UK LTD	S A	9	0	0	0.0	33.3	22.2	22.2	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	76	75.0	20	4		
BRISTOL	EASYJET UK LTD	S D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	4		
BRISTOL	RYANAIR	S A	13	0	0	0.0	46.2	23.1	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	57.9	19	19		
BRISTOL	RYANAIR	S D	14	0	0	0.0	35.7	50.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	57.9	15	19		
EDINBURGH	EASYJET EUROPE	S A	0	0	0	0.0	0.0	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	EASYJET EUROPE	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4		
EDINBURGH	EASYJET UK LTD	S A	9	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	21	9		
EDINBURGH	EASYJET UK LTD	S D	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	11	9		
EDINBURGH	RYANAIR	S A	17	0	0	0.0	17.6	29.4	35.3	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	48	9		
EDINBURGH	RYANAIR	S D	17	0	0	0.0	35.3	47.1	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	22.2	44	9		
EDINBURGH	RYANAIR UK LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4		
EDINBURGH	RYANAIR 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	75.0	7	4		
GATWICK	EASYJET UK LTD	S A	60	0	0	21.7	26.7	30.0	15.0	5.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0	14	57.5	22	71		
GATWICK	EASYJET UK LTD	S D	60	0	0	0.0	26.7	65.0	6.7	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0	11	67.1	18	71		
GATWICK	WIZZ AIR MALTA	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.2	18	23		
GATWICK	WIZZ 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	0.0	0	60.9	25	23		
HEATHROW	BRITISH AIRWAYS PLC	S A	148	0	2	9.3	32.7	29.3	13.3	10.0	2.7	0.7	0.7	0.0	0.0	1.3	0.0	14	53.0	20	148		
HEATHROW	BRITISH AIRWAYS PLC	S D	150	0	0	0.0	25.3	47.3	16.7	6.0	4.0	0.0	0.7	0.0	0.0	0.0	0.0	13	60.8	18	147		
STANSTED	RYANAIR	S A	79	0	0	10.1	16.5	25.3	21.5	19.0	5.1	1.3	1.3	0.0	0.0	0.0	0.0	24	56.0	23	83		
STANSTED	RYANAIR	S D	80	0	0	0.0	26.3	37.5	17.5	11.3	7.5	0.0	0.0	0.0	0.0	0.0	0.0	17	63.5	19	85		
STANSTED	RYANAIR UK LTD	S A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
STANSTED	RYANAIR UK LTD	S D	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
MANCHESTER	EASYJET EUROPE	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.5	3	21		
MANCHESTER	EASYJET EUROPE	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	5	20		
MANCHESTER	EASYJET UK LTD	S A	17	0	0	11.8	17.6	35.3	11.8	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	16	40.0	32	5		
MANCHESTER	EASYJET UK LTD	S D	17	0	0	0.0	11.8	70.6	0.0	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	14	40.0	28	5		
MANCHESTER	JET2.COM LTD	S A	18	0	0	5.6	16.7	38.9	33.3	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	19	77.8	13	18		
MANCHESTER	JET2.COM LTD	S D	18	0	0	0.0	22.2	55.6	11.1	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	18	61.1	14	18		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: V																	MAY 2024			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								11.1	18.5	44.4	11.1	14.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	MANCHESTER	RYANAIR	S	A	27	0	0	11.1	18.5	44.4	11.1	14.8	0.0	0.0	0.0	0.0	0.0	0.0	13	72.2	12	18
	MANCHESTER	RYANAIR	S	D	27	0	0	0.0	33.3	33.3	18.5	7.4	7.4	0.0	0.0	0.0	0.0	0.0	14	72.2	12	18
	MANCHESTER	RYANAIR 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	24	4
	MANCHESTER	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	4
<b>TOTAL VENICE</b>					<b>843</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>27.3</b>	<b>38.6</b>	<b>14.8</b>	<b>8.9</b>	<b>3.4</b>	<b>0.5</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.2</b>	<b>15</b>	<b>62.7</b>	<b>18</b>	<b>945</b>
VERONA VILLAFRANCA	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	53	4
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	4
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	22.2	44.4	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	100.0	0	5
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	0.0	66.7	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	27	80.0	8	5
	BIRMINGHAM	RYANAIR	S	A	17	0	0	0.0	0.0	41.2	23.5	17.6	17.6	0.0	0.0	0.0	0.0	0.0	29	25.0	51	12
	BIRMINGHAM	RYANAIR	S	D	18	0	0	0.0	16.7	55.6	5.6	5.6	16.7	0.0	0.0	0.0	0.0	0.0	19	46.2	33	13
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	8	0	0	0.0	12.5	12.5	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	36	66.7	13	6
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	33.3	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	21	100.0	4	8
	BRISTOL	JET2.COM LTD	S	A	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	50.0	18	4
	BRISTOL	JET2.COM LTD	S	D	6	0	0	0.0	33.3	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	6	4
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	30	3
	BRISTOL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	4
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25	50.0	14	4
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	75.0	17	4
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	0.0	0.0	77.8	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	16	8
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	6	8
	GLASGOW	JET2.COM LTD	S	A	4	0	0	0.0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	44	75.0	11	4
	GLASGOW	JET2.COM LTD	S	D	4	0	0	0.0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	41	100.0	4	4
	GLASGOW	TUI AIRWAYS LTD	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	25	75.0	8	4
	GLASGOW	TUI AIRWAYS LTD	C	D	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	5	5
	LEEDS BRADFORD	JET2.COM LTD	S	A	4	0	0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	10	4
	LEEDS BRADFORD	JET2.COM LTD	S	D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	4	4
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	A	40	0	0	30.0	30.0	22.5	7.5	7.5	2.5	0.0	0.0	0.0	0.0	0.0	8	76.5	14	34
	GATWICK	BA EUROFLYER LTD DBA BRITISH AIRWAYS	S	D	40	0	0	0.0	15.0	62.5	7.5	12.5	2.5	0.0	0.0	0.0	0.0	0.0	13	70.6	16	34
	GATWICK	EASYJET UK LTD	S	A	36	0	0	8.3	44.4	19.4	11.1	8.3	8.3	0.0	0.0	0.0	0.0	0.0	13	75.0	20	40
	GATWICK	EASYJET UK LTD	S	D	36	0	0	0.0	13.9	63.9	16.7	2.8	2.8	0.0	0.0	0.0	0.0	0.0	10	85.0	8	40

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	GATWICK	TUI AIRWAYS LTD	C	A	6	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	25.0	33	4
	GATWICK	TUI AIRWAYS LTD	C	D	7	0	0	0.0	28.6	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	6	6	
	STANSTED	JET2.COM LTD	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	4	
	STANSTED	JET2.COM LTD	S	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	7	4	
	STANSTED	RYANAIR	S	A	31	0	0	0.0	3.2	38.7	6.5	35.5	16.1	0.0	0.0	0.0	0.0	34	58.3	15	24	
	STANSTED	RYANAIR	S	D	31	0	0	0.0	25.8	29.0	19.4	19.4	3.2	3.2	0.0	0.0	0.0	24	53.8	14	26	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	0.0	0.0	22.2	44.4	22.2	0.0	0.0	0.0	11.1	0.0	62	37.5	35	8	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	0.0	11.1	66.7	11.1	0.0	0.0	0.0	0.0	11.1	0.0	51	62.5	22	8	
	MANCHESTER	RYANAIR	S	A	13	0	1	0.0	7.1	35.7	21.4	14.3	14.3	0.0	0.0	0.0	0.0	26	77.8	14	9	
	MANCHESTER	RYANAIR	S	D	14	0	0	0.0	42.9	35.7	7.1	14.3	0.0	0.0	0.0	0.0	0.0	9	77.8	5	9	
	MANCHESTER	TUI AIRWAYS LTD	C	A	8	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	13	100.0	8	7	
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	8	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	24	50.0	16	4	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	16	100.0	6	4	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	8	0	0	0.0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	34	33.3	20	6	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	12	75.0	12	8	
<b>TOTAL VERONA VILLAFRANCA</b>					<b>474</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>20.0</b>	<b>42.5</b>	<b>13.7</b>	<b>12.4</b>	<b>6.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.2</b>	<b>18</b>	<b>72.1</b>	<b>15</b>	<b>408</b>
<b>VIENNA</b>																						
	EDINBURGH	RYANAIR	S	A	14	0	0	14.3	21.4	28.6	21.4	0.0	14.3	0.0	0.0	0.0	0.0	16	83.9	5	31	
	EDINBURGH	RYANAIR	S	D	14	0	0	0.0	14.3	50.0	14.3	7.1	14.3	0.0	0.0	0.0	0.0	23	63.3	17	30	
	GLASGOW	GLOBAL REACH 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	26	0.0	0	0	
	GLASGOW	GLOBAL REACH 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	3	0.0	0	0	
	JERSEY	BLUE ISLANDS LIMITED	C	A	3	0	0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	JERSEY	BLUE ISLANDS LIMITED	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	12	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	37	1	
	GATWICK	WIZZ AIR MALTA	S	A	62	0	0	12.9	45.2	24.2	8.1	0.0	8.1	0.0	1.6	0.0	0.0	13	77.3	25	66	
	GATWICK	WIZZ AIR MALTA	S	D	62	0	0	0.0	17.7	46.8	12.9	11.3	6.5	3.2	1.6	0.0	0.0	23	54.5	35	66	
	HEATHROW	AUSTRIAN AIRLINES	S	A	154	0	1	16.1	45.8	27.1	5.2	4.5	0.6	0.0	0.0	0.0	0.0	5	85.8	8	155	
	HEATHROW	AUSTRIAN AIRLINES	S	D	154	0	1	0.0	40.0	42.6	9.0	5.2	2.6	0.0	0.0	0.0	0.0	9	78.7	11	155	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	97	0	0	20.6	53.6	16.5	4.1	2.1	2.1	1.0	0.0	0.0	0.0	6	68.1	14	112	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	97	0	0	0.0	44.3	41.2	5.2	4.1	4.1	1.0	0.0	0.0	0.0	9	69.9	13	112	
	STANSTED	RYANAIR	S	A	89	0	0	9.0	59.6	15.7	7.9	5.6	1.1	1.1	0.0	0.0	0.0	8	62.4	21	93	
	STANSTED	RYANAIR	S	D	89	0	0	0.0	25.8	41.6	15.7	10.1	5.6	1.1	0.0	0.0	0.0	17	58.1	26	93	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: V										MAY 2024				
								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)
STANSTED	RYANAIR 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	4	
STANSTED	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	4	
MANCHESTER	AUSTRIAN AIRLINES	S	A	15	0	0	6.7	40.0	53.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.8	2	16	
MANCHESTER	AUSTRIAN AIRLINES	S	D	15	0	0	0.0	46.7	46.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	7	16	
MANCHESTER	JET2.COM LTD	S	A	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	13	66.7	19	6	
MANCHESTER	JET2.COM LTD	S	D	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	23	50.0	29	6	
MANCHESTER	RYANAIR	S	A	22	0	0	4.5	50.0	22.7	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	56.5	22	23	
MANCHESTER	RYANAIR	S	D	22	0	0	0.0	27.3	36.4	9.1	18.2	9.1	0.0	0.0	0.0	0.0	0.0	20	47.8	24	23	
MANCHESTER	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	76	1	
<b>TOTAL VIENNA</b>				<b>926</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>41.1</b>	<b>32.9</b>	<b>8.7</b>	<b>5.7</b>	<b>3.4</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>10</b>	<b>71.1</b>	<b>16</b>	<b>1013</b>	
VIGO																						
STANSTED	RYANAIR	S	A	14	0	0	0.0	21.4	50.0	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	1	
STANSTED	RYANAIR	S	D	14	0	0	0.0	42.9	42.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	1	
<b>TOTAL VIGO</b>				<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.1</b>	<b>46.4</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>1</b>	<b>2</b>	
VILNIUS																						
LONDON CITY	LOT-POLISH AIRLINES	S	A	22	0	0	31.8	63.6	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	95.2	3	21	
LONDON CITY	LOT-POLISH AIRLINES	S	D	22	0	0	0.0	18.2	77.3	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	77.3	10	21	
LUTON	RYANAIR	S	A	31	0	0	0.0	32.3	45.2	3.2	12.9	6.5	0.0	0.0	0.0	0.0	0.0	15	83.9	8	31	
LUTON	RYANAIR	S	D	31	0	0	0.0	58.1	22.6	3.2	16.1	0.0	0.0	0.0	0.0	0.0	0.0	9	80.6	7	31	
LUTON	WIZZ AIR	S	A	31	0	0	54.8	45.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.8	4	31	
LUTON	WIZZ AIR	S	D	31	0	0	0.0	67.7	9.7	9.7	12.9	0.0	0.0	0.0	0.0	0.0	0.0	8	71.0	15	31	
STANSTED	RYANAIR	S	A	26	0	0	15.4	30.8	30.8	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	10	80.8	14	26	
STANSTED	RYANAIR	S	D	27	0	0	0.0	33.3	37.0	14.8	11.1	0.0	3.7	0.0	0.0	0.0	0.0	16	66.7	20	27	
<b>TOTAL VILNIUS</b>				<b>221</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>44.3</b>	<b>26.7</b>	<b>5.4</b>	<b>9.5</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.4</b>	<b>10</b>	<b>219</b>	
VITORIA																						
GATWICK	LEAV AVIATION GMBH	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
GATWICK	LEAV AVIATION GMBH	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
LUTON	LEAV AVIATION GMBH	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	
LUTON	LEAV AVIATION GMBH	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	85	0.0	0	0	
LUTON	SMARTWINGS	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
LUTON	SMARTWINGS	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
STANSTED	RYANAIR	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	61	0.0	0	0	
STANSTED	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
STANSTED	RYANAIR SUN	C	A	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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 SUN	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	5	0.0	0	0	
	STANSTED	SMARTWINGS	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	JET2.COM LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
	SOUTHEND	SMARTWINGS	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	SOUTHEND	SMARTWINGS	S	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	SOUTHEND	TITAN AIRWAYS LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	SOUTHEND	TITAN AIRWAYS LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	SOUTHEND	TRADE AIR	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	SOUTHEND	TRADE AIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL VITORIA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>12.5</b>	<b>37.5</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>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: W																	MAY 2024			
		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
WARSAW (CHOPIN)		LEEDS BRADFORD	WIZZ AIR	S	A	14	0	0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	9	9
	LEEDS BRADFORD	WIZZ AIR	S	D	14	0	0	0.0	7.1	42.9	35.7	7.1	0.0	0.0	7.1	0.0	0.0	0.0	25	66.7	18	9
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	20	0	0	20.0	50.0	15.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	9	88.9	7	18
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	20	0	0	0.0	25.0	45.0	10.0	10.0	5.0	0.0	5.0	0.0	0.0	0.0	20	77.8	12	18
	HEATHROW	BRITISH AIRWAYS PLC	S	A	79	0	0	22.8	39.2	31.6	3.8	2.5	0.0	0.0	0.0	0.0	0.0	0.0	3	65.4	18	78
	HEATHROW	BRITISH AIRWAYS PLC	S	D	79	0	0	0.0	35.4	44.3	16.5	2.5	0.0	1.3	0.0	0.0	0.0	0.0	10	70.5	16	78
	HEATHROW	LOT-POLISH AIRLINES	S	A	93	0	0	11.8	40.9	24.7	11.8	6.5	4.3	0.0	0.0	0.0	0.0	0.0	10	74.2	12	93
	HEATHROW	LOT-POLISH AIRLINES	S	D	93	0	0	0.0	35.5	47.3	10.8	4.3	2.2	0.0	0.0	0.0	0.0	0.0	9	71.0	15	93
	LUTON	WIZZ AIR	S	A	89	0	1	2.2	35.6	48.9	4.4	6.7	1.1	0.0	0.0	0.0	0.0	1.1	8	71.6	17	109
	LUTON	WIZZ AIR	S	D	89	0	1	0.0	22.2	46.7	15.6	13.3	1.1	0.0	0.0	0.0	0.0	1.1	14	60.6	24	109
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	0.0	44.4	11.1	22.2	11.1	11.1	0.0	0.0	0.0	0.0	42	0.0	0	0
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	MANCHESTER	RYANAIR 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	44.4	34	9
	MANCHESTER	RYANAIR UK LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	21	9
<b>TOTAL WARSAW (CHOPIN)</b>					<b>608</b>	<b>0</b>	<b>2</b>	<b>6.1</b>	<b>34.1</b>	<b>40.0</b>	<b>10.7</b>	<b>6.2</b>	<b>2.0</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>10</b>	<b>69.6</b>	<b>17</b>	<b>632</b>
WARSAW (MODLIN MASOVIA)		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	62.5	8	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	50.0	17	8
	EDINBURGH	RYANAIR	S	A	9	0	0	11.1	22.2	22.2	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	71.4	20	14
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	22.2	11.1	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	25	85.7	17	14
	EDINBURGH	RYANAIR 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	53	4
	EDINBURGH	RYANAIR 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	63	4
	LEEDS BRADFORD	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	16	9
	LEEDS BRADFORD	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	20	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	8	9
	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	75.0	7	8
	STANSTED	RYANAIR	S	A	26	0	0	30.8	50.0	7.7	7.7	0.0	3.8	0.0	0.0	0.0	0.0	0.0	6	78.5	11	79
	STANSTED	RYANAIR	S	D	26	0	0	0.0	50.0	19.2	23.1	3.8	3.8	0.0	0.0	0.0	0.0	0.0	11	75.9	11	79
	STANSTED	RYANAIR UK LTD	S	A	5	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	STANSTED	RYANAIR UK LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	3	14

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

		Origin/Destinations: W																	MAY 2024				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	late	Unmat	Can	(mins)	to 15 m	(mins)	Mat	
	MANCHESTER	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	2	14	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>43.8</b>	<b>17.5</b>	<b>15.0</b>	<b>7.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.7</b>	<b>13</b>	<b>273</b>	
WASHINGTON (DULLES)																							
	EDINBURGH	UNITED AIRLINES	S	A	31	0	0	6.5	12.9	22.6	16.1	25.8	9.7	3.2	3.2	0.0	0.0	0.0	36	74.2	20	31	
	EDINBURGH	UNITED AIRLINES	S	D	31	0	0	3.2	41.9	19.4	9.7	12.9	6.5	0.0	6.5	0.0	0.0	0.0	27	71.0	16	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	91	0	2	14.0	31.2	24.7	14.0	9.7	4.3	0.0	0.0	0.0	0.0	2.2	13	50.0	23	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	1	0.0	20.4	47.3	20.4	7.5	2.2	1.1	0.0	0.0	0.0	1.1	14	74.2	16	62	
	HEATHROW	UNITED AIRLINES	S	A	61	0	1	1.6	24.2	30.6	9.7	14.5	4.8	6.5	6.5	0.0	0.0	1.6	38	50.0	28	61	
	HEATHROW	UNITED AIRLINES	S	D	61	0	1	0.0	27.4	53.2	8.1	4.8	3.2	1.6	0.0	0.0	0.0	1.6	11	72.6	15	61	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	23	0	1	0.0	25.0	33.3	8.3	12.5	12.5	0.0	4.2	0.0	0.0	4.2	31	25.8	38	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	23	0	1	4.2	50.0	33.3	4.2	4.2	0.0	0.0	0.0	0.0	0.0	4.2	5	58.1	18	30	
	HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	A	7	0	0	0.0	42.9	28.6	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	HEATHROW	VIRGIN ATLANTIC INTERNATIONAL	S	D	7	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>427</b>	<b>0</b>	<b>7</b>	<b>4.1</b>	<b>28.1</b>	<b>35.3</b>	<b>12.7</b>	<b>10.1</b>	<b>4.6</b>	<b>1.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>20</b>	<b>60.2</b>	<b>22</b>	<b>368</b>	
WATERBURY OXFORD																							
	ISLE OF MAN	JOURNEY AVIATION	C	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	0.0	138	0.0	0	0
<b>TOTAL WATERBURY OXFORD</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>138</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
WHITE PLAINS																							
	BELFAST CITY (GEORGE BEST)	UNIVERSAL AIRLINES	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BELFAST INTERNATIONAL	WESTERN AIR CHARTER, INC, DBA JET EDGE	C	D	0	0	0	0.0	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	
<b>TOTAL WHITE PLAINS</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>91</b>	<b>1</b>	
WICK JOHN O GROATS																							
	ABERDEEN	EASTERN AIRWAYS	S	A	25	0	14	7.7	35.9	10.3	2.6	0.0	2.6	5.1	0.0	0.0	0.0	35.9	17	41.5	28	38	
	ABERDEEN	EASTERN AIRWAYS	S	D	23	0	14	0.0	43.2	8.1	0.0	2.7	2.7	5.4	0.0	0.0	0.0	37.8	20	54.7	25	40	
<b>TOTAL WICK JOHN O GROATS</b>					<b>48</b>	<b>0</b>	<b>28</b>	<b>3.9</b>	<b>39.5</b>	<b>9.2</b>	<b>1.3</b>	<b>1.3</b>	<b>2.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36.8</b>	<b>18</b>	<b>48.1</b>	<b>26</b>	<b>78</b>	
WROCLAW																							
	BOURNEMOUTH	RYANAIR	S	A	13	0	0	7.7	38.5	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	14	8	
	BOURNEMOUTH	RYANAIR	S	D	13	0	0	0.0	53.8	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	15	8	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: W		PERCENTAGE OF FLIGHTS LATE													MAY 2024			
						NUMBER OF FLIGHTS																		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
BRISTOL	RYANAIR	S	A	18	0	0	5.6	16.7	38.9	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	76.9	12	13			
BRISTOL	RYANAIR	S	D	18	0	0	0.0	61.1	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	69.2	17	13			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	18	0	0	0.0	50.0	11.1	11.1	27.8	0.0	0.0	0.0	0.0	0.0	0.0	13	77.3	9	22			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	18	0	0	0.0	44.4	38.9	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	81.8	5	22			
EDINBURGH	RYANAIR	S	A	9	0	0	11.1	44.4	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	14	9			
EDINBURGH	RYANAIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	12	9			
EDINBURGH	RYANAIR UK 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	15	0.0	0	0			
EDINBURGH	RYANAIR 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	15	0.0	0	0			
GLASGOW	RYANAIR	S	A	8	0	0	12.5	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	8			
GLASGOW	RYANAIR	S	D	8	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	8	8			
LEEDS BRADFORD	RYANAIR	S	A	14	0	0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	9			
LEEDS BRADFORD	RYANAIR	S	D	14	0	0	0.0	50.0	42.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	55.6	20	9			
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.7	11	11			
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	58.3	15	12			
GATWICK	SMARTWINGS	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
GATWICK	SMARTWINGS	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0			
LUTON	SMARTWINGS	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	110	0.0	0	0			
LUTON	SMARTWINGS	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0			
LUTON	WIZZ AIR	S	A	31	0	0	6.5	38.7	25.8	16.1	12.9	0.0	0.0	0.0	0.0	0.0	0.0	10	77.5	9	40			
LUTON	WIZZ AIR	S	D	31	0	0	0.0	38.7	32.3	16.1	12.9	0.0	0.0	0.0	0.0	0.0	0.0	11	62.5	15	40			
STANSTED	RYANAIR	S	A	66	0	0	9.1	37.9	27.3	15.2	4.5	3.0	3.0	0.0	0.0	0.0	0.0	14	81.0	8	58			
STANSTED	RYANAIR	S	D	66	0	0	0.0	27.3	39.4	19.7	9.1	1.5	3.0	0.0	0.0	0.0	0.0	16	60.3	17	58			
MANCHESTER	RYANAIR	S	A	9	0	0	11.1	22.2	0.0	11.1	22.2	22.2	11.1	0.0	0.0	0.0	0.0	48	88.9	8	9			
MANCHESTER	RYANAIR	S	D	9	0	0	0.0	22.2	22.2	0.0	33.3	11.1	11.1	0.0	0.0	0.0	0.0	39	75.0	17	8			
NEWCASTLE	RYANAIR	S	A	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	17	9			
NEWCASTLE	RYANAIR	S	D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	28	9			
<b>TOTAL WROCLAW</b>				<b>420</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>38.6</b>	<b>33.6</b>	<b>11.7</b>	<b>9.3</b>	<b>1.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>12</b>	<b>392</b>			
WUHAN TIANHE INTERNATIONAL																								
	HEATHROW	CHINA SOUTHERN	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	3	66.7	12	9			
	HEATHROW	CHINA SOUTHERN	S	D	8	0	0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9			
<b>TOTAL WUHAN TIANHE INTERNATIONAL</b>				<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>50.0</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>83.3</b>	<b>6</b>	<b>18</b>			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: X

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024					
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
XIAN XIANYANG	HEATHROW	TIANJIN AIRLINES	S	D	5	0	0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL XIAN XIANYANG</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>60.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>



ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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	0.0	7	0.0	0	0		
BOURNEMOUTH	TUI AIRWAYS LTD	C D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1		
BRISTOL	EASYJET UK LTD	S A	9	0	0	11.1	11.1	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	25	44.4	16	9			
BRISTOL	EASYJET UK LTD	S D	9	0	0	0.0	44.4	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	44.4	22	9			
BRISTOL	JET2.COM LTD	S A	9	0	0	0.0	44.4	11.1	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	81.8	14	11			
BRISTOL	JET2.COM 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	0.0	16	54.5	26	11			
BRISTOL	TUI AIRWAYS LTD	C A	7	0	0	14.3	42.9	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	57.1	17	7			
BRISTOL	TUI AIRWAYS LTD	C D	10	0	0	0.0	20.0	50.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	13	44.4	19	9			
CARDIFF WALES	TUI AIRWAYS LTD	C A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	12	1			
CARDIFF WALES	TUI AIRWAYS LTD	C D	3	0	0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	33.3	19	3			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	10	0	0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	9	9			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	10	0	0	0.0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	8	10			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	12	0	0	16.7	16.7	41.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	10	72.7	11	11			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	15	0	0	0.0	53.3	33.3	6.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	7	57.1	24	14			
EDINBURGH	JET2.COM LTD	S A	9	0	0	55.6	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	91.7	4	12			
EDINBURGH	JET2.COM LTD	S D	9	0	0	0.0	11.1	44.4	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	20	61.5	13	13			
EXETER	TUI AIRWAYS LTD	C A	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	42.9	38	7			
EXETER	TUI AIRWAYS LTD	C D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	18	9			
GLASGOW	JET2.COM LTD	S A	8	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	9			
GLASGOW	JET2.COM LTD	S D	10	0	0	0.0	30.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	9			
GLASGOW	TUI AIRWAYS LTD	C A	5	0	0	0.0	20.0	0.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	52	50.0	69	6			
GLASGOW	TUI AIRWAYS LTD	C D	6	0	0	0.0	16.7	33.3	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	85.7	18	7			
LEEDS BRADFORD	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	8	85.7	6	7			
LEEDS BRADFORD	JET2.COM LTD	S D	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	7			
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S A	9	0	0	11.1	44.4	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	20	5			
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	S D	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	60.0	15	5			
GATWICK	EASYJET UK LTD	S A	40	0	0	27.5	22.5	35.0	5.0	7.5	0.0	2.5	0.0	0.0	0.0	0.0	11	59.4	16	32			
GATWICK	EASYJET UK LTD	S D	40	0	0	0.0	32.5	40.0	17.5	7.5	2.5	0.0	0.0	0.0	0.0	0.0	11	59.4	20	32			
GATWICK	TUI AIRWAYS LTD	C A	10	0	0	10.0	0.0	50.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	14	30.0	30	10			
GATWICK	TUI AIRWAYS LTD	C D	14	0	0	0.0	7.1	71.4	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	85.7	14	14			
HEATHROW	BRITISH AIRWAYS PLC	S A	8	0	0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	12	6			
HEATHROW	BRITISH AIRWAYS PLC	S D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	19	6			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LUTON	EASYJET UK LTD	S A	9	0	0	0.0	33.3	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	5	8		
LUTON	EASYJET UK LTD	S D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	7	8			
LUTON	JET2.COM LTD	S A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0			
LUTON	JET2.COM LTD	S D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0			
STANSTED	JET2.COM LTD	S A	12	0	0	16.7	16.7	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	7	12			
STANSTED	JET2.COM LTD	S D	12	0	0	0.0	8.3	66.7	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	16	12			
STANSTED	RYANAIR	S A	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	4	4			
STANSTED	RYANAIR	S D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	5	4			
STANSTED	TUI AIRWAYS LTD	C A	7	0	0	14.3	0.0	14.3	14.3	28.6	28.6	0.0	0.0	0.0	0.0	0.0	39	66.7	16	6			
STANSTED	TUI AIRWAYS LTD	C D	9	0	0	0.0	11.1	33.3	0.0	33.3	22.2	0.0	0.0	0.0	0.0	0.0	39	62.5	14	8			
MANCHESTER	EASYJET UK LTD	S A	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	14	5			
MANCHESTER	EASYJET UK LTD	S D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	60.0	21	5			
MANCHESTER	JET2.COM LTD	S A	19	0	0	5.3	31.6	31.6	10.5	10.5	5.3	0.0	0.0	5.3	0.0	0.0	55	88.2	8	17			
MANCHESTER	JET2.COM LTD	S D	20	0	0	0.0	0.0	55.0	15.0	15.0	10.0	5.0	0.0	0.0	0.0	0.0	28	41.2	24	17			
MANCHESTER	TUI AIRWAYS LTD	C A	11	0	0	0.0	18.2	18.2	45.5	18.2	0.0	0.0	0.0	0.0	0.0	0.0	17	69.2	10	13			
MANCHESTER	TUI AIRWAYS LTD	C D	15	0	0	0.0	6.7	60.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	58.8	16	17			
NEWCASTLE	JET2.COM LTD	S A	10	0	0	50.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	51	100.0	2	10			
NEWCASTLE	JET2.COM LTD	S D	10	0	0	0.0	20.0	30.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	22	60.0	15	10			
NEWCASTLE	TUI AIRWAYS LTD	S A	7	0	0	14.3	0.0	42.9	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	25	60.0	19	10			
NEWCASTLE	TUI AIRWAYS LTD	S D	10	0	0	0.0	0.0	30.0	50.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	26	50.0	20	12			
<b>TOTAL ZAKINTHOS</b>			<b>581</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>22.5</b>	<b>39.9</b>	<b>17.4</b>	<b>7.9</b>	<b>3.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>67.6</b>	<b>17</b>	<b>543</b>			
ZARAGOZA																							
STANSTED	RYANAIR	S A	18	0	0	0.0	11.1	44.4	22.2	11.1	5.6	0.0	5.6	0.0	0.0	0.0	27	38.9	45	18			
STANSTED	RYANAIR	S D	18	0	0	0.0	27.8	44.4	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	38.9	27	18			
<b>TOTAL ZARAGOZA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.4</b>	<b>44.4</b>	<b>16.7</b>	<b>13.9</b>	<b>2.8</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>38.9</b>	<b>36</b>	<b>36</b>			
ZHENGZHOU XINZHENG																							
GATWICK	CHINA SOUTHERN	S A	7	0	0	42.9	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	8			
GATWICK	CHINA SOUTHERN	S D	7	0	0	0.0	71.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	7	8			
<b>TOTAL ZHENGZHOU XINZHENG</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>50.0</b>	<b>21.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>3</b>	<b>16</b>			
ZURICH																							
BIRMINGHAM	SWISS AIRLINES	S A	38	0	0	0.0	13.2	50.0	28.9	7.9	0.0	0.0	0.0	0.0	0.0	0.0	14	48.8	19	41			
BIRMINGHAM	SWISS AIRLINES	S D	38	0	0	0.0	10.5	34.2	31.6	13.2	10.5	0.0	0.0	0.0	0.0	0.0	22	48.8	24	41			
BRISTOL	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	78.6	7	14			
BRISTOL	SWISS AIRLINES	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.3	12	14			
EDINBURGH	EASYJET UK LTD	S A	9	0	0	11.1	22.2	44.4	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0			
EDINBURGH	EASYJET UK LTD	S D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0			
EDINBURGH	EDELWEISS AIR	S A	32	0	0	3.1	40.6	46.9	3.1	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	4	27			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MAY 2025

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	EDELWEISS AIR	S D	32	0	0	3.1	25.0	46.9	9.4	15.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	70.4	13	27		
ISLE OF MAN	VISTAJET LTD MALTA	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		
JERSEY	BLUE ISLANDS LIMITED	C A	3	0	0	0.0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	45	66.7	86	3		
JERSEY	BLUE ISLANDS LIMITED	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	92	3		
JERSEY	BLUE ISLANDS LIMITED	S D	3	0	0	0.0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0		
GATWICK	EASYJET UK LTD	S A	61	0	1	1.6	40.3	35.5	11.3	8.1	1.6	0.0	0.0	0.0	0.0	0.0	1.6	11	74.2	12	62		
GATWICK	EASYJET UK LTD	S D	61	0	1	0.0	25.8	50.0	16.1	4.8	1.6	0.0	0.0	0.0	0.0	0.0	1.6	10	71.0	12	62		
GATWICK	SWISS AIRLINES	S A	31	0	0	0.0	12.9	35.5	29.0	16.1	6.5	0.0	0.0	0.0	0.0	0.0	0.0	19	74.2	13	31		
GATWICK	SWISS AIRLINES	S D	31	0	0	0.0	6.5	41.9	22.6	22.6	6.5	0.0	0.0	0.0	0.0	0.0	0.0	23	67.7	16	31		
HEATHROW	BRITISH AIRWAYS PLC	S A	119	0	0	5.0	32.8	39.5	10.1	10.1	1.7	0.8	0.0	0.0	0.0	0.0	0.0	12	59.0	18	133		
HEATHROW	BRITISH AIRWAYS PLC	S D	119	0	0	0.0	26.9	53.8	13.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	66.4	16	133		
HEATHROW	SWISS AIRLINES	S A	214	0	3	1.8	36.9	40.6	11.1	7.4	0.5	0.5	0.0	0.0	0.0	0.0	1.4	10	67.3	14	217		
HEATHROW	SWISS AIRLINES	S D	214	0	3	0.0	11.1	50.7	20.7	12.4	2.8	0.9	0.0	0.0	0.0	0.0	1.4	17	51.2	22	217		
LONDON CITY	BA CITYFLYER LTD	S A	66	0	0	1.5	31.8	36.4	10.6	13.6	4.5	1.5	0.0	0.0	0.0	0.0	0.0	16	76.4	10	71		
LONDON CITY	BA CITYFLYER LTD	S D	66	0	0	0.0	25.8	48.5	7.6	15.2	3.0	0.0	0.0	0.0	0.0	0.0	0.0	13	80.6	10	71		
LONDON CITY	SWISS AIRLINES	S A	106	0	1	0.9	29.0	49.5	7.5	10.3	1.9	0.0	0.0	0.0	0.0	0.0	0.9	10	80.9	9	92		
LONDON CITY	SWISS AIRLINES	S D	106	0	1	0.0	1.9	34.6	37.4	15.9	8.4	0.9	0.0	0.0	0.0	0.0	0.9	28	42.7	24	91		
LUTON	EASYJET UK LTD	S A	22	0	0	0.0	27.3	31.8	27.3	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	53.8	14	25		
LUTON	EASYJET UK LTD	S D	22	0	0	0.0	40.9	31.8	13.6	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	69.2	13	25		
STANSTED	BRITISH AIRWAYS PLC	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
STANSTED	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	0.0	30	2		
MANCHESTER	EASYJET UK LTD	S A	18	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
MANCHESTER	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	0.0	11	0.0	0	0		
MANCHESTER	SWISS AIRLINES	S A	66	0	0	0.0	15.2	40.9	25.8	12.1	6.1	0.0	0.0	0.0	0.0	0.0	0.0	18	82.3	9	62		
MANCHESTER	SWISS AIRLINES	S D	66	0	0	0.0	6.1	42.4	25.8	18.2	7.6	0.0	0.0	0.0	0.0	0.0	0.0	22	62.9	15	62		
<b>TOTAL ZURICH</b>			<b>1572</b>	<b>0</b>	<b>10</b>	<b>1.1</b>	<b>23.2</b>	<b>43.7</b>	<b>16.9</b>	<b>11.1</b>	<b>3.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>15</b>	<b>64.7</b>	<b>16</b>	<b>1557</b>		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

Reporting Airport: ABERDEEN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	32	0	0	3.1	15.6	34.4	12.5	15.6	15.6	3.1	0.0	0.0	0.0	0.0	32	56.5	29	46
SCHEDULED FLIGHTS(ALL ROUTES)	2422	0	58	11.8	51.3	25.8	4.9	2.1	1.2	0.4	0.2	0.0	0.0	2.3	6	74.2	12	2411
<b>AIRPORT TOTAL</b>	<b>2454</b>	<b>0</b>	<b>58</b>	<b>11.7</b>	<b>50.8</b>	<b>25.9</b>	<b>5.0</b>	<b>2.3</b>	<b>1.4</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>6</b>	<b>73.9</b>	<b>12</b>	<b>2457</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

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)	17	0	0	0.0	35.3	52.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	11
SCHEDULED FLIGHTS(ALL ROUTES)	2400	0	16	6.5	48.4	30.2	7.2	4.2	1.8	0.6	0.5	0.0	0.0	0.7	8	81.8	9	2618	
<b>AIRPORT TOTAL</b>	<b>2417</b>	<b>0</b>	<b>16</b>	<b>6.4</b>	<b>48.3</b>	<b>30.3</b>	<b>7.2</b>	<b>4.2</b>	<b>1.8</b>	<b>0.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>8</b>	<b>81.9</b>	<b>9</b>	<b>2629</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

Reporting Airport: BELFAST INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	73	0	0	0.0	4.1	34.2	19.2	21.9	16.4	4.1	0.0	0.0	0.0	0.0	35	54.9	18	51
SCHEDULED FLIGHTS(ALL ROUTES)	4014	2	4	7.3	47.0	27.0	8.3	6.5	2.9	0.7	0.1	0.0	0.0	0.1	10	76.9	13	4561
<b>AIRPORT TOTAL</b>	<b>4087</b>	<b>2</b>	<b>4</b>	<b>7.2</b>	<b>46.2</b>	<b>27.1</b>	<b>8.5</b>	<b>6.8</b>	<b>3.2</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>11</b>	<b>76.7</b>	<b>13</b>	<b>4612</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

Reporting Airport: BIRMINGHAM (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	741	0	0	2.0	10.5	38.2	22.8	16.9	7.7	1.6	0.1	0.1	0.0	0.0	25	60.9	23	842
SCHEDULED FLIGHTS(ALL ROUTES)	7754	0	46	5.5	29.0	34.6	14.9	10.4	4.1	0.6	0.3	0.1	0.0	0.6	16	69.0	16	7119
<b>AIRPORT TOTAL</b>	<b>8495</b>	<b>0</b>	<b>46</b>	<b>5.2</b>	<b>27.4</b>	<b>34.9</b>	<b>15.6</b>	<b>10.9</b>	<b>4.4</b>	<b>0.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.5</b>	<b>17</b>	<b>68.1</b>	<b>17</b>	<b>7961</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

Reporting Airport: BOURNEMOUTH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	145	0	0	2.8	15.2	34.5	20.0	19.3	7.6	0.7	0.0	0.0	0.0	0.0	22	71.7	12	136
SCHEDULED FLIGHTS(ALL ROUTES)	806	0	0	4.5	30.8	35.1	13.3	9.7	4.8	1.0	0.6	0.2	0.0	0.0	18	78.8	13	557
<b>AIRPORT TOTAL</b>	<b>951</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>28.4</b>	<b>35.0</b>	<b>14.3</b>	<b>11.1</b>	<b>5.3</b>	<b>0.9</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>77.4</b>	<b>13</b>	<b>693</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

Reporting Airport: BRISTOL (By Airport)

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	366	0	0	1.9	14.8	48.9	18.3	12.8	3.3	0.0	0.0	0.0	0.0	0.0	16	64.6	18	412
SCHEDULED FLIGHTS(ALL ROUTES)	6430	1	22	4.5	33.1	33.2	13.3	9.8	4.1	1.0	0.5	0.0	0.0	0.3	16	63.1	19	6407
<b>AIRPORT TOTAL</b>	<b>6796</b>	<b>1</b>	<b>22</b>	<b>4.4</b>	<b>32.1</b>	<b>34.0</b>	<b>13.6</b>	<b>10.0</b>	<b>4.1</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>16</b>	<b>63.2</b>	<b>19</b>	<b>6819</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

Reporting Airport: CARDIFF WALES (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	296	0	0	0.3	18.2	45.6	18.2	12.8	2.7	1.4	0.7	0.0	0.0	0.0	18	62.0	15	266
SCHEDULED FLIGHTS(ALL ROUTES)	444	0	5	6.9	47.0	27.4	7.3	6.9	3.3	0.0	0.0	0.0	0.0	1.1	9	76.8	10	374
<b>AIRPORT TOTAL</b>	<b>740</b>	<b>0</b>	<b>5</b>	<b>4.3</b>	<b>35.6</b>	<b>34.6</b>	<b>11.7</b>	<b>9.3</b>	<b>3.1</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>70.8</b>	<b>12</b>	<b>640</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

Reporting Airport: EAST MIDLANDS INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	437	0	0	2.3	31.4	41.0	14.0	8.2	2.7	0.2	0.2	0.0	0.0	0.0	12	73.1	14	454
SCHEDULED FLIGHTS(ALL ROUTES)	2327	0	6	4.5	38.1	31.9	12.5	8.4	3.1	0.6	0.5	0.1	0.0	0.3	14	78.7	11	2271
<b>AIRPORT TOTAL</b>	<b>2764</b>	<b>0</b>	<b>6</b>	<b>4.2</b>	<b>37.0</b>	<b>33.4</b>	<b>12.7</b>	<b>8.3</b>	<b>3.1</b>	<b>0.5</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>13</b>	<b>77.8</b>	<b>11</b>	<b>2725</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

Reporting Airport: EDINBURGH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	43	0	1	4.5	6.8	27.3	31.8	15.9	9.1	2.3	0.0	0.0	0.0	2.3	27	33.3	34	39
SCHEDULED FLIGHTS(ALL ROUTES)	10939	2	44	6.3	35.7	32.7	12.4	8.3	3.2	0.6	0.2	0.0	0.0	0.4	13	67.2	17	10669
<b>AIRPORT TOTAL</b>	<b>10982</b>	<b>2</b>	<b>45</b>	<b>6.3</b>	<b>35.6</b>	<b>32.7</b>	<b>12.5</b>	<b>8.4</b>	<b>3.3</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>13</b>	<b>67.0</b>	<b>17</b>	<b>10708</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

Reporting Airport: EXETER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	147	0	0	1.4	37.4	30.6	15.6	8.2	4.8	2.0	0.0	0.0	0.0	0.0	16	72.1	20	111
SCHEDULED FLIGHTS(ALL ROUTES)	526	4	13	8.5	35.9	31.5	9.9	5.3	3.5	0.7	1.5	0.0	0.7	2.4	14	64.2	22	463
<b>AIRPORT TOTAL</b>	<b>673</b>	<b>4</b>	<b>13</b>	<b>7.0</b>	<b>36.2</b>	<b>31.3</b>	<b>11.2</b>	<b>5.9</b>	<b>3.8</b>	<b>1.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.6</b>	<b>1.9</b>	<b>14</b>	<b>65.6</b>	<b>21</b>	<b>574</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

Reporting Airport: GATWICK (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	962	0	10	2.6	14.1	44.4	19.0	13.0	4.5	0.8	0.3	0.2	0.0	1.0	20	56.3	21	1071
SCHEDULED FLIGHTS(ALL ROUTES)	23060	0	137	8.4	29.8	36.4	12.4	8.2	3.2	0.6	0.3	0.1	0.0	0.6	13	68.6	16	22902
<b>AIRPORT TOTAL</b>	<b>24022</b>	<b>0</b>	<b>147</b>	<b>8.2</b>	<b>29.2</b>	<b>36.7</b>	<b>12.6</b>	<b>8.4</b>	<b>3.3</b>	<b>0.6</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>13</b>	<b>68.1</b>	<b>16</b>	<b>23973</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

Reporting Airport: GLASGOW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	327	0	0	0.6	11.9	41.6	22.3	15.0	7.3	1.2	0.0	0.0	0.0	0.0	22	58.6	25	377
SCHEDULED FLIGHTS(ALL ROUTES)	5870	0	33	6.3	39.9	33.1	10.4	6.3	3.0	0.3	0.1	0.0	0.0	0.6	10	73.8	14	6024
<b>AIRPORT TOTAL</b>	<b>6197</b>	<b>0</b>	<b>33</b>	<b>6.0</b>	<b>38.5</b>	<b>33.5</b>	<b>11.0</b>	<b>6.7</b>	<b>3.2</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>11</b>	<b>72.9</b>	<b>15</b>	<b>6401</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

Reporting Airport: HEATHROW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	1
SCHEDULED FLIGHTS(ALL ROUTES)	41328	0	348	7.6	35.1	36.3	10.6	6.2	2.4	0.5	0.4	0.2	0.0	0.8	12	66.5	18	40997
<b>AIRPORT TOTAL</b>	<b>41330</b>	<b>0</b>	<b>348</b>	<b>7.6</b>	<b>35.1</b>	<b>36.3</b>	<b>10.6</b>	<b>6.2</b>	<b>2.4</b>	<b>0.5</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.8</b>	<b>12</b>	<b>66.5</b>	<b>18</b>	<b>40998</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

Reporting Airport: ISLE OF MAN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	16.7	22.2	33.3	11.1	5.6	5.6	0.0	0.0	0.0	0.0	25	60.0	18	15
SCHEDULED FLIGHTS(ALL ROUTES)	820	0	4	6.3	48.5	28.6	7.2	5.7	1.9	0.5	0.4	0.4	0.0	0.5	10	68.7	20	844
<b>AIRPORT TOTAL</b>	<b>838</b>	<b>0</b>	<b>4</b>	<b>6.3</b>	<b>47.9</b>	<b>28.5</b>	<b>7.7</b>	<b>5.8</b>	<b>2.0</b>	<b>0.6</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.5</b>	<b>11</b>	<b>68.6</b>	<b>20</b>	<b>859</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

Reporting Airport: JERSEY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	37	0	0	5.4	32.4	29.7	21.6	8.1	2.7	0.0	0.0	0.0	0.0	0.0	13	69.2	33	39
SCHEDULED FLIGHTS(ALL ROUTES)	1377	0	46	5.3	34.0	27.7	9.6	8.4	6.4	2.7	2.5	0.3	0.0	3.2	25	68.1	21	1539
<b>AIRPORT TOTAL</b>	<b>1414</b>	<b>0</b>	<b>46</b>	<b>5.3</b>	<b>34.0</b>	<b>27.7</b>	<b>9.9</b>	<b>8.4</b>	<b>6.3</b>	<b>2.6</b>	<b>2.5</b>	<b>0.3</b>	<b>0.0</b>	<b>3.2</b>	<b>25</b>	<b>68.1</b>	<b>21</b>	<b>1578</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

Reporting Airport: LEEDS BRADFORD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	28	0	0	0.0	7.1	17.9	28.6	25.0	14.3	7.1	0.0	0.0	0.0	0.0	42	54.8	22	30
SCHEDULED FLIGHTS(ALL ROUTES)	3231	0	7	5.8	33.3	37.0	11.5	7.7	3.2	0.7	0.6	0.1	0.0	0.2	13	73.9	13	2977
<b>AIRPORT TOTAL</b>	<b>3259</b>	<b>0</b>	<b>7</b>	<b>5.7</b>	<b>33.1</b>	<b>36.8</b>	<b>11.6</b>	<b>7.8</b>	<b>3.3</b>	<b>0.8</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>14</b>	<b>73.7</b>	<b>13</b>	<b>3007</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	21	0	1	9.1	13.6	4.5	27.3	27.3	9.1	4.5	0.0	0.0	0.0	4.5	34	53.8	18	13
SCHEDULED FLIGHTS(ALL ROUTES)	3745	1	8	6.2	43.1	34.7	8.1	5.1	1.9	0.5	0.2	0.1	0.0	0.2	9	78.5	11	3508
<b>AIRPORT TOTAL</b>	<b>3766</b>	<b>1</b>	<b>9</b>	<b>6.2</b>	<b>42.9</b>	<b>34.5</b>	<b>8.2</b>	<b>5.2</b>	<b>2.0</b>	<b>0.5</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>9</b>	<b>78.4</b>	<b>11</b>	<b>3521</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

Reporting Airport: LONDON CITY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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
SCHEDULED FLIGHTS(ALL ROUTES)	4142	0	43	5.8	32.7	40.4	11.7	5.8	2.2	0.3	0.1	0.0	0.0	1.0	10	72.1	14	4320
<b>AIRPORT TOTAL</b>	<b>4144</b>	<b>0</b>	<b>43</b>	<b>5.8</b>	<b>32.7</b>	<b>40.4</b>	<b>11.7</b>	<b>5.8</b>	<b>2.2</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>10</b>	<b>72.1</b>	<b>14</b>	<b>4320</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

Reporting Airport: LUTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	115	0	0	4.3	6.1	32.2	25.2	17.4	12.2	2.6	0.0	0.0	0.0	0.0	29	50.9	24	106
SCHEDULED FLIGHTS(ALL ROUTES)	9272	0	20	5.0	36.9	32.6	11.7	9.1	3.4	0.6	0.5	0.1	0.0	0.2	14	69.9	18	9199
<b>AIRPORT TOTAL</b>	<b>9387</b>	<b>0</b>	<b>20</b>	<b>5.0</b>	<b>36.5</b>	<b>32.6</b>	<b>11.9</b>	<b>9.2</b>	<b>3.5</b>	<b>0.6</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>14</b>	<b>69.7</b>	<b>18</b>	<b>9305</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

Reporting Airport: MANCHESTER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	1046	0	0	1.1	9.9	42.5	24.0	15.2	5.8	1.0	0.4	0.0	0.0	0.0	22	61.0	22	1195
SCHEDULED FLIGHTS(ALL ROUTES)	16626	0	106	4.3	30.2	34.7	14.5	10.4	4.2	0.7	0.2	0.1	0.0	0.6	16	69.3	16	16043
<b>AIRPORT TOTAL</b>	<b>17672</b>	<b>0</b>	<b>106</b>	<b>4.1</b>	<b>29.0</b>	<b>35.2</b>	<b>15.1</b>	<b>10.6</b>	<b>4.3</b>	<b>0.7</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>16</b>	<b>68.7</b>	<b>17</b>	<b>17238</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

Reporting Airport: NEWCASTLE (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	3730	1	14	5.5	26.8	39.3	13.9	9.1	4.1	0.5	0.3	0.1	0.0	0.4	15	66.6	17	3555
<b>AIRPORT TOTAL</b>	<b>3730</b>	<b>1</b>	<b>14</b>	<b>5.5</b>	<b>26.8</b>	<b>39.3</b>	<b>13.9</b>	<b>9.1</b>	<b>4.1</b>	<b>0.5</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>15</b>	<b>66.6</b>	<b>17</b>	<b>3555</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

Reporting Airport: SOUTHAMPTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	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	28	66.7	20	3
SCHEDULED FLIGHTS(ALL ROUTES)	1396	0	33	6.9	40.7	27.9	8.9	5.8	4.5	2.0	0.8	0.1	0.0	2.3	16	70.2	17	1446
<b>AIRPORT TOTAL</b>	<b>1400</b>	<b>0</b>	<b>33</b>	<b>6.8</b>	<b>40.6</b>	<b>28.0</b>	<b>8.9</b>	<b>5.8</b>	<b>4.6</b>	<b>2.0</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>2.3</b>	<b>16</b>	<b>70.2</b>	<b>17</b>	<b>1449</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

Reporting Airport: SOUTHEND (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	58	2
SCHEDULED FLIGHTS(ALL ROUTES)	592	0	0	6.4	41.7	29.7	9.8	9.6	2.7	0.0	0.0	0.0	0.0	0.0	10	62.2	26	195
<b>AIRPORT TOTAL</b>	<b>592</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>41.7</b>	<b>29.7</b>	<b>9.8</b>	<b>9.6</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>61.6</b>	<b>26</b>	<b>197</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

Reporting Airport: STANSTED (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	215	0	0	3.3	11.6	38.1	22.8	14.4	8.8	0.0	0.9	0.0	0.0	0.0	23	64.1	16	209
SCHEDULED FLIGHTS(ALL ROUTES)	16154	6	24	4.4	31.9	34.4	13.7	10.6	3.7	0.8	0.4	0.0	0.0	0.1	15	63.4	18	16010
<b>AIRPORT TOTAL</b>	<b>16369</b>	<b>6</b>	<b>24</b>	<b>4.4</b>	<b>31.6</b>	<b>34.4</b>	<b>13.8</b>	<b>10.6</b>	<b>3.8</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>15</b>	<b>63.4</b>	<b>18</b>	<b>16219</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2025

Reporting Airport: TEESSIDE INTERNATIONAL AIRPORT (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2024

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2024				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	4.3	21.7	17.4	21.7	8.7	8.7	4.3	13.0	0.0	0.0	0.0	49	33.3	25	12
SCHEDULED FLIGHTS(ALL ROUTES)	306	0	9	6.3	31.7	36.8	7.3	6.3	6.7	1.6	0.3	0.0	0.0	2.9	15	57.1	24	252
<b>AIRPORT TOTAL</b>	<b>329</b>	<b>0</b>	<b>9</b>	<b>6.2</b>	<b>31.1</b>	<b>35.5</b>	<b>8.3</b>	<b>6.5</b>	<b>6.8</b>	<b>1.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>17</b>	<b>56.1</b>	<b>24</b>	<b>264</b>