



UNIVERSITAT  
POLITÈCNICA  
DE VALÈNCIA



Escuela Técnica Superior de Ingeniería del Diseño

UNIVERSITAT POLITÈCNICA DE VALÈNCIA  
ESCUELA TÉCNICA SUPERIOR DE INGENIERIA DE DISEÑO

---

STUDY FOR THE IMPROVEMENT OF THE  
CONNECTIVITY OF CASTELLÓN'S AIRPORT IN THE  
MARKET OF WORKING TRIPS

---

*AEROSPACE ENGINEERING END OF  
DEGREE PROJECT*

*AUTHOR:  
ENRIQUE PIÑANA SACRISTÁN*

*TUTORIZED BY:  
JOSÉ MARÍA MATEU CÉSPEDES*

*ACADEMIC YEAR: 2019/2020*

## Contents

1.	Introduction .....	3
2.	Objective .....	4
2.1	Key Words .....	4
3.	Measuring Connectivity and Forecasting Demand .....	5
3.1	Hub and Spoke Networks .....	5
3.2	The Concept of Connectivity .....	5
3.3	Measuring Onward Connectivity.....	7
3.4	Measuring Weighed Onward Connectivity .....	8
3.5	Forecasting Demand .....	9
4.	Methodology .....	10
4.1	Case Study .....	10
4.2	The province of Castellón.....	10
4.3	How to attend the demand generated by the cluster .....	13
4.4	The Survey .....	13
5.	Results .....	14
5.1	Onward Connectivity.....	14
5.1.1	Generic Onward Connectivity .....	14
5.1.2	Continental Onward Connectivity by day and time window .....	18
5.1.3	Intercontinental Onward Connectivity by day and time window .....	23
5.1.4	ICOC Comparison between 3 Hubs .....	27
5.1.5	Addition of COC and IOC .....	30
5.2	Weighed Onward Connectivity .....	32
5.2.1	Continental Weighed Onward Connectivity by day and time window .....	32
5.2.2	CWOC Comparison for the 3 Hubs.....	34
5.2.3	Intercontinental Weighed Onward Connectivity by day and time window .....	39
5.2.4	IWOC Comparison for the 3 Hubs .....	41
5.2.5	Addition of CWOC and IWOC .....	45
5.3	Passengers Attended.....	50
5.3.1	The Valuable Demand .....	50
6.	Conclusions .....	53
7.	Bibliography .....	55
8.	Annexes .....	56
8.1	The Survey .....	56



8.2 General Onward Connectivity .....	58
8.3 Continental General Onward Connectivity .....	59
8.4 Intercontinental General Onward Connectivity .....	60
8.5 ICOC and ICWOC.....	61
8.6 Addition of COC and IOC .....	92
8.7 Addition of CWOC and IWOC .....	95
8.8 The Valuable Demand .....	98

## 1. Introduction

The increase in air transport demand has been notable along the last few years. Air traffic has more than duplicated since the trough produced by the attacks on September 11<sup>th</sup> 2001. The growth experienced in global passenger traffic has shown a steady slope of around 6% year on year, reaching 4.54bn passengers in 2019. The fleet of commercial aircraft with more than 100 seats and freighters capable of transporting more than 100 tones rounded 20,500 units by the beginning of 2017, whereas the number of routes increased by 1,300 between 2017 and 2018, reaching a total of almost 22,000 (*IATA, 2019*).

This growth in air traffic has driven an increase in the number of airport infrastructures built and put into service. The number of airports affiliated to the *Airports Council International (ACI)* grows at a rate of approximately 40 new airports per year, reporting over 1,940 members in 2017. To put into perspective these numbers, a country like Spain has 52 airports, 6 of which have been built this century.

These new airports are built with the purpose of increasing the air connectivity of the regions where they are located. The previously described environment suggests reaching this goal should be easy; however, it is not the case.

The growth in number of airports means the network is becoming too densely packed and new airports are located too close to existing ones. In this context, the potential passengers situated in the coverage area of the new airport do in fact consider the new options, although this does not mean they set aside any preexisting offers from the airport they travel from usually. This means the airport is born into an already highly competitive market.

The scenario these airports face is then one where preexisting airports have a clear advantage, since they most probably have already been operating for years, probably decades, developing in consequence favorable logics in the strategic scope, i.e. economies of scale, symbiotic relationships with suppliers, learning, etc. (*Porter, 1985*).

Facing this challenge requires the development of competitive skills, as well as strategic reach capabilities. These will be those developed by more settled competitors, although they will be adequate for newcomers in a market; capabilities that will help them find their niche. We are talking about capabilities based on knowledge relative to the market to which they are entering, the market of passengers and potential passengers, as well as knowledge related to the operating standards of the industry in which they will be providing a service: the airline industry.

With the arrival of low cost airlines, fuelled by the liberalization of a sector that was highly constrained until then, traditional airlines have diversified their business strategy and portfolio in pursuit to address the needs of the various existing market segments. From leisure travellers, to those visiting friends and family and business passengers, the ever growing demand has enhanced the development and strengthening of Hub and Spoke networks, seeking to provide competitiveness against low cost airlines, both price-wise and in terms of passenger comfort.

The existing differences in needs and wants among the segments, business passengers being more comfort and time and date driven, whereas leisure passengers are more focused on price, provide airlines with opportunities to address these and take up portions of the market that are either badly attended or unattended.

## **2. Objective**

The purpose of this paper is to propose methodologies to analyze the connectivity of an airport through a Hub, providing tools to be able to compare connectivities by data obtained for each of the Hubs we will be working with. We will explore the variations caused by the different proposed methodologies, bringing out underlying strengths and weaknesses of the airports, and studying how the departure traffic is distributed not only along the days of the week that will be chosen, but within a pre-established set of time intervals throughout each of these days too. As a second objective, by focusing on the greater part of the most traffic dense Hubs in the European continent, we will then apply these methodologies to the specific case of Castellón's Airport. The Hubs we will be working with are:

- Bruxelles-Zaventem (*IATA: BRU*)
- Paris Charles de Gaulle (*IATA: CDG*)
- Roma Fiumicino (*IATA: FCO*)
- Frankfurt am Main International (*IATA: FRA*)
- Genève International (*IATA: GVA*)
- Helsinki-Vantaa International (*IATA: HEL*)
- London Heathrow (*IATA: LHR*)
- Lisboa Humberto Delgado (*IATA: LIS*)
- Adolfo Suárez Madrid-Barajas (*IATA: MAD*)
- München Franz J. Strauss (*IATA: MUC*)
- Zurich International (*IATA: ZRH*)

In search to evaluate which connection flight with one of these most important HUBs in the European continent would maximize the onward connectivity for a latent demand in the business sector of the province, the application of our studied methodologies will be carried out by means of a set of markers tailored to the needs of an industry that is of great importance both to the region and the country, narrowing the options down until by virtue of solid figures and data extracted from calculations, an objective choice can be made.

To further meet these needs, eight companies with a range of revenues have been surveyed, obtaining valuable data, opinions and trends with regards to which days they prefer to travel, as well as giving us a figure to extrapolate and obtain an approximation to the total potential passengers for the ceramic production sector in the province.

### **2.1 Key Words**

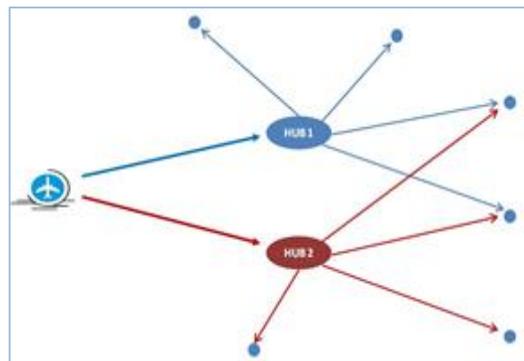
Onward Connectivity – Niche Market – Industrial Cluster – Weighed Connectivity – Valuable Demand – Hub and Spoke – Continental – Intercontinental – Time Window - Potential

### **3. Measuring Connectivity and Forecasting Demand**

#### **3.1 Hub and Spoke Networks**

In essence, the Hub and spoke model is applied in the business world from several perspectives. As a general definition, Hub and Spoke is a method to enhance a cost effective distribution of a company's assets, in such way that there is a centralized distribution of these, where the Hub absorbs clients sourcing from each of the individual spokes.

Applied to the airline industry (*Image 3.1*), this model allows companies to optimize the way their destinations are distributed. If we think of an airline that has six different destinations to a country, it will have to fly sixteen individual flights to connect all of these cities. This would be an example of the lesser used point-to-point network, only used in particular cases. However, if this airline had two Hubs in the country of destination, capable of connecting with the other four cities too, it would only need to operate five flights to connect all six destinations. What does this translate to? Lower operating costs. The airline would need to operate less aircrafts, thus hiring less crew and having a lower expenditure on fuel, as well as paying a lower amount of fees.



*Image 3.1*

This network system is ideal for airlines to assort their flights in an efficient manner around each Hub, giving their potential customers the opportunity to fly anywhere they want to. The model is of particular importance for the business passenger, since in its intrinsic characteristics lie the fundamentals in a business passenger's hierarchy of needs.

#### **3.2 The Concept of Connectivity**

Connectivity is sometimes defined as a measure of the accessibility of a destination from all other destinations in the world (*Akça, 2018*), although it can also be viewed as the degree to which nodes in a network are connected to each other (*Burghouwt & Redondi, 2013*).

Other approaches aim to make the concept more useful by weighing each connection against specific node attributes, e.g. the GDP (Gross Domestic Product) of the region of the destination, priming destinations with greater economic potential when they calculate the connectivity of an airport, region or country (*Malighetti et al., 2008*). In addition, there are points of view which evaluate connectivity depending on qualitative or quantitative factors.

Such is the case of the World Economic Forum Connectivity Index, which calculates connectivity based on available seat kilometres per week on each route (*PricewaterhouseCoopers, 2014*). Overall, most of the proposed connectivity measures combine both criteria, thus the IATA Connectivity Index is calculated as:

$$\sum (No. of flights \cdot Available Seats per flight \cdot Size of destination airport) / 1000$$

De Wit et al. identified four types of connectivity (direct connectivity, indirect connectivity, onward connectivity and hub connectivity). Direct connectivity, indirect connectivity and onward connectivity are defined for a specific airport (*Akça, 2018*).

The distinction between direct and indirect connectivity introduces a new issue in the subject of connectivity. It is clear that an airport, region or country is connected better through a direct flight than through an indirect one. To take this distinction into consideration, Allroggen (*Allroggen et al., 2015*) introduces a qualifying variable named 'Directness of Routing', which values 1 if it is a direct route, and adopts a lower value in case of an indirect one. Different functions have been proposed for this variable, mainly based on the delay that the indirectness of the route introduces, as well as on the passengers' perception and behaviour.

These authors proposed a Global Connectivity Index for an airport  $a$  in year  $t$  as:

$$GCI_{a,t} = \sum_{r \in R_{a,t}} \alpha_{r,t} f_{r,t} Wd_{r,t}$$

Where:  $GCI_{a,t}$  Global Connectivity Index for an airport  $a$  during year  $t$

$R_{a,t}$  All destination airports that can be reached from airport  $a$  in year  $t$

$\alpha_{r,t}$  Directness of routing  $r$  in year  $t$

$f_{r,t}$  Frequency of routing  $r$  in year  $t$

$Wd_{r,t}$  Destination quality (weight) of route  $r$ 's destination airport destination  $d_r$  in year  $t$

Variable  $\alpha_{r,t}$  penalizes all the indirect flights, and even hardly flights with two or more intermediate stops.

Finally, Páez (*Páez et al., 2012*) introduces a measure of the accessibility (connectivity) based on the perspective of an individual:

$$A_{ik}^p = \sum_j g(W_{jk}) f(c_{ij}^p)$$

Where:  $A_{ik}^p$  Accessibility (connectivity) from the standpoint of origin location  $i$  to opportunities of type  $k$ , from the perspective of individual  $p$

$W_{jk}$  Number of opportunities of type  $k$  at destination  $j$

$c_{ij}^p$  Cost of moving between  $i$  and  $j$  as perceived/experienced by person  $p$

In Páez's dissertations the formulation of the number of opportunities at a destination does not depend on the perspective of individual  $p$ , in fact, as far as we could see, there are not any connectivity measures in the literature that understand destination potential depending on personal perspectives.

As we can see, the concept of connectivity applied to aviation has several approaches and there exist different markers depending on the organization that is compiling the data. The criteria employed vary, since in some occasions it is purely business oriented markers that are used, such as the available seats per flight, whereas on the other hand the passenger's perspective is taken into consideration in numerous other concepts.

### **3.3 Measuring Onward Connectivity**

The proposed topology points towards the use of *onward connectivity* as a key indicator to measure the convenience of one HUB or another. Given that our objective is not only to choose the HUB providing the highest onward connectivity, but to decide which moment (day and time) will yield the maximum value, we need to measure the connectivity depending on these factors, day and time. We cannot use an annual global connectivity measure, as seen in some reviewed in the section dedicated to this matter.

A first measure of onward connectivity could consist in counting the flights departing from each HUB, or the different destinations connected to each one at a given time, however, to refine the definition we must take into account the demands posed by the business passenger, as mentioned in the previous section. This means we are obliged to evaluate the number of flights in a day limiting the time windows of their departure times. It is important to bear in mind that stopover times are negatively perceived by passengers (*Allroggen et al., 2015; de Wit et al., 2009*), particularly when dealing with a business passenger, and that this could push the potential customer into choosing an airport that is farther away from his origin, since most probably stopover time will prevail over the time it takes for him or her to reach the airport from which the flight is departing. Moreover, the admissible stopover time will depend on the total flight time. For instance, a passenger travelling on an intercontinental will be willing to assume a longer stopover time than one who is only travelling continentally (*de Wit et al., 2009; Taaffe, 1998*).

Considering these reflections, we will measure separately connectivity for continental and intercontinental flights. For the continental flights we will consider a time window ranging from a minimum of one hour (a reasonable time to disembark the aircraft and reach the boarding gate) to a maximum of three hours, whereas for the intercontinental flights we will consider a minimum of one hour and a maximum of five.

Thus, our first connectivity measure will be comprised of two components, IOC (*Intercontinental Onward Connectivity through Hub*) and COC (*Continental Onward Connectivity*). Given that we are also looking for the most convenient departure time for the

flight between the origin and HUB, it is useful to propose a value for the indicator depending on the time  $t$  at which the passenger lands in HUB  $i$ . The formula for Continental Onward Connectivity will be:

$$COC_{i,t} = \sum_{r \in RC_{i,t}} N_r \alpha_{r,t}$$

Where:  $RC_{i,t}$  All countries included in the same continent that can be reached by direct flights from Hub  $i$ .

$N_{r,t}$  Number of flights to  $r$  taking off between  $t+1$  and  $t+3$ .

$\alpha_{r,t}$  Existence of convenient routing. It will value 1 if there is at least one flight from  $i$  to  $r$  taking off between  $t+1$  and  $t+3$ .

Where:  $t$  is scheduled time of landing in the Hub for the flight coming from the origin (Castellon's Airport in our case).

Likewise, the formula for Intercontinental Onward Connectivity will be:

$$IOC_{i,t} = \sum_{r \in RI_{i,t}} N_r \alpha_{r,t}$$

Where:  $RI_{i,t}$  All countries included outside of the European continental that can be reached by direct flights from Hub  $i$ .

$N_{r,t}$  Number of flights to  $r$  taking off between  $t+1$  and  $t+5$ .

$\alpha_{r,t}$  Existence of convenient routing. It will value 1 if there is at least one flight from  $i$  to  $r$  taking off between  $t+1$  and  $t+5$ .

Finally, we define General Onward Connectivity through the Hub  $i$  for the flight landing on time  $t$  as:

$$GOC_{i,t} = \sum_{r \in RC_{i,t}} N_r \alpha_{r,t} + \sum_{r \in RI_{i,t}} N_r \alpha_{r,t}$$

This definition will allow us to choose the most suitable Hub, as well as the ideal time for the flight from Castellon's Airport to this Hub.

### **3.4 Measuring Weighed Onward Connectivity**

In our pursuit to find the ideal Hub, day and time window for the connection flight, we will introduce a second measure for onward connectivity. Weighing each destination with a measure of the interest of Castellon's ceramic industry cluster on that destination using exports statistics as a proxy variable, we will obtain values showing which Hub meets those interests. As these statistics are provided by country, we will be considering destinations in a

cumulative way by country, defining *Continental Weighed Onward Connectivity* through Hub  $i$  on time  $t$  ( $CWOC_{i,t}$ ) as:

$$CWOC_{i,t} = \sum_{r \in RC_{i,t}} N_r \alpha_{r,t} W_{c_{r,T}}$$

Where:  $RC_{i,t}$  All countries included in the same continent that can be reached by direct flights from Hub  $i$ .

$N_{r,t}$  Number of flights to  $r$  taking off between  $t+1$  and  $t+3$ .

$\alpha_{r,t}$  Existence of convenient routing. It will value 1 if there is at least one flight from  $i$  to  $r$  taking off between  $t+1$  and  $t+3$ .

$W_{c_{r,T}}$  Percentage of economic value of the ceramic products exported to  $r$  in year  $T$  (year after year comprising  $t$ ).

Analogously,  $IWOC_{i,t}$  will be defined as:

$$IWOC_{i,t} = \sum_{r \in RI_{i,t}} N_r \alpha_{r,t} W_{c_{r,T}}$$

Where:  $RI_{i,t}$  All countries included outside of the European continent that can be reached by direct flights from Hub  $i$ .

$N_{r,t}$  Number of flights to  $r$  taking off between  $t+1$  and  $t+5$ .

$\alpha_{r,t}$  Existence of convenient routing. It will value 1 if there is at least one flight from  $i$  to  $r$  taking off between  $t+1$  and  $t+5$ .

$W_{c_{r,T}}$  Percentage of economic value of the ceramic products exported to  $r$  in year  $T$  (year after year comprising  $t$ ).

Finally, adding both we obtain the definition for *Onward Weighed Connectivity*:

$$OWC_{i,t} = \sum_{r \in RC_{i,t}} N_r \alpha_{r,t} W_{c_{r,T}} + \sum_{r \in RI_{i,t}} N_r \alpha_{r,t} W_{c_{r,T}}$$

### **3.5 Forecasting Demand**

Analyzing the definition of the above mentioned  $OWC_{i,t}$ , it provides us with an indicator that allows us to identify the amount of demand coming from business passengers that would be attended in a convenient way by a flight departing from Castellon's airport, reaching the Hub  $i$  at time  $t$ . We will coin this demand as Valuable Demand.

Thus, by obtaining the total demand for international flights, i.e. continental and intercontinental, we can calculate a value for this Valuable Demand in terms of potential passengers. Hence, on a yearly basis, the calculation is as follows:

$$V_d = \sum_{r \in RC_{i,t}} \beta_{rd} \cdot D_{BC} + \sum_{r \in RI_{i,t}} \beta_{rd} \cdot D_{BI}$$

Where:  $D_{BC}$  Demand of potential customers distributed among the continental destinations employed in the weighed calculations.

$D_{IC}$  Demand of potential customers distributed among the intercontinental destinations employed in the weighed calculations.

$\beta_{rd}$  Existence of convenient routing. It will value 1 if there is at least one flight to a destination of interest contemplated in the weighed calculations.

## 4. Methodology

### 4.1 Case Study

Initially promoted by de regional government of Castellón and aided by the financial support of the Generalitat Valenciana, Castellón-Costa de Azahar airport's construction was concluded by early 2011. Despite being inaugurated in March of that same year, it did not receive its permits until late 2014, thus it began its effective operation in 2015.

It currently offers a limited number of flights, mainly focused on vacation purposes, as well as on a numerous colony of immigrants from countries in the Eastern Europe such as Romania, Bulgaria or Hungary established in the surrounding towns and cities. Hence the flights with destination Bucharest, Budapest or Katowice, operated solely by low cost companies such as Ryanair and WizzAir, companies with a clear orientation towards the seasonality of holiday flights and VFR trips (Visiting Friends and Relatives).

The airport's operator and its owners of public character are greatly interested in increasing the flight agenda, given that with the current number of destinations and their frequencies, the airport is far from breaking even.

The promotional efforts displayed by the managers and owners point towards the establishment of more routes focused on holiday or VFR purposes, operated by the companies that currently fly from Castellón or others. However, they do understand there is a potential base of customers the airport could also attend to further increase its attractiveness towards airlines, that is, passengers travelling for work.

### 4.2 The province of Castellón

The Spanish province of Castellón, where the homonymous airport is located, registers intense industrial activity particularly concentrated in a sectorial manner. The amount of companies in the ceramic sector makes Castellón a real industrial cluster, seconded by other subsectors of great importance in terms of revenue and worldwide competitiveness, such as frits, glazes and

ceramic colors, raw materials and ores and the design and manufacture of machinery used in the ceramic sector (ovens, mills, printers, etc...), as well as other complementary or satellite sectors dedicated to engineering, design of promotional material, stands for fairs and specific training for the sector. All of these comprised of dynamic and competitive companies, capable of exporting their products and services.

As of 2019, the cluster exported ceramic materials by a value of 2.64bn €, out of a total 7.86bn € considering all sectors (*DataComEx*<sup>1</sup>, 2019). This accounts for 33.60% of the total value for exports in the province and over<sup>1</sup> 90% of the total ceramic exports in the Spain (*ASCER*<sup>2</sup>, 2019). Observing *Figure 4.2.1* we can see how the sector took a hit during the 2008 financial crisis, but has since been recovering significantly and even though its percentage over total exports has varied over the years, the total value for revenue generated by exports grows steadily year after year.

Year	Exports in Millions		% Total
	All Sectors	Ceramic Sector	
2005	4096.05	1883.70	45.99
2006	4351.18	2016.92	46.35
2007	4992.84	2107.00	42.20
2008	5386.63	2042.13	37.91
2009	4073.36	1544.57	37.92
2010	4609.59	1622.06	35.19
2011	5095.47	1746.91	34.28
2012	5356.23	1934.09	36.11
2013	5656.06	2093.67	37.02
2014	5908.94	2175.87	36.82
2015	6286.29	2315.32	36.83
2016	6478.83	2420.40	37.36
2017	6893.93	2540.14	36.85
2018	7881.56	2572.96	32.65
2019	7864.12	2642.50	33.60

Table 4.2.1

These levels of revenue generated by exports demand the sector's workforce to pay a large number of visits to their clients and distributors all around the world, mainly focused on establishing and maintaining commercial relationships. Moreover, to these visits, we have to add the existence of fairs and other events, as well as technical support and on-the-job training to clients installing materials bought from the province's businesses.

<sup>1</sup> [http://datacomex.comercio.es/principal\\_comex\\_es.aspx](http://datacomex.comercio.es/principal_comex_es.aspx) accessed 25/04/20

<sup>2</sup> <https://www.ascer.es/sectorDatos.aspx?lang=es-ES> accessed 25/04/20

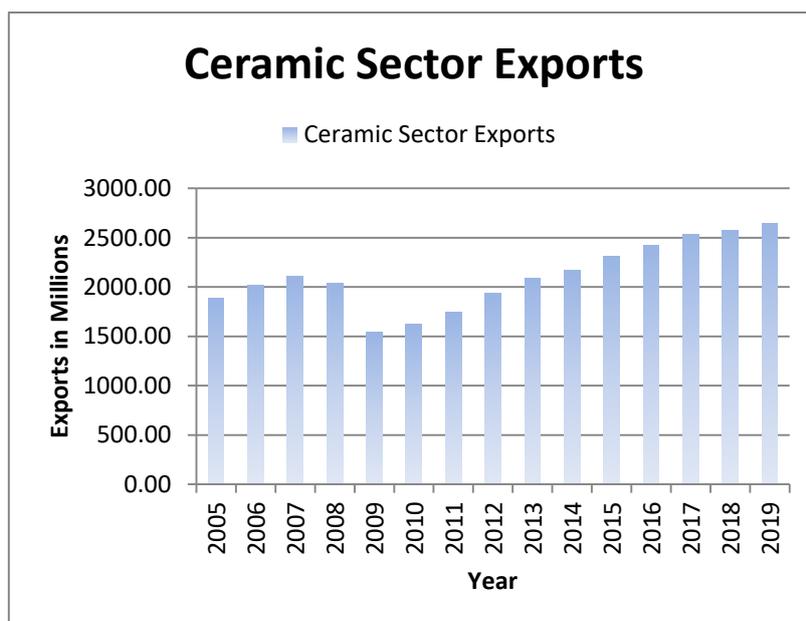


Figure 4.2.1

Table 4.2.2 shows the percentage of economic value of exports of ceramic products from Castellon's province to the top 50 countries as of 2019. Note that the countries appearing in the table amount for 88.4% of the total export value. It was decided to select up to that figure because the values beyond the 50<sup>th</sup> country were negligible in terms of affecting future calculations.

Country	Export Weight	Country	Export Weight
Albania	0.0053	Jordan	0.0155
Algeria	0.0191	Kuwait	0.0050
Australia	0.0062	Lebanon	0.0156
Austria	0.0056	Lybia	0.0111
Belgium	0.0215	Malta	0.0043
Bulgaria	0.0040	Mexico	0.0170
Canada	0.0090	Morrocco	0.0362
Chile	0.0041	Netherlands	0.0190
China	0.0066	Nigeria	0.0088
Colombia	0.0051	Peru	0.0045
Costa Rica	0.0044	Poland	0.0212
Croatia	0.0060	Portugal	0.0263
Cyprus	0.0068	Qatar	0.0042
Czech Republic	0.0063	Romania	0.0166
Dominican Republic	0.0143	Russian Federation	0.0271
Ecuador	0.0042	Saudi Arabia	0.0246
France	0.1226	South Korea	0.0056
Germany	0.0385	Sweden	0.0043
Ghana	0.0068	Switzerland	0.0051
Greece	0.0149	Taiwan	0.0053
Hungary	0.0053	Tunisia	0.0042
Irak	0.0044	Ukraine	0.0062
Ireland Republic of	0.0136	United Arab Emirates	0.0138
Israel	0.0339	United Kingdom	0.0693
Italy	0.0416	USA	0.1037

Table 4.2.2

### **4.3 How to attend the demand generated by the cluster**

With the current situation, this latent demand relies on flights departing from airports farther away than Castellón's airport, having as a main choice Valencia's airport, located 104km away from the city of Castellón. How could we attend this demand for flights with destinations which will presumably be very varied?

It is reasonable to expect that most of these destinations would barely make enough passengers to make the flights profitable for airlines, making them unviable, not to mention they would only be answering to a small portion of the total demand. The best way to attend the demands then, seems to be in foresight to connect Castellón's airport with a HUB, or a series of HUBs, that are sufficiently established to account for a large number of destinations.

Assuming this fact, the previous question then becomes, which HUB should Castellón's airport be connected to, to maximize the number of connections? Which one will attend a larger portion of this latent demand?

To define the portfolio of destinations that would best attend this demand, it is important too to understand the needs of this type of passenger, travelling solely for professional purposes. In fact, the needs manifested by the business passenger are completely opposite to those of the one travelling for leisure (*Shaw, 2016*). Hence, we can synthetically describe the leisure passenger as one whose main interest regarding a flight ticket lies on the price, albeit he will be more flexible when it comes to comfort, convenience of departure times and even destinations. On the other hand, the passenger travelling for business purposes is, for obvious reasons, not flexible in terms of destination, since he has to fly to wherever his work takes him, specifically, although he may be flexible with the tariff. Furthermore, this passenger is more demanding when it comes to comfort and departure times and dates.

### **4.4 The Survey**

In order to obtain a more accurate estimate of the total demand for international flights originating from the businesses in the cluster, we conducted a survey (shown in *Annex 8.1*) asking, among other questions about the amount of trips made yearly by commercial and managerial positions within their respective companies, as well as the quantity of incoming trips from their customers. Furthermore, we also asked about their approximate total revenue at the end of last year, number of employees and any generic regions where they wish to expand in the future.

The survey was sent to eight companies in total, fortunately all of them answered, although some took longer than others. These companies account for 37.37% of the total ceramic products produced in the province, a sample we find representative of the total of the sector attending to the official data. It was carried out during the month of June

However, only three of the eight surveyed companies answered thoroughly to questions related with concrete destinations of their trips, mainly answering through which airport they use to fly. These companies add up to 6.19% of the ceramic products produced in Castellón in 2019. Due to this, we cannot use these answers to estimate the distribution of the destinations of the trips made by the business people of the whole sector.

## 5. Results

### 5.1 Onward Connectivity

#### 5.1.1 Generic Onward Connectivity

For this first section, as mentioned in the previously, we were provided with a list created by the OAG, showing the number of flights departing from the eleven most traffic-dense airports in Europe, their destinations, departure and arrival times and aircraft among other categories.

Since we were dealing with a substantial number of flights, we started by applying a more generic approach; we started by evaluating the *Generic Onward Connectivity* of each and every HUB we had been given data for, the objective being to be able to select a podium of three airports with which we would carry on calculations in pursuit of the connection flight with Castellón's airport. To begin to discern the strengths and weaknesses of the airports, the first set of data we were interested in extracting was the total amount of flights departing from each HUB for each day of the week. By doing this we began to see which ones stood out in terms of raw numbers. No filters regarding destination or departure time windows were added.

The results shown in *Figure 5.1.1* offer what seems like a clear view of which are the busiest airports in Europe. These values have been obtained by means of a set of tables extracted from the data provided by the OAG that can be seen in *Annex 8.2* at the end of this paper.

However, could it be that, from a global perspective, the figures are misleading? Could some HUBs have an underlying strength or weakness that these values don't show? To clear the doubt, we took the data one step further.

		Weekdays							Total	% Total
		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday		
HUBs	BRU	319	309	317	309	325	230	294	2103	6.14%
	CDG	655	620	626	639	650	606	646	4442	12.97%
	FCO	445	416	431	425	450	397	428	2992	8.74%
	FRA	694	704	708	713	716	687	706	4928	14.39%
	GVA	203	186	192	200	206	181	199	1367	3.99%
	HEL	264	261	262	261	266	204	240	1758	5.13%
	LHR	682	684	686	690	685	640	668	4735	13.83%
	LIS	293	273	285	286	300	288	304	2029	5.93%
	MAD	545	529	535	535	553	459	529	3685	10.76%
	MUC	520	557	559	567	571	492	513	3779	11.04%
	ZRH	351	338	347	348	361	328	353	2426	7.08%
								34244		

Table 5.1.1

By re-evaluating the figures, this time breaking down the number of flights into two separate sets, continental and intercontinental, we would see if perhaps some HUBs in particular had an outstanding strength in European or intercontinental flights.

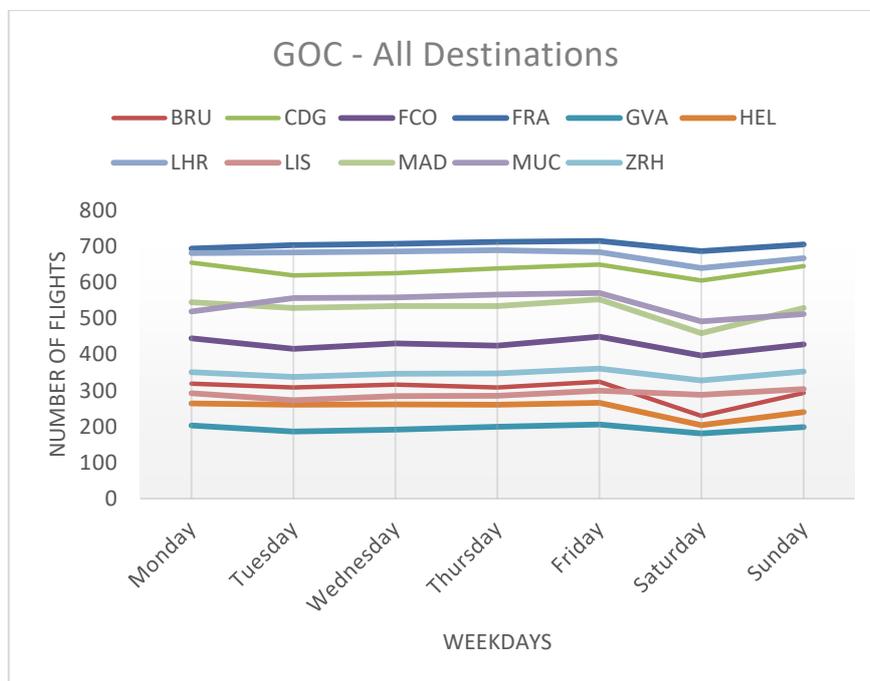


Figure 5.1.1

As we can observe in both *Figure 5.1.2* and *Table 5.1.2* (tables from which values have been obtained can be seen in *Annex 8.3*), applying this reasoning already begins to help us foresee that there are in fact hidden strengths and weaknesses within our HUBs. For instance, with the previous method, it appears as if LHR is clearly superior in terms of traffic to MUC, however, the German airport takes a larger portion of the total continental flights. In terms of percentage over the total continental flights the difference does not seem substantial, but looking at the numbers, MUC has over 400 more continental flights throughout the week.

		Continental Destinations							Total	% Total
		Weekdays								
		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday		
HUBs	BRU	286	271	279	278	287	187	256	1844	6.69%
	CDG	464	455	449	458	463	415	455	3159	11.46%
	FCO	373	345	360	355	375	323	353	2484	9.01%
	FRA	548	563	560	569	574	533	558	3905	14.16%
	GVA	188	173	178	185	190	163	182	1259	4.57%
	HEL	246	241	243	242	245	186	220	1623	5.89%
	LHR	432	436	438	439	436	384	412	2977	10.80%
	LIS	252	240	248	250	256	240	258	1744	6.33%
	MAD	460	441	459	450	465	374	439	3088	11.20%
	MUC	465	503	505	510	516	433	456	3388	12.29%
	ZRH	306	292	302	301	315	281	304	2101	7.62%
								27572		

Table 5.1.2

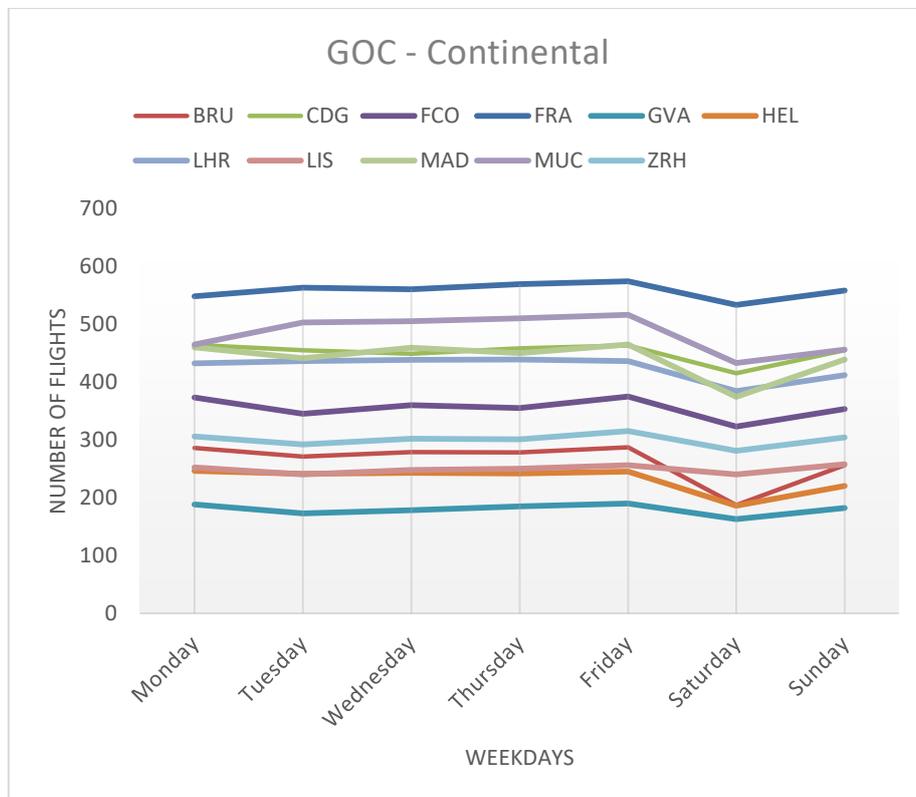


Figure 5.1.2

		Intercontinental Destinations							Total	% Total
		Weekdays								
		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday		
HUBs	BRU	33	38	38	31	38	43	38	259	3.88%
	CDG	191	165	177	181	187	191	191	1283	19.23%
	FCO	72	71	71	70	75	74	75	508	7.61%
	FRA	146	141	148	144	142	154	148	1023	15.33%
	GVA	15	13	14	15	16	18	17	108	1.62%
	HEL	18	20	19	19	21	18	20	135	2.02%
	LHR	250	248	248	251	249	256	256	1758	26.35%
	LIS	41	33	37	36	44	48	46	285	4.27%
	MAD	85	88	76	85	88	85	90	597	8.95%
	MUC	55	54	54	57	55	59	57	391	5.86%
	ZRH	45	46	45	47	46	47	49	325	4.87%
								6672		

Table 5.1.3

Now, if we turn our sights towards the intercontinental data, shown in *Figure 5.1.3* and *Table 5.1.3* (tables from which values have been obtained can be seen in *Annex 8.4*), what seemed to be a loss of advantage for LHR when applying a continental filter, shows the complete opposite in this occasion. The British airport is by far the busiest of all eleven in flights outside Europe. Furthermore, it is worth pointing out that although MUC had climbed to a respectable second position with regards to European flights, it can barely make it to the sixth place when counting intercontinental flights.

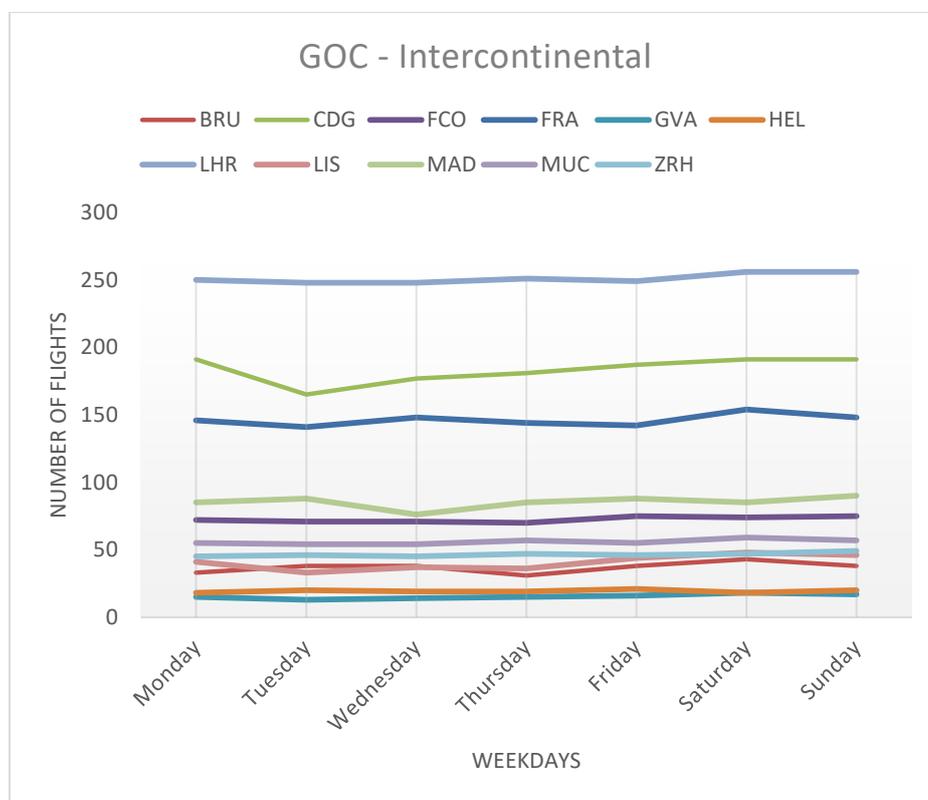


Figure 5.1.3

In summary, can we conclude this method proves to be accurate enough to be applied to the selection of a connection between a HUB and a spoke? It seems reasonable to say a resounding no. This method is, honoring its name, too generic to be able to pinpoint a valid candidate. Nevertheless, the GOC did give us a set of values that came in handy and helped us move forward in this investigation.

Using the results obtained from the continental and intercontinental data, we can determine which three HUBs will best meet the needs of our potential customers. Bringing our attention to *Table 5.1.4*, the results show with clarity which HUBs are the most important in terms of traffic. Although it may seem unorthodox to add percentages that account for different sets of values, we can use them as a marker to orientate our future calculations and ensure our current choices do not jeopardize the end results. Hence, it is appropriate to affirm that the podium of airports we were looking for in this stage where we were applying GOC is composed by *Paris Charles de Gaulle Airport (CDG)*, *Frankfurt am Main Airport (FRA)* and *London Heathrow Airport (LHR)*.

		Continental	Intercontinental	Sum
HUBS	BRU	6.69%	3.88%	10.57%
	CDG	11.46%	19.23%	30.69%
	FCO	9.01%	7.61%	16.62%
	FRA	14.16%	15.33%	29.50%
	GVA	4.57%	1.62%	6.18%
	HEL	5.89%	2.02%	7.91%
	LHR	10.80%	26.35%	37.15%
	LIS	6.33%	4.27%	10.60%
	MAD	11.20%	8.95%	20.15%
	MUC	12.29%	5.86%	18.15%
	ZRH	7.62%	4.87%	12.49%

*Table 5.1.4*

### **5.1.2 Continental Onward Connectivity by day and time window**

Using the results obtained in the preceding section and in search of meeting our potential customers' demands, we decided it would be more precise if we took into account the surveyed sample's preferred travelling days. On the whole, as we can observe in *Table 5.1.5*, there was a noticeable dispersion in the results collected from the surveys, although there were three days that came ahead of the rest: Monday, Wednesday and Sunday. The first day of the week being the most utilized by the business people to travel abroad, something reasonable considering no matter the destination, this day of the week provides the possibility of returning home before the weekend or extending the trip until the end of such week if it were necessary.

In addition, attending to the passengers' requirements exposed in the literature section, we divided these three weekdays into a number of time windows depending on the final destination being continental or intercontinental. Given that, in general, the first continental flights depart at 6:00 a.m. in the airports around Europe, we chose to assume this would be

the earliest time a flight would depart from Castellon’s airport, meaning it would arrive to its selected Hub at 8:00 a.m. This gave us 25 time windows for continental destinations and 21 for intercontinental, ranging from 9:00 a.m. to 00:00 a.m., shifting these intervals by half an hour each time. The obtained values can be seen in *Annex 8.5*.

		Weekdays						
		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Companies	Al Farben	11	1	4	3	1	4	8
	Argenta	6	3	3	3	6	3	3
	Durstone	5	-	-	-	3	-	5
	El Barco	-	-	-	-	4	-	4
	Fritta	21	5	5	5	5		
	Itaca	9	2	-	2	4	2	5
	Porcelanosa	23	13	23	13	9	8	8
	Undefasa	3	-	-	-	-	-	3
	<b>Total</b>	<b>78</b>	<b>24</b>	<b>35</b>	<b>26</b>	<b>32</b>	<b>17</b>	<b>36</b>

Table 5.1.5

Attending to *Figure 5.1.4*, this shows the comparison of number of flights for the three days for the Parisian airport Charles de Gaulle. At a glance we can already see there is not a significant difference between Monday and Wednesday, especially when it comes to peak hours such as half way through the morning, at around midday and towards the evening. This shows a clear example of Hub behavior, since the peak departures are concentrated in time intervals that allow flights from outside to arrive and passengers to potentially only wait a few hours. The data with which the graph has been created can be seen in *Table 5.1.6*. Moreover, it is worth pointing out that Sunday shows a different pattern compared to the other two days. In this case, there are no outstanding peaks throughout the day, but the figures show to be more constant, to the point where there are more flights departing from 13:00h to 17:30h than on Monday and Wednesday.

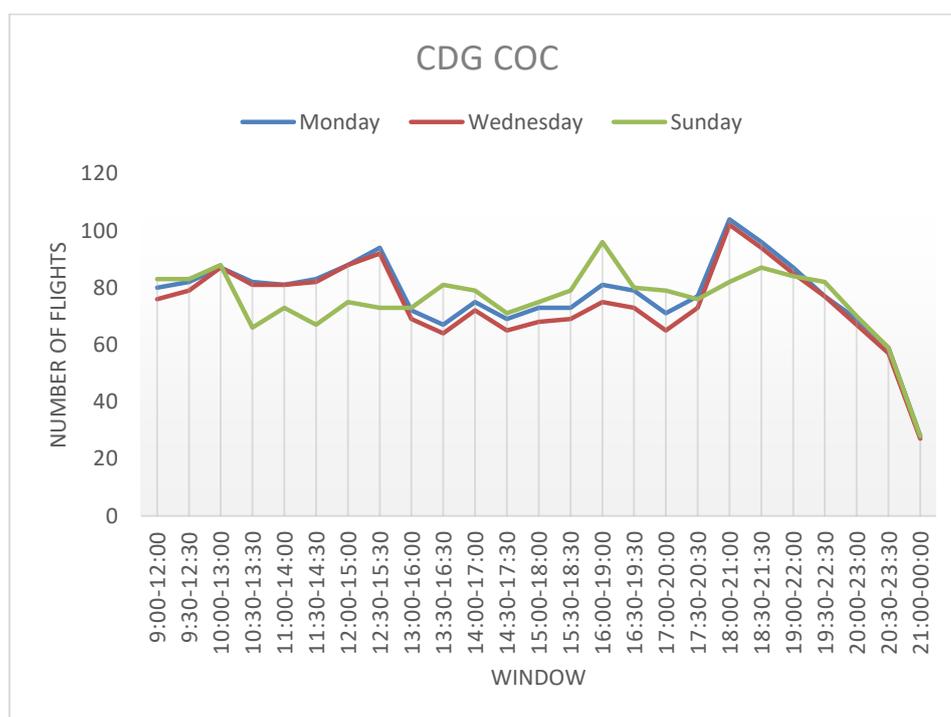


Figure 5.1.4

CDG Continental				
Window	Monday	Wednesday	Sunday	Average
9:00-12:00	80	76	83	79.67
9:30-12:30	82	79	83	81.33
10:00-13:00	87	87	88	87.33
10:30-13:30	82	81	66	76.33
11:00-14:00	81	81	73	78.33
11:30-14:30	83	82	67	77.33
12:00-15:00	88	88	75	83.67
12:30-15:30	94	92	73	86.33
13:00-16:00	72	69	73	71.33
13:30-16:30	67	64	81	70.67
14:00-17:00	75	72	79	75.33
14:30-17:30	69	65	71	68.33
15:00-18:00	73	68	75	72.00
15:30-18:30	73	69	79	73.67
16:00-19:00	81	75	96	84.00
16:30-19:30	79	73	80	77.33
17:00-20:00	71	65	79	71.67
17:30-20:30	77	73	76	75.33
18:00-21:00	104	102	82	96.00
18:30-21:30	96	94	87	92.33
19:00-22:00	87	85	84	85.33
19:30-22:30	77	77	82	78.67
20:00-23:00	69	67	70	68.67
20:30-23:30	59	57	59	58.33
21:00-00:00	28	27	28	27.67

Table 5.1.6

Figure 5.1.5 provides the continental onward connectivity for Frankfurt am Main. This Hub is stronger in terms of figures than the French, for instance, and shows a stable trend for the three weekdays. However, the troughs experienced at certain points throughout the day do bring the number of flights way below Charles de Gaulle's figures, although with the exception of these relatively short windows, the averages for all three days, shown in Table 5.1.7, are much higher for the German airport. These values confirm Frankfurt's main airport as being the strongest of all three in continental departures. Furthermore, towards the end of the curves, we can see that Sunday is in this case ahead of both other days for a longer period of time when compared to Charles de Gaulle.

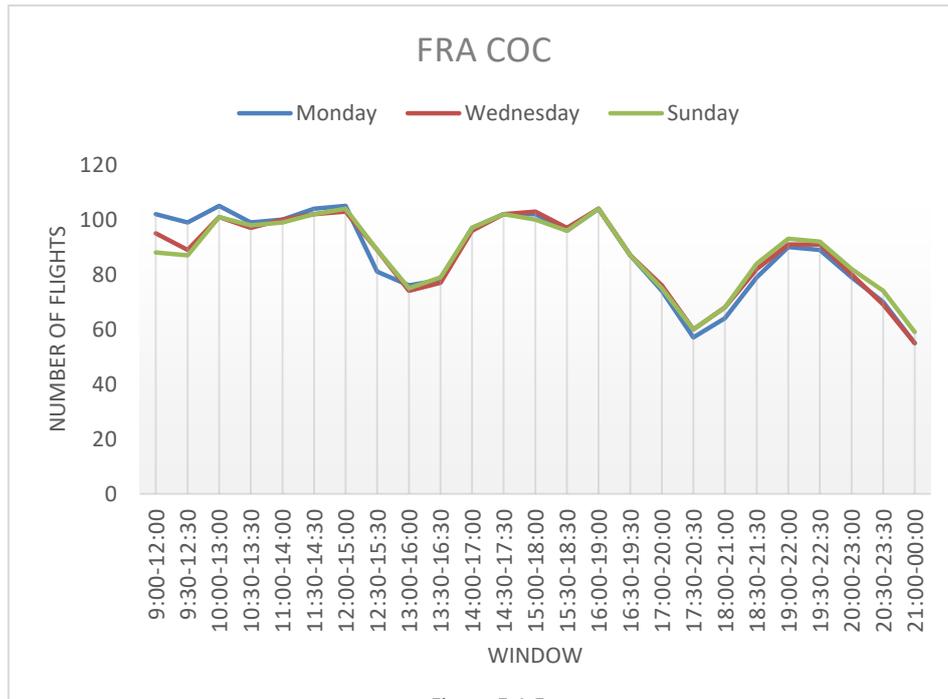


Figure 5.1.5

FRA Continental				
Window	Monday	Wednesday	Sunday	Average
9:00-12:00	102	95	88	95.00
9:30-12:30	99	89	87	91.67
10:00-13:00	105	101	101	102.33
10:30-13:30	99	97	98	98.00
11:00-14:00	100	100	99	99.67
11:30-14:30	104	102	102	102.67
12:00-15:00	105	103	104	104.00
12:30-15:30	81	89	89	86.33
13:00-16:00	76	74	75	75.00
13:30-16:30	78	77	79	78.00
14:00-17:00	97	96	97	96.67
14:30-17:30	102	102	102	102.00
15:00-18:00	102	103	100	101.67
15:30-18:30	96	97	96	96.33
16:00-19:00	104	104	104	104.00
16:30-19:30	87	87	87	87.00
17:00-20:00	74	76	75	75.00
17:30-20:30	57	60	60	59.00
18:00-21:00	64	68	68	66.67
18:30-21:30	79	82	84	81.67
19:00-22:00	90	91	93	91.33
19:30-22:30	89	91	92	90.67
20:00-23:00	79	80	82	80.33
20:30-23:30	70	69	74	71.00
21:00-00:00	55	55	59	56.33

Table 5.1.7

London Heathrow, as seen in *Figure 5.1.6*, shows a mixture of both the German and French Hubs. Its figures lie between those from the other two airports, although it is closer to CDG. Nevertheless, its curves prove to be more erratic than the other two. For example, the rapid depression and recovery on Wednesday only happens on that day and for that airport, none of the other data show this behavior.

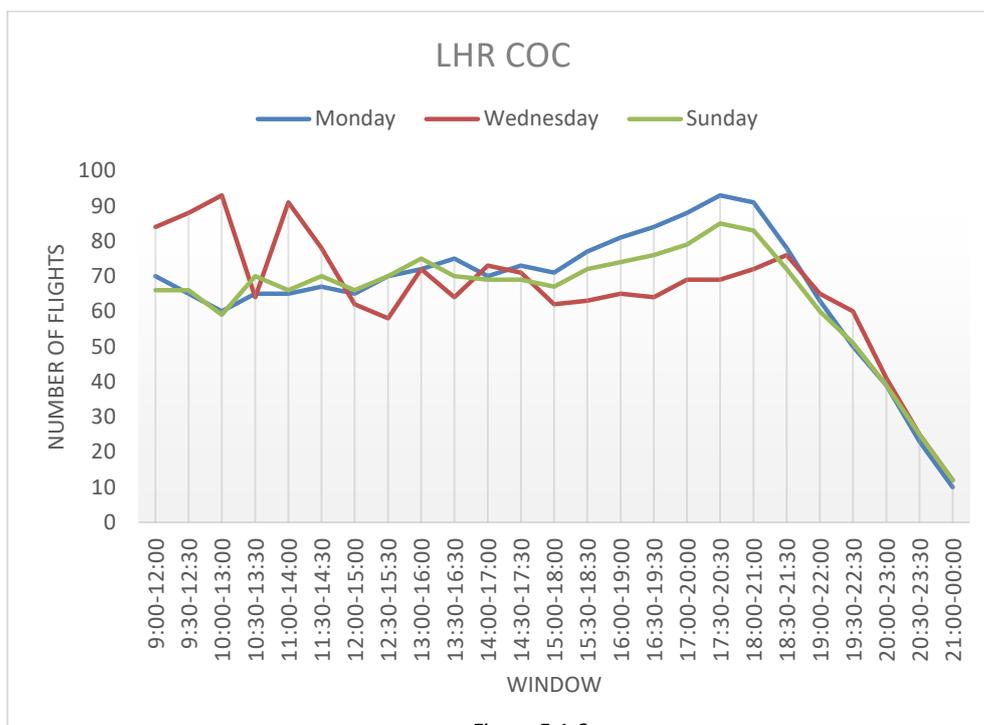


Figure 5.1.6

The third day of the week breaks the trend seen in both other Hubs, where the values for beginnings of the time windows are similar. In this case, LHR has a difference of over 20 flights with respect to other days in several windows. For example, the third row in *Table 5.1.8*, accounting for the time window from 10:00h-13:00h shows a difference of 33 and 34 flights for the same time period on Monday and Sunday respectively.

Although on the whole CDG has stronger figures, there are time windows, particularly those that, by the trends provided by the graph prove to be the ones with most demand, where LHR has, at the least, more connectivity for Castellon's potential passengers. Moreover, the British airport displays a steep downward slope towards the end of the day, specifically after the 18:00h window. This on the other hand does not happen in such acute manner in the other two Hubs, where FRA ends the day with over 50 flights in the last time window. The probable cause for this is the British lifestyle, dinner time being around that hour, whereas for the French and German it is as a matter of fact about an hour after.

LHR Continental				
Window	Monday	Wednesday	Sunday	Average
9:00-12:00	70	84	66	73.33
9:30-12:30	65	88	66	73.00
10:00-13:00	60	93	59	70.67
10:30-13:30	65	64	70	66.33
11:00-14:00	65	91	66	74.00
11:30-14:30	67	78	70	71.67
12:00-15:00	65	62	66	64.33
12:30-15:30	70	58	70	66.00
13:00-16:00	72	72	75	73.00
13:30-16:30	75	64	70	69.67
14:00-17:00	70	73	69	70.67
14:30-17:30	73	71	69	71.00
15:00-18:00	71	62	67	66.67
15:30-18:30	77	63	72	70.67
16:00-19:00	81	65	74	73.33
16:30-19:30	84	64	76	74.67
17:00-20:00	88	69	79	78.67
17:30-20:30	93	69	85	82.33
18:00-21:00	91	72	83	82.00
18:30-21:30	78	76	72	75.33
19:00-22:00	63	65	60	62.67
19:30-22:30	50	60	51	53.67
20:00-23:00	39	41	39	39.67
20:30-23:30	23	25	25	24.33
21:00-00:00	10	12	12	11.33

Table 5.1.8

### **5.1.3 Intercontinental Onward Connectivity by day and time window**

Applying similar criteria, we obtained the values for number of flights with intercontinental destinations ranging from our three Hubs. This time, as explained, we worked with 21 time windows, again ranging from 9:00h-00:00h and shifting half an hour each time, only due to studied passenger requirements, the time windows were 5 hours long.

As expected, even though some Hubs proved to be stronger than others in this segment, the total numbers for intercontinental flights were considerably lower than those for continental. Looking at *Figure 5.1.7* (values taken from *Table 5.1.9*), CDG exhibits a trend similar to that of Frankfurt's continental flights, in the way that for all three days, the curves have comparable shapes. Sunday is again ahead for most part of the day, exchanging its position with Monday towards the afternoon, where its curve experiences a pronounced trough, only to then recover and practically match Monday's figures. It is worth mentioning how Wednesday never appears to lead any of the contests in the French Hub, proving this day is not, in foresight, the best choice for our potential passengers.

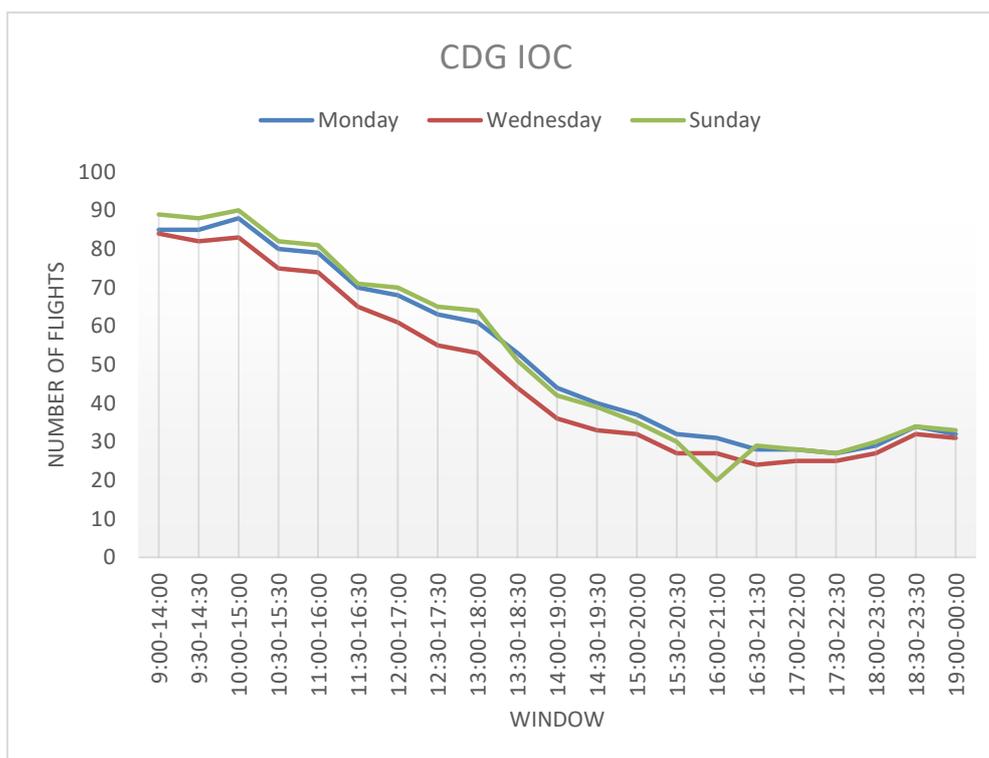


Figure 5.1.7

CDG Intercontinental				
Window	Monday	Wednesday	Sunday	Average
9:00-14:00	85	84	89	86.00
9:30-14:30	85	82	88	85.00
10:00-15:00	88	83	90	87.00
10:30-15:30	80	75	82	79.00
11:00-16:00	79	74	81	78.00
11:30-16:30	70	65	71	68.67
12:00-17:00	68	61	70	66.33
12:30-17:30	63	55	65	61.00
13:00-18:00	61	53	64	59.33
13:30-18:30	53	44	51	49.33
14:00-19:00	44	36	42	40.67
14:30-19:30	40	33	39	37.33
15:00-20:00	37	32	35	34.67
15:30-20:30	32	27	30	29.67
16:00-21:00	31	27	20	26.00
16:30-21:30	28	24	29	27.00
17:00-22:00	28	25	28	27.00
17:30-22:30	27	25	27	26.33
18:00-23:00	29	27	30	28.67
18:30-23:30	34	32	34	33.33
19:00-00:00	32	31	33	32.00

Table 5.1.9

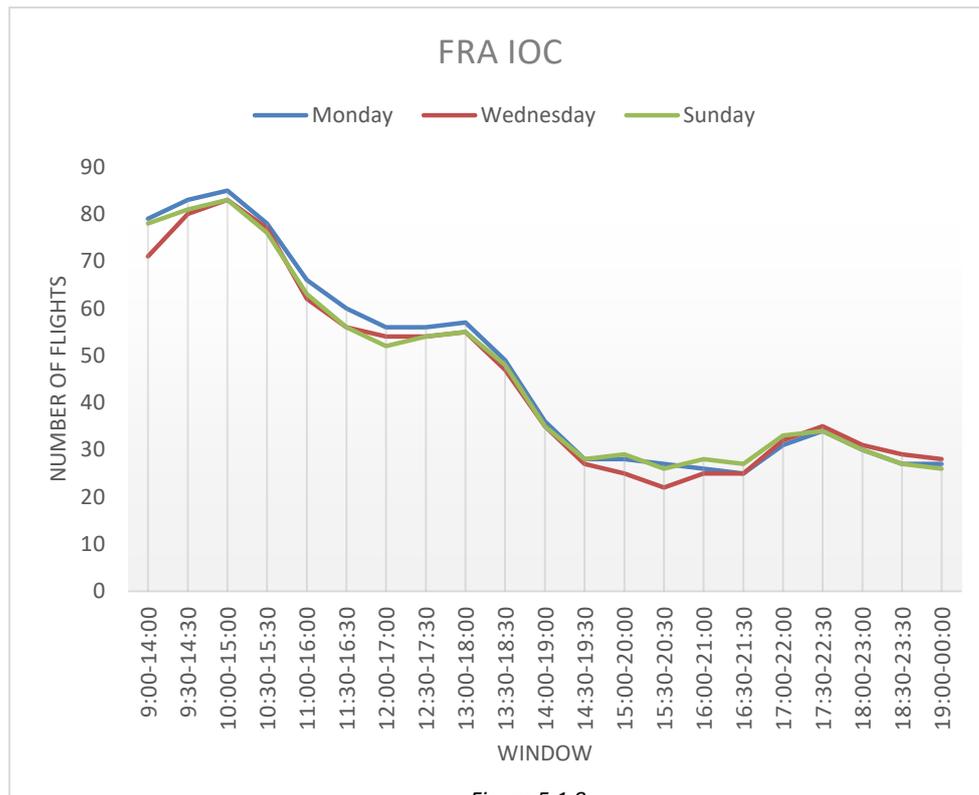


Figure 5.1.8

Compared to its continental curves, FRA shows a relatable pattern in *Figure 5.1.8*, as for all of its days the curves are similar. The German airport never reaches values near those of its rival Hubs, and provides accentuated descents in numbers; whereas the other two see their values diminish in a smoother manner. Frankfurt then, evaluating the Continental and Intercontinental data, is a stronger airport in European destinations, something that could be of high value in the upcoming sections.

Regarding the days of the week, there is not a clear pattern this time. Monday is clearly ahead in intercontinental flights, showing there is in fact an answer to the general demand for this type of flights, since people travelling long distances prefer to fly early in the week to crop up all their meetings and visits during the following days, to then return home towards the following weekend.

FRA Intercontinental				
Window	Monday	Wednesday	Sunday	Average
9:00-14:00	79	71	78	76.00
9:30-14:30	83	80	81	81.33
10:00-15:00	85	83	83	83.67
10:30-15:30	78	77	76	77.00
11:00-16:00	66	62	63	63.67
11:30-16:30	60	56	56	57.33
12:00-17:00	56	54	52	54.00
12:30-17:30	56	54	54	54.67
13:00-18:00	57	55	55	55.67
13:30-18:30	49	47	48	48.00
14:00-19:00	36	35	35	35.33
14:30-19:30	28	27	28	27.67
15:00-20:00	28	25	29	27.33
15:30-20:30	27	22	26	25.00
16:00-21:00	26	25	28	26.33
16:30-21:30	25	25	27	25.67
17:00-22:00	31	32	33	32.00
17:30-22:30	34	35	34	34.33
18:00-23:00	30	31	30	30.33
18:30-23:30	27	29	27	27.67
19:00-00:00	27	28	26	27.00

Table 5.1.10

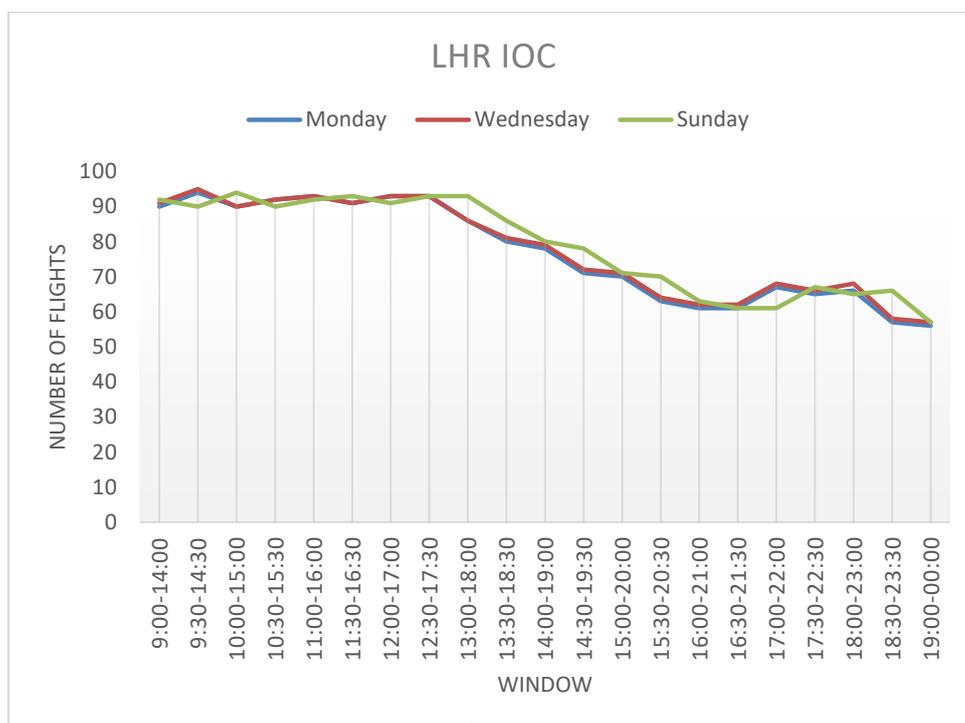


Figure 5.1.9

London Heathrow is clearly superior in this analysis, as *Figure 5.1.9* shows. Not only it has the highest averages on most of the time windows, but it is the only Hub where there is not such a strong decrease in the numbers towards the end of the day. Contrary to the continental data, LHR still provides in the last time windows figures FRA is exhibiting in the middle of the day, a pattern completely opposite to the one shown in continental flights. This could be because the demand for these flights is probably not subjected to local customs.

Similar to CDG, the British airport has its strongest values on Sunday too, although with much higher amounts. However, the difference with Monday and Wednesday is practically negligible, these days having almost identical numbers of flights window by window.

LHR Intercontinental				
Window	Monday	Wednesday	Sunday	Average
9:00-14:00	90	91	92	91.00
9:30-14:30	94	95	90	93.00
10:00-15:00	90	90	94	91.33
10:30-15:30	92	92	90	91.33
11:00-16:00	93	93	92	92.67
11:30-16:30	91	91	93	91.67
12:00-17:00	93	93	91	92.33
12:30-17:30	93	93	93	93.00
13:00-18:00	86	86	93	88.33
13:30-18:30	80	81	86	82.33
14:00-19:00	78	79	80	79.00
14:30-19:30	71	72	78	73.67
15:00-20:00	70	71	71	70.67
15:30-20:30	63	64	70	65.67
16:00-21:00	61	62	63	62.00
16:30-21:30	61	62	61	61.33
17:00-22:00	67	68	61	65.33
17:30-22:30	65	66	67	66.00
18:00-23:00	66	68	65	66.33
18:30-23:30	57	58	66	60.33
19:00-00:00	56	57	57	56.67

Table 5.1.11

#### **5.1.4 ICOC Comparison between 3 Hubs**

In this section we will compare the averages obtained for each time window for the three days, seeking to identify the most suitable time windows for Castellon's airport's potential customers.

Attending to *Figure 5.1.10*, showing the averages for continental flights, we can see a clear picture portraying Frankfurt am Main airport as the busiest in terms of continental flights. Even though there is a short period of time windows where it is overtaken by the other two Hubs,

the superiority in the rest of time frames is outstanding. As mentioned in the previous section, the airport is not only on top in continental departures, but it is also the only one capable of sustaining those figures and the advantage until the end of the day.

On the other hand, LHR's curve shows there is a significant difference with its German counterpart, only being superior for 3 of the 25 time windows. The London located airport's averages are also weaker than CDG's for most windows, providing feeble numbers most of the time, especially towards the end of the day, where its curve has the steepest downward slope and ends with a mere 11.33 average, more than 15 points below CDG's average and an astounding 45 points below FRA's average in the last time window (*Table 5.1.12*).

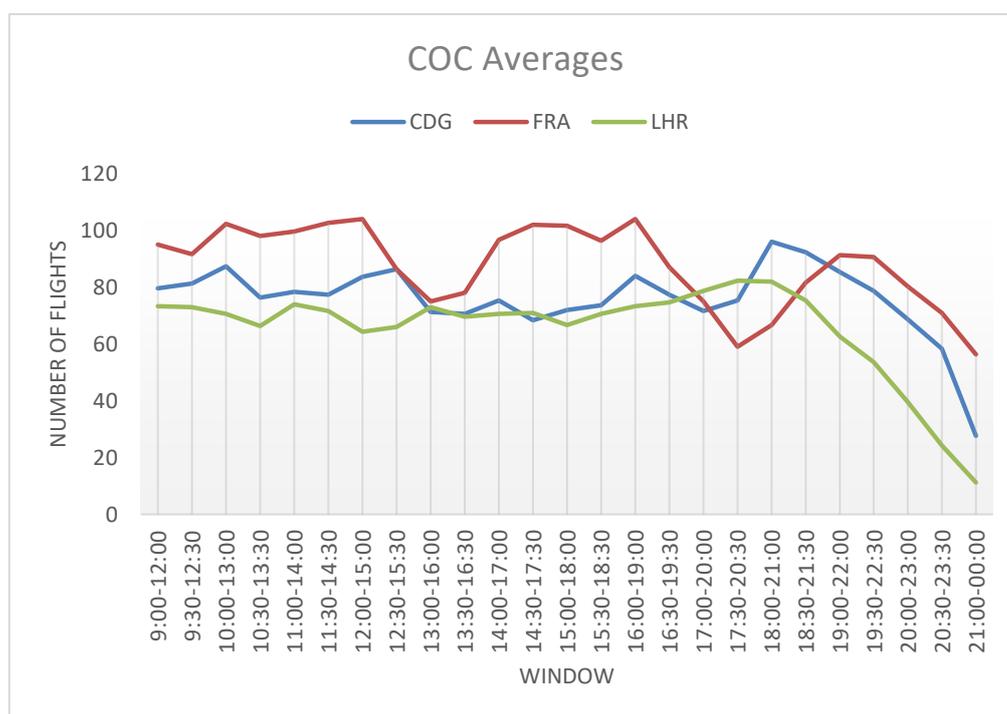


Figure 5.1.10

Regarding intercontinental averages, the tables completely turn. This time London Heathrow leads the numbers by a large distance. Observing *Figure 5.1.11* we can see the largest gap between the three airports in all the analysis carried out until now. Not only is LHR ahead, but FRA falls to the last position with most of its averages being below CDG's (*Table 5.1.13*) with the exception of two time windows towards the end of the day.

The relatively plane curves shown for Frankfurt's Hub in the previous section gain importance in this analysis, since we can now clearly see that the difference with the French and British airports is noteworthy. For example, almost half way through the day, LHR displays numbers CDG and FRA never remotely reach, the peak difference being around the 14:00h-19:00h window.

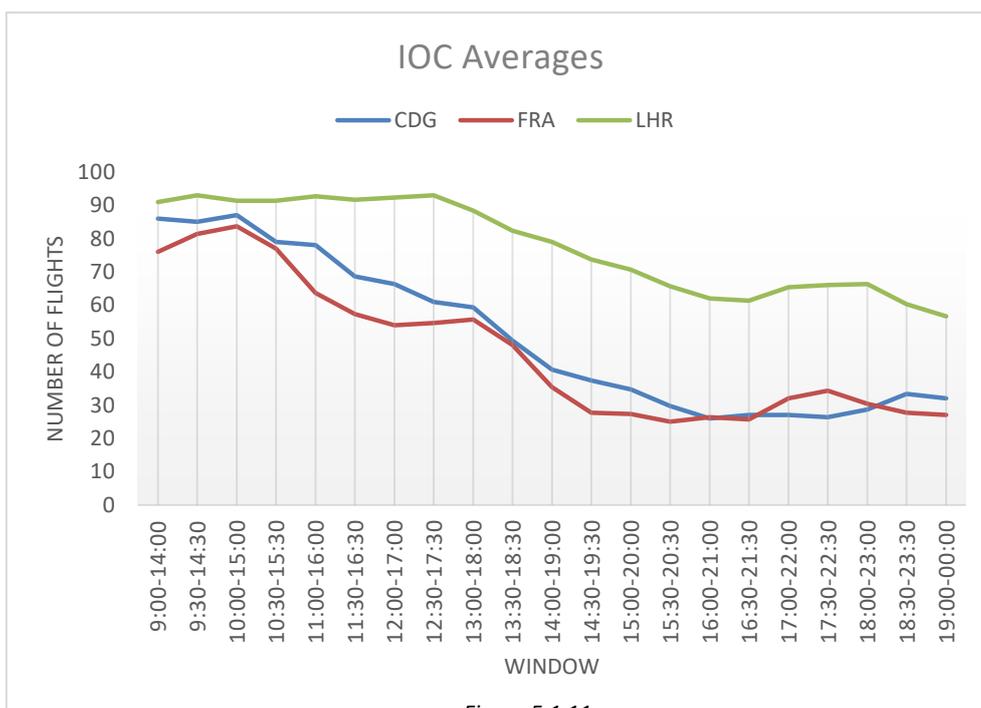


Figure 5.1.11

Continental Averages				Intercontinental Averages			
Window	CDG	FRA	LHR	Window	CDG	FRA	LHR
9:00-12:00	79.67	95.00	73.33	9:00-14:00	86.00	76.00	91.00
9:30-12:30	81.33	91.67	73.00	9:30-14:30	85.00	81.33	93.00
10:00-13:00	87.33	102.33	70.67	10:00-15:00	87.00	83.67	91.33
10:30-13:30	76.33	98.00	66.33	10:30-15:30	79.00	77.00	91.33
11:00-14:00	78.33	99.67	74.00	11:00-16:00	78.00	63.67	92.67
11:30-14:30	77.33	102.67	71.67	11:30-16:30	68.67	57.33	91.67
12:00-15:00	83.67	104.00	64.33	12:00-17:00	66.33	54.00	92.33
12:30-15:30	86.33	86.33	66.00	12:30-17:30	61.00	54.67	93.00
13:00-16:00	71.33	75.00	73.00	13:00-18:00	59.33	55.67	88.33
13:30-16:30	70.67	78.00	69.67	13:30-18:30	49.33	48.00	82.33
14:00-17:00	75.33	96.67	70.67	14:00-19:00	40.67	35.33	79.00
14:30-17:30	68.33	102.00	71.00	14:30-19:30	37.33	27.67	73.67
15:00-18:00	72.00	101.67	66.67	15:00-20:00	34.67	27.33	70.67
15:30-18:30	73.67	96.33	70.67	15:30-20:30	29.67	25.00	65.67
16:00-19:00	84.00	104.00	73.33	16:00-21:00	26.00	26.33	62.00
16:30-19:30	77.33	87.00	74.67	16:30-21:30	27.00	25.67	61.33
17:00-20:00	71.67	75.00	78.67	17:00-22:00	27.00	32.00	65.33
17:30-20:30	75.33	59.00	82.33	17:30-22:30	26.33	34.33	66.00
18:00-21:00	96.00	66.67	82.00	18:00-23:00	28.67	30.33	66.33
18:30-21:30	92.33	81.67	75.33	18:30-23:30	33.33	27.67	60.33
19:00-22:00	85.33	91.33	62.67	19:00-00:00	32.00	27.00	56.67
19:30-22:30	78.67	90.67	53.67				
20:00-23:00	68.67	80.33	39.67				
20:30-23:30	58.33	71.00	24.33				
21:00-00:00	27.67	56.33	11.33				

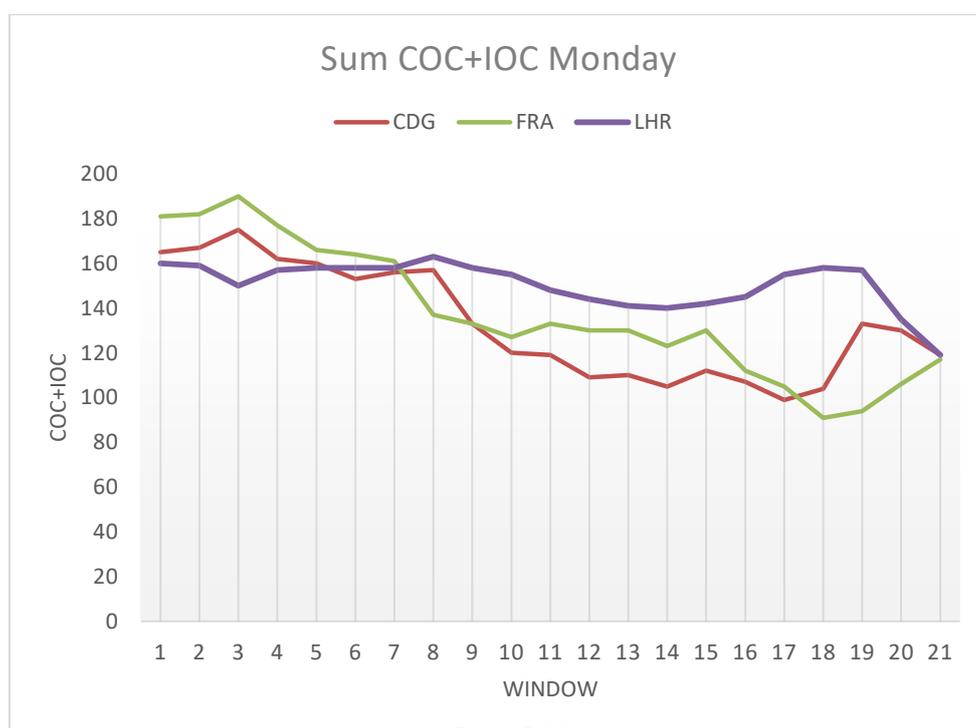
Table 5.1.13

Table 5.1.12

### 5.1.5 Addition of COC and IOC

Similarly to how we carried out the calculations in the previous section, we found it reasonable to add the continental and intercontinental connectivity figures linearly. In order to be able to do this, we limited the continental time windows to 21, matching the number of windows for intercontinental flights. This gave us a value of total onward connectivity per day and time window, giving us a useful tool to identify the ideal potential day and earliest departure time with which the flight from Castellón's airport should be connected. The tables used for these calculations can be consulted in *Annex 8.6*.

*Figure 5.1.12*, *Figure 5.1.13* and *Figure 5.1.14* show the results obtained for each of the three days of the week we are dealing with.



*Figure 5.1.12*

London Heathrow's outstanding strength in intercontinental connections is a differential element when adding both types of destinations. We can see how its weakness in European flights only brings it closer to its rivals, and these only overtake the British Hub in the early stages of the day on Monday and Sunday, the days that have previously been proven to be busier in terms of continental traffic.

Moreover, it is worth noting that Frankfurt's main strong point, the continental destinations does manage to compensate its noticeable weakness with regards to intercontinental flights. As we can see in all three figures, the curves between FRA and LHR are much closer than one would imagine when analyzing the averages for the destinations separately,

Lastly, as examined previously, Charles de Gaulle was not outstanding in either set of values, and this comes to show in this final addition of IOC and COC, where the French Hub lies in the middle of nowhere, only coming first for one time window on Sunday out of all 63 windows.

These values provide sufficient information to envisage that CDG will not be our final contender when selecting the connection flight from Castellón. However, up until now we have only been dealing with a count of connections between the Hubs and their destinations, so we are not necessarily meeting our potential passengers' needs. This is where the Weighed Onward Connectivity comes into play.

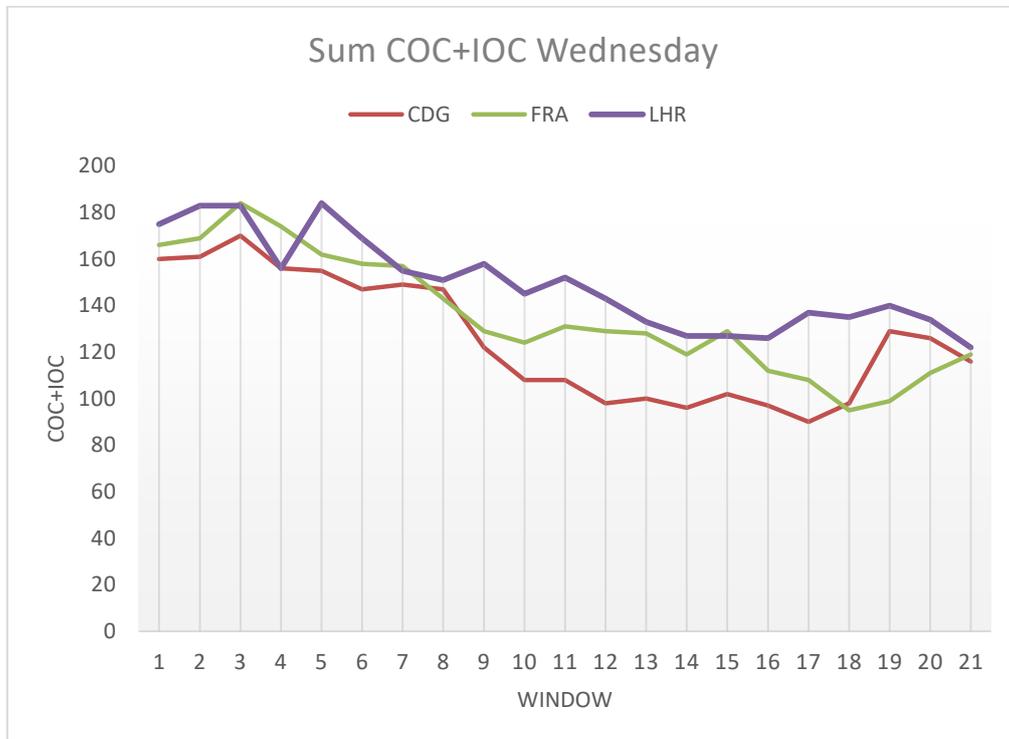


Figure 5.1.13

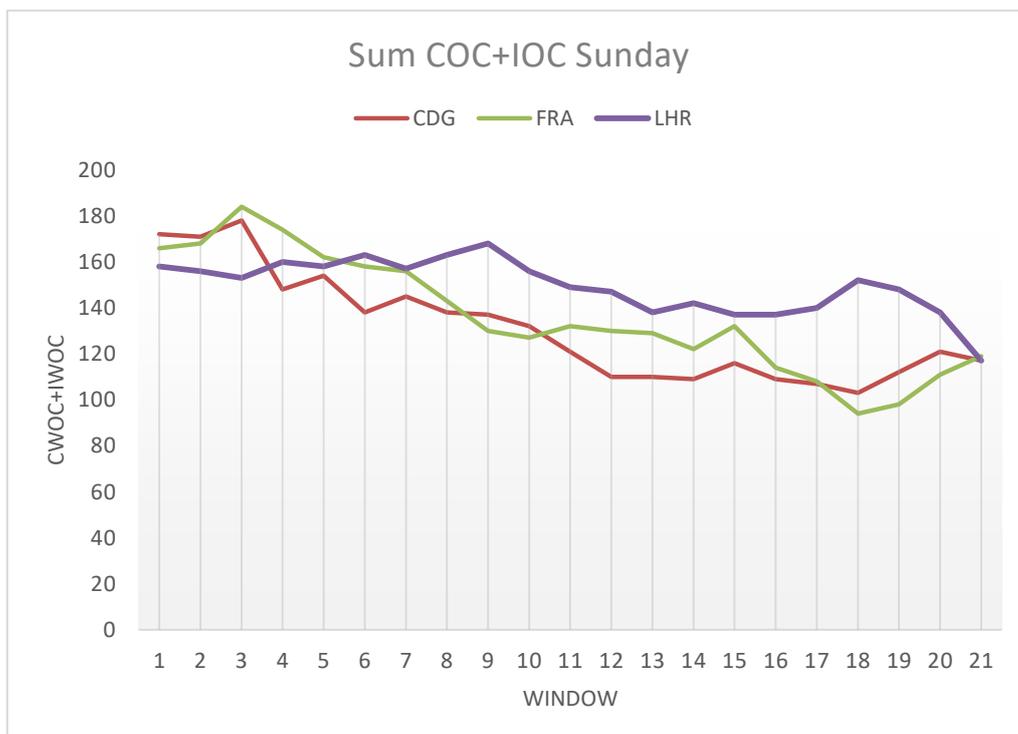


Figure 5.1.14

## 5.2 Weighed Onward Connectivity

### 5.2.1 Continental Weighed Onward Connectivity by day and time window

This part of the calculations was carried out adding a new factor: the weight of each country with regards to Castellón's ceramic exports. To be able to obtain the values we were looking for, we had to extract not only the number of flights per time window, but their countries of destination too, ending with an equivalent sum but with more information about the destinations. As commented in previous sections, we chose to use the top 50 countries to which the province of Castellón exports its ceramic products. The definitive goal was to achieve the obtaining of a value or factor with which we could compare how much of the potential customers' needs were being attended in each time window. The tables with the destinations and the obtained values can be seen in *Annex 8.5*.

It was decided that this method was reasonable since most certainly the business people will have interest in travelling to the countries to which they export their products, therefore making this assumption valid.

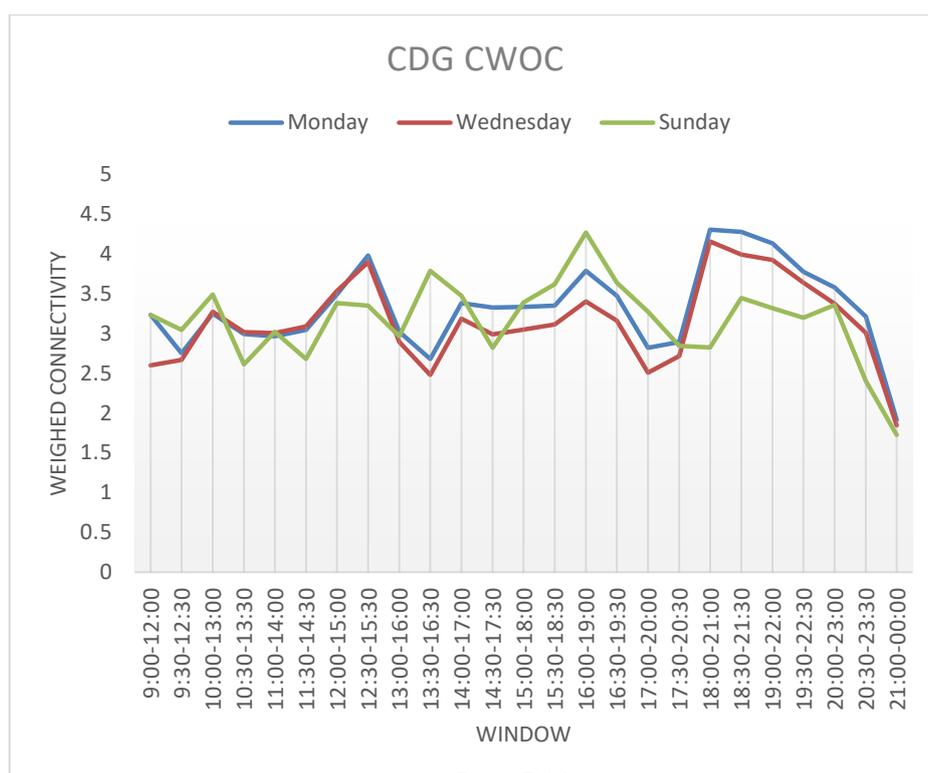


Figure 5.2.1

The first observations we are going to make are the comparison between the three days for each Hub. As we can see in *Figure 5.2.1*, there are differences with respect to the plain values obtained in COC for Charles De Gaulle, the most outstanding being the separation between the curves after the 18:00h-21:00h time window. Moreover, Sunday had stronger figures during two time windows in the same part of the day, but after weighing the destinations against the

interests of the potential customers, not only it ends up as being the worst of all three days, but the gap with Monday and Wednesday is even larger. In addition, the difference in number of flights proves to be of less importance as Sunday was notably worse at the beginning of the day, but the weighing brings the curves closer to each other.

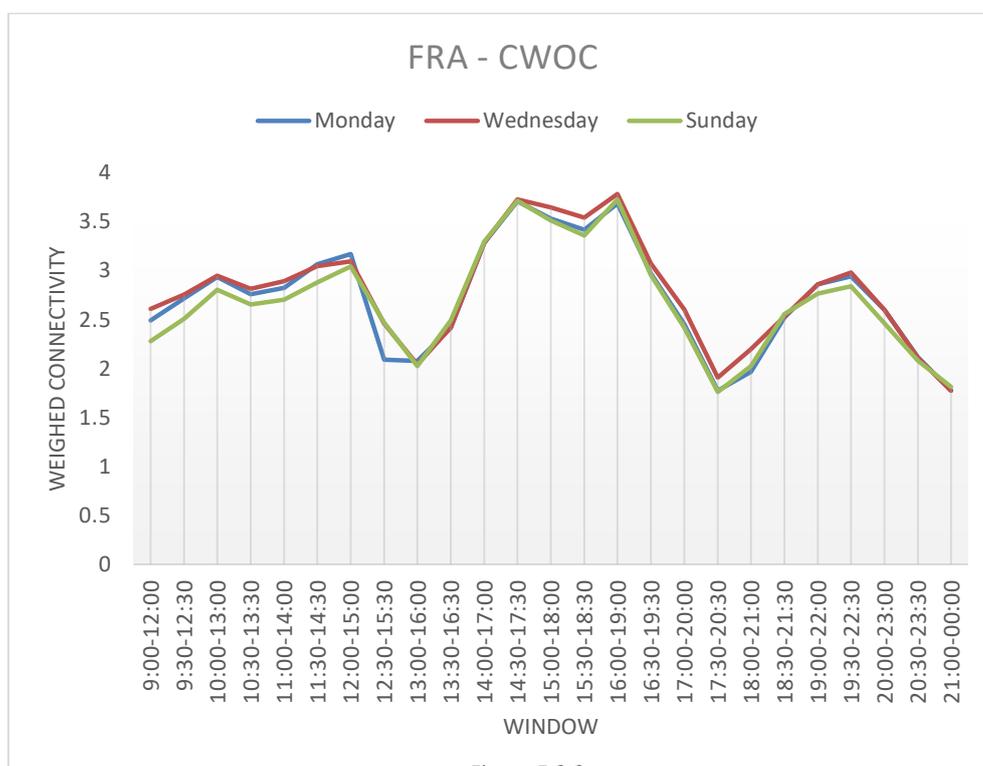


Figure 5.2.2

In contrast with CDG, Frankfurt's curves show little variations in terms of patterns after weighing the number of flights, as we can see in *Figure 5.2.2*. Where the lines were overlapped in COC, they continue to be now, the only difference being Wednesday's weighed values show a difference they did not have before, putting this day ahead of Monday and Sunday after the 14:30h-17:30h time window. This also happens at the beginning of the day, where Monday is no longer on the lead, leaving its position to the third day of the week. Again, contrary to what happens with the French Hub, Sunday's values worsen with these calculations, completely inverting the advantage this day seemed to have in terms of numbers of flights. The German airport displays similar recoveries in its curves compared to COC towards the end of the time frames for all three days, and the same analysis can be applied to the troughs, occupying proximate time windows.

Compared to FRA, London Heathrow's curve for Wednesday stays practically identical to that of continental onward connectivity. However, it is again Sunday which provides the biggest changes. As we can study in *Figure 5.2.3*, Sunday no longer leads in the time window from 10:30h-13:30h, as it did in COC, but now shows a flat segment of the curve where its weighed connectivity value drops close to 1.5.

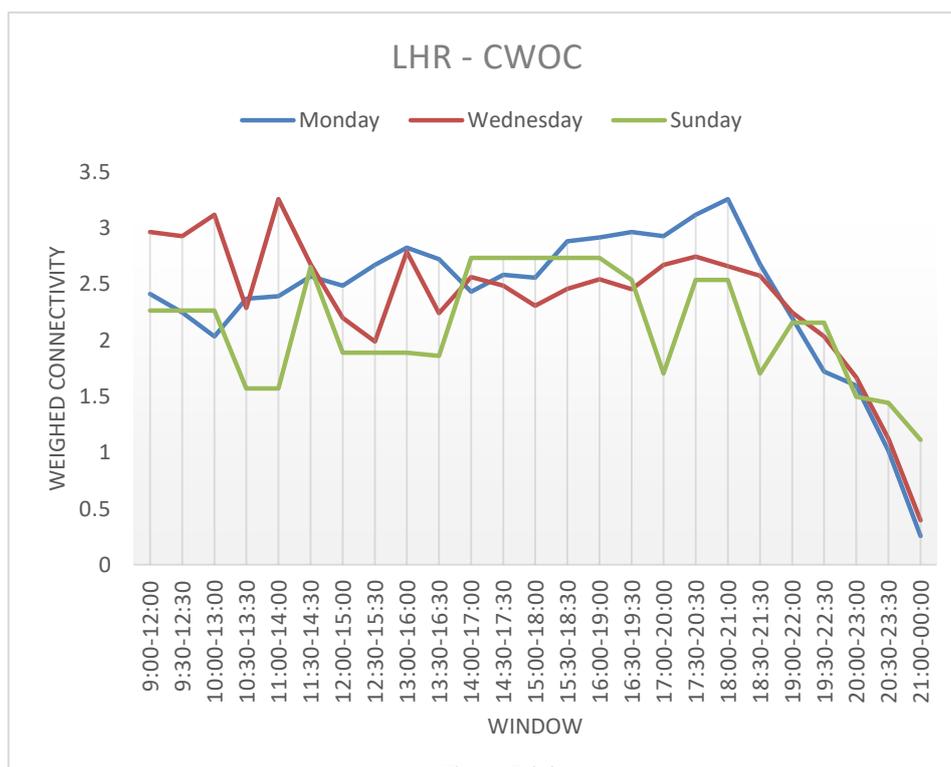


Figure 5.2.3

### 5.2.2 CWOC Comparison for the 3 Hubs

Comparing all three Hubs day by day, we can see at first sight in *Figure 5.2.4* how applying this weighing can change the importance of having or not having a large number of connections. If we recall the results obtained for COC on Monday, Charles de Gaulle was never ahead of the other two airports, in fact, it did not outstand in any of the analyzed situations. However, it is now exhibiting a stronger coefficient than LHR and FRA in most of the time windows.

On the other hand, the opposite behavior can be seen shortly after where it closes the gap with Wednesday's values, almost matching them, the difference being 0.02 between both connectivity factors. Additionally, the values for CWOC for Sunday are higher than Monday's and Wednesday's for a longer period of time compared to COC, where there is only one time window where the last day of the week had more flights than the others.

The sharp descents in Sunday's values can be seen in various time frames along the day, increasing the separation between the curves to a maximum of 1.2 in the window from 17:00h-20:00h. It is worth noting that even though for most of the day Sunday exhibits many variations, it does finish with a considerably higher value at the end of the day, something that did not happen in COC. Where Monday and Wednesday end with values below 0.5, Sunday manages to end with a figure over 1.1.

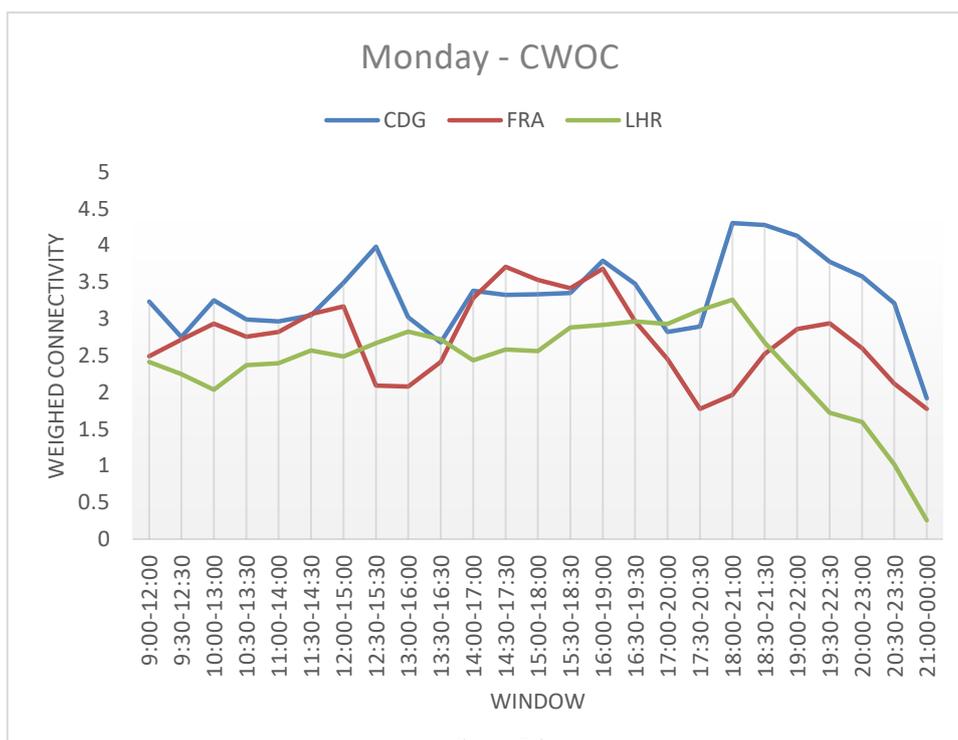


Figure 5.2.4

Sum of CWOC Monday			
Window	CDG	FRA	LHR
9:00-12:00	3.232062	2.490251	2.412991
9:30-12:30	2.753246	2.714909	2.248048
10:00-13:00	3.249524	2.933707	2.035944
10:30-13:30	2.992433	2.757399	2.369506
11:00-14:00	2.963403	2.822809	2.393451
11:30-14:30	3.046643	3.064869	2.57025
12:00-15:00	3.49185	3.16983	2.487577
12:30-15:30	3.981352	2.088946	2.670839
13:00-16:00	3.022612	2.076046	2.826536
13:30-16:30	2.679334	2.414228	2.722056
14:00-17:00	3.382759	3.28079	2.434052
14:30-17:30	3.325807	3.707177	2.58202
15:00-18:00	3.333432	3.530652	2.558665
15:30-18:30	3.350158	3.417505	2.882358
16:00-19:00	3.788187	3.68341	2.916339
16:30-19:30	3.475551	2.967952	2.965104
17:00-20:00	2.821871	2.451846	2.928771
17:30-20:30	2.894645	1.773955	3.117626
18:00-21:00	4.305084	1.965483	3.25886
18:30-21:30	4.276093	2.520518	2.67846
19:00-22:00	4.13047	2.859188	2.199214
19:30-22:30	3.77541	2.939726	1.721391
20:00-23:00	3.577679	2.599733	1.596793
20:30-23:30	3.214339	2.115144	1.01599
21:00-00:00	1.914949	1.775272	0.25808
Average	3.3191557	2.7248538	2.3940368

Table 5.2.1

London Heathrow also manages to be ahead for a brief period of two time windows, a rather surprising fact considering it seemed to be the weakest of all three in continental destinations. It could be argued that on the whole, it is CDG who proves to have the best weighed connectivity on this day, since it is ahead in the most important time window, i.e. at the beginning and towards the end, where its difference is even larger and the French and German struggle to keep the values close to CDG.

Moreover, looking at *Figure 5.2.5* it is noticeable too how Frankfurt recovers from a pronounced trough in the 13:00h-16:00h time window on Wednesday, overtaking both of its counterparts. This does not last long, since once again, Charles De Gaulle shows dominance and is above the other two curves for most of the day. Even after applying the weighing, the French's curves are still similar, just like when we were only working with number of destinations.

We also see a similar pattern between FRA and CDG, where the German airport has higher CWOC values in the middle of the day, the difference being even larger on Wednesday than on Monday.

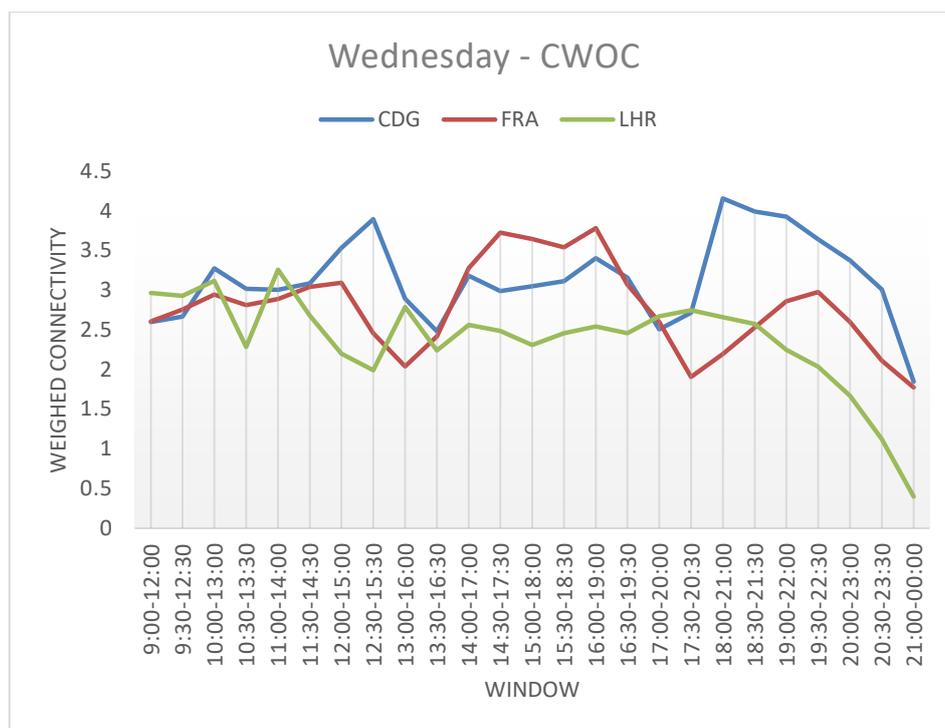


Figure 5.2.5

Regarding LHR, it does show a two short peaks putting it ahead on Wednesday, this never happening again across the three days. The London airport shows once again after weighing that it cannot contest the other two Hubs when it comes to continental connections, a probable cause being the fact that the English capital has more than three airports located in its surroundings, some being bases to low cost airlines, which take up most of the market share nowadays.

Sum of CWOC Wednesday			
Window	CDG	FRA	LHR
9:00-12:00	2.601142	2.607903	2.965104
9:30-12:30	2.668639	2.755529	2.928771
10:00-13:00	3.275793	2.946495	3.117626
10:30-13:30	3.018702	2.813931	2.286262
11:00-14:00	3.004983	2.890133	3.25886
11:30-14:30	3.088223	3.042909	2.67846
12:00-15:00	3.53343	3.093427	2.199214
12:30-15:30	3.89428	2.459114	1.990108
13:00-16:00	2.89396	2.041481	2.787407
13:30-16:30	2.481386	2.418179	2.240728
14:00-17:00	3.184811	3.281364	2.562437
14:30-17:30	2.989267	3.725068	2.485767
15:00-18:00	3.051335	3.644566	2.308817
15:30-18:30	3.112564	3.540498	2.458426
16:00-19:00	3.403163	3.782143	2.543145
16:30-19:30	3.159823	3.069749	2.456797
17:00-20:00	2.506143	2.601238	2.670839
17:30-20:30	2.717509	1.906017	2.74644
18:00-21:00	4.157654	2.197611	2.65929
18:30-21:30	3.993163	2.530103	2.574771
19:00-22:00	3.925674	2.859188	2.248048
19:30-22:30	3.63991	2.978242	2.035944
20:00-23:00	3.37433	2.599733	1.671406
20:30-23:30	3.01099	2.110831	1.123802
21:00-00:00	1.845653	1.775272	0.396672
<b>Average</b>	<b>3.1413011</b>	<b>2.786829</b>	<b>2.3758056</b>

Table 5.2.2

Analyzing *Figure 5.2.6* and *Table 5.2.3*, we can see how the curves are much more chaotic than in the other two days, but they continue to show similar trends, with CDG being ahead most of the day. It is also the only Hub capable of scoring a higher average on Sunday than on a weekday, something both other airports do not accomplish. This time, there are no surprises regarding LHR, as it is only close to being ahead when it approximately matches CDG's weighed connectivity. Sunday is also the only day where CDG does not close the day in first place, being overtaken by FRA in the very last time window by a small margin.

Summarizing, we can see the effects weighing the results have had on the positions each Hub occupied in the continental onward connectivity. Charles de Gaulle is now more clearly in advantage against FRA and LHR, the German airport being the airport losing the most, given that the British's values do not vary significantly its previous results, although it does improve in some specific windows.

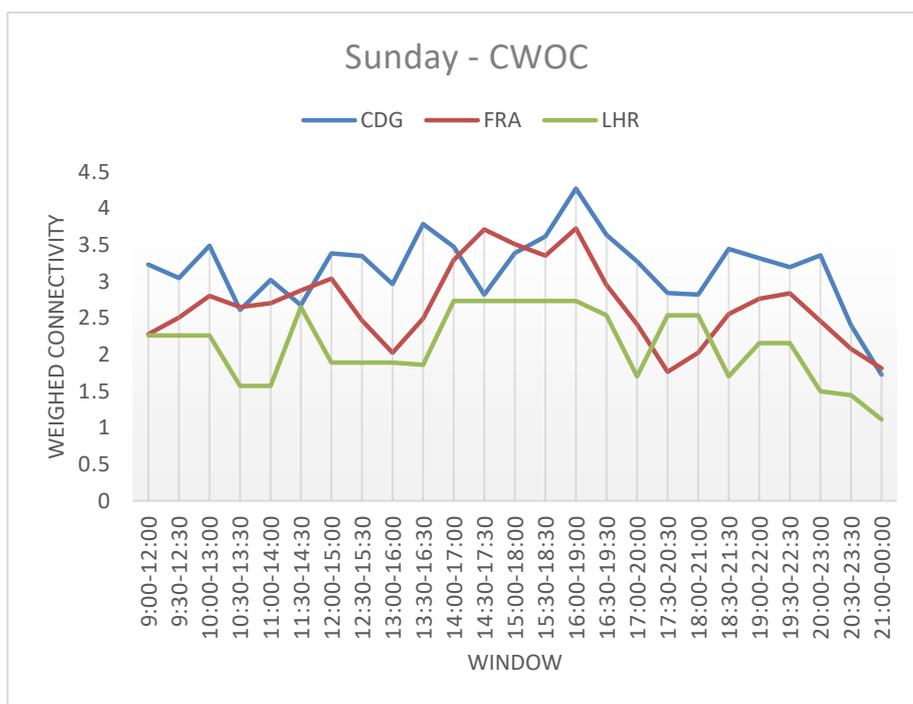


Figure 5.2.6

Sum of CWOC Sunday			
Window	CDG	FRA	LHR
9:00-12:00	3.231983	2.278314	2.264228
9:30-12:30	3.046643	2.50583	2.264228
10:00-13:00	3.49185	2.803853	2.264228
10:30-13:30	2.613577	2.652205	1.571268
11:00-14:00	3.022612	2.702138	1.571268
11:30-14:30	2.679334	2.879174	2.652531
12:00-15:00	3.382759	3.041019	1.890275
12:30-15:30	3.350158	2.468137	1.890275
13:00-16:00	2.96683	2.025729	1.890275
13:30-16:30	3.788187	2.49182	1.859885
14:00-17:00	3.475551	3.295285	2.732962
14:30-17:30	2.821871	3.710927	2.732962
15:00-18:00	3.390227	3.510668	2.732962
15:30-18:30	3.617326	3.356163	2.732962
16:00-19:00	4.270474	3.723865	2.732962
16:30-19:30	3.640052	2.9538	2.53661
17:00-20:00	3.275711	2.415993	1.705058
17:30-20:30	2.843487	1.762352	2.53661
18:00-21:00	2.823164	2.02623	2.53661
18:30-21:30	3.44714	2.55667	1.705058
19:00-22:00	3.317961	2.763118	2.157354
19:30-22:30	3.196636	2.83965	2.157354
20:00-23:00	3.359631	2.461141	1.49619
20:30-23:30	2.404274	2.080051	1.443652
21:00-00:00	1.727326	1.813788	1.114365
<b>Average</b>	<b>3.1673906</b>	<b>2.6847168</b>	<b>2.1268853</b>

Table 5.2.3

### 5.2.3 Intercontinental Weighed Onward Connectivity by day and time window

When comparing results for intercontinental weighed connectivity, we can see the effects are varied depending on the airport's frequency to certain countries of destination. Analyzing *Figure 5.2.7*, the most outstanding difference with respect to the IOC curves displayed for CDG, is the dive Sunday's line takes at the 14:30h-19:30h time window. In the IOC graph, Sunday lost its advantage earlier on in the day, whereas after weighing the results, this has now shifted forwards over an hour. However, it never showed such a large difference with the other two days, recovering quickly from a decrease in the number of flights. In the IWOC, we can see how even though it has the largest number of destinations from 16:30h to the end of Sunday; these are not fulfilling our potential customers' required destinations.

The disparity between Monday and Wednesday's curves in IOC seems to come closer after weighing, although Monday is always ahead between those two days. In this case the variations are minimal in terms of decision changing results.

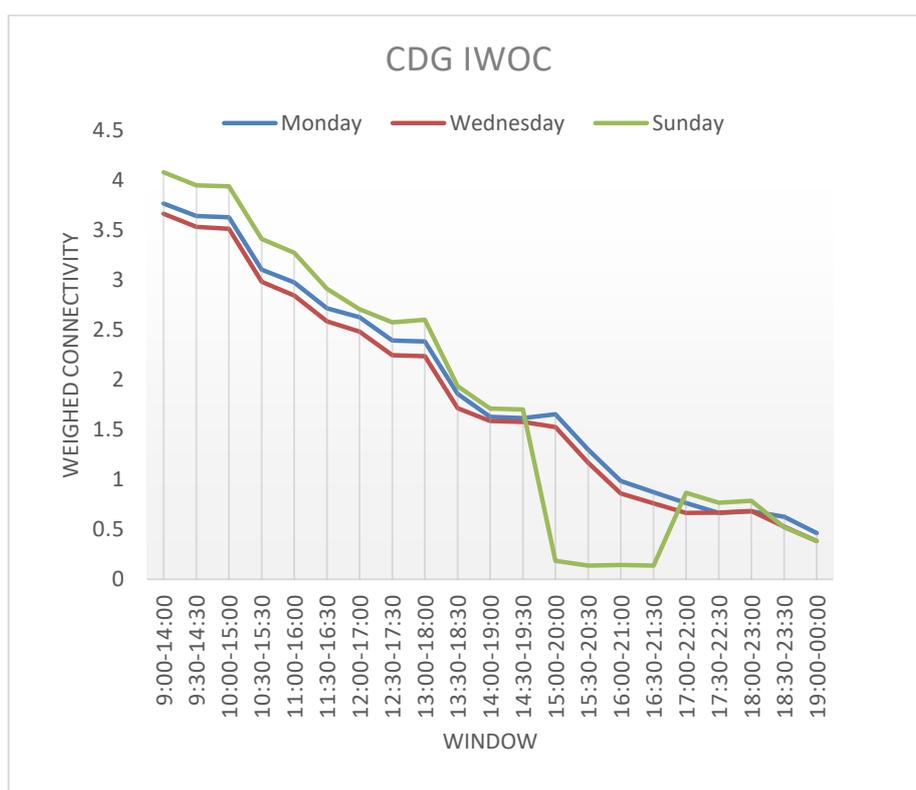


Figure 5.2.7

In the case of Frankfurt's Hub, seen in *Figure 5.2.8*, the most noticeable change against IOC is the separation of Monday's curve from the other two days during a few time frames in the middle of the day. Moreover, we can now see Sunday being ahead for the first three time windows, losing its advantage by a mere 0.02 in the IWOC factor after the fourth one. Sunday did not have larger figures in IOC until the afternoon, an advantage that disappears with the weighing.

Wednesday's separation from the other two curves during the first half of the time frame is also remarkable, although it now shows much closer numbers to Sunday after 14:30h, the difference being of 0.01 until 16:30h, where it is even smaller.

On a general note, addressing all three days, we can observe that the curves oscillate more than with IOC, showing steeper slopes as they move through the day, the local maximums being more pronounced too, as can be seen in the 12:30h-17:30h window.

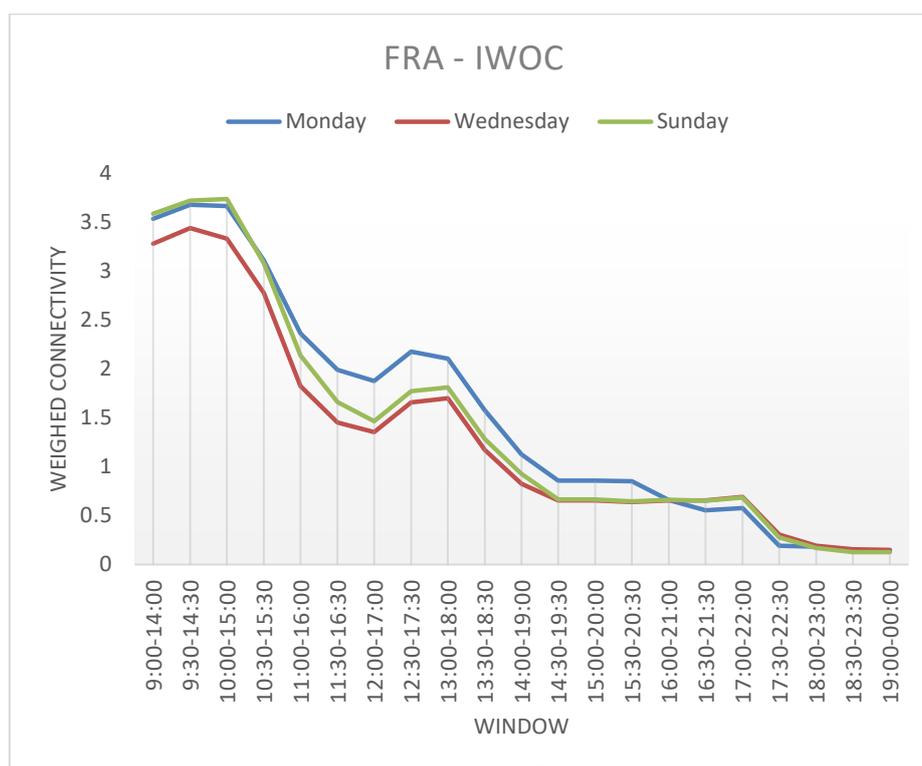


Figure 5.2.8

London Heathrow's curves show noteworthy changes when weighing destinations. At first sight, we can see how they have smoothed with respect to those in IOC, especially after 12:30h. In *Figure 5.2.9* they barely intertwine, with Monday and Wednesday having practically identical results throughout the whole day (this being the reason why Monday's blue curve is not visible), a pattern that does not repeat itself across the other two Hubs. It is noticeable although, how Sunday's curve separates from the other two days and exhibits stronger IWOC coefficients after 12:30h, whereas it had the weakest numbers in IOC for two time windows, 16:30h-21:30h and 17:00h-22:00h.

It is worth pointing out how LHR's IWOC coefficients are substantially larger than those of the other two airports. They start with values over 6, values never reached by CDG or FRA. This is due to the massive amount of flights to the USA, mostly concentrated in the first time windows of all three days. In fact, we can see how LHR accuses not having those flights to the USA; we can even pinpoint when this starts to happen, since all three curves start a slow but steady descent and close the days with values smaller than one, just like the other two Hubs.

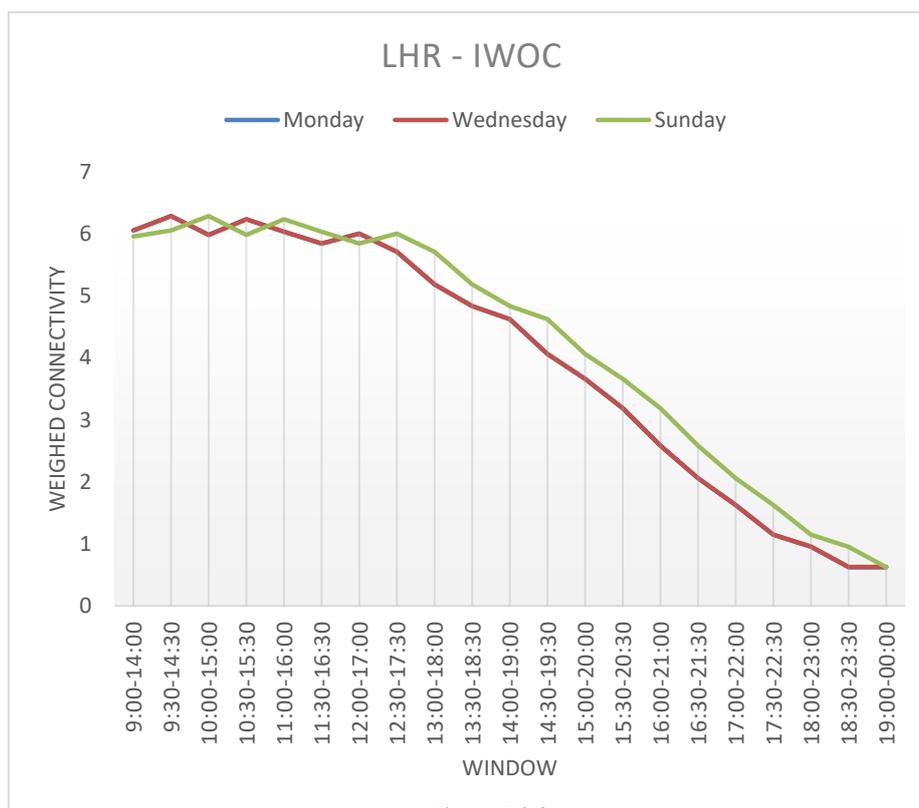


Figure 5.2.9

#### **5.2.4 IWOC Comparison for the 3 Hubs**

Continuing with the same method, we pitted all three airports against each other to evaluate the differences in a more visual manner. In the case of IWOC, as commented before, the comparison between the three airports is marked by the immense amount of flights to the USA from LHR.

In the case of Monday, what stands out the most is how FRA is always the one with the lowest IWOC values, having considerable differences with LHR, of up to 4.13 points (*Table 5.2.4*) in the 12:00h-17:00h window. FRA shows once again that it is not the ideal airport when it comes to intercontinental connectivity. In fact, regarding patterns, we see little variations compared to the figures seen in previous sections, as CDG still lies between the other two Hubs. It is noticeable too how LHR finishes above the French and German airports, even though it is the one with the largest difference between its maximum and minimum values.

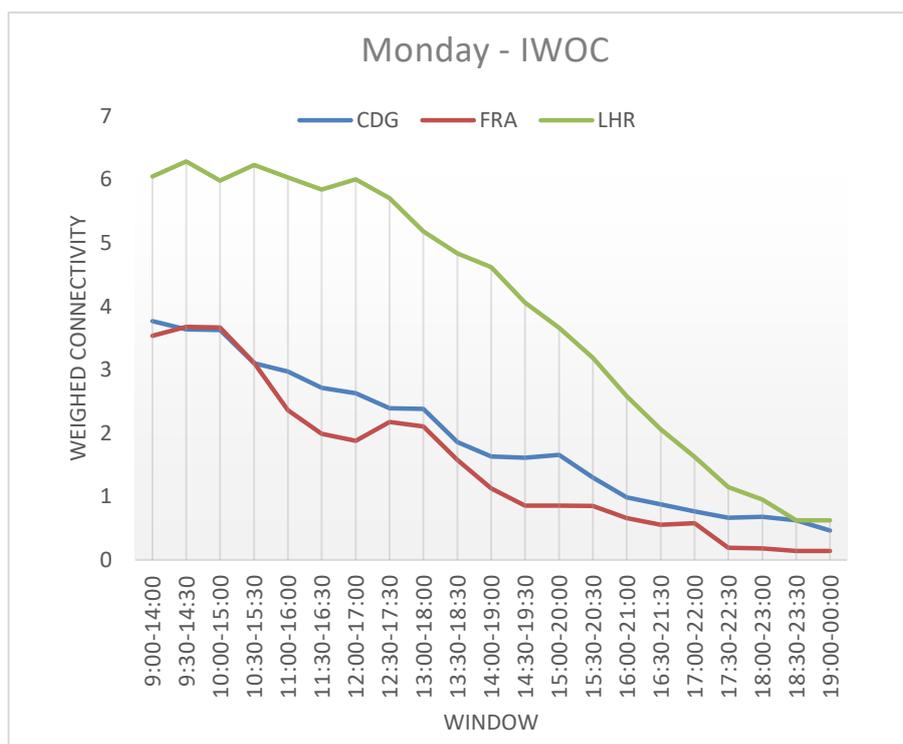


Figure 5.2.10

Sum of IWOC			
Window	CDG	FRA	LHR
9:00-14:00	3.765085	3.535313	6.050562
9:30-14:30	3.638349	3.678134	6.283921
10:00-15:00	3.627059	3.665678	5.981906
10:30-15:30	3.10136	3.109281	6.229759
11:00-16:00	2.972754	2.363888	6.031409
11:30-16:30	2.714889	1.991354	5.842153
12:00-17:00	2.626719	1.877242	6.002528
12:30-17:30	2.391837	2.177404	5.707028
13:00-18:00	2.382857	2.10408	5.183874
13:30-18:30	1.856441	1.575308	4.833146
14:00-19:00	1.629089	1.12639	4.619214
14:30-19:30	1.613289	0.857703	4.061051
15:00-20:00	1.654334	0.857703	3.6602
15:30-20:30	1.296962	0.850496	3.18883
16:00-21:00	0.984614	0.658661	2.585478
16:30-21:30	0.874405	0.554996	2.06051
17:00-22:00	0.763805	0.577775	1.626935
17:30-22:30	0.664306	0.191243	1.147462
18:00-23:00	0.681355	0.180475	0.952709
18:30-23:30	0.626304	0.139952	0.623754
19:00-00:00	0.4648	0.139952	0.623754
Average	1.92050538	1.53395371	3.9664849

Table 5.2.4

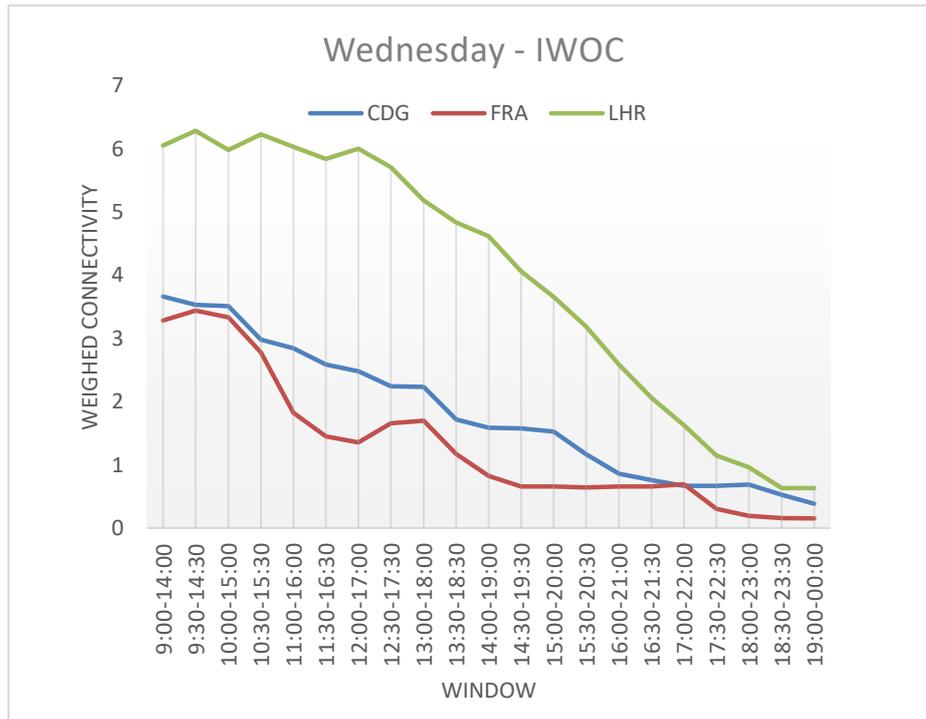


Figure 5.2.11

Sum of IWOC			
Window	CDG	FRA	LHR
9:00-14:00	3.661333	3.281795	6.050562
9:30-14:30	3.52964	3.439625	6.283921
10:00-15:00	3.511748	3.332484	5.981906
10:30-15:30	2.979447	2.776087	6.229759
11:00-16:00	2.841861	1.823364	6.031409
11:30-16:30	2.583996	1.45083	5.842153
12:00-17:00	2.480331	1.353767	6.002528
12:30-17:30	2.244302	1.65817	5.707028
13:00-18:00	2.235322	1.698618	5.183874
13:30-18:30	1.715508	1.169846	4.833146
14:00-19:00	1.586453	0.824375	4.619214
14:30-19:30	1.57561	0.655112	4.061051
15:00-20:00	1.523833	0.655112	3.6602
15:30-20:30	1.166461	0.638925	3.18883
16:00-21:00	0.860715	0.65442	2.585478
16:30-21:30	0.759486	0.65442	2.06051
17:00-22:00	0.664381	0.691547	1.626935
17:30-22:30	0.668547	0.305015	1.147462
18:00-23:00	0.685596	0.190582	0.959311
18:30-23:30	0.52688	0.156661	0.630356
19:00-00:00	0.384434	0.150059	0.630356
<b>Average</b>	<b>1.81837543</b>	<b>1.31241971</b>	<b>3.96742805</b>

Table 5.2.5

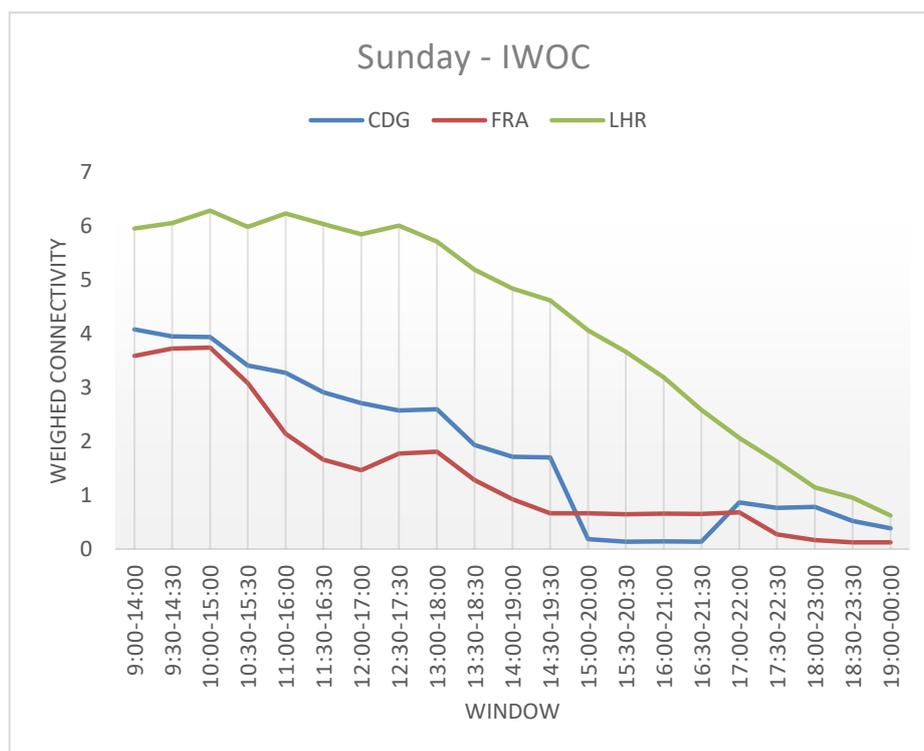


Figure 5.2.12

Furthermore, as seen in *Figure 5.2.11* and *Figure 5.2.12*, the trends shown are similar to Monday's, with LHR outstanding from the other two Hubs. However, Sunday is the strongest day for CDG, hence being the day where the French airport is closest to LHR, the difference being of 1.88 points in their IWOC coefficients (as seen in *Table 5.2.6*). On the other hand, Wednesday is the weakest day for the French Hub; it is in fact, the weakest for all three. These results show the third day of the week will probably not be in our final choice.

Additionally, returning to Sunday's figures, the sudden descent in IWOC experienced by CDG between the 15:00h-20:00h and 16:30h-21:30h gives FRA a chance to overtake the French airport, even though its numbers are not outstandingly good. These are the only windows of all three days where Frankfurt shows better weighed connectivity for intercontinental destinations.

In summary, the British Hub has a dominant advantage in intercontinental weighed onward connectivity against the other two counterparts. Its main strength comes from its numerous connections with the USA, probably reinforced by the political ties that bond both countries, which reinforce the exchange of goods, thus creating a base of potential customers that cannot be contested by the French or German airports. Charles De Gaulle and Frankfurt am Main are not necessarily weak attending Castellón's potential business passengers, but with the current calculations, their figures are too far away to contest London's main airport.

Window	Sum of IWOC		
	CDG	FRA	LHR
9:00-14:00	4.077428	3.586878	5.951854
9:30-14:30	3.945735	3.722208	6.050562
10:00-15:00	3.936823	3.73779	6.283921
10:30-15:30	3.408763	3.081969	5.981906
11:00-16:00	3.271177	2.138226	6.229759
11:30-16:30	2.909647	1.662027	6.031409
12:00-17:00	2.706558	1.46554	5.842153
12:30-17:30	2.574194	1.772304	6.002528
13:00-18:00	2.599135	1.810391	5.707028
13:30-18:30	1.935133	1.281619	5.183874
14:00-19:00	1.712319	0.927168	4.833146
14:30-19:30	1.701476	0.665972	4.619214
15:00-20:00	0.185168	0.665972	4.061051
15:30-20:30	0.138791	0.645544	3.6602
16:00-21:00	0.14404	0.661039	3.18883
16:30-21:30	0.137496	0.652059	2.585478
17:00-22:00	0.86747	0.684945	2.06051
17:30-22:30	0.767971	0.275114	1.626935
18:00-23:00	0.78502	0.167283	1.147462
18:30-23:30	0.522639	0.12676	0.952709
19:00-00:00	0.384434	0.12676	0.623754
Average	1.84690556	1.42688735	4.20867127

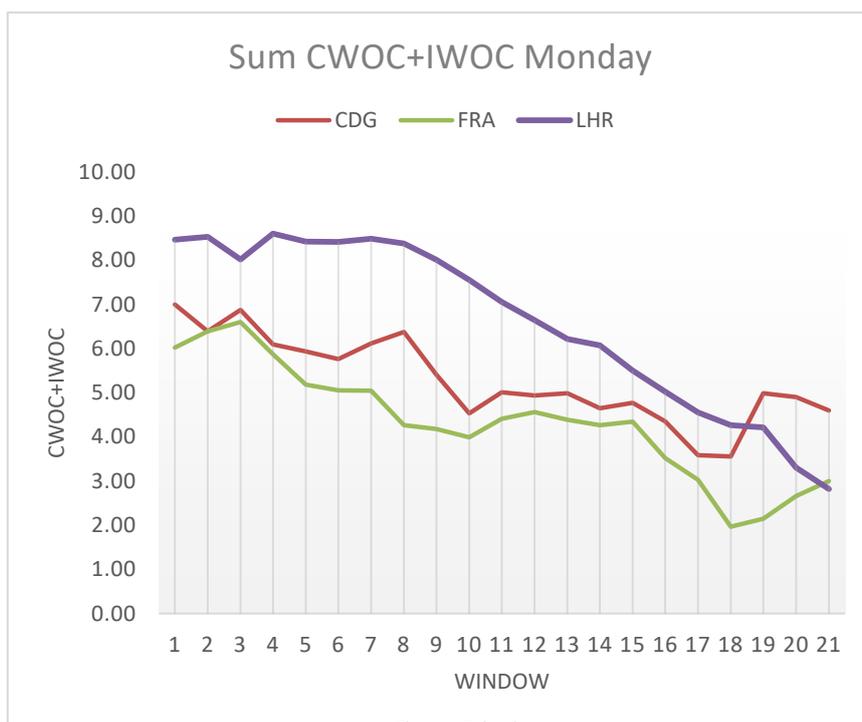
Table 5.2.6

### 5.2.5 Addition of CWOC and IWOC

Continuing with the same methodology, once we obtained the values for CWOC and IWOC, we added them since there is a linearity that allows this calculation to be carried out. The tables used to generate the following figures can be consulted in *Annex 8.7*. Once again, given that the intercontinental windows only add up to 21, we worked with this amount to keep the linearity. The final purpose of this section was to determine which time windows we would be working in the following calculations.

Attending to *Figure 5.2.13*, showing the addition of CWOC and IWOC for Monday, we can see how the advantage gained by LHR's values for IWOC proves to suffice to keep it as the most connected airport to meet the potential passengers' requirements. The curves are brought together by the weakness exhibited by the British airport in CWOC, which allows CDG and FRA to come closer.

Moreover, the quick descent shown by London Heathrow towards the end of the day in both CWOC and IWOC now results in it having the lowest value of all three in the last time window, and being overtaken by CDG, pushed by its strength in continental weighed connections, after the 19<sup>th</sup> window.



Monday CWOC+IWOC				
Window	CDG	FRA	LHR	Suma
1	6.997147	6.025564	8.463553	21.486264
2	6.391595	6.393043	8.531969	21.316607
3	6.876583	6.599385	8.017850	21.493818
4	6.093793	5.86668	8.599265	20.559738
5	5.936157	5.186697	8.424860	19.547714
6	5.761532	5.056223	8.412403	19.230158
7	6.118569	5.047072	8.490105	19.655746
8	6.373189	4.26635	8.377867	19.017406
9	5.405469	4.180126	8.010410	17.596005
10	4.535775	3.989536	7.555202	16.080513
11	5.011848	4.407180	7.053266	16.472294
12	4.939096	4.564880	6.643071	16.147047
13	4.987766	4.388355	6.218865	15.594986
14	4.647120	4.268001	6.071188	14.986309
15	4.772801	4.342071	5.501817	14.616689
16	4.349956	3.522948	5.025614	12.898518
17	3.585676	3.029621	4.555706	11.171003
18	3.558951	1.965198	4.265088	9.789237
19	4.986439	2.145958	4.211569	11.343966
20	4.902397	2.66047	3.302214	10.865081
21	4.595270	2.999140	2.822968	10.417378

Table 5.2.7

Looking at *Table 5.2.7*, the highlighted values show the highest coefficients for the sum of weighed connectivities per window for each of the three Hubs. In the case of Monday, they are dispersed for each airport, the first time window being the one with the highest number for CDG, third window for FRA and fourth for LHR. However, the time window showing the highest figure of 21.49 for the sum of all three airports is the third one, so this will be the first window we will work with in the upcoming section.

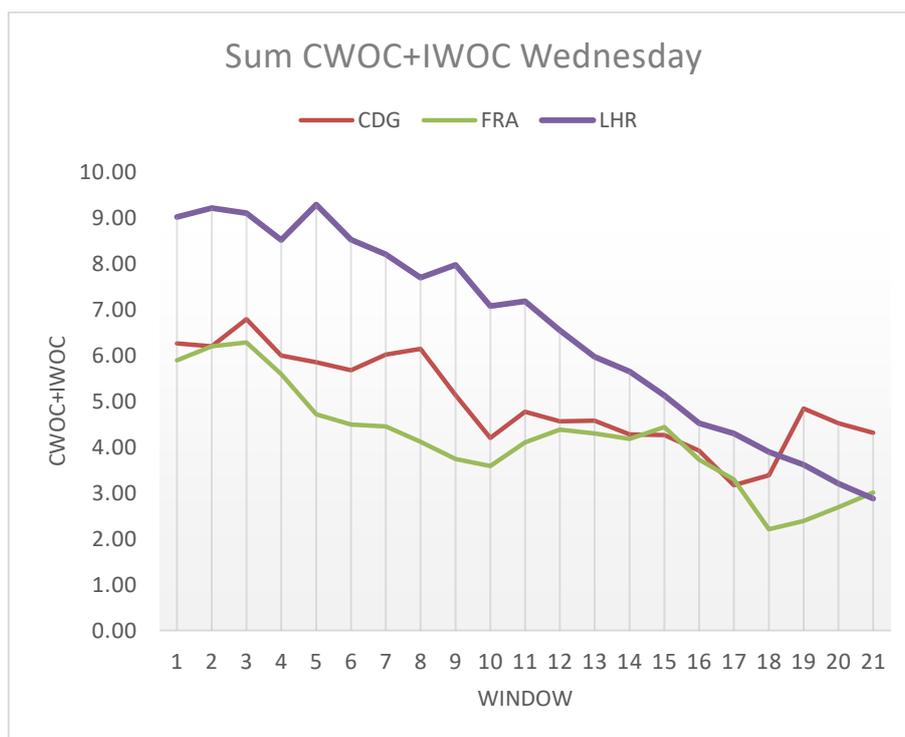


Figure 5.2.14

Continuing with the third day of the week, we observe in *Figure 5.2.14* a reasonably comparable pattern, again with LHR owing its superiority to the difference it obtains from its IWOC values. Although the sums are different, the curves are similar at the end of the time frames too, seeing CDG rise to have the highest value of all three, and LHR slowly descend until it ends in last place in the 21<sup>st</sup> window, although it ends with a value slightly superior to Monday's by 0.05. In addition, another difference that can be seen is that FRA manages to have higher values than CDG during two time windows, although they are not the same frames where the German airport is superior in the sum of CWOC and IWOC on Sunday.

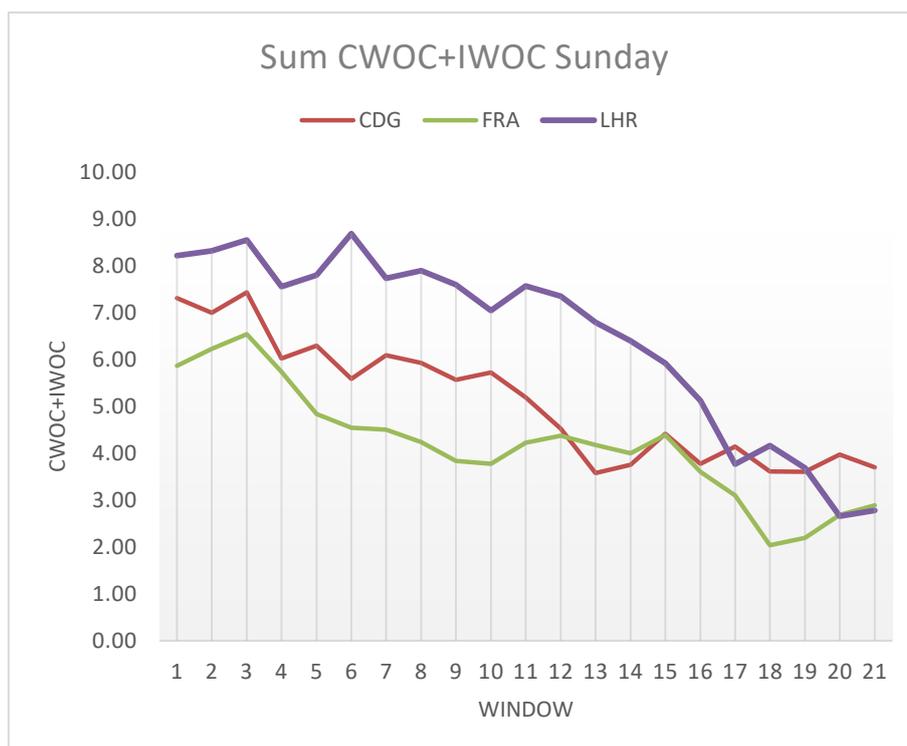
Studying the values in *Table 5.2.8*, this time we do see how two Hubs, CDG and FRA, share their highest values in the same time window, again being the third one, whereas LHR has its highest value for all three days in the fifth window, adding to 9.29. On the whole, however, the time window with the highest sum of the three Hubs is again the third one for Wednesday. This is the window we will be using next.

Wednesday CWOC+IWOC				
Window	CDG	FRA	LHR	Suma
1	6.262475	5.889698	9.015666	21.167839
2	6.198279	6.195154	9.212692	21.606125
3	6.787541	6.278979	9.099532	22.166052
4	5.998149	5.590018	8.516021	20.104188
5	5.846844	4.713497	9.290269	19.850610
6	5.672219	4.493739	8.520613	18.686571
7	6.013761	4.447194	8.201742	18.662697
8	6.138582	4.117284	7.697136	17.953002
9	5.129282	3.740099	7.971281	16.840662
10	4.196894	3.588025	7.073874	14.858793
11	4.771264	4.105739	7.181651	16.058654
12	4.564877	4.380180	6.546818	15.491875
13	4.575168	4.299678	5.969017	14.843863
14	4.279025	4.179423	5.647256	14.105704
15	4.263878	4.436563	5.128623	13.829064
16	3.919309	3.724169	4.517307	12.160785
17	3.170524	3.292785	4.297774	10.761083
18	3.386056	2.211032	3.893902	9.490990
19	4.843250	2.388193	3.618601	10.850044
20	4.520043	2.686764	3.205127	10.411934
21	4.310108	3.009247	2.878404	10.197759

Table 5.2.8

Lastly, Sunday has the most irregular curves after adding CWOC and IWOC, as can be observed in *Figure 5.2.15*. As commented before, FRA has higher values than CDG during two time windows, in this case the 13<sup>th</sup> and 14<sup>th</sup>, mainly fueled by the French's rapid descent along the previous frames. This however is contrasted by a resurging that manages to put it ahead of both FRA and LHR, although briefly. The Parisian airport is the only one managing to sustain its values until the end of the time windows, allowing it to close Sunday with the highest sum of weighed connectivities by a considerable margin.

Regarding the choice of the best time window, it is clear in *Table 5.2.9* that it is once again the third one. All three Hubs have their highest sums in this time frame; hence the total sum of the three is the largest too, this time by over a point with respect to the second biggest sum. Thus, this will be the time frame chosen for Sunday.



Sunday CWOC+IWOC				
Window	CDG	FRA	LHR	Suma
1	7.309411	5.865192	8.216082	21.390685
2	6.992378	6.228038	8.31479	21.535206
3	7.428673	6.541643	8.548149	22.518465
4	6.02234	5.734174	7.553174	19.309688
5	6.293789	4.840364	7.801027	18.935180
6	5.588981	4.541201	8.68394	18.814122
7	6.089317	4.506559	7.732428	18.328304
8	5.924352	4.240441	7.892803	18.057596
9	5.565965	3.836120	7.597303	16.999388
10	5.72332	3.773439	7.043759	16.540518
11	5.187870	4.222453	7.566108	16.976431
12	4.523347	4.376899	7.352176	16.252422
13	3.575395	4.176640	6.794013	14.546048
14	3.756117	4.001707	6.393162	14.150986
15	4.414514	4.384904	5.921792	14.721210
16	3.777548	3.605859	5.122088	12.505495
17	4.143181	3.100938	3.765568	11.009687
18	3.611458	2.037466	4.163545	9.812469
19	3.608184	2.193513	3.684072	9.485769
20	3.969779	2.68343	2.657767	9.310976
21	3.702395	2.889878	2.781108	9.373381

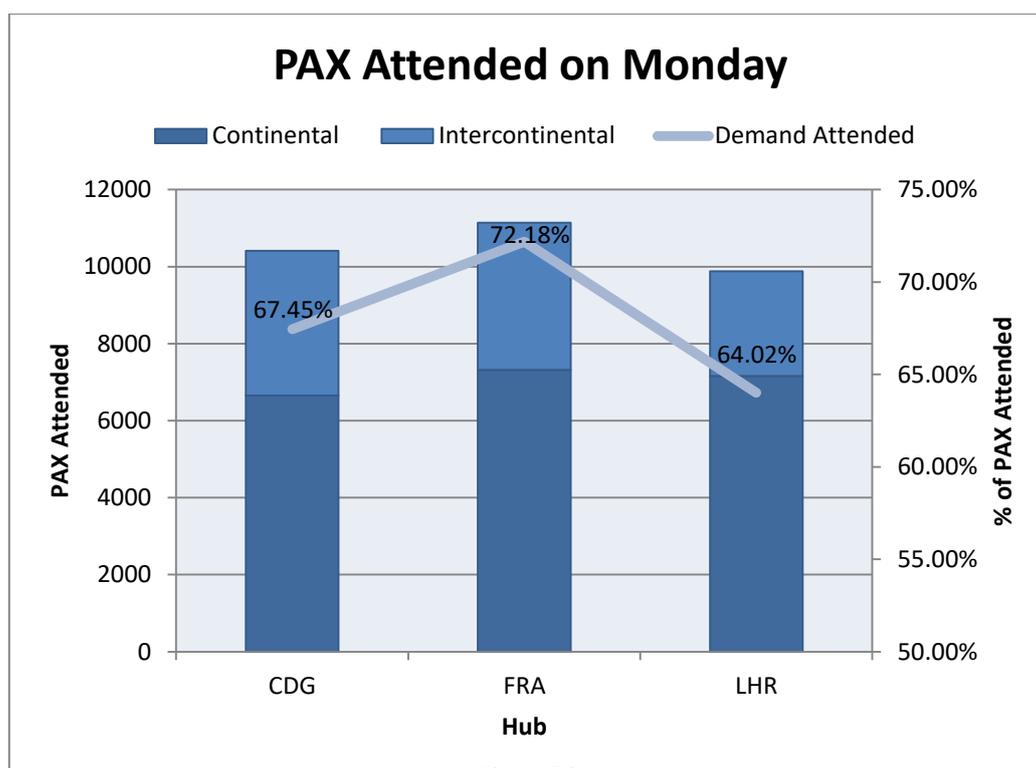
Table 5.2.9

## 5.3 Passengers Attended

### 5.3.1 The Valuable Demand

In this final section we had the necessary data to be able to select the ideal Hub, day and earliest time window to maximize the connectivity for Castellon's ceramic sector. After applying the weighing and obtaining the values for the sum of CWOC and IWOC, the next step was to calculate how many passengers these time frames would be attending. The calculations were carried out for the third frame of each of the three days. The tables used to perform these calculations can be examined in *Annex 8.8*.

As commented in the methodology section, we took the value of potential passengers coming from Castellon's ceramic cluster, and distributed them amongst the weights of the countries to which the exports are done. Then, by means of a formula, we only took into consideration whether there was a flight to a certain country of interest, without the number of these being of matter.



	Monday			
	Continental	Intercontinental	Total	Demand Attended
CDG	6657.89	3752.85	10410.74	67.45%
FRA	7314.54	3826.37	11140.91	72.18%
LHR	7163.69	2717.06	9880.75	64.02%

*Table 5.3.1*

Compared to the total weighed connectivity explored in the previous section, we can see how the results take an unexpected turn after applying these criteria. Observing *Figure 5.3.1* we can see how now LHR has gone from being the airport with the highest weighed connectivity on Monday to being the Hub attending the least of Castellon's potential business passengers. Frankfurt am Main on the other hand, shows the complete opposite behavior, and now has the highest percentage of all three airports, considerably ahead in the case of the first day of the week.

Viewing the values included in *Table 5.3.1*, it is easy to see why LHR has changed its position. The large amount of flights to a certain country where what gave the British Hub an advantage in IWOC, which in the end was determinant when adding both continental and intercontinental markers. After removing this factor, since there are only a limited number of potential passengers, LHR accused the fact of not having such a diversified portfolio of intercontinental destinations.

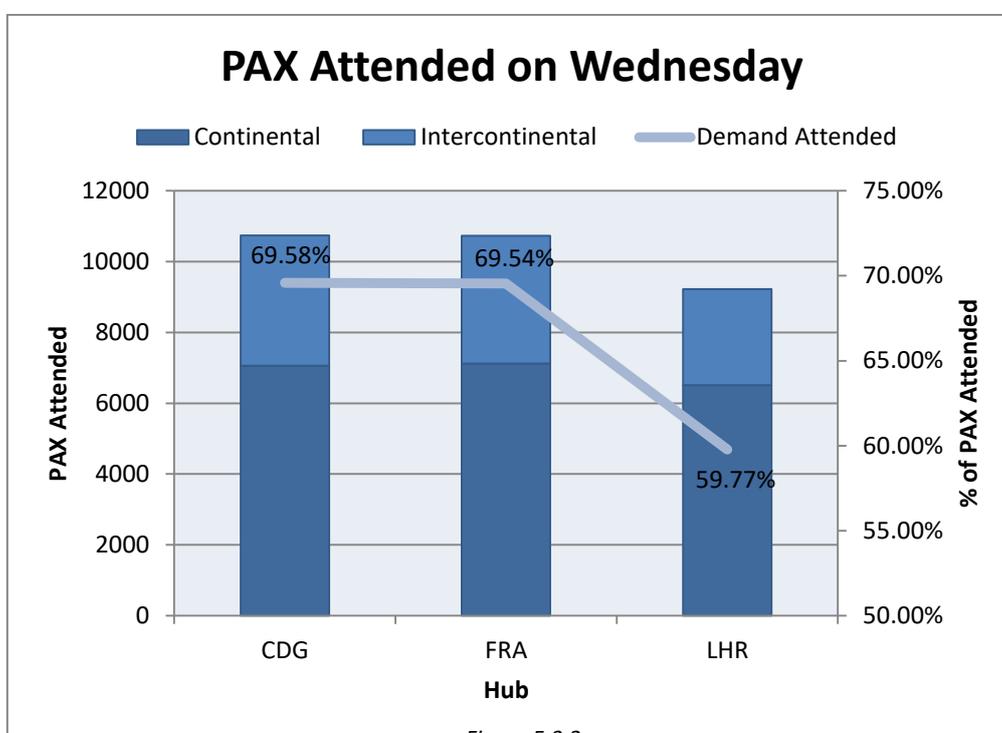


Figure 5.3.2

	Wednesday			
	Continental	Intercontinental	Total	Demand Attended
CDG	7063.32	3676.35	10739.67	69.58%
FRA	7127.92	3604.92	10732.83	69.54%
LHR	6508.49	2717.06	9225.55	59.77%

Table 5.3.2

The values for Wednesday show a very similar pattern for LHR because, as can be consulted in *Annex 8.5*, the London based airport has the same destinations in the third window of all three

days, although the cumulative sum of flights varies on Sunday. This yields an identical value of potential passengers attended for all three days in the intercontinental destination spectrum, leaving it to the continental passengers to make a difference for LHR.

Observing *Figure 5.3.2* we can see how CDG has an ever so slight advantage over FRA on this day, the difference being of 0.04% or 7 potential passengers. This disparity in the figures could be considered negligible. London Heathrow has its weakest value since Wednesday is its worst day in the diversity of continental destinations, having a difference of over 600 potential PAX attended compared to Monday and Sunday, as shown in *Table 5.3.2*.

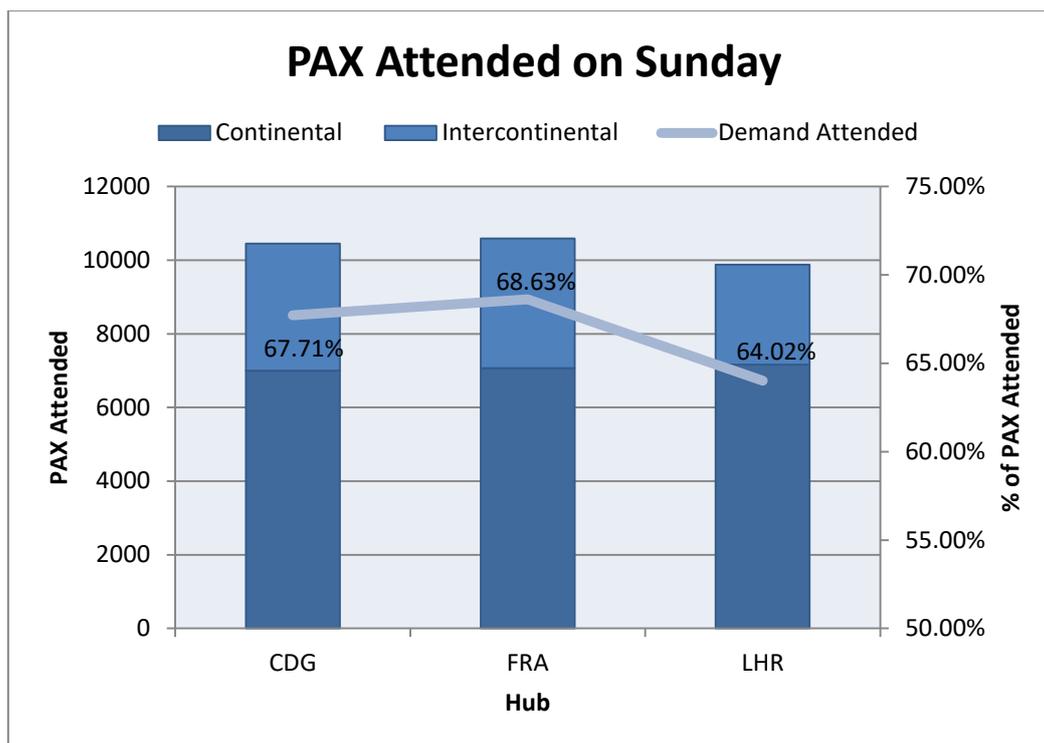


Figure 5.3.3

Regarding Sunday's results, displayed in *Figure 5.3.3*, it is worth pointing out that although LHR up until now was deemed as being the least appealing to potential continental travellers, it has the highest value in continental passengers attended in this day. As we can see in *Table 5.3.3*, LHR is the Hub which most varies its percentage with respect to Wednesday's, increasing by 4.25%, mainly driven by the difference in continental passengers attended between both days. Its rather stable figures allow it to stay above Frankfurt am Main, which has its lowest percentage of potential passengers attended out of all three weekdays. On the other hand, it is the German airport who attends the most intercontinental demand. CDG is pulled down by exhibiting its lowest value in intercontinental PAX, although the total of 10450 PAX attended is enough to make it stay in second place.

	Sunday			
	Continental	Intercontinental	Total	Demand Attended
CDG	6996.76	3453.76	10450.52	67.71%
FRA	7066.09	3526.01	10592.09	68.63%
LHR	7163.69	2717.06	9880.75	64.02%

Table 5.3.3

## 6. Conclusions

Several methods exist to measure levels of connectivity of Hubs. The larger the scope of the analysis, the more general the results will be, since the amounts of data grow exponentially rather than in a linear manner. Depending on the reasons why one is interested in obtaining these data, there are different approaches that can be taken. If the need only involves knowing the amount of flights departing from an airport each day of the week, without the destination, time of departure or frequency to these destinations being of matter, then the Generic Onward Connectivity is a perfectly valid approach, since it will yield precisely these values.

Dividing these flights into continental and intercontinental destinations begins to give a glimpse of where are the strengths and weaknesses of a Hub. This proved to be useful, since it provided sufficient information to be able to filter and determine the Hubs we would carry on our calculations with.

However, for the purpose we were dealing with, this method did not provide sufficient information, since we were in search of a day *and* time of departure to establish a connection flight from Castellon's airport to a Hub. The lack of these specifics made it impossible to determine what we were looking for only using the generic approach.

Applying the separation into time intervals following the norms studied in various papers is a useful tool to identify traffic peaks and troughs throughout the days. Being able to establish when an airport has its largest amount of flights within a day, as well as the least amount of departures, delivers important data if the approach taken is for a generic segment of the market. Given that the interests and needs will be immensely varied, applying a more abstract view will suffice, considering the potential customer base will range from holiday travellers, to visiting friends and relatives or to business people.

Working with a specific niche like the ceramic industry cluster of Castellón meant the data obtained from extracting the values for continental and intercontinental onward connectivity by time window did not yield the necessary values to fulfill the objective, so we took a step further and began analyzing the interest the destinations of these flights could have for the potential passengers.

Applying continental and intercontinental weighed onward connectivity to the information we had previously obtained changed the views we had acquired from each Hub with the data calculated employing more generic methods, proving that had we only used these to determine which Hub, day and time window was ideal to connect our airport with it, the answer would have most probably not been optimal and we would have been missing a large portion of the interest of the customer base.

By weighing the destinations against a plausible interest in these based on how the exports are distributed around the world, we obtained values with which we could be certain the passenger's demand would be attended. The data obtained gave us the necessary information

to select the time windows with the highest number of total weighed connectivity for the three days of the week we were working with.

Having reached this point, there was enough to establish which would be the ideal Hub, day and time window, but this would have only been enough if all we were looking for was just that, to pinpoint a day and time and connect two airports. However, who would be willing to establish the route? How could an airline be persuaded just by telling them this is the when and where? Airlines are interested in how many passengers they can fly and how many times they can do so; hence we had to add a factor considering how much demand the cluster would generate attending to the specific criteria applied.

The fact that a Hub can have a large volume of flights to a certain country of destination, does not necessarily mean there will be more passengers willing to take them, especially when dealing with such a concrete segment. Factoring the destinations into ones and zeroes depending on the appeal generated towards the business people in Castellón, and distributing the passengers in a similar way to how we distributed the weight of the destinations, i.e. by the weight of the exports to the top fifty countries, we obtained the total sum of passengers that would be attended for each of the time windows.

The final data obtained make the decision clear: the connecting flight between Castellón's airport and a Hub should be one flying to Frankfurt am Main and arriving in Germany at 9:00 a.m. at the latest, giving the passengers one hour to connect with the next flight if it were continental and three if it were intercontinental. This choice would be attending 11140 out of the total 15434 estimated annual passengers coming from the ceramic cluster, amounting for 72.18%. Taking into account we are only targeting a specific segment of the province's population, if we distribute this value between the 52 weeks in a year, this would give us 214 passengers per week, enough to fill up approximately 90% of the capacity of an A320 or B737, typically used for short and medium range flights by both low cost and main airlines.

Bearing in mind that the ceramic sector took up 33.60% of the total revenue generated by exports in 2019 in the province of Castellón, it is reasonable to infer there is a much higher latent demand that is being attended by other means, so stating that the frequency of flights per week could be even higher is more than plausible. Considering we are only taking into account business passengers, it is safe to say establishing this route would be profitable for the airline that chooses to operate it.

We have analyzed various methods to evaluate onward connectivity, exploring their utilities depending on the purpose the calculations were being carried out for, and applying them to a specific case. Our paper paves the way for posterior studies that could shed light over our scope of investigation, studies such as the estimation of other demands and the consideration of the impact of competition imposed by other airports and methods of transport on onward connectivity.

## 7. Bibliography

- Akça, Z. (2018). Comparative analysis with a new hub connectivity measure considering revenue and passenger demand. *Journal of Air Transport Management*, 67, 34–45. <https://doi.org/10.1016/j.jairtraman.2017.11.002>
- Allroggen, F., Wittman, M. D., & Malina, R. (2015). How air transport connects the world - A new metric of air connectivity and its evolution between 1990 and 2012. *Transportation Research Part E: Logistics and Transportation Review*, 80, 184–201. <https://doi.org/10.1016/j.tre.2015.06.001>
- Burghouwt, G., & Redondi, R. (2013). *Connectivity in Air Transport Networks: An Assessment of Models and Applications*.
- de Wit, J., Veldhuis, J., Burghouwt, G., & Matsumoto, H. (2009). Competitive position of primary airports in the Asia-Pacific rim. *Pacific Economic Review*, 14(5), 639–650. <https://doi.org/10.1111/j.1468-0106.2009.00476.x>
- IATA. (2019). World Air Transport Statistics 2019. 2019. Retrieved September 3, 2020, from <https://www.iata.org/contentassets/a686ff624550453e8bf0c9b3f7f0ab26/wats-2019-mediakit.pdf>
- Malighetti, P., Palesi, S., & Redondi, R. (2008). Connectivity of the European airport network: “Self-help hubbing” and business implications. *Journal of Air Transport Management*, 14(2), 53–65. <https://doi.org/10.1016/j.jairtraman.2007.10.003>
- Páez, A., Scott, D. M., & Morency, C. (2012). Measuring accessibility: Positive and normative implementations of various accessibility indicators. *Journal of Transport Geography*, 25, 141–153. <https://doi.org/10.1016/j.jtrangeo.2012.03.016>
- Porter, M. E. (1985). Technology and Competitive Advantage. In *Journal of Business Strategy* (Vol. 5, Issue 3, p. 60). <https://doi.org/10.1108/eb039075>
- PricewaterhouseCoopers. (2014). Overview of air transport and current and potential air connectivity gaps in the CESE region. *European Commission, December*.
- Shaw, S. (2007). *Stephen Shaw Airline Marketing and Management 2007.pdf*. Retrieved September 3, 2020, from [https://books.google.de/books?hl=es&lr=&id=Rw\\_PCwAAQBAJ&oi=fnd&pg=PP1&dq=shaw+airline+marketing&ots=PTxDnn5CeA&sig=0iMB9MjEVi04kynzokMqiFOuPD0&redir\\_esc=y#v=onepage&q=shaw+airline+marketing&f=false](https://books.google.de/books?hl=es&lr=&id=Rw_PCwAAQBAJ&oi=fnd&pg=PP1&dq=shaw+airline+marketing&ots=PTxDnn5CeA&sig=0iMB9MjEVi04kynzokMqiFOuPD0&redir_esc=y#v=onepage&q=shaw+airline+marketing&f=false)
- Taafe, E. J. (1998). *Geography of Transportation - Edward James Taafe - Google Books*. [https://books.google.de/books?hl=es&lr=&id=N60qf7WynaEC&oi=fnd&pg=PR1&dq=geography+of+transportation&ots=TPI\\_OyNlk&sig=HXDo\\_Thwwc2lh2BTaTy6iqjT5Ek&redir\\_esc=y#v=onepage&q=geography+of+transportation&f=false](https://books.google.de/books?hl=es&lr=&id=N60qf7WynaEC&oi=fnd&pg=PR1&dq=geography+of+transportation&ots=TPI_OyNlk&sig=HXDo_Thwwc2lh2BTaTy6iqjT5Ek&redir_esc=y#v=onepage&q=geography+of+transportation&f=false)



**P10.** ¿Cuántos días suelen durar por término medio los viajes de estas personas? \_  
DIAS \_\_\_\_\_

**P11.** ¿Suelen hacer viajes combinados (incluyendo visitas en varios países)? Si ¿Cuántos países por término medio?

**P12.** ¿Vienen a visitarles en avión clientes u otras personas (agentes en el extranjero, distribuidores, clientes)?, ¿cuántas?

**P13.** ¿Desde qué aeropuertos (o países) viajan? (*listar en tabla*)

**P14.** ¿Cuántas personas viajan desde esos lugares? (*añadir a tabla*)

**P15.** ¿Con qué frecuencia lo hacen? (*añadir a tabla: n / mes, trimestre, año*)

Aeropuertos/países P13	Personas P14	Frecuencia P15
		/
		/
		/
		/
		/

**P16.** ¿A qué nuevos países o regiones pretenden extender su acción comercial en el futuro?

---

**DATOS DE SUPERVISIÓN**

## 8.2 General Onward Connectivity

Monday

Row Labels	Count of Local Dep Time
BRU	319
CDG	655
FCO	445
FRA	694
GVA	203
HEL	264
LHR	682
LIS	293
MAD	545
MUC	520
ZRH	351
<b>Grand Total</b>	<b>4971</b>

Tuesday

Row Labels	Count of Local Dep Time
BRU	309
CDG	620
FCO	416
FRA	704
GVA	186
HEL	261
LHR	684
LIS	273
MAD	529
MUC	557
ZRH	338
<b>Grand Total</b>	<b>4877</b>

Wednesday

Row Labels	Count of Local Dep Time
BRU	317
CDG	626
FCO	431
FRA	708
GVA	192
HEL	262
LHR	686
LIS	285
MAD	535
MUC	559
ZRH	347
<b>Grand Total</b>	<b>4948</b>

Thursday

Row Labels	Count of Local Dep Time
BRU	309
CDG	639
FCO	425
FRA	713
GVA	200
HEL	261
LHR	690
LIS	286
MAD	535
MUC	567
ZRH	348
<b>Grand Total</b>	<b>4973</b>

Friday

Row Labels	Count of Local Dep Time
BRU	325
CDG	650
FCO	450
FRA	716
GVA	206
HEL	266
LHR	685
LIS	300
MAD	553
MUC	571
ZRH	361
<b>Grand Total</b>	<b>5083</b>

Saturday

Row Labels	Count of Local Dep Time
BRU	230
CDG	606
FCO	397
FRA	687
GVA	181
HEL	204
LHR	640
LIS	288
MAD	459
MUC	492
ZRH	328
<b>Grand Total</b>	<b>4512</b>

Sunday

Row Labels	Count of Local Dep Time
BRU	294
CDG	646
FCO	428
FRA	706
GVA	199
HEL	240
LHR	668
LIS	304
MAD	529
MUC	513
ZRH	353
<b>Grand Total</b>	<b>4880</b>

### 8.3 Continental General Onward Connectivity

Monday Cont.

Row Labels	Count of Local Dep Time
BRU	286
CDG	464
FCO	373
FRA	548
GVA	188
HEL	246
LHR	432
LIS	252
MAD	460
MUC	465
ZRH	306
<b>Grand Total</b>	<b>4020</b>

Tuesday Cont.

Row Labels	Count of Local Dep Time
BRU	271
CDG	455
FCO	345
FRA	563
GVA	173
HEL	241
LHR	436
LIS	240
MAD	441
MUC	503
ZRH	292
<b>Grand Total</b>	<b>3960</b>

Wednesday Cont.

Row Labels	Count of Local Dep Time
BRU	279
CDG	449
FCO	360
FRA	560
GVA	178
HEL	243
LHR	438
LIS	248
MAD	459
MUC	505
ZRH	302
<b>Grand Total</b>	<b>4021</b>

Thursday Cont.

Row Labels	Count of Local Dep Time
BRU	278
CDG	458
FCO	355
FRA	569
GVA	185
HEL	242
LHR	439
LIS	250
MAD	450
MUC	510
ZRH	301
<b>Grand Total</b>	<b>4037</b>

Friday Cont.

Row Labels	Count of Local Dep Time
BRU	287
CDG	463
FCO	375
FRA	574
GVA	190
HEL	245
LHR	436
LIS	256
MAD	465
MUC	516
ZRH	315
<b>Grand Total</b>	<b>4122</b>

Saturday Cont.

Row Labels	Count of Local Dep Time
BRU	187
CDG	415
FCO	323
FRA	533
GVA	163
HEL	186
LHR	384
LIS	240
MAD	374
MUC	433
ZRH	281
<b>Grand Total</b>	<b>3519</b>

Sunday Cont.

Row Labels	Count of Local Dep Time
BRU	256
CDG	455
FCO	353
FRA	558
GVA	182
HEL	220
LHR	412
LIS	258
MAD	439
MUC	456
ZRH	304
<b>Grand Total</b>	<b>3893</b>

### 8.4 Intercontinental General Onward Connectivity

Monday Int.

Row Labels	Count of Local Dep Time
BRU	33
CDG	191
FCO	72
FRA	146
GVA	15
HEL	18
LHR	250
LIS	41
MAD	85
MUC	55
ZRH	45
<b>Grand Total</b>	<b>951</b>

Tuesday Int.

Row Labels	Count of Local Dep Time
BRU	38
CDG	165
FCO	71
FRA	141
GVA	13
HEL	20
LHR	248
LIS	33
MAD	88
MUC	54
ZRH	46
<b>Grand Total</b>	<b>917</b>

Wednesday Int.

Row Labels	Count of Local Dep Time
BRU	38
CDG	177
FCO	71
FRA	148
GVA	14
HEL	19
LHR	248
LIS	37
MAD	76
MUC	54
ZRH	45
<b>Grand Total</b>	<b>927</b>

Thursday Int.

Row Labels	Count of Local Dep Time
BRU	31
CDG	181
FCO	70
FRA	144
GVA	15
HEL	19
LHR	251
LIS	36
MAD	85
MUC	57
ZRH	47
<b>Grand Total</b>	<b>936</b>

Friday Int.

Row Labels	Count of Local Dep Time
BRU	38
CDG	187
FCO	75
FRA	142
GVA	16
HEL	21
LHR	249
LIS	44
MAD	88
MUC	55
ZRH	46
<b>Grand Total</b>	<b>961</b>

Saturday Int.

Row Labels	Count of Local Dep Time
BRU	43
CDG	191
FCO	74
FRA	154
GVA	18
HEL	18
LHR	256
LIS	48
MAD	85
MUC	59
ZRH	47
<b>Grand Total</b>	<b>993</b>

Sunday Int.

Row Labels	Count of Local Dep Time
BRU	38
CDG	191
FCO	75
FRA	148
GVA	17
HEL	20
LHR	256
LIS	46
MAD	90
MUC	57
ZRH	49
<b>Grand Total</b>	<b>987</b>

## 8.5 ICOC and ICWOC

### FRA Monday Continental

Row Labels	Cost of Local Dep Time	Weight
Germany	18	0.633288
United Kingdom	10	0.63296
Italy	11	0.23905
Austria	5	0.028095
Poland	4	0.084744
Portugal	4	0.105076
Turkey	4	0
Croatia	3	0.018045
Romania	3	0.049374
Czech Republic	3	0.018601
Denmark	3	0
Netherlands	3	0.057027
Sweden	3	0.01233
Greece	2	0.029706
Norway	2	0
Russian Federation	2	0.05421
Serbia	2	0
Bulgaria	2	0.008012
Finland	2	0
Iceland Republic of	2	0.027106
Moldova Republic of	2	0
Switzerland	2	0.01013
France	2	0.245274
Belgium	2	0.042966
Malta	1	0.004313
Hungary	1	0.005275
Slovenia	1	0
Estonia	1	0
Ukraine	1	0.006193
Luxembourg	1	0
Azerbaijan	1	0
Lithuania	1	0
Albania	1	0.0053
Latvia	1	0
<b>Grand Total</b>	<b>102</b>	<b>2.490251</b>

Row Labels	Cost of Local Dep Time	Weight
Germany	13	0.500708
Italy	11	0.45738
United Kingdom	3	0.623664
Poland	7	0.148302
France	5	0.613185
Croatia	4	0.02406
Sweden	4	0.01724
Austria	4	0.022476
Turkey	3	0
Denmark	3	0
Portugal	3	0.078807
Switzerland	3	0.015195
Romania	2	0.03316
Greece	2	0.029706
Czech Republic	2	0.012534
Bulgaria	2	0.008012
Finland	2	0
Moldova Republic of	2	0
Serbia	2	0
Netherlands	1	0.038018
Norway	2	0
Iceland Republic of	2	0.027106
Russian Federation	1	0.027105
Hungary	1	0.005275
Estonia	1	0
Luxembourg	1	0
Lithuania	1	0
Latvia	1	0
<b>Grand Total</b>	<b>39</b>	<b>2.714909</b>

Row Labels	Cost of Local Dep Time	Weight
Germany	17	0.654772
Italy	11	0.45738
Poland	3	0.180674
United Kingdom	3	0.623664
Austria	6	0.033714
France	5	0.613185
Switzerland	4	0.02026
Croatia	4	0.02406
Sweden	4	0.01724
Turkey	4	0
Denmark	3	0
Norway	3	0
Portugal	3	0.078807
Romania	2	0.03316
Czech Republic	2	0.012534
Russian Federation	2	0.05421
Bulgaria	2	0.008012
Netherlands	2	0.038018
Iceland Republic of	2	0.027106
Finland	1	0
Belgium	1	0.021483
Lithuania	1	0
Estonia	1	0
Serbia	1	0
Greece	1	0.014853
Latvia	1	0
Hungary	1	0.005275
Luxembourg	1	0
Iceland	1	0
Albania	1	0.0053
<b>Grand Total</b>	<b>105</b>	<b>2.933707</b>

Row Labels	Cost of Local Dep Time	Weight
Germany	15	0.57774
Italy	12	0.43836
Poland	3	0.180674
United Kingdom	8	0.54368
Austria	7	0.033333
Portugal	4	0.105076
France	4	0.430548
Turkey	4	0
Switzerland	3	0.015195
Russian Federation	3	0.081515
Sweden	3	0.01233
Norway	2	0
Finland	2	0
Belgium	2	0.042966
Greece	2	0.023706
Denmark	2	0
Croatia	2	0.01203
Bulgaria	2	0.008012
Netherlands	2	0.038018
Iceland Republic of	2	0.027106
Estonia	1	0
Czech Republic	1	0.006267
Serbia	1	0
Azerbaijan	1	0
Albania	1	0.0053
Romania	1	0.01658
Luxembourg	1	0
Hungary	1	0.005275
Iceland	1	0
<b>Grand Total</b>	<b>99</b>	<b>2.757399</b>

Row Labels	Cost of Local Dep Time	Weight
Germany	15	0.61256
Italy	11	0.45738
United Kingdom	3	0.623664
Poland	8	0.18488
Austria	6	0.033714
Portugal	4	0.105076
France	4	0.430548
Sweden	3	0.01233
Turkey	3	0
Russian Federation	3	0.081515
Greece	3	0.044553
Switzerland	3	0.015195
Bulgaria	2	0.008012
Belgium	2	0.042966
Norway	2	0
Denmark	2	0
Croatia	2	0.01203
Finland	2	0
Netherlands	2	0.038018
Iceland	2	0
Azerbaijan	1	0
Luxembourg	1	0
Estonia	1	0
Cyprus	1	0.006761
Malta	1	0.004313
Romania	1	0.01658
Ukraine	1	0.006193
Czech Republic	1	0.006267
Hungary	1	0.005275
Serbia	1	0
<b>Grand Total</b>	<b>100</b>	<b>2.822809</b>

Row Labels	Cost of Local Dep Time	Weight
Germany	17	0.654772
Italy	10	0.4158
United Kingdom	3	0.623664
Poland	7	0.148302
Austria	6	0.033714
France	6	0.125822
Turkey	5	0
Portugal	5	0.131345
Russian Federation	4	0.10842
Switzerland	4	0.02026
Sweden	3	0.01633
Netherlands	3	0.057027
Bulgaria	2	0.008012
Norway	2	0
Croatia	2	0.01203
Greece	2	0.029706
Ukraine	2	0.012386
Finland	2	0
Denmark	2	0
Iceland	2	0
Cyprus	1	0.006761
Luxembourg	1	0
Azerbaijan	1	0
Hungary	1	0.005275
Malta	1	0.004313
Romania	1	0.01658
Czech Republic	1	0.006267
Estonia	1	0
Belgium	1	0.021483
<b>Grand Total</b>	<b>104</b>	<b>3.064869</b>

Row Labels	Cost of Local Dep Time	Weight
Germany	18	0.633288
United Kingdom	11	0.762256
Italy	10	0.4158
Poland	6	0.127116
Austria	6	0.033714
France	6	0.125822
Turkey	6	0
Russian Federation	4	0.10842
Switzerland	4	0.02026
Bulgaria	3	0.012018
Portugal	3	0.078807
Sweden	3	0.01633
Romania	2	0.03316
Ukraine	2	0.012386
Denmark	2	0
Greece	2	0.029706
Croatia	2	0.01203
Norway	2	0
Netherlands	2	0.038018
Iceland	2	0
Finland	1	0
Luxembourg	1	0
Cyprus	1	0.006761
Czech Republic	1	0.006267
Malta	1	0.004313
Hungary	1	0.005275
Belgium	1	0.021483
Azerbaijan	1	0
Estonia	1	0
<b>Grand Total</b>	<b>105</b>	<b>3.16383</b>

Row Labels	Cost of Local Dep Time	Weight
Germany	15	0.57774
United Kingdom	8	0.54368
Turkey	7	0
Austria	5	0.028095
Italy	5	0.2019
Portugal	4	0.057076
Russian Federation	4	0.10842
Switzerland	3	0.015195
Greece	3	0.044553
Bulgaria	3	0.012018
Iceland	2	0
Belgium	2	0.042966
Romania	2	0.03316
Netherlands	2	0.038018
France	2	0.245274
Poland	2	0.042370
Ukraine	2	0.012386
Norway	2	0
Sweden	1	0.00431
Croatia	1	0.006015
Finland	1	0
Estonia	1	0
Denmark	1	0
Azerbaijan	1	0
Luxembourg	1	0
Cyprus	1	0.006761
Malta	1	0.004313
<b>Grand Total</b>	<b>81</b>	<b>2.888946</b>

Row Labels	Cost of Local Dep Time	Weight
Germany	13	0.500708
United Kingdom	3	0.623664
Turkey	6	0
Italy	6	0.24348
Portugal	4	0.105076
Switzerland	4	0.02026
Russian Federation	3	0.081515
Greece	3	0.044553
Croatia	3	0.016045
Austria	3	0.018657
Bulgaria	3	0.012018
France	2	0.245274
Belgium	2	0.042966
Romania	2	0.03316
Ukraine	2	0.012386
Netherlands	2	0.038018
Cyprus	1	0.006761
Estonia	1	0
Azerbaijan	1	0
Poland	1	0.02186
Finland	1	0
Iceland	1	0
Norway	1	0
Luxembourg	1	0
Malta	1	0.004313
<b>Grand Total</b>	<b>76</b>	<b>2.016046</b>

Row Labels	Cost of Local Dep Time	Weight
Italy	10	0.4158
United Kingdom	3	0.623664
Germany	3	0.346644
Turkey	6	0
France	5	0.613185
Austria	4	0.022476
Switzerland	3	0.015195
Poland	3	0.063558
Bulgaria	3	0.012018
Croatia	3	0.016045
Romania	2	0.03316
Belgium	2	0.042966
Russian Federation	2	0.05421
Greece	2	0.029706
Ukraine	2	0.012386
Portugal	2	0.052534
Netherlands	2	0.038018
Norway	1	0
Denmark	1	0
Sweden	1	0.00431
Estonia	1	0
Cyprus	1	0.006761
Azerbaijan	1	0
Hungary	1	0.005275
Malta	1	0.004313
Iceland	1	0
<b>Grand Total</b>	<b>78</b>	<b>2.414228</b>

Row Labels	Cost of Local Dep Time	Weight
Germany	15	0.6327
Italy	14	0.53224
United Kingdom	12	0.83152
France	7	0.858459
Austria	7	0.033533
Turkey	6	0
Switzerland	5	0.025325
Poland	4	0.084744
Croatia	4	0.02406
Hungary	3	0.016525
Romania	2	0.03316
Russian Federation	2	0.05421
Sweden	2	0.008012
Bulgaria	2	0.008012
Belgium	2	0.042966
Netherlands	2	0.038018
Denmark	2	0
Iceland	1	0
Czech Republic	1	0.006267
Greece	1	0.006193
Ukraine	1	0.014853
Portugal	1	0.026269
Norway	1	0
<b>Grand Total</b>	<b>97</b>	<b>3.28079</b>

Row Labels	Cost of Local Dep Time	Weight
Germany	18	0.633288
Italy	18	0.74844
United Kingdom	11	0.762256
France	9	1.03733
Austria	7	0.033333
Switzerland	5	0.025325
Poland	4	0.084744
Croatia	4	0.02406
Turkey	4	0
Denmark	3	0
France	3	0.064449
Hungary	3	0.015825
Netherlands	2	0.038018
Sweden	2	0.008012
Bulgaria	2	0.008012
Greece	1	0.014853
Czech Republic	1	0.006267
Norway	1	0
Romania	1	0.01658
Portugal	1	0.026269
Russian Federation	1	0.027105
Luxembourg	1	0
<b>Grand Total</b>	<b>102</b>	<b>3.707177</b>

Row Labels	Cost of Local Dep Time	Weight
Germany	20	0.77032
Italy	17	0.70686
United Kingdom	3	0.623664
France	8	0.381096
Austria	7	0.033333
Switzerland	6	0.03033
Croatia	5	0.030075
Poland	4	0.084744
Netherlands	3	0.057027
Sweden	3	0.01233
Belgium	3	0.064449
Hungary	3	0.015825
Denmark	3	0
Greece	2	0.029706
Bulgaria	2	0.008012
Norway	1	0
Turkey	1	0
Czech Republic	1	0.006267
Romania	1	0.01658
Portugal	1	0.026269
Russian Federation	1	0.027105
Luxembourg	1	0
<b>Grand Total</b>	<b>102</b>	<b>3.530652</b>

Row Labels	Cost of Local Dep Time	Weight
Germany	20	0.77032
Italy	16	0.66528
United Kingdom	3	0.623664
France	8	0.381096
Switzerland	7	0.035455
Austria	7	0.033333
Croatia	4	0.02406
Poland	4	



1100-2000

Row Labels	Coast of Local Dep Time	Weight
Germany	13	0.731804
United Kingdom	8	0.554368
Italy	7	0.29106
Switzerland	4	0.02026
Russian Federation	4	0.10342
France	4	0.430548
Sweden	3	0.01935
Netherlands	3	0.051021
Belgium	2	0.042966
Hungary	2	0.01055
Turkey	2	0
Poland	2	0.042372
Denmark	2	0
Austria	2	0.01238
Croatia	1	0.006015
Bulgaria	1	0.004006
Malta	1	0.004313
Czech Republic	1	0.006267
Finland	1	0
Greece	1	0.014853
Luxembourg	1	0
Portugal	1	0.026263
Romania	1	0.01658
Iceland	1	0
<b>Grand Total</b>	<b>74</b>	<b>2.451646</b>

1130-2030

Row Labels	Coast of Local Dep Time	Weight
Germany	14	0.533224
United Kingdom	8	0.554368
Sweden	3	0.01293
Russian Federation	3	0.081315
Italy	3	0.12474
Turkey	2	0
Romania	2	0.05316
Malta	2	0.006266
France	2	0.245274
Switzerland	2	0.01013
Greece	2	0.023706
Austria	2	0.01238
Netherlands	2	0.038018
Belgium	1	0.021483
Serbia	1	0
Czech Republic	1	0.006267
Poland	1	0.02186
Croatia	1	0.006015
Portugal	1	0.026263
Finland	1	0
Iceland	1	0
Denmark	1	0
Bulgaria	1	0.004006
Iceland	1	0
<b>Grand Total</b>	<b>57</b>	<b>1.713935</b>

1800-2100

Row Labels	Coast of Local Dep Time	Weight
Germany	13	0.500708
United Kingdom	9	0.623664
Italy	5	0.2079
Poland	4	0.084744
Russian Federation	3	0.081315
Switzerland	3	0.015195
Portugal	2	0.052338
France	2	0.245274
Romania	2	0.05316
Turkey	2	0
Sweden	2	0.00862
Malta	2	0.008626
Greece	2	0.023706
Croatia	2	0.01203
Austria	2	0.01238
Netherlands	1	0.019009
Estonia	1	0
Serbia	1	0
Belgium	1	0.021483
Finland	1	0
Czech Republic	1	0.006267
Bulgaria	1	0.004006
Denmark	1	0
Iceland	1	0
<b>Grand Total</b>	<b>64</b>	<b>1.965483</b>

1830-2130

Row Labels	Coast of Local Dep Time	Weight
Germany	18	0.633288
United Kingdom	8	0.554368
Italy	8	0.33264
Poland	5	0.10593
France	4	0.430548
Austria	4	0.022476
Russian Federation	3	0.081315
Portugal	3	0.076901
Denmark	3	0
Switzerland	3	0.015195
Belgium	2	0.042966
Sweden	2	0.00862
Turkey	2	0
Malta	2	0.008626
Finland	2	0
Netherlands	2	0.038018
Bulgaria	2	0.004006
Norway	1	0
Croatia	1	0.006015
Romania	1	0.01658
Greece	1	0.014853
Czech Republic	1	0.006267
Estonia	1	0
Serbia	1	0
<b>Grand Total</b>	<b>78</b>	<b>2.520518</b>

1900-2200

Row Labels	Coast of Local Dep Time	Weight
Germany	18	0.633288
Italy	10	0.4158
United Kingdom	8	0.554368
France	6	0.135822
Austria	6	0.033714
Poland	5	0.10593
Sweden	4	0.01724
Switzerland	3	0.015195
Portugal	3	0.078807
Denmark	3	0
Russian Federation	2	0.05421
Malta	2	0.008626
Belgium	2	0.042966
Finland	2	0
Turkey	2	0
Croatia	2	0.01203
Netherlands	2	0.038018
Norway	1	0
Estonia	1	0
Hungary	1	0.005275
Czech Republic	1	0.006267
Greece	1	0.014853
Romania	1	0.01658
Ukraine	1	0.006193
Bulgaria	1	0.004006
Serbia	1	0
Luxembourg	1	0
<b>Grand Total</b>	<b>90</b>	<b>2.859188</b>

1930-2230

Row Labels	Coast of Local Dep Time	Weight
Germany	19	0.731804
Italy	10	0.4158
United Kingdom	9	0.623664
Poland	7	0.144302
France	6	0.135822
Austria	6	0.033714
Portugal	3	0.078807
Switzerland	3	0.015195
Sweden	3	0.01293
Denmark	3	0
Czech Republic	2	0.012534
Serbia	2	0
Croatia	2	0.01203
Malta	2	0.008626
Hungary	1	0.005275
Russian Federation	1	0.027105
Romania	1	0.01658
Finland	1	0
Greece	1	0.014853
Estonia	1	0
Turkey	1	0
Belgium	1	0.021483
Ukraine	1	0.006193
Netherlands	1	0.019009
Norway	1	0
Luxembourg	1	0
<b>Grand Total</b>	<b>83</b>	<b>2.939726</b>

2000-2300

Row Labels	Coast of Local Dep Time	Weight
Germany	18	0.633288
Italy	9	0.37422
United Kingdom	8	0.554368
Poland	6	0.12716
France	5	0.613185
Austria	5	0.028095
Denmark	3	0
Switzerland	3	0.015195
Portugal	2	0.052538
Croatia	2	0.01203
Serbia	2	0
Sweden	2	0.00862
Russian Federation	1	0.027105
Czech Republic	1	0.006267
Estonia	1	0
Greece	1	0.014853
Romania	1	0.01658
Hungary	1	0.005275
Belgium	1	0.021483
Finland	1	0
Turkey	1	0
Malta	1	0.004313
Ukraine	1	0.006193
Netherlands	1	0.019009
Norway	1	0
Luxembourg	1	0
<b>Grand Total</b>	<b>79</b>	<b>2.539733</b>

2030-2330

Row Labels	Coast of Local Dep Time	Weight
Germany	14	0.533224
Italy	9	0.37422
Poland	6	0.12716
United Kingdom	5	0.34448
Austria	5	0.028095
France	4	0.430548
Denmark	3	0
Switzerland	3	0.015195
Portugal	2	0.052538
Croatia	2	0.01203
Sweden	2	0.00862
Romania	1	0.01658
Greece	1	0.014853
Finland	1	0
Serbia	1	0
Hungary	1	0.005275
Belgium	1	0.021483
Russian Federation	1	0.027105
Ukraine	1	0.006193
Norway	1	0
Czech Republic	1	0.006267
Turkey	1	0
Malta	1	0.004313
Estonia	1	0
Netherlands	1	0.019009
Luxembourg	1	0
<b>Grand Total</b>	<b>70</b>	<b>2.15144</b>

2100-0000

Row Labels	Coast of Local Dep Time	Weight
Germany	12	0.462192
Italy	7	0.29106
Austria	5	0.028095
France	4	0.430548
United Kingdom	4	0.277184
Poland	3	0.063558
Switzerland	2	0.01013
Portugal	2	0.052538
Denmark	2	0
Sweden	2	0.00862
Hungary	1	0.005275
Russian Federation	1	0.027105
Croatia	1	0.006015
Belgium	1	0.021483
Serbia	1	0
Norway	1	0
Turkey	1	0
Finland	1	0
Ukraine	1	0.006193
Czech Republic	1	0.006267
Netherlands	1	0.019009
Luxembourg	1	0
<b>Grand Total</b>	<b>55</b>	<b>1.715212</b>

## FRA Wednesday Continental

Row Labels	Count of Local Dep Time	Weight
Germany	22	0.847352
United Kingdom	10	0.632364
Italy	7	0.23106
Austria	5	0.028095
Portugal	4	0.105076
Poland	4	0.084744
Sweden	3	0.01233
Denmark	3	0
Romania	3	0.04974
Czech Republic	3	0.018801
Turkey	3	0
Netherlands	3	0.057027
Croatia	3	0.018045
Switzerland	2	0.01013
Russian Federation	2	0.05421
Greece	2	0.023706
Finland	2	0
Serbia	2	0
Norway	2	0
France	2	0.245274
Belgium	2	0.042966
Bulgaria	1	0.004006
Ukraine	1	0.006193
Estonia	1	0
Hungary	1	0.005275
Malta	1	0.004313
Luxembourg	1	0
<b>Grand Total</b>	<b>95</b>	<b>2.6073</b>

Row Labels	Count of Local Dep Time	Weight
Germany	15	0.57774
Italy	11	0.45738
United Kingdom	9	0.623664
Poland	7	0.148302
France	5	0.613185
Sweden	4	0.01724
Croatia	4	0.02405
Austria	4	0.022476
Denmark	3	0
Switzerland	3	0.015195
Portugal	3	0.078807
Czech Republic	2	0.012534
Turkey	2	0
Norway	2	0
Greece	2	0.023706
Finland	2	0
Romania	2	0.03316
Netherlands	2	0.038018
Russian Federation	1	0.027105
Ukraine	1	0.006193
Belgium	1	0.021483
Serbia	1	0
Bulgaria	1	0.004006
Estonia	1	0
Hungary	1	0.005275
<b>Grand Total</b>	<b>89</b>	<b>2.75553</b>

Row Labels	Count of Local Dep Time	Weight
Germany	18	0.632368
Italy	11	0.45738
Poland	9	0.190674
United Kingdom	9	0.623664
Austria	7	0.039333
Switzerland	5	0.025325
France	5	0.613185
Sweden	4	0.01724
Croatia	4	0.02406
Portugal	3	0.078807
Norway	3	0
Turkey	3	0
Denmark	3	0
Russian Federation	2	0.05421
Romania	2	0.03316
Netherlands	2	0.038018
Czech Republic	2	0.012534
Belgium	1	0.021483
Hungary	1	0.005275
Serbia	1	0
Finland	1	0
Bulgaria	1	0.004006
Estonia	1	0
Greece	1	0.014853
Luxembourg	1	0
Iceland	1	0
<b>Grand Total</b>	<b>101</b>	<b>2.9465</b>

Row Labels	Count of Local Dep Time	Weight
Germany	17	0.654772
Italy	12	0.43896
Poland	9	0.190674
United Kingdom	8	0.554368
Austria	7	0.039333
France	4	0.490548
Portugal	4	0.105076
Switzerland	4	0.02026
Russian Federation	3	0.081315
Greece	3	0.044553
Sweden	3	0.01233
Turkey	3	0
Belgium	2	0.042966
Finland	2	0
Netherlands	2	0.038018
Norway	2	0
Croatia	2	0.01203
Denmark	2	0
Serbia	1	0
Czech Republic	1	0.006267
Estonia	1	0
Romania	1	0.01658
Hungary	1	0.005275
Azerbaijan	1	0
Luxembourg	1	0
Iceland	1	0
<b>Grand Total</b>	<b>97</b>	<b>2.81393</b>

Row Labels	Count of Local Dep Time	Weight
Germany	18	0.632368
Italy	11	0.45738
United Kingdom	9	0.623664
Poland	8	0.169488
Austria	6	0.033714
Portugal	5	0.191345
France	4	0.490548
Switzerland	4	0.02026
Russian Federation	3	0.081315
Greece	3	0.044553
Turkey	3	0
Sweden	3	0.01233
Denmark	2	0
Norway	2	0
Iceland	2	0
Finland	2	0
Croatia	2	0.01203
Netherlands	2	0.038018
Belgium	2	0.042966
Ukraine	1	0.006193
Estonia	1	0
Hungary	1	0.005275
Romania	1	0.01658
Azerbaijan	1	0
Malta	1	0.004313
Czech Republic	1	0.006267
Serbia	1	0
Luxembourg	1	0
<b>Grand Total</b>	<b>100</b>	<b>2.89013</b>

Row Labels	Count of Local Dep Time	Weight
Germany	17	0.654772
Italy	10	0.4158
United Kingdom	9	0.623664
Poland	7	0.148302
France	6	0.735822
Austria	6	0.033714
Switzerland	5	0.025325
Portugal	5	0.131345
Turkey	5	0
Russian Federation	3	0.091315
Sweden	3	0.01233
Greece	3	0.044553
Netherlands	3	0.057027
Croatia	2	0.01203
Iceland	2	0
Finland	2	0
Norway	2	0
Denmark	2	0
Ukraine	2	0.012386
Azerbaijan	1	0
Hungary	1	0.005275
Czech Republic	1	0.006267
Romania	1	0.01658
Belgium	1	0.021483
Estonia	1	0
Malta	1	0.004313
Luxembourg	1	0
<b>Grand Total</b>	<b>102</b>	<b>3.04291</b>

Row Labels	Count of Local Dep Time	Weight
Germany	18	0.632368
United Kingdom	10	0.63236
Italy	10	0.4158
Austria	6	0.033714
France	6	0.735822
Turkey	6	0
Poland	6	0.027116
Switzerland	5	0.025325
Greece	4	0.053412
Russian Federation	3	0.081315
Sweden	3	0.01233
Portugal	3	0.078807
Ukraine	2	0.012386
Romania	2	0.03316
Croatia	2	0.01203
Denmark	2	0
Norway	2	0
Netherlands	2	0.038018
Iceland	2	0
Azerbaijan	1	0
Bulgaria	1	0.004006
Luxembourg	1	0
Estonia	1	0
Belgium	1	0.021483
Malta	1	0.004313
Finland	1	0
Czech Republic	1	0.006267
Hungary	1	0.005275
<b>Grand Total</b>	<b>103</b>	<b>3.09343</b>

Row Labels	Count of Local Dep Time	Weight
Germany	16	0.616256
United Kingdom	8	0.554368
Turkey	7	0
Italy	6	0.24948
Greece	5	0.074265
Austria	5	0.028095
Portugal	4	0.105076
Poland	4	0.084744
Switzerland	4	0.02026
France	4	0.490548
Russian Federation	3	0.081315
Denmark	2	0
Romania	2	0.03316
Netherlands	2	0.038018
Iceland	2	0
Belgium	2	0.042966
Ukraine	2	0.012386
Estonia	2	0.006012
Hungary	1	0.005275
Sweden	1	0.00431
Azerbaijan	1	0
Norway	1	0
Finland	1	0
Czech Republic	1	0.006267
Luxembourg	1	0
Malta	1	0.004313
<b>Grand Total</b>	<b>89</b>	<b>2.95911</b>

Row Labels	Count of Local Dep Time	Weight
Germany	14	0.532324
United Kingdom	9	0.623664
Turkey	6	0
Portugal	6	0.131345
Greece	5	0.074265
Switzerland	4	0.02026
Italy	4	0.16632
Bulgaria	3	0.012018
Austria	3	0.016857
Romania	2	0.023316
Belgium	2	0.042966
Russian Federation	2	0.05421
Ukraine	2	0.012386
France	2	0.245274
Netherlands	2	0.038018
Finland	1	0
Croatia	1	0.006015
Malta	1	0.004313
Poland	1	0.021186
Estonia	1	0
Azerbaijan	1	0
Iceland	1	0
Luxembourg	1	0
Norway	1	0
<b>Grand Total</b>	<b>74</b>	<b>2.04148</b>

Row Labels	Count of Local Dep Time	Weight
Germany	11	0.423678
United Kingdom	9	0.623664
Italy	8	0.33264
Turkey	6	0
France	5	0.613185
Greece	4	0.053412
Austria	4	0.022476
Poland	3	0.063558
Switzerland	3	0.015195
Portugal	3	0.078807
Bulgaria	3	0.012018
Romania	2	0.03316
Netherlands	2	0.038018
Belgium	2	0.042966
Ukraine	2	0.012386
Norway	1	0
Sweden	1	0.00431
Russian Federation	1	0.027105
Hungary	1	0.005275
Denmark	1	0
Iceland	1	0
Estonia	1	0
Azerbaijan	1	0.006015
Malta	1	0.004313
<b>Grand Total</b>	<b>77</b>	<b>2.41818</b>

Row Labels	Count of Local Dep Time	Weight
Germany	17	0.654772
United Kingdom	12	0.831552
Italy	12	0.43896
France	7	0.858459
Austria	7	0.039333
Turkey	6	0
Switzerland	4	0.02026
Poland	4	0.084744
Bulgaria	3	0.012018
Greece	3	0.044553
Hungary	3	0.015825
Belgium	2	0.042966
Sweden	2	0.00862
Denmark	2	0
Romania	2	0.03316
Portugal	2	0.052538
Netherlands	2	0.038018
Czech Republic	1	0.006267
Ukraine	1	0.006193
Norway	1	0
Russian Federation	1	0.027105
Iceland	1	0
<b>Grand Total</b>	<b>96</b>	<b>3.28136</b>

Row Labels	Count of Local Dep Time	Weight
Germany	21	0.808836
Italy	15	0.6237
United Kingdom	11	0.762256
France	9	1.103733
Austria	7	0.039333
Switzerland	5	0.025325
Turkey	4	0
Poland	4	0.084744
Denmark	3	0
Belgium	3	0.064443
Hungary	3	0.015825
Bulgaria	3	0.012018
Sweden	2	0.00862
Netherlands	2	0.038018
Greece	2	0.023706
Portugal	2	0.052538
Croatia	1	0.006015
Norway	1	0
Czech Republic	1	0.006267
Russian Federation	1	0.027105
Romania	1	0.01658
Luxembourg	1	0
<b>Grand Total</b>	<b>102</b>	<b>3.72507</b>

Row Labels	Count of Local Dep Time	Weight
Germany	23	0.885888
Italy	15	0.6237
United Kingdom	10	0.63236
France	8	0.931096
Austria	7	0.039333
Switzerland	6	0.03039
Poland	4	0.084744
Sweden	3	0.01233
Netherlands	3	0.057027
Denmark	3	0
Belgium	3	0.064443
Hungary	3	0.015825
Bulgaria	3	0.012018
Croatia	2	0.01203
Portugal	2	0.023706
Turkey	1	0
Czech Republic	1	0.006267
Russian Federation	1	0.027105
Norway	1	0
Romania	1	0.01658
Luxembourg	1	0
<b>Grand Total</b>	<b>103</b>	<b>3.64457</b>

Row Labels	Count of Local Dep Time	Weight
Germany	22	0.847352
Italy	15	0.6237
United Kingdom	10	0.63236
France	8	0.931096
Switzerland	7	0.035455
Austria	7	0.039333
Poland	4	0.084744
Sweden	3	0.01233
Denmark	3	0
Hungary	3	0.015825
Netherlands	3	0.057027
Belgium	2	0.042966
Croatia	2	0.01203
Bulgaria	1	0.004006
Romania	1	0.01658
Russian Federation	1	0.027105
Norway	1	0
Czech Republic	1	0.006267
Greece	1	0.014853
Portugal	1	0.026269
Luxembourg	1	0
<b>Grand Total</b>	<b>97</b>	<b>3.5405</b>

Row Labels	Count of Local Dep Time	Weight
Germany	24	0.924384
Italy	16	0.68528
United Kingdom	11	0.762256
France	8	0.981096
Switzerland	7	0.035455
Austria	6	0.033714
Russian Federation	4	0.10842
Sweden	4	0.01724
Poland	4	0.0847



1700-2000

Row Labels	Count of Local Dep Time	Weight
Germany	20	0.77032
United Kingdom	9	0.623664
Italy	8	0.33264
France	4	0.490548
Russian Federation	4	0.10842
Switzerland	4	0.02028
Netherlands	3	0.057027
Sweden	3	0.01293
Poland	2	0.042372
Denmark	2	0
Belgium	2	0.042966
Turkey	2	0
Hungary	2	0.01055
Austria	2	0.011238
Greece	1	0.014853
Bulgaria	1	0.004006
Finland	1	0
Czech Republic	1	0.006267
Malta	1	0.004313
Portugal	1	0.026269
Romania	1	0.01658
Croatia	1	0.006015
Luxembourg	1	0
<b>Grand Total</b>	<b>76</b>	<b>2.60124</b>

1730-2030

Row Labels	Count of Local Dep Time	Weight
Germany	14	0.539224
United Kingdom	9	0.623664
Italy	4	0.16632
Russian Federation	3	0.081315
Sweden	3	0.01293
Turkey	3	0
Romania	2	0.03316
Greece	2	0.029706
France	2	0.245274
Switzerland	2	0.01013
Austria	2	0.011238
Poland	2	0.042372
Malta	2	0.008626
Netherlands	2	0.038018
Bulgaria	1	0.004006
Croatia	1	0.006015
Czech Republic	1	0.006267
Denmark	1	0
Belgium	1	0.021483
Finland	1	0
Portugal	1	0.026269
Serbia	1	0
<b>Grand Total</b>	<b>60</b>	<b>1.90602</b>

1800-2100

Row Labels	Count of Local Dep Time	Weight
Germany	13	0.500708
United Kingdom	10	0.69296
Poland	5	0.10593
Italy	5	0.2079
Russian Federation	3	0.081315
Switzerland	3	0.015195
France	3	0.367911
Turkey	3	0
Austria	2	0.011238
Greece	2	0.029706
Sweden	2	0.00862
Croatia	2	0.01203
Romania	2	0.03316
Malta	2	0.008626
Portugal	2	0.052538
Netherlands	2	0.038018
Estonia	1	0
Bulgaria	1	0.004006
Czech Republic	1	0.006267
Finland	1	0
Belgium	1	0.021483
Serbia	1	0
Denmark	1	0
<b>Grand Total</b>	<b>68</b>	<b>2.19761</b>

1830-2130

Row Labels	Count of Local Dep Time	Weight
Germany	18	0.693288
United Kingdom	8	0.554368
Italy	8	0.33264
Poland	5	0.10593
France	4	0.490548
Austria	4	0.022476
Denmark	3	0
Russian Federation	3	0.081315
Portugal	3	0.078807
Turkey	3	0
Sweden	3	0.01293
Switzerland	3	0.015195
Belgium	2	0.042966
Netherlands	2	0.038018
Finland	2	0
Malta	2	0.008626
Norway	1	0
Croatia	1	0.006015
Greece	1	0.014853
Hungary	1	0.005275
Czech Republic	1	0.006267
Romania	1	0.01658
Bulgaria	1	0.004006
Estonia	1	0
Serbia	1	0
<b>Grand Total</b>	<b>82</b>	<b>2.5301</b>

1900-2200

Row Labels	Count of Local Dep Time	Weight
Germany	18	0.693288
Italy	10	0.4158
United Kingdom	8	0.554368
France	6	0.735822
Austria	6	0.033714
Poland	5	0.10593
Sweden	4	0.01724
Portugal	3	0.078807
Turkey	3	0
Switzerland	3	0.015195
Denmark	3	0
Malta	2	0.008626
Croatia	2	0.01203
Finland	2	0
Belgium	2	0.042966
Russian Federation	2	0.05421
Netherlands	2	0.038018
Norway	1	0
Estonia	1	0
Hungary	1	0.005275
Czech Republic	1	0.006267
Greece	1	0.014853
Romania	1	0.01658
Ukraine	1	0.006193
Bulgaria	1	0.004006
Serbia	1	0
Luxembourg	1	0
<b>Grand Total</b>	<b>91</b>	<b>2.85919</b>

1930-2230

Row Labels	Count of Local Dep Time	Weight
Germany	20	0.77032
Italy	10	0.4158
United Kingdom	9	0.623664
Poland	7	0.148302
France	6	0.735822
Austria	6	0.033714
Portugal	3	0.078807
Switzerland	3	0.015195
Sweden	3	0.01293
Denmark	3	0
Serbia	2	0
Croatia	2	0.01203
Czech Republic	2	0.012534
Turkey	2	0
Malta	2	0.008626
Finland	1	0
Hungary	1	0.005275
Russian Federation	1	0.027105
Estonia	1	0
Belgium	1	0.021483
Greece	1	0.014853
Romania	1	0.01658
Ukraine	1	0.006193
Netherlands	1	0.019009
Norway	1	0
Luxembourg	1	0
<b>Grand Total</b>	<b>91</b>	<b>2.97824</b>

2000-2300

Row Labels	Count of Local Dep Time	Weight
Germany	18	0.693288
Italy	9	0.37422
United Kingdom	8	0.554368
Poland	6	0.127116
France	5	0.613185
Austria	5	0.028095
Denmark	3	0
Switzerland	3	0.015195
Portugal	2	0.052538
Croatia	2	0.01203
Serbia	2	0
Sweden	2	0.00862
Turkey	2	0
Belgium	1	0.021483
Romania	1	0.01658
Czech Republic	1	0.006267
Hungary	1	0.005275
Russian Federation	1	0.027105
Finland	1	0
Greece	1	0.014853
Estonia	1	0
Malta	1	0.004313
Ukraine	1	0.006193
Netherlands	1	0.019009
Norway	1	0
Luxembourg	1	0
<b>Grand Total</b>	<b>80</b>	<b>2.59973</b>

2030-2330

Row Labels	Count of Local Dep Time	Weight
Germany	14	0.539224
Italy	9	0.37422
Poland	6	0.127116
United Kingdom	5	0.34648
Austria	5	0.028095
France	4	0.490548
Denmark	3	0
Switzerland	3	0.015195
Portugal	2	0.052538
Sweden	2	0.00862
Croatia	2	0.01203
Russian Federation	1	0.027105
Greece	1	0.014853
Hungary	1	0.005275
Finland	1	0
Romania	1	0.01658
Turkey	1	0
Serbia	1	0
Estonia	1	0
Czech Republic	1	0.006267
Belgium	1	0.021483
Ukraine	1	0.006193
Netherlands	1	0.019009
Norway	1	0
Luxembourg	1	0
<b>Grand Total</b>	<b>69</b>	<b>2.11083</b>

2100-0000

Row Labels	Count of Local Dep Time	Weight
Germany	12	0.462192
Italy	7	0.29106
Austria	5	0.028095
France	4	0.490548
United Kingdom	4	0.277184
Poland	3	0.063558
Switzerland	2	0.01013
Portugal	2	0.052538
Denmark	2	0
Sweden	2	0.00862
Hungary	1	0.005275
Russian Federation	1	0.027105
Croatia	1	0.006015
Belgium	1	0.021483
Serbia	1	0
Norway	1	0
Turkey	1	0
Finland	1	0
Ukraine	1	0.006193
Czech Republic	1	0.006267
Netherlands	1	0.019009
Luxembourg	1	0
<b>Grand Total</b>	<b>55</b>	<b>1.77527</b>

## FRA Sunday Continental

0900-1200			0930-1230			1000-1300			1030-1330		
Row Labels	Count of Local Dep Time	Weight	Row Labels	Count of Local Dep Time	Weight	Row Labels	Count of Local Dep Time	Weight	Row Labels	Count of Local Dep Time	Weight
Austria	5	0.028095	Austria	4	0.022476	Austria	7	0.033333	Austria	7	0.033333
Belgium	2	0.042966	Belgium	1	0.021483	Belgium	1	0.021483	Azerbaijan	1	0
Bulgaria	1	0.004006	Bulgaria	1	0.004006	Bulgaria	1	0.004006	Belgium	2	0.042966
Croatia	4	0.02406	Croatia	4	0.02406	Croatia	4	0.02406	Croatia	3	0.018045
Cyprus	1	0.006761	Cyprus	1	0.006761	Cyprus	1	0.006761	Cyprus	1	0.006761
Czech Republic	2	0.012534	Czech Republic	2	0.012534	Czech Republic	2	0.012534	Czech Republic	1	0.006267
Denmark	2	0	Denmark	2	0	Denmark	3	0	Denmark	2	0
Estonia	1	0	Estonia	1	0	Estonia	1	0	Estonia	1	0
Finland	2	0	Finland	2	0	Finland	1	0	Finland	2	0
France	2	0.245274	France	5	0.613185	France	5	0.613185	France	4	0.490548
Germany	16	0.632656	Germany	12	0.462192	Germany	16	0.616256	Germany	15	0.57774
Greece	3	0.044553	Greece	4	0.053412	Greece	3	0.044553	Greece	4	0.053412
Hungary	1	0.005275	Hungary	1	0.005275	Hungary	1	0.005275	Hungary	1	0.005275
Italy	8	0.33264	Italy	12	0.49896	Iceland	1	0	Iceland	1	0
Luxembourg	1	0	Luxembourg	1	0	Italy	12	0.49896	Italy	12	0.49896
Malta	1	0.004313	Netherlands	2	0.038018	Luxembourg	1	0	Luxembourg	1	0
Netherlands	3	0.057027	Norway	2	0	Netherlands	2	0.038018	Netherlands	2	0.038018
Norway	2	0	Poland	7	0.148302	Norway	3	0	Norway	2	0
Poland	4	0.084744	Portugal	3	0.078807	Poland	9	0.190674	Poland	9	0.190674
Portugal	3	0.078807	Romania	2	0.03316	Portugal	3	0.078807	Portugal	5	0.131345
Romania	3	0.04374	Russian Federation	1	0.027105	Romania	2	0.03316	Romania	1	0.01658
Russian Federation	2	0.05421	Serbia	1	0	Russian Federation	2	0.05421	Russian Federation	3	0.081315
Serbia	1	0	Sweden	3	0.01293	Serbia	1	0	Serbia	1	0
Sweden	2	0.00862	Switzerland	3	0.015195	Sweden	4	0.01724	Sweden	3	0.01293
Switzerland	2	0.01013	Turkey	3	0	Switzerland	4	0.02026	Switzerland	4	0.02026
Turkey	4	0	Ukraine	1	0.006193	Turkey	4	0	Turkey	4	0
Ukraine	7	0.006193	United Kingdom	6	0.415776	United Kingdom	7	0.485072	United Kingdom	6	0.415776
United Kingdom	7	0.485072	<b>Grand Total</b>	<b>87</b>	<b>2.50583</b>	<b>Grand Total</b>	<b>101</b>	<b>2.80385</b>	<b>Grand Total</b>	<b>98</b>	<b>2.65221</b>

1100-1400			1130-1430			1200-1500			1230-1530		
Row Labels	Count of Local Dep Time	Weight	Row Labels	Count of Local Dep Time	Weight	Row Labels	Count of Local Dep Time	Weight	Row Labels	Count of Local Dep Time	Weight
Austria	6	0.033714	Austria	6	0.033714	Austria	6	0.033714	Austria	5	0.028095
Azerbaijan	1	0	Azerbaijan	1	0	Azerbaijan	1	0	Azerbaijan	1	0
Belgium	2	0.042966	Belgium	1	0.021483	Belgium	1	0.021483	Belgium	2	0.042966
Croatia	3	0.018045	Bulgaria	1	0.004006	Bulgaria	1	0.004006	Bulgaria	2	0.008012
Cyprus	1	0.006761	Croatia	2	0.01203	Croatia	2	0.01203	Czech Republic	1	0.006267
Czech Republic	1	0.006267	Cyprus	1	0.006761	Czech Republic	1	0.006267	Denmark	2	0
Denmark	2	0	Czech Republic	1	0.006267	Denmark	2	0	Estonia	1	0
Estonia	1	0	Denmark	2	0	Estonia	1	0	Finland	1	0
Finland	2	0	Estonia	1	0	Finland	1	0	France	4	0.490548
France	4	0.490548	Finland	2	0	France	6	0.735822	Germany	15	0.57774
Germany	16	0.616256	France	6	0.735822	Germany	17	0.654772	Greece	3	0.044553
Greece	4	0.053412	Germany	15	0.57774	Greece	4	0.053412	Hungary	1	0.005275
Hungary	1	0.005275	Greece	4	0.053412	Hungary	1	0.005275	Iceland	2	0
Iceland	2	0	Hungary	1	0.005275	Iceland	2	0	Italy	7	0.29106
Italy	11	0.45738	Iceland	2	0	Italy	11	0.45738	Luxembourg	1	0
Luxembourg	1	0.004313	Italy	10	0.4158	Luxembourg	2	0.008626	Malta	2	0.008626
Netherlands	2	0.038018	Luxembourg	1	0	Malta	2	0.008626	Netherlands	2	0.038018
Norway	2	0	Malta	1	0.004313	Netherlands	2	0.038018	Norway	1	0
Poland	8	0.169488	Netherlands	3	0.057027	Norway	2	0	Poland	3	0.063558
Portugal	5	0.131345	Norway	2	0	Poland	6	0.127116	Portugal	6	0.157614
Romania	1	0.01658	Poland	7	0.148302	Portugal	6	0.157614	Romania	2	0.03316
Russian Federation	3	0.081315	Portugal	6	0.157614	Romania	2	0.03316	Russian Federation	3	0.081315
Serbia	1	0	Romania	1	0.01658	Russian Federation	3	0.081315	Serbia	1	0
Sweden	3	0.01293	Russian Federation	3	0.081315	Sweden	3	0.01293	Sweden	1	0.00431
Switzerland	4	0.02026	Sweden	3	0.01293	Switzerland	5	0.025325	Switzerland	4	0.02026
Turkey	3	0	Switzerland	5	0.025325	Turkey	5	0	Turkey	6	0.9
Ukraine	1	0.006193	Turkey	5	0	Ukraine	2	0.012386	Ukraine	2	0.012386
United Kingdom	7	0.485072	Ukraine	2	0.012386	United Kingdom	8	0.554368	United Kingdom	8	0.554368
<b>Grand Total</b>	<b>99</b>	<b>2.70214</b>	<b>United Kingdom</b>	<b>7</b>	<b>0.485072</b>	<b>Grand Total</b>	<b>104</b>	<b>3.04102</b>	<b>Grand Total</b>	<b>89</b>	<b>2.46814</b>

1300-1600			1330-1630			1400-1700			1430-1730		
Row Labels	Count of Local Dep Time	Weight	Row Labels	Count of Local Dep Time	Weight	Row Labels	Count of Local Dep Time	Weight	Row Labels	Count of Local Dep Time	Weight
Austria	3	0.016857	Austria	4	0.022476	Austria	7	0.033333	Austria	7	0.033333
Azerbaijan	1	0	Azerbaijan	1	0	Belgium	1	0.021483	Belgium	2	0.042966
Belgium	2	0.042966	Belgium	1	0.021483	Bulgaria	2	0.008012	Belgium	1	0.004006
Bulgaria	2	0.008012	Bulgaria	2	0.008012	Croatia	3	0.018045	Bulgaria	2	0.008012
Croatia	3	0.018045	Croatia	3	0.018045	Czech Republic	1	0.006267	Croatia	3	0.018045
Cyprus	1	0	Cyprus	1	0	Czech Republic	1	0.006267	Czech Republic	1	0.006267
Czech Republic	1	0.006267	Denmark	1	0	Denmark	2	0	Czech Republic	1	0.006267
Denmark	2	0	Denmark	1	0	France	7	0.858459	Denmark	3	0
Estonia	1	0	Estonia	1	0	Germany	15	0.57774	Denmark	9	1.103733
Finland	2	0.245274	France	5	0.613185	Greece	15	0.57774	Germany	21	0.808836
France	2	0.245274	Germany	10	0.38516	Greece	1	0.014853	Germany	1	0.014853
Germany	13	0.500708	Greece	2	0.023708	Hungary	3	0.015825	Greece	3	0.015825
Greece	3	0.044553	Hungary	1	0.005275	Iceland	1	0	Hungary	3	0.015825
Iceland	1	0	Iceland	1	0	Italy	15	0.6237	Hungary	17	0.70686
Italy	6	0.24348	Iceland	1	0	Italy	15	0.6237	Italy	17	0.70686
Luxembourg	1	0	Italy	11	0.45738	Malta	1	0.004313	Luxembourg	1	0
Malta	2	0.008626	Malta	2	0.008626	Malta	1	0.004313	Malta	1	0.004313
Netherlands	2	0.038018	Netherlands	2	0.038018	Netherlands	2	0.038018	Netherlands	2	0.038018
Norway	1	0	Norway	1	0	Norway	1	0	Norway	1	0
Poland	1	0.021186	Poland	3	0.063558	Poland	4	0.084744	Poland	4	0.084744
Portugal	6	0.157614	Portugal	4	0.165076	Portugal	2	0.052538	Portugal	2	0.052538
Romania	2	0.03316	Romania	2	0.03316	Romania	2	0.03316	Romania	1	0.01658
Russian Federation	2	0.05421	Russian Federation	1	0.027105	Russian Federation	1	0.027105	Russian Federation	1	0.027105
Serbia	1	0	Serbia	1	0	Serbia	1	0	Serbia	1	0
Switzerland	4	0.02026	Sweden	1	0.00431	Sweden	2	0.00862	Switzerland	2	0.00862
Turkey	5	0	Switzerland	3	0.015195	Switzerland	5	0.025325	Switzerland	5	0.025325
Ukraine	2	0.012386	Turkey	5	0	Turkey	5	0	Turkey	3	0
United Kingdom	8	0.554368	Ukraine	2	0.012386	United Kingdom	12	0.81552	United Kingdom	10	0.63296
<b>Grand Total</b>	<b>75</b>	<b>2.02573</b>	<b>United Kingdom</b>	<b>8</b>	<b>0.554368</b>	<b>Grand Total</b>	<b>97</b>	<b>3.29529</b>	<b>Grand Total</b>	<b>102</b>	<b>3.71093</b>

1500-1800			1530-1830			1600-1900			1630-1930		
Row Labels	Count of Local Dep Time	Weight	Row Labels	Count of Local Dep Time	Weight	Row Labels	Count of Local Dep Time	Weight	Row Labels	Count of Local Dep Time	Weight
Austria	7	0.033333	Austria	7	0.033333	Austria	6	0.033714	Austria	5	0.028095
Belgium	2	0.042966	Belgium	1	0.021483	Belgium	1	0.021483	Belgium	2	0.042966
Bulgaria	1	0.004006	Croatia	3	0.018045	Bulgaria	1	0.004006	Bulgaria	2	0.008012
Croatia	3	0.018045	Czech Republic	1	0.006267	Croatia	1	0.006075	Croatia	1	0.006075
Czech Republic	1	0.006267	Denmark	3	0	Czech Republic	1	0.006267	Czech Republic	1	0.006267
Denmark	3	0	Denmark	3	0	Denmark	3	0	Denmark	2	0
France	8	0.381096	France	8	0.381096	France	8	0.381096	Denmark	2	0
Germany	23	0.885868	Germany	22	0.847352	Germany	25	0.9629	Finland	1	0
Greece	1	0.014853	Greece	3	0.015825	Greece	1	0.014853	France	6	0.735822
Hungary	3	0.015825	Hungary	3	0.015825	Hungary	3	0.015825	Germany	22	0.847352
Italy	15	0.6237	Iceland	15	0.6237	Iceland	15	0.6237	Greece	1	0.014853
Luxembourg	1	0	Italy	15	0.6237	Italy	15	0.6237	Hungary	2	0.01055
Netherlands	3	0.057027	Luxembourg	1	0	Luxembourg	16	0.66528	Iceland	1	0
Norway	1	0	Netherlands	3	0.057027	Netherlands	3	0.057027	Iceland	1	0
Poland	4	0.084744	Norway	1	0	Netherlands	3	0.057027	Italy	9	0.37422
Portugal	1	0.026263	Poland	4	0.084744	Poland	4	0.084744	Luxembourg	1	0
Romania	1	0.01658	Portugal	1	0.01658	Romania	1	0.01658	Netherlands	3	0.057027
Russian Federation	1	0.027105	Romania	1	0.01658	Russian Federation	4	0.10842	Poland	4	0.084744
Serbia	1	0	Russian Federation	1	0.027105	Russian Federation	4	0.10842	Portugal	1	0.01658
Sweden	3	0.01293	Serbia	1	0	Sweden	7	0.03455	Romania	1	0.01658
Switzerland	1	0.03033	Sweden	3	0.01293	Switzerland	2	0	Russian Federation	4	0.10842
Turkey	2	0	Switzerland	7	0.03455	Turkey	2	0	Sweden	3	0.01293
United Kingdom	9	0.623664	Turkey	10	0.63296	United Kingdom	10	0.63296	Switzerland	5	0.025325
<b>Grand Total</b>	<b>100</b>	<b>3.51067</b>	<b>United Kingdom</b>	<b>8</b>	<b>0.554368</b>	<b>Grand Total</b>	<b>104</b>	<b>3.72387</b>	<b>Grand Total</b>	<b>87</b>	<b>2.9538</b>



Row Labels	Count of Local Dep Time	Weight
Austria	2	0.01238
Belgium	2	0.042966
Bulgaria	2	0.008012
Czech Republic	1	0.006267
Denmark	2	0
Finland	1	0
France	4	0.490548
Germany	21	0.808836
Greece	1	0.014853
Hungary	2	0.005275
Iceland	1	0
Italy	6	0.24948
Luxembourg	1	0
Malta	1	0.004313
Netherlands	3	0.057027
Poland	2	0.042372
Portugal	1	0.026269
Romania	1	0.01658
Russian Federation	4	0.10842
Sweden	3	0.01293
Switzerland	4	0.02026
Turkey	3	0
United Kingdom	7	0.485072
<b>Grand Total</b>	<b>75</b>	<b>2.41593</b>

Row Labels	Count of Local Dep Time	Weight
Austria	2	0.01238
Belgium	1	0.021483
Bulgaria	2	0.008012
Czech Republic	1	0.006267
Denmark	1	0
Finland	1	0
France	2	0.245274
Germany	15	0.57774
Greece	2	0.029706
Iceland	1	0
Italy	3	0.12474
Malta	2	0.008626
Netherlands	2	0.038018
Poland	2	0.042372
Portugal	1	0.026269
Romania	2	0.03316
Russian Federation	3	0.081315
Serbia	1	0
Sweden	3	0.01293
Switzerland	2	0.01013
Turkey	4	0
United Kingdom	7	0.485072
<b>Grand Total</b>	<b>60</b>	<b>1.76235</b>

Row Labels	Count of Local Dep Time	Weight
Austria	2	0.01238
Belgium	1	0.021483
Bulgaria	2	0.008012
Croatia	1	0.006015
Czech Republic	1	0.006267
Denmark	1	0
Estonia	1	0
Finland	1	0
France	3	0.367911
Germany	14	0.533224
Greece	2	0.029706
Iceland	1	0
Italy	5	0.2079
Malta	2	0.008626
Netherlands	2	0.038018
Poland	5	0.10593
Portugal	2	0.052538
Romania	2	0.03316
Russian Federation	3	0.081315
Serbia	1	0
Sweden	2	0.00862
Switzerland	3	0.015195
Turkey	4	0
United Kingdom	7	0.485072
<b>Grand Total</b>	<b>68</b>	<b>2.02623</b>

Row Labels	Count of Local Dep Time	Weight
Austria	4	0.022476
Belgium	2	0.042966
Bulgaria	2	0.008012
Croatia	1	0.006015
Czech Republic	1	0.006267
Denmark	3	0
Estonia	1	0
Finland	2	0
France	5	0.613185
Germany	19	0.731804
Greece	1	0.014853
Hungary	2	0.005275
Italy	8	0.33264
Malta	2	0.008626
Netherlands	2	0.038018
Norway	1	0
Poland	5	0.10593
Portugal	3	0.078807
Romania	1	0.01658
Russian Federation	3	0.081315
Serbia	1	0
Sweden	3	0.01293
Switzerland	3	0.015195
Turkey	4	0
United Kingdom	6	0.485776
<b>Grand Total</b>	<b>84</b>	<b>2.55867</b>

Row Labels	Count of Local Dep Time	Weight
Austria	6	0.033714
Belgium	2	0.042966
Bulgaria	2	0.008012
Croatia	2	0.01203
Czech Republic	1	0.006267
Denmark	3	0
Estonia	1	0
Finland	2	0
France	6	0.735822
Germany	19	0.731804
Greece	1	0.014853
Hungary	1	0.005275
Iceland	1	0
Italy	10	0.4158
Luxembourg	1	0
Malta	2	0.008626
Netherlands	2	0.038018
Norway	1	0
Poland	5	0.10593
Portugal	3	0.078807
Romania	1	0.01658
Russian Federation	2	0.05421
Serbia	1	0
Sweden	4	0.01724
Switzerland	3	0.015195
Turkey	4	0
Ukraine	1	0.006193
United Kingdom	6	0.415776
<b>Grand Total</b>	<b>93</b>	<b>2.76312</b>

Row Labels	Count of Local Dep Time	Weight
Austria	6	0.033714
Belgium	1	0.021483
Croatia	2	0.01203
Czech Republic	2	0.012534
Denmark	3	0
Estonia	1	0
Finland	1	0
France	6	0.735822
Germany	20	0.77032
Greece	1	0.014853
Hungary	1	0.005275
Iceland	2	0
Italy	10	0.4158
Luxembourg	1	0
Malta	2	0.008626
Netherlands	1	0.019009
Norway	1	0
Poland	7	0.148302
Portugal	3	0.078807
Romania	1	0.01658
Russian Federation	1	0.027105
Serbia	2	0
Sweden	3	0.01293
Switzerland	3	0.015195
Turkey	3	0
Ukraine	1	0.006193
United Kingdom	7	0.485072
<b>Grand Total</b>	<b>92</b>	<b>2.83965</b>

Row Labels	Count of Local Dep Time	Weight
Austria	5	0.023095
Belgium	1	0.021483
Croatia	2	0.01203
Czech Republic	1	0.006267
Denmark	3	0
Estonia	1	0
Finland	1	0
France	5	0.613185
Germany	18	0.693288
Greece	1	0.014853
Hungary	1	0.005275
Iceland	2	0
Italy	9	0.37422
Luxembourg	1	0
Malta	1	0.004313
Netherlands	1	0.019009
Norway	1	0
Poland	6	0.127116
Portugal	2	0.052538
Romania	1	0.01658
Russian Federation	1	0.027105
Serbia	2	0
Sweden	2	0.00862
Switzerland	3	0.015195
Turkey	4	0
Ukraine	1	0.006193
United Kingdom	6	0.415776
<b>Grand Total</b>	<b>82</b>	<b>2.46114</b>

Row Labels	Count of Local Dep Time	Weight
Austria	5	0.023095
Belgium	1	0.021483
Croatia	2	0.01203
Czech Republic	1	0.006267
Denmark	3	0
Estonia	1	0
Finland	1	0
France	4	0.490548
Germany	15	0.57774
Greece	1	0.014853
Hungary	1	0.005275
Iceland	2	0
Italy	9	0.37422
Luxembourg	1	0
Netherlands	1	0.019009
Norway	1	0
Poland	6	0.127116
Portugal	2	0.052538
Romania	1	0.01658
Russian Federation	1	0.027105
Serbia	1	0
Sweden	2	0.00862
Switzerland	3	0.015195
Turkey	4	0
Ukraine	1	0.006193
United Kingdom	4	0.277184
<b>Grand Total</b>	<b>74</b>	<b>2.08005</b>

Row Labels	Count of Local Dep Time	Weight
Austria	5	0.028095
Belgium	1	0.021483
Croatia	1	0.006015
Czech Republic	2	0.006267
Denmark	2	0
Finland	1	0
France	4	0.490548
Germany	13	0.500708
Hungary	1	0.005275
Iceland	2	0
Italy	7	0.29106
Luxembourg	1	0
Netherlands	1	0.019009
Norway	1	0
Poland	3	0.063558
Portugal	2	0.052538
Russian Federation	1	0.027105
Serbia	1	0
Sweden	2	0.00862
Switzerland	2	0.01013
Turkey	2	0
Ukraine	1	0.006193
United Kingdom	4	0.277184
<b>Grand Total</b>	<b>59</b>	<b>1.81379</b>

Row Labels	Count of Local Dep Time	Weight
USA	31	3.213615
Canada	7	0.06286
India	5	0
Israel	3	0.101763
Japan	3	0
United Arab Emirates	2	0.027618
Saudi Arabia	2	0
Mexico	2	0.034098
Tunisia	2	0.004982
Iran Islamic Republic of	2	0
China	2	0.013204
Lebanon	2	0.031144
Dominican Republic	1	0.014348
Chinese Taipei	1	0
Hong Kong (sar) China	1	0
Kuwait	1	0.004957
Algeria	1	0.019058
Cuba	1	0
Singapore	1	0
Bahrain	1	0
Viet Nam	1	0
Oman	1	0
Uzbekistan	1	0
Panama	1	0
Qatar	1	0.004166
Kazakhstan	1	0
<b>Grand Total</b>	<b>79</b>	<b>3.53531</b>

Row Labels	Count of Local Dep Time	Weight
USA	32	3.31728
Canada	8	0.07184
India	5	0
United Arab Emirates	3	0.041427
Israel	3	0.101763
Japan	3	0
China	2	0.013204
Mexico	2	0.034098
Lebanon	2	0.031144
Egypt	2	0
Iran Islamic Republic of	2	0
Saudi Arabia	2	0
Oman	1	0
Bahrain	1	0
Hong Kong (sar) China	1	0
Qatar	1	0.004166
Dominican Republic	1	0.014348
Singapore	1	0
Panama	1	0
Chinese Taipei	1	0
Uzbekistan	1	0
Viet Nam	1	0
Tunisia	1	0.004241
Algeria	1	0.019058
Colombia	1	0.005113
Kazakhstan	1	0
Cuba	1	0
Kuwait	1	0.004957
Jordan	1	0.015495
<b>Grand Total</b>	<b>83</b>	<b>3.67613</b>

Row Labels	Count of Local Dep Time	Weight
USA	32	3.31728
Canada	8	0.07184
India	5	0
Japan	3	0
Israel	3	0.101763
China	3	0.018806
United Arab Emirates	3	0.041427
Saudi Arabia	2	0
Mexico	2	0.034098
Egypt	2	0
Lebanon	2	0.031144
Iran Islamic Republic of	2	0
Viet Nam	2	0
Qatar	1	0.004166
Tunisia	1	0.004241
Singapore	1	0
Bahrain	1	0
Chinese Taipei	1	0
Kuwait	1	0.004957
Cuba	1	0
Hong Kong (sar) China	1	0
Thailand	1	0
Colombia	1	0.005113
Dominican Republic	1	0.014348
Oman	1	0
Uzbekistan	1	0
Panama	1	0
Jordan	1	0.015495
Kazakhstan	1	0
<b>Grand Total</b>	<b>85</b>	<b>3.66568</b>

Row Labels	Count of Local Dep Time	Weight
USA	27	2.798955
Canada	6	0.05388
India	5	0
United Arab Emirates	4	0.055236
China	3	0.018806
Japan	3	0
Mexico	2	0.034098
Israel	2	0.067842
Saudi Arabia	2	0
Egypt	2	0
Lebanon	2	0.031144
Iran Islamic Republic of	2	0
Viet Nam	2	0
Qatar	1	0.004166
Tunisia	1	0.004241
Singapore	1	0
Bahrain	1	0
Chinese Taipei	1	0
Kuwait	1	0.004957
Cuba	1	0
Hong Kong (sar) China	1	0
Thailand	1	0
Colombia	1	0.005113
Dominican Republic	1	0.014348
Oman	1	0
Uzbekistan	1	0
Panama	1	0
Jordan	1	0.015495
Kazakhstan	1	0
<b>Grand Total</b>	<b>78</b>	<b>3.10528</b>

Row Labels	Count of Local Dep Time	Weight
USA	20	2.0733
Canada	6	0.05388
United Arab Emirates	4	0.055236
India	4	0
China	3	0.018806
Japan	3	0
Viet Nam	2	0
Israel	2	0.067842
Mexico	2	0.034098
Iran Islamic Republic of	2	0
Egypt	2	0
Panama	1	0
Tunisia	1	0.004241
Singapore	1	0
Hong Kong (sar) China	1	0
Dominican Republic	1	0.014348
Colombia	1	0.005113
Saudi Arabia	1	0
Kazakhstan	1	0
Thailand	1	0
Uzbekistan	1	0
Cuba	1	0
Lebanon	1	0.015572
Chinese Taipei	1	0
Iraq	1	0
Kuwait	1	0.004957
Jordan	1	0.015495
<b>Grand Total</b>	<b>66</b>	<b>2.36389</b>

Row Labels	Count of Local Dep Time	Weight
USA	17	1.762305
Canada	6	0.05388
India	4	0
Japan	3	0
China	3	0.018806
Saudi Arabia	2	0
Mexico	2	0.034098
United Arab Emirates	2	0.027618
Egypt	2	0
Iran Islamic Republic of	2	0
Viet Nam	2	0
Cuba	1	0
Iraq	1	0
Thailand	1	0
Uzbekistan	1	0
Hong Kong (sar) China	1	0
Colombia	1	0.005113
Singapore	1	0
Kuwait	1	0.004957
Tunisia	1	0.004241
Lebanon	1	0.015572
Israel	1	0.033521
Dominican Republic	1	0.014348
Panama	1	0
Kazakhstan	1	0
Jordan	1	0.015495
<b>Grand Total</b>	<b>60</b>	<b>1.99135</b>

Row Labels	Count of Local Dep Time	Weight
USA	16	1.65864
Canada	6	0.05388
India	4	0
China	4	0.028408
Japan	3	0
United Arab Emirates	2	0.027618
Saudi Arabia	2	0
Iran Islamic Republic of	2	0
Viet Nam	2	0
Mexico	1	0.017049
Tunisia	1	0.004241
Singapore	1	0
Israel	1	0.033321
Iraq	1	0
Cuba	1	0
Colombia	1	0.005113
Jordan	1	0.015495
Thailand	1	0
Dominican Republic	1	0.014348
Hong Kong (sar) China	1	0
Egypt	1	0.015572
Lebanon	1	0
Kazakhstan	1	0
Kuwait	1	0.004957
<b>Grand Total</b>	<b>56</b>	<b>1.87724</b>

Row Labels	Count of Local Dep Time	Weight
USA	19	1.963635
Canada	7	0.06286
China	4	0.026408
India	4	0
Saudi Arabia	2	0
United Arab Emirates	2	0.027618
Viet Nam	2	0
Japan	2	0
Mexico	1	0.017049
Hong Kong (sar) China	1	0
Singapore	1	0
Iraq	1	0
Egypt	1	0
Iran Islamic Republic of	1	0.014348
Dominican Republic	1	0
Colombia	1	0.005113
Thailand	1	0
Jordan	1	0.015495
Cuba	1	0
Kazakhstan	1	0
Kuwait	1	0.004957
Israel	1	0.033321
<b>Grand Total</b>	<b>56</b>	<b>2.1774</b>

Row Labels	Count of Local Dep Time	Weight
USA	18	1.86557
Canada	7	0.06286
China	5	0.03301
India	3	0
Saudi Arabia	2	0
Viet Nam	2	0
United Arab Emirates	2	0.027618
Israel	2	0.067842
Japan	2	0
Morocco	1	0
Iran Islamic Republic of	1	0
Colombia	1	0.005113
Egypt	1	0
Jordan	1	0.015495
Cuba	1	0
Hong Kong (sar) China	1	0
Qatar	1	0.004166
Kazakhstan	1	0
Thailand	1	0
Korea Republic of	1	0
Iraq	1	0
Kuwait	1	0.004957
Mexico	1	0.017049
Jordan	1	0.015495
<b>Grand Total</b>	<b>57</b>	<b>2.10408</b>

Row Labels	Count of Local Dep Time	Weight
USA	13	1.347645
Canada	7	0.06286
China	6	0.039612
Saudi Arabia	2	0
United Arab Emirates	2	0.027618
India	2	0
Viet Nam	2	0.067842
Japan	2	0
Thailand	1	0
Hong Kong (sar) China	1	0
Iraq	1	0
Jordan	1	0.015495
Colombia	1	0.005113
Korea Republic of	1	0
Iran Islamic Republic of	1	0
Kuwait	1	0.004957
Egypt	1	0
Morocco	1	0
Qatar	1	0.004166
<b>Grand Total</b>	<b>49</b>	<b>1.57531</b>

Row Labels	Count of Local Dep Time	Weight
USA	31	0.932395
China	5	0.03301
Canada	4	0.03532
Israel	2	0.067842
United Arab Emirates	2	0.027618
Korea Republic of	2	0
Thailand	1	0
Iran Islamic Republic of	1	0
Iraq	1	0
Japan	1	0
Saudi Arabia	1	0
Viet Nam	1	0
Tunisia	1	0.004241
Egypt	1	0
Colombia	1	0.005113
Morocco	1	0
Qatar	1	0.004166
Jordan	1	0.015495
<b>Grand Total</b>	<b>36</b>	<b>1.12639</b>

Row Labels	Count of Local Dep Time	Weight
USA	7	0.725855
China	5	0.03301
Japan	2	0
Israel	2	0.067842
Korea Republic of	2	0
United Arab Emirates	1	0.013809
Thailand	1	0
Iraq	1	0
Viet Nam	1	0
Tunisia	1	0.004241
Canada	2	0.00838
Egypt	1	0
Qatar	1	0.004166
Saudi Arabia	1	0
Morocco	1	0
<b>Grand Total</b>	<b>28</b>	<b>0.8577</b>

Row Labels	Count of Local Dep Time	Weight
USA	7	0.725855
China	5	0.03301
Korea Republic of	3	0
Israel	2	0.067842
Japan	2	0
United Arab Emirates	1	0.013809
Saudi Arabia	1	0
Qatar	1	0.004166
Iraq	1	0
Tunisia	1	0.004241
Egypt	1	0
Morocco	1	0.00838
Canada	1	0
Kazakhstan	1	0
<b>Grand Total</b>	<b>28</b>	<b>0.8577</b>

Row Labels	Count of Local Dep Time	Weight
USA	7	0.725855
China	6	0.039612
Korea Republic of	3	0
Israel	2	0.067842
Japan	2	0
Qatar	1	0.004166
Iraq	1	0
Saudi Arabia	1	0
Tunisia	1	0.004241
Morocco	1	0
Canada	1	0.00838
Kazakhstan	1	0
<b>Grand Total</b>	<b>27</b>	<b>0.8505</b>

Row Labels	Count of Local Dep Time	Weight
China	6	0.039612
USA	5	0.518325
Korea Republic of	3	0
Japan	3	0
Israel	2	0.067842
Saudi Arabia	1	0
Morocco	1	0
Qatar	1	0.004166
Tunisia	1	0.004241
Jordan	1	0.015495
Canada	1	0.00838
Kazakhstan	1	0
<b>Grand Total</b>	<b>26</b>	<b>0.65866</b>

Row Labels	Count of Local Dep Time	Weight
China	6	0.039612
USA	4	0.41466
Korea Republic of	3	0
Japan	3	0
Israel	2	0.067842
Qatar	1	0.004166
Morocco	1	0
India	1	0
Tunisia	1	0.004241
Kazakhstan	1	0
Canada	1	0.00838
Jordan	1	0.015495
<b>Grand Total</b>	<b>25</b>	<b>0.555</b>

Row Labels	Count of Local Dep Time	Weight
Brazil	3	0
China	3	0.019806
Tunisia	2	0.006482
Singapore	2	0
United Arab Emirates	2	0.027618
Korea Republic of	2	0
Japan	2	0
Egypt	1	0
Israel	1	0.033321
Hong Kong (sar) China	1	0
Algeria	1	0.019058
Morocco	1	0
Jordan	1	0.015495
Thailand	1	0
Kazakhstan	1	0
India	1	0
Argentina	1	0
Lebanon	1	0.015572
<b>Grand Total</b>	<b>27</b>	<b>0.13995</b>

## Intercontinental

Row Labels	Count of Local Dep Time	Weight
USA	29	3.006285
Canada	6	0.05368
India	5	0
Japan	3	0
Israel	3	0.101763
Saudi Arabia	2	0
United Arab Emirat	2	0.027618
Tunisia	2	0.008482
Iran Islamic Repub	2	0
Lebanon	2	0.031144
Kuwait	2	0.009314
Panama	1	0
Cuba	1	0
Singapore	1	0
Bahrain	1	0
Algeria	1	0.019058
Kazakhstan	1	0
Hong Kong (sar) C	1	0
Chinese Taipei	1	0
Brazil	1	0
Egypt	1	0
China	1	0.006602
Mexico	1	0.017049
Oman	1	0
<b>Grand Total</b>	<b>71</b>	<b>3.2818</b>

Row Labels	Count of Local Dep Time	Weight
USA	30	3.10995
Canada	7	0.06286
India	5	0
United Arab Emirates	3	0.041427
Israel	3	0.101763
Japan	3	0
China	2	0.013204
Saudi Arabia	2	0
Lebanon	2	0.031144
Cuba	2	0
Tunisia	2	0.008482
Egypt	2	0
Iran Islamic Republic of	2	0
Kuwait	2	0.009314
Qatar	1	0.004166
Algeria	1	0.019058
Singapore	1	0
Kazakhstan	1	0
Jordan	1	0.015495
Colombia	1	0.005113
Hong Kong (sar) China	1	0
Brazil	1	0
Bahrain	1	0
Mexico	1	0.017049
Chinese Taipei	1	0
Oman	1	0
Panama	1	0
<b>Grand Total</b>	<b>80</b>	<b>3.43963</b>

Row Labels	Count of Local Dep Time	Weight
USA	29	3.006285
Canada	6	0.05368
India	5	0
Israel	3	0.101763
United Arab Emirates	3	0.041427
China	3	0.019806
Japan	3	0
Cuba	2	0
Saudi Arabia	2	0
Egypt	2	0
Iran Islamic Republic	2	0
Tunisia	2	0.008482
Kazakhstan	2	0
Lebanon	2	0.009314
Singapore	2	0.031144
Hong Kong (sar) Chin	1	0
Viet Nam	1	0
Chinese Taipei	1	0
Colombia	1	0.005113
Mexico	1	0.017049
Thailand	1	0
Oman	1	0
Brazil	1	0
Panama	1	0
Qatar	1	0.004166
Bahrain	1	0
Jordan	1	0.015495
<b>Grand Total</b>	<b>83</b>	<b>3.3248</b>

Row Labels	Count of Local Dep Time	Weight
USA	24	2.48796
Canada	6	0.05368
India	5	0
United Arab Emirates	4	0.055236
China	3	0.019806
Japan	3	0
Saudi Arabia	2	0
Cuba	2	0
Kazakhstan	2	0
Egypt	2	0
Lebanon	2	0.031144
Iran Islamic Republic of	2	0
Tunisia	2	0.008482
Israel	2	0.067842
Kuwait	2	0.009314
Viet Nam	1	0
Chinese Taipei	1	0
Thailand	1	0
Hong Kong (sar) China	1	0
Jamaica	1	0
Singapore	1	0
Mexico	1	0.017049
Bahrain	1	0
Oman	1	0
Colombia	1	0.005113
Panama	1	0
Qatar	1	0.004166
Jordan	1	0.015495
<b>Grand Total</b>	<b>77</b>	<b>2.77609</b>

Row Labels	Count of Local Dep Time	Weight
USA	15	1.554375
Canada	6	0.05368
India	4	0
United Arab Emirates	4	0.055236
China	3	0.019806
Japan	3	0
Kazakhstan	2	0
Tunisia	2	0.008482
Egypt	2	0
Iran Islamic Republic of	2	0
Cuba	2	0
Israel	2	0.067842
Kuwait	2	0.009314
Singapore	1	0
Brazil	1	0
Jamaica	1	0
Hong Kong (sar) China	1	0
Jordan	1	0.015495
Chinese Taipei	1	0
Thailand	1	0
Lebanon	1	0.019058
Colombia	1	0.005113
Mexico	1	0.017049
Viet Nam	1	0
Panama	1	0
Saudi Arabia	1	0
<b>Grand Total</b>	<b>62</b>	<b>1.82336</b>

Row Labels	Count of Local Dep Time	Weight
USA	12	1.24398
Canada	6	0.05368
India	4	0
China	3	0.019806
Japan	3	0
Cuba	2	0
Tunisia	2	0.008482
Saudi Arabia	2	0
Iran Islamic Repub	2	0
United Arab Emirat	2	0.027618
Kazakhstan	2	0
Egypt	2	0
Kuwait	2	0.009314
Thailand	1	0
Colombia	1	0.005113
Viet Nam	1	0
Hong Kong (sar) C	1	0
Singapore	1	0
Lebanon	1	0.015572
Jamaica	1	0
Mexico	1	0.017049
Brazil	1	0
Panama	1	0
Israel	1	0.033921
Jordan	1	0.015495
<b>Grand Total</b>	<b>56</b>	<b>1.45083</b>

Row Labels	Count of Local Dep Time	Weight
USA	11	1.140315
Canada	6	0.05368
India	4	0
China	4	0.026408
Japan	3	0
Egypt	2	0
Tunisia	2	0.008482
Saudi Arabia	2	0
Iran Islamic Republic of	2	0.027618
United Arab Emirates	2	0
Cuba	2	0
Kazakhstan	2	0
Kuwait	2	0.009314
Colombia	1	0.005113
Thailand	1	0
Hong Kong (sar) China	1	0
Lebanon	1	0.015572
Viet Nam	1	0
Mexico	1	0.017049
Israel	1	0.033921
Jamaica	1	0
Singapore	1	0.015495
Jordan	1	0.015495
<b>Grand Total</b>	<b>54</b>	<b>1.95377</b>

Row Labels	Count of Local Dep Time	Weight
USA	14	1.45131
Canada	7	0.06286
India	4	0
China	4	0.026408
Saudi Arabia	2	0
Kuwait	2	0.009314
Tunisia	2	0.008482
United Arab Emirates	2	0.027618
Cuba	2	0
Kazakhstan	2	0
Japan	2	0
Israel	1	0.033921
Jordan	1	0.015495
Egypt	1	0
Hong Kong (sar) Chin	1	0
Thailand	1	0
Colombia	1	0.005113
Jamaica	1	0
Mexico	1	0.017049
Viet Nam	1	0
Iran Islamic Republic	1	0
Singapore	1	0
<b>Grand Total</b>	<b>54</b>	<b>1.65817</b>

Row Labels	Count of Local Dep Time	Weight
USA	14	1.45131
Canada	7	0.06286
China	5	0.03301
India	3	0
Kazakhstan	2	0
Kuwait	2	0.009314
Saudi Arabia	2	0
Cuba	2	0
United Arab Emirates	2	0.027618
Israel	2	0.067842
Japan	2	0
Thailand	1	0
Hong Kong (sar) China	1	0
Jamaica	1	0
Colombia	1	0.005113
Egypt	1	0
Tunisia	1	0.004241
Iran Islamic Republic of	1	0
Viet Nam	1	0
Mexico	1	0.017049
Qatar	1	0.004166
Jordan	1	0.015495
<b>Grand Total</b>	<b>55</b>	<b>1.69862</b>

Row Labels	Count of Local Dep Time	Weight
USA	9	0.932985
Canada	7	0.06286
China	6	0.039612
Saudi Arabia	2	0
Kuwait	2	0.009314
India	2	0
United Arab Emirates	2	0.027618
Israel	2	0.067842
Japan	2	0
Colombia	1	0.005113
Cuba	1	0
Tunisia	1	0.004241
Egypt	1	0
Jamaica	1	0
Jordan	1	0.015495
Thailand	1	0
Kazakhstan	1	0
Iran Islamic Republic of	1	0
Korea Republic of	1	0
Viet Nam	1	0
Hong Kong (sar) China	1	0
Qatar	1	0.004166
<b>Grand Total</b>	<b>47</b>	<b>1.16985</b>

Row Labels	Count of Local Dep Time	Weight
USA	6	0.62199
Canada	5	0.0449
China	5	0.03301
Korea Republic of	2	0
Israel	2	0.067842
United Arab Emirat	2	0.027618
Saudi Arabia	1	0
Iran Islamic Repub	1	0
Colombia	1	0.005113
Tunisia	1	0.004241
Qatar	1	0.004166
Cuba	1	0
Egypt	1	0
Kazakhstan	1	0
Jamaica	1	0
Viet Nam	1	0
Japan	1	0
Jordan	1	0.015495
<b>Grand Total</b>	<b>35</b>	<b>0.82438</b>

Row Labels	Count of Local Dep Time	Weight
USA	5	0.518325
China	5	0.03301
Korea Republic of	2	0.01736
Israel	2	0.067842
Japan	2	0
Jamaica	1	0
Thailand	1	0
Saudi Arabia	1	0
Egypt	1	0
United Arab Emirates	1	0.013809
Cuba	1	0
Viet Nam	1	0
Qatar	1	0.004166
Kazakhstan	1	0
<b>Grand Total</b>	<b>27</b>	<b>0.65511</b>

Row Labels	Count of Local Dep Time	Weight
USA	5	0.518325
China	5	0.03301
Korea Republic of	3	0
Canada	2	0.01736
Israel	2	0.067842
Japan	2	0
Saudi Arabia	1	0
Egypt	1	0
United Arab Emirates	1	0.013809
Jamaica	1	0
Kazakhstan	1	0
Qatar	1	0.004166
<b>Grand Total</b>	<b>25</b>	<b>0.65511</b>

Row Labels	Count of Local Dep Time	Weight
China	6	0.039612
USA	5	0.518325
Korea Republic of	3	0
Israel	2	0.067842
Japan	2	0
Canada	1	0.00638
Saudi Arabia	1	0
Qatar	1	0.004166
Kazakhstan	1	0
<b>Grand Total</b>	<b>22</b>	<b>0.63893</b>

Row Labels	Count of Local Dep Time	Weight
China	6	0.039612
USA	5	0.518325
Korea Republic of	3	0
Japan	3	0
Israel	2	0.067842
Qatar	1	0.004166
Saudi Arabia	1	0
Thailand	1	0
Canada	1	0.00898
Jordan	1	0.015495
Kazakhstan	1	0
<b>Grand Total</b>	<b>25</b>	<b>0.65442</b>

Row Labels	Count of Local Dep Time	Weight
China	6	0.039612
USA	5	0.518325
Korea Republic of	3	0
Japan	3	0
Israel	2	0.067842
Thailand	1	0
Qatar	1	0.004166
Canada	1	0.00898
India	1	0
Kazakhstan	1	0
Jordan	1	0.015495
<b>Grand Total</b>	<b>25</b>	<b>0.65442</b>

Row Labels	Count of Local Dep Time	Weight
USA	5	0.518325
China	5	0.03301
Korea Republic of	3	0
Japan	3	0
Israel	2	0.067842
Singapore	2	0
Thailand	2	0
Brazil	1	0
Qatar	1	0.004166
Lebanon	1	0.015572
India	1	0
Canada	1	0.00898
United Arab Emirates	1	0.015809
Algeria	1	0
Morocco	1	0.014348
Dominican Republic	1	0
Kazakhstan	1	0
Jordan	1	0.015495
<b>Grand Total</b>	<b>32</b>	<b>0.69155</b>

Row Labels	Count of Local Dep Time	Weight
China	5	0.03301
Korea Republic of	3	0
Brazil	3	0
Japan	3	0
United Arab Emirates	2	0.027618
Thailand	2	0
Israel	2	0.067842
Singapore	2	0
Egypt	2	0
Lebanon	1	0.015572
Argentina	1	0
Qatar	1	0.004166
Morocco	1	0
Hong Kong (sar) Chin	1	0
India	1	0
USA	1	0.103665
Tunisia	1	0.004241
Algeria	1	0.019058
Dominican Republic	1	0.014348
Kazakhstan	1	0
Jordan	1	0.015495
<b>Grand Total</b>	<b>35</b>	<b>0.30502</b>

Row Labels	Count of Local Dep Time	Weight
China	4	0.026408
Brazil	3	0



1900-0000

Row Labels	Count of Local Dep Time	Weight
Brazil	3	0
China	3	0.019806
Thailand	2	0
Singapore	2	0
United Arab Emirat	2	0.027618
Korea Republic of	2	0
Japan	2	0
Morocco	1	0
Hong Kong (sar) C	1	0
Egypt	1	0
Israel	1	0.033921
Lebanon	1	0.015572
Algeria	1	0.019058
Dominican Repub	1	0.014348
Jordan	1	0.015495
Tunisia	1	0.004241
Kazakhstan	1	0
India	1	0
Argentina	1	0
<b>Grand Total</b>	<b>28</b>	<b>0.15006</b>



Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Data for 0900-1400 range.

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Data for 0930-1430 range.

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Data for 1000-1500 range.

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Data for 1030-1530 range.

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Data for 1100-1600 range.

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Data for 1130-1630 range.

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Data for 1200-1700 range.

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Data for 1230-1730 range.

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Data for 1300-1800 range.

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Data for 1330-1830 range.

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Data for 1400-1900 range.

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Data for 1430-1930 range.

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Data for 1500-2000 range.

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Data for 1530-2030 range.

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Data for 1600-2100 range.

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Data for 1630-2130 range.

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Data for 1700-2200 range.

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Data for 1730-2230 range.

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Data for 1800-2300 range.

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Data for 1830-2330 range.

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Data for 1900-0000 range.

Continental



Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like United Kingdom, Germany, France, etc. Grand Total: 70 2.412991

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like United Kingdom, Germany, France, etc. Grand Total: 65 2.248048

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like United Kingdom, Germany, France, etc. Grand Total: 60 2.03594

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Germany, United Kingdom, France, etc. Grand Total: 65 2.36591

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like United Kingdom, Germany, Switzerland, etc. Grand Total: 65 2.39345

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like United Kingdom, Germany, France, etc. Grand Total: 67 2.57025

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Germany, United Kingdom, Ireland Republic c, etc. Grand Total: 65 2.487577

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Germany, United Kingdom, France, etc. Grand Total: 70 2.67084

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Germany, United Kingdom, Ireland Republic c, etc. Grand Total: 72 2.82654

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Germany, United Kingdom, Switzerland, etc. Grand Total: 75 2.72206

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Germany, United Kingdom, Switzerland, etc. Grand Total: 70 2.434052

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Germany, United Kingdom, Switzerland, etc. Grand Total: 73 2.58202

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Germany, United Kingdom, Switzerland, etc. Grand Total: 71 2.55867

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Germany, United Kingdom, Switzerland, etc. Grand Total: 77 2.88236

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like United Kingdom, Germany, France, etc. Grand Total: 81 2.91634

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Germany, United Kingdom, Switzerland, etc. Grand Total: 84 2.965104

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Germany, United Kingdom, Switzerland, etc. Grand Total: 88 2.928771

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Germany, United Kingdom, Switzerland, etc. Grand Total: 93 3.11763

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like United Kingdom, Germany, France, etc. Grand Total: 91 3.25886

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Germany, United Kingdom, Switzerland, etc. Grand Total: 78 2.67846



Row Labels	Count of Local Dep Time	Weight
Germany	11	0.423676
United Kingdom	10	0.632286
Switzerland	5	0.025325
France	5	0.631055
Ireland Republic c	5	0.057755
Sweden	4	0.07724
Italy	4	0.16632
Netherlands	4	0.076036
Norway	3	0
Portugal	2	0.052538
Austria	2	0.011238
Czech Republic	1	0.006267
Finland	1	0
Denmark	1	0
Belgium	1	0.021463
Malta	1	0.004313
Croatia	1	0.006015
Greece	1	0.014853
<b>Grand Total</b>	<b>62</b>	<b>2.199214</b>

Row Labels	Count of Local Dep Time	Weight
United Kingdom	8	0.554368
Turkey	1	0
Switzerland	5	0.025325
Sweden	2	0.00962
Portugal	2	0.052538
Norway	2	0
Netherlands	3	0.057027
Malta	1	0.004313
Italy	4	0.16632
Ireland Republic c	5	0.087755
Greece	2	0.023706
Germany	6	0.231096
France	4	0.430548
Finland	1	0
Denmark	1	0
Czech Republic	1	0.006267
Croatia	1	0.006015
Belgium	1	0.021463
<b>Grand Total</b>	<b>50</b>	<b>1.721391</b>

Row Labels	Count of Local Dep Time	Weight
United Kingdom	8	0.554368
Germany	4	0.954064
Ireland Republic o	4	0.054212
France	4	0.430548
Italy	4	0.16632
Sweden	2	0.00962
Russian Federati	2	0.05421
Switzerland	2	0.01013
Greece	2	0.023706
Netherlands	2	0.038018
Croatia	1	0.006015
Denmark	1	0
Turkey	1	0
Portugal	1	0.026269
Malta	1	0.004313
<b>Grand Total</b>	<b>39</b>	<b>1.59679</b>

Row Labels	Count of Local Dep Time	Weight
United Kingdom	6	0.415776
France	3	0.367311
Ireland Republic c	3	0.040559
Greece	2	0.023706
Russian Federati	2	0.05421
Netherlands	1	0.019009
Turkey	1	0
Sweden	1	0.00431
Germany	1	0.039516
Malta	1	0.004313
Denmark	1	0
Italy	1	0.01459
<b>Grand Total</b>	<b>23</b>	<b>1.01599</b>

Row Labels	Count of Local Dep Time	Weight
Ireland Republic o	2	0.027108
United Kingdom	2	0.339532
Russian Federati	2	0.05421
Netherlands	1	0.019009
Turkey	1	0
Greece	1	0.014853
Sweden	1	0.00431
<b>Grand Total</b>	<b>10</b>	<b>0.25808</b>

## LHR Wednesday Continental

0900-1200	Row Labels	Count of Local Dep Time	Weight
Germany	17	0.65477	
United Kingdom	15	1.03944	
France	6	0.73582	
Switzerland	6	0.30303	
Ireland Republic o	6	0.08132	
Sweden	5	0.02155	
Italy	5	0.20719	
Denmark	4	0	
Netherlands	4	0.07604	
Norway	4	0	
Finland	2	0	
Austria	2	0.01124	
Turkey	2	0	
Romania	1	0.01658	
Belgium	1	0.02148	
Czech Republic	1	0.00627	
Portugal	1	0.02627	
Greece	1	0.01485	
Poland	1	0.02119	
<b>Grand Total</b>	<b>84</b>	<b>2.3651</b>	

0930-1230	Row Labels	Count of Local Dep Time	Weight
Germany	18	0.63323	
United Kingdom	13	0.30085	
Switzerland	8	0.04052	
France	6	0.73582	
Ireland Republic o	6	0.08132	
Netherlands	5	0.09505	
Norway	5	0	
Italy	5	0.20719	
Sweden	4	0.07124	
Finland	3	0	
Denmark	3	0	
Austria	2	0.01124	
Belgium	2	0.04237	
Turkey	2	0	
Portugal	2	0.05254	
Croatia	1	0.00602	
Romania	1	0.01658	
Poland	1	0.02119	
Czech Republic	1	0.00627	
<b>Grand Total</b>	<b>88</b>	<b>2.9288</b>	

1000-1300	Row Labels	Count of Local Dep Time	Weight
Germany	16	0.61626	
United Kingdom	15	1.03944	
Switzerland	8	0.04052	
Ireland Republic o	7	0.09487	
Italy	7	0.29106	
France	6	0.73582	
Norway	5	0	
Netherlands	5	0.09505	
Sweden	4	0.07124	
Finland	3	0	
Denmark	3	0	
Portugal	3	0.07881	
Austria	2	0.01124	
Belgium	2	0.04237	
Turkey	2	0	
Czech Republic	1	0.00627	
Croatia	1	0.00602	
Poland	1	0.02119	
Romania	1	0.01658	
Malta	1	0.00431	
<b>Grand Total</b>	<b>93</b>	<b>3.1116</b>	

1030-1330	Row Labels	Count of Local Dep Time	Weight
Germany	12	0.46219	
United Kingdom	10	0.63296	
France	5	0.61319	
Ireland Republic o	5	0.06717	
Sweden	3	0.01293	
Greece	3	0.04456	
Switzerland	3	0.0152	
Netherlands	3	0.05703	
Russian Federatio	3	0.00152	
Italy	3	0.12474	
Austria	2	0.01124	
Belgium	2	0.04237	
Norway	2	0	
Finland	1	0	
Czech Republic	1	0.00627	
Turkey	1	0	
Poland	1	0	
Malta	1	0.00431	
Denmark	1	0	
Portugal	1	0.02627	
Romania	1	0.01658	
<b>Grand Total</b>	<b>64</b>	<b>2.2863</b>	

1100-1400	Row Labels	Count of Local Dep Time	Weight
United Kingdom	18	1.24733	
Germany	13	0.50071	
Italy	8	0.33264	
Switzerland	7	0.03546	
Ireland Republic o	7	0.09487	
France	6	0.73582	
Netherlands	6	0.11405	
Sweden	4	0.07124	
Denmark	3	0	
Portugal	3	0.07881	
Finland	3	0	
Norway	3	0	
Austria	2	0.01124	
Romania	1	0.01658	
Greece	1	0.01485	
Croatia	1	0.00602	
Poland	1	0.02119	
Belgium	1	0.02148	
Czech Republic	1	0.00627	
Malta	1	0.00431	
<b>Grand Total</b>	<b>91</b>	<b>3.2589</b>	

1130-1430	Row Labels	Count of Local Dep Time	Weight
Germany	13	0.50071	
United Kingdom	11	0.76226	
Switzerland	7	0.03546	
Italy	7	0.29106	
France	6	0.73582	
Ireland Republic o	6	0.08132	
Netherlands	5	0.09505	
Sweden	4	0.07124	
Norway	3	0	
Portugal	3	0.07881	
Denmark	3	0	
Finland	2	0	
Austria	2	0.01124	
Greece	1	0.01485	
Romania	1	0.01658	
Czech Republic	1	0.00627	
Malta	1	0.00431	
Croatia	1	0.00602	
Belgium	1	0.02148	
<b>Grand Total</b>	<b>78</b>	<b>2.6785</b>	

1200-1500	Row Labels	Count of Local Dep Time	Weight
Germany	11	0.42368	
United Kingdom	10	0.63296	
Switzerland	5	0.02533	
France	5	0.61319	
Ireland Republic o	5	0.06717	
Sweden	4	0.07124	
Italy	4	0.16532	
Netherlands	4	0.07604	
Norway	3	0	
Portugal	2	0.05254	
Austria	2	0.01124	
Czech Republic	1	0.00627	
Finland	1	0	
Denmark	1	0	
Belgium	1	0.02148	
Malta	1	0.00431	
Croatia	1	0.00602	
Greece	1	0.01485	
<b>Grand Total</b>	<b>62</b>	<b>2.1992</b>	

1230-1530	Row Labels	Count of Local Dep Time	Weight
United Kingdom	11	0.76226	
Germany	10	0.35916	
Italy	4	0.16532	
Switzerland	3	0.0152	
Ireland Republic o	3	0.04066	
France	3	0.36791	
Netherlands	3	0.05703	
Turkey	2	0	
Sweden	2	0.00862	
Russian Federatio	2	0.05421	
Finland	2	0	
Belgium	2	0.04237	
Austria	2	0.01124	
Greece	2	0.02371	
Norway	2	0	
Romania	1	0.01658	
Malta	1	0.00431	
Denmark	1	0	
Cyprus	1	0.00676	
Poland	1	0.02119	
<b>Grand Total</b>	<b>58</b>	<b>1.9301</b>	

1300-1600	Row Labels	Count of Local Dep Time	Weight
Germany	15	0.57774	
United Kingdom	11	0.76226	
France	7	0.65466	
Ireland Republic o	7	0.09487	
Switzerland	6	0.03033	
Italy	5	0.20719	
Portugal	3	0.07881	
Austria	3	0.01658	
Sweden	2	0.00627	
Denmark	2	0	
Netherlands	2	0.03802	
Norway	2	0	
Russian Federatio	1	0.02711	
Belgium	1	0.02148	
Czech Republic	1	0.00627	
Greece	1	0.01485	
Croatia	1	0.00602	
Romania	1	0.01658	
Poland	1	0.02119	
<b>Grand Total</b>	<b>72</b>	<b>2.7874</b>	

1330-1630	Row Labels	Count of Local Dep Time	Weight
United Kingdom	11	0.76226	
Germany	10	0.38516	
Ireland Republic o	6	0.08132	
France	5	0.61319	
Switzerland	3	0.0152	
Netherlands	3	0.05703	
Italy	3	0.12474	
Turkey	2	0	
Sweden	2	0.00862	
Russian Federatio	2	0.05421	
Greece	2	0.02371	
Finland	2	0	
Austria	2	0.01124	
Belgium	2	0.04237	
Denmark	2	0	
Norway	2	0	
Poland	1	0.02119	
Malta	1	0.00431	
Croatia	1	0.00602	
Romania	1	0.01658	
Czech Republic	1	0.00627	
Cyprus	1	0.00676	
<b>Grand Total</b>	<b>64</b>	<b>2.2407</b>	

1400-1700	Row Labels	Count of Local Dep Time	Weight
Germany	15	0.57774	
United Kingdom	11	0.76226	
France	6	0.63033	
Italy	6	0.24348	
France	5	0.61319	
Ireland Republic o	5	0.06717	
Denmark	4	0	
Netherlands	4	0.07604	
Austria	3	0.01658	
Poland	2	0.04237	
Portugal	2	0.05254	
Sweden	2	0.00862	
Croatia	1	0.00602	
Romania	1	0.01658	
Czech Republic	1	0.00627	
Turkey	1	0	
Greece	1	0.01485	
Finland	1	0	
Belgium	1	0.02148	
Norway	1	0	
<b>Grand Total</b>	<b>73</b>	<b>2.5624</b>	

1430-1730	Row Labels	Count of Local Dep Time	Weight
Germany	12	0.46219	
United Kingdom	12	0.63195	
Ireland Republic o	6	0.08132	
France	5	0.61319	
Italy	5	0.20719	
Sweden	3	0.01293	
Russian Federatio	3	0.08132	
Switzerland	3	0.0152	
Austria	3	0.01658	
Netherlands	3	0.05703	
Turkey	2	0	
Norway	2	0	
Greece	2	0.02371	
Finland	2	0	
Denmark	2	0	
Czech Republic	1	0.00627	
Poland	1	0.02119	
Malta	1	0.00431	
Belgium	1	0.02148	
Cyprus	1	0.00676	
Poland	1	0.02119	
Romania	1	0.01658	
<b>Grand Total</b>	<b>71</b>	<b>2.4858</b>	

1500-1800	Row Labels	Count of Local Dep Time	Weight
Germany	12	0.46219	
United Kingdom	11	0.76226	
France	5	0.61319	
Ireland Republic o	5	0.06717	
Sweden	3	0.01293	
Russian Federatio	3	0.08132	
Switzerland	3	0.0152	
Netherlands	3	0.05703	
Italy	3	0.12474	
Belgium	2	0.04237	
Greece	2	0.02371	
Norway	2	0	
Turkey	1	0	
Czech Republic	1	0.00627	
Cyprus	1	0.00676	
Austria	1	0.00562	
Finland	1	0	
Romania	1	0.01658	
Denmark	1	0	
Malta	1	0.00431	
<b>Grand Total</b>	<b>62</b>	<b>2.3088</b>	

1530-1830	Row Labels	Count of Local Dep Time	Weight
United Kingdom	13	0.30085	
Germany	10	0.38516	
France	6	0.73582	
Switzerland	5	0.02533	
Ireland Republic o	4	0.05421	
Belgium	3	0.06445	
Sweden	3	0.01293	
Netherlands	3	0.05703	
Norway	2	0	
Greece	2	0.02371	
Italy	2	0.08316	
Finland	1	0	
Russian Federatio	1	0.02711	
Austria	1	0.00562	
Czech Republic	1	0.00627	
Denmark	1	0	
Poland	1	0.02119	
Turkey	1	0	
Portugal	1	0.02627	
Cyprus	1	0.00676	
Romania	1	0.01658	
<b>Grand Total</b>	<b>63</b>	<b>2.4584</b>	

1600-1900	Row Labels	Count of Local Dep Time	Weight
United Kingdom	12	0.83155	
Germany	10	0.38516	
France	7	0.65466	
Switzerland	6	0.03033	
Ireland Republic o	6	0.08132	
Denmark	3	0	
Netherlands	3	0.05703	
Italy	3	0.12474	
Sweden	2	0.00862	
Belgium	2	0.04237	
Norway	2	0	
Greece	2	0.02371	
Austria	1	0.00562	
Turkey	1	0	
Czech Republic	1	0.00627	
Cyprus	1	0.00676	
Russian Federatio	1	0.02711	
Poland	1	0.02119	
Portugal	1	0.02627	
<b>Grand Total</b>	<b>65</b>	<b>2.5431</b>	

1630-1930	Row Labels	Count of Local Dep Time	Weight
Germany	13	0.50071	
United Kingdom	10	0.63296	
Ireland Republic o	7	0.09487	
Switzerland	6	0.03033	
France	6	0.73582	
Italy	4	0.16632	
Denmark	3	0	
Netherlands	3	0.05703	
Belgium	2	0.04237	
Sweden	2	0.00862	
Greece	2	0.02371	
Poland	1	0.02119	
Russian Federatio	1	0.02711	
Czech Republic	1	0.00627	
Norway	1	0	
Portugal	1	0.02627	
Romania	1	0.01658	
<b>Grand Total</b>	<b>64</b>	<b>2.4568</b>	

1700-2000	Row Labels	Count of Local Dep Time	Weight
Germany	16	0.61626	
United Kingdom	11	0.76226	
France	6	0.73582	
Switzerland	6	0.03033	
Ireland Republic o	6	0.08132	
Italy	5	0.20719	
Denmark	3	0	
Netherlands	3	0.05703	
Austria	2	0.01124	
Portugal	2	0.05254	
Sweden	2	0.00862	
Czech Republic	1	0.00627	
Romania	1	0.01658	
Russian Federatio	1	0.02711	
Belgium	1	0.02148	
Norway	1	0	
Greece	1	0.01485	
Poland	1	0.02119	
<b>Grand Total</b>	<b>69</b>	<b>2.6708</b>	

1730-2030	Row Labels	Count of Local Dep Time	Weight
Germany	16	0	



Row Labels	Count of Local Dep Time	Weight
United Kingdom	11	0.16226
Germany	3	0.34564
France	5	0.61519
Ireland Republic o	5	0.06777
Netherlands	3	0.05703
Switzerland	3	0.0152
Russian Federatio	3	0.08152
Italy	3	0.02474
Turkey	2	0
Sweden	2	0.00862
Denmark	2	0
Greece	2	0.02911
Finland	2	0
Austria	2	0.0124
Belgium	2	0.04237
Norway	2	0
Czech Republic	1	0.00627
Croatia	1	0.00602
Danmark	1	0
Cyprus	1	0.00676
Romania	1	0.01658
Portugal	1	0.02627
Malta	1	0.00431
Poland	1	0.02119
<b>Grand Total</b>	<b>65</b>	<b>2.248</b>

Row Labels	Count of Local Dep Time	Weight
United Kingdom	11	0.16226
Germany	10	0.35916
Italy	4	0.16632
Switzerland	3	0.0152
Russian Federatio	3	0.08132
France	3	0.36731
Netherlands	3	0.05703
Turkey	2	0
Finland	2	0
Belgium	2	0.04237
Greece	2	0.02911
Sweden	2	0.00862
Ireland Republic o	2	0.02711
Austria	2	0.0124
Norway	2	0
Croatia	1	0.00602
Malta	1	0.00431
Danmark	1	0
Romania	1	0.01658
Portugal	1	0.02627
Cyprus	1	0.00676
Poland	1	0.02119
<b>Grand Total</b>	<b>60</b>	<b>2.0359</b>

Row Labels	Count of Local Dep Time	Weight
United Kingdom	3	0.62356
Germany	4	0.15495
Ireland Republic o	4	0.05421
France	4	0.49055
Italy	4	0.16632
Switzerland	3	0.0152
Russian Federatio	2	0.05421
Sweden	2	0.00862
Greece	2	0.02911
Netherlands	2	0.03802
Czech Republic	1	0.00627
Denmark	1	0
Turkey	1	0
Portugal	1	0.02627
Malta	1	0.00431
<b>Grand Total</b>	<b>41</b>	<b>1.6714</b>

Row Labels	Count of Local Dep Time	Weight
United Kingdom	1	0.48507
France	3	0.36731
Ireland Republic o	3	0.04066
Greece	2	0.02911
Russian Federatio	2	0.05421
Germany	2	0.07703
Turkey	1	0
Sweden	1	0.00431
Netherlands	1	0.01901
Malta	1	0.00431
Denmark	1	0
Italy	1	0.04158
<b>Grand Total</b>	<b>25</b>	<b>1.1258</b>

Row Labels	Count of Local Dep Time	Weight
United Kingdom	4	0.27718
Ireland Republic o	2	0.02711
Russian Federatio	2	0.05421
Netherlands	1	0.01901
Turkey	1	0
Greece	1	0.01485
Sweden	1	0.00431
<b>Grand Total</b>	<b>12</b>	<b>0.3967</b>

# LHR Sunday Continental

Row Labels	Coast of Local Dep Time	Weight
Austria	3	0.016527
Belgium	1	0.021483
Cyprus	1	0.006267
Czech Republic	1	0.006267
Denmark	2	0
Finland	2	0
France	5	0.613185
Germany	10	0.35516
Greece	3	0.044559
Ireland Republic of	5	0.067165
Italy	4	0.16532
Malta	1	0.004313
Netherlands	2	0.038018
Norway	1	0
Poland	1	0.021186
Portugal	1	0.026269
Romania	1	0.016558
Russian Federation	4	0.10842
Sweden	3	0.01293
Switzerland	3	0.015135
Turkey	2	0
United Kingdom	10	0.62326
<b>Grand Total</b>	<b>66</b>	<b>2.264228</b>

Row Labels	Coast of Local Dep Time	Weight
Austria	2	0.016527
Belgium	2	0.021483
Cyprus	1	0.006267
Czech Republic	1	0.006267
Denmark	2	0
Finland	2	0
France	6	0.613185
Germany	3	0.35516
Greece	4	0.044559
Ireland Republic of	5	0.067165
Italy	3	0.16532
Malta	1	0.004313
Netherlands	2	0.038018
Norway	1	0
Poland	1	0.021186
Portugal	1	0.026269
Romania	1	0.016558
Russian Federation	3	0.10842
Sweden	3	0.01293
Switzerland	3	0.015135
Turkey	3	0
United Kingdom	10	0.62326
<b>Grand Total</b>	<b>66</b>	<b>2.264228</b>

Row Labels	Coast of Local Dep Time	Weight
Austria	2	0.016527
Belgium	2	0.021483
Croatia	1	0.006267
Cyprus	1	0.006267
Denmark	0	0
Finland	2	0
France	6	0.613185
Germany	10	0.35516
Greece	4	0.044559
Ireland Republic of	2	0.067165
Italy	4	0.16532
Malta	1	0.004313
Netherlands	2	0.038018
Norway	1	0
Poland	1	0.021186
Portugal	1	0.026269
Romania	1	0.016558
Russian Federation	3	0.10842
Sweden	3	0.01293
Switzerland	3	0.015135
Turkey	3	0
United Kingdom	7	0.62326
<b>Grand Total</b>	<b>53</b>	<b>2.264228</b>

Row Labels	Coast of Local Dep Time	Weight
Austria	1	0.016527
Belgium	2	0.021483
Croatia	1	0.006267
Cyprus	1	0.006267
Denmark	1	0
Finland	1	0
France	6	0.613185
Germany	11	0.35516
Greece	6	0.044559
Ireland Republic of	4	0.067165
Italy	5	0.16532
Malta	1	0.004313
Netherlands	3	0.038018
Norway	1	0
Poland	1	0.021186
Romania	1	0.026269
Russian Federation	4	0.10842
Sweden	4	0.01293
Switzerland	3	0.015135
Turkey	2	0.015135
United Kingdom	11	0
<b>Grand Total</b>	<b>70</b>	<b>1.571268</b>

Row Labels	Coast of Local Dep Time	Weight
Austria	1	0.016527
Belgium	3	0.021483
Croatia	1	0.006267
Cyprus	1	0.006267
Denmark	1	0
Finland	2	0
France	6	0.613185
Germany	7	0.35516
Greece	5	0.044559
Ireland Republic of	3	0.067165
Italy	4	0.16532
Malta	3	0.004313
Netherlands	1	0.038018
Norway	1	0
Poland	1	0.021186
Portugal	2	0.026269
Russian Federation	4	0.10842
Sweden	4	0.01293
Switzerland	1	0.015135
Turkey	2	0.01293
United Kingdom	10	0.619185
<b>Grand Total</b>	<b>66</b>	<b>1.571268</b>

Row Labels	Coast of Local Dep Time	Weight
Austria	1	0.005619
Belgium	2	0.042366
Croatia	1	0.006015
Cyprus	1	0.006761
Denmark	3	0
Finland	0	0
France	8	0.381036
Germany	8	0.308128
Greece	6	0.065918
Ireland Republic of	5	0.067165
Italy	5	0.2073
Netherlands	3	0.057027
Norway	1	0
Poland	1	0.021186
Portugal	1	0.026269
Russian Federation	1	0.021705
Sweden	3	0.01293
Switzerland	6	0.03033
Turkey	2	0
United Kingdom	11	0.162256
<b>Grand Total</b>	<b>70</b>	<b>2.652531</b>

Row Labels	Coast of Local Dep Time	Weight
Austria	2	0.016527
Belgium	1	0.021483
Croatia	3	0.006015
Denmark	1	0.006761
Finland	7	0
France	10	0
Germany	4	0.381036
Greece	6	0.308128
Ireland Republic of	6	0.065918
Netherlands	2	0.067165
Norway	1	0.2073
Poland	1	0.057027
Portugal	0	0
Romania	1	0.021186
Russian Federation	1	0.026269
Sweden	2	0.021705
Switzerland	6	0.01293
Turkey	1	0.03033
United Kingdom	10	0
<b>Grand Total</b>	<b>66</b>	<b>1.830275</b>

Row Labels	Coast of Local Dep Time	Weight
Austria	2	0.005619
Belgium	1	0.042366
Croatia	1	0.006015
Denmark	3	0.006761
Finland	0	0
France	6	0
Germany	13	0.381036
Greece	5	0.308128
Ireland Republic of	6	0.065918
Italy	7	0.067165
Netherlands	2	0.2073
Norway	1	0.057027
Poland	1	0
Portugal	2	0.021186
Romania	1	0.026269
Russian Federation	1	0.021705
Sweden	2	0.01293
Switzerland	3	0.03033
United Kingdom	11	0
<b>Grand Total</b>	<b>70</b>	<b>1.890275</b>

Row Labels	Coast of Local Dep Time	Weight
Austria	2	0.005619
Belgium	1	0.042366
Denmark	2	0.006015
Cyprus	1	0.006761
France	14	0
Germany	14	0
Greece	3	0.381036
Ireland Republic of	1	0.308128
Italy	8	0.065918
Netherlands	3	0.067165
Norway	2	0.2073
Poland	1	0.057027
Portugal	1	0
Romania	1	0.021186
Russian Federation	1	0.026269
Sweden	2	0.021705
Switzerland	6	0.01293
United Kingdom	12	0.03033
<b>Grand Total</b>	<b>75</b>	<b>1.830275</b>

Row Labels	Coast of Local Dep Time	Weight
Austria	2	0.005619
Belgium	2	0.042366
Denmark	2	0.006015
Finland	2	0.006761
France	6	0
Germany	16	0
Greece	1	0.381036
Ireland Republic of	5	0.308128
Italy	6	0.065918
Netherlands	2	0.067165
Norway	1	0.2073
Poland	1	0.057027
Portugal	1	0.021186
Romania	1	0.026269
Russian Federation	1	0.021705
Sweden	7	0.01293
Switzerland	1	0.01293
United Kingdom	11	0.01293
<b>Grand Total</b>	<b>70</b>	<b>1.859885</b>

Row Labels	Coast of Local Dep Time	Weight
Austria	2	0.01293
Belgium	1	0.021483
Cyprus	1	0.006267
Denmark	3	0
Finland	6	0
France	6	0.735822
Germany	14	0.533224
Greece	2	0.021706
Ireland Republic of	3	0.067165
Italy	3	0.37422
Netherlands	2	0.038018
Norway	0	0
Poland	1	0.021186
Portugal	3	0.078807
Romania	1	0.016558
Switzerland	4	0.015135
United Kingdom	11	0.162256
<b>Grand Total</b>	<b>63</b>	<b>2.732962</b>

Row Labels	Coast of Local Dep Time	Weight
Austria	2	0.01293
Belgium	1	0.021483
Cyprus	1	0.006267
Denmark	1	0
Finland	0	0
France	4	0.735822
Germany	16	0.533224
Greece	1	0.021706
Ireland Republic of	4	0.067165
Italy	8	0.37422
Netherlands	3	0.038018
Norway	0	0
Poland	1	0.021186
Portugal	3	0.078807
Romania	1	0.016558
Switzerland	4	0.015135
United Kingdom	7	0.162256
<b>Grand Total</b>	<b>69</b>	<b>2.732962</b>

Row Labels	Coast of Local Dep Time	Weight
Austria	2	0.01293
Belgium	2	0.021483
Czech Republic	1	0.006267
Denmark	1	0
Finland	1	0
France	2	0.735822
Germany	15	0.533224
Greece	1	0.021706
Ireland Republic of	3	0.067165
Italy	7	0.37422
Netherlands	2	0.038018
Norway	3	0
Poland	1	0.021186
Portugal	3	0.078807
Russian Federation	1	0.016558
Sweden	2	0.021705
Switzerland	6	0.162256
Turkey	2	0
United Kingdom	3	0
<b>Grand Total</b>	<b>67</b>	<b>2.732962</b>

Row Labels	Coast of Local Dep Time	Weight
Austria	1	0.01293
Belgium	2	0.021483
Czech Republic	1	0.006267
Denmark	2	0
Finland	3	0
France	5	0.735822
Germany	15	0.533224
Greece	1	0.021706
Ireland Republic of	5	0.067165
Italy	5	0.37422
Netherlands	3	0.038018
Norway	3	0
Poland	3	0.021186
Portugal	2	0.078807
Russian Federation	1	0.016558
Sweden	3	0.021705
Switzerland	4	0.162256
Turkey	2	0
United Kingdom	13	0
<b>Grand Total</b>	<b>72</b>	<b>2.732962</b>

Row Labels	Coast of Local Dep Time	Weight
Austria	2	0.01293
Belgium	1	0.021483
Czech Republic	2	0.006267
Denmark	3	0
Finland	3	0
France	4	0
Germany	12	0.735822
Greece	1	0.533224
Ireland Republic of	5	0.021706
Italy	1	0.067165
Netherlands	4	0.37422
Norway	2	0.038018
Poland	2	0
Portugal	3	0.021186
Romania	1	0.078807
Russian Federation	1	0.016558
Sweden	3	0.021705
Switzerland	5	0.162256
Turkey	2	0
United Kingdom	13	0
<b>Grand Total</b>	<b>63</b>	<b>2.732962</b>

Row Labels	Coast of Local Dep Time	Weight
Austria	2	0.01293
Belgium	1	0.021483
Czech Republic	1	0.006267
Denmark	3	0
Finland	2	0
France	4	0.430548
Germany	15	0.57774
Greece	1	0.044853
Ireland Republic of	6	0.065138
Italy	6	0.24348
Netherlands	4	0.076036
Norway	3	0
Poland	2	0.042372
Portugal	2	0.025238
Romania	1	0.016558
Russian Federation	1	0.021705
Sweden	4	0.01293
Switzerland	4	0.02026
Turkey	2	0
United Kingdom	12	0.831552
<b>Grand Total</b>	<b>76</b>	<b>2.53661</b>

Row Labels	Coast of Local Dep Time	Weight
Austria	2	0.01293
Belgium	2	0.021483
Czech Republic	1	0.006267
Denmark	3	0
Finland	3	0
France	4	0.430548
Germany	16	0.57774
Ireland Republic of	5	0.044853
Italy	5	0.081318
Netherlands	5	0.24348
Norway	5	0.076036
Poland	1	0
Portugal	2	0.042372
Romania	1	0.025238
Russian Federation	1	0.016558
Sweden	5	0.021705
Switzerland	6	0.01724
Turkey	2	0.02026
United Kingdom	10	0
<b>Grand Total</b>	<b>79</b>	<b>1.705058</b>

Row Labels	Coast of Local Dep Time	Weight
Austria	2	0.01293
Belgium	2	0.021483
Czech Republic	1	0.006267
Denmark	3	0
Fin		



LHR Monday Intercontinental

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Australia, Bahrain, Brazil, Canada, China, Hong Kong (sar) China, India, Japan, Korea Republic of, Lebanon, Malaysia, Qatar, Saudi Arabia, Singapore, Thailand, United Arab Emirates, USA, Viet Nam. Grand Total: 30 6.05

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Australia, Bahrain, Brazil, Canada, China, Hong Kong (sar) China, India, Japan, Korea Republic of, Lebanon, Malaysia, Qatar, Saudi Arabia, Singapore, Thailand, United Arab Emirates, USA, Viet Nam. Grand Total: 34 6.28

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Australia, Bahrain, Brazil, Canada, China, Egypt, Hong Kong (sar) China, India, Japan, Korea Republic of, Lebanon, Malaysia, Mexico, Qatar, Saudi Arabia, Singapore, Thailand, United Arab Emirates, USA, Viet Nam. Grand Total: 90 5.38

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Australia, Bahrain, Brazil, Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Japan, Korea Republic of, Lebanon, Mexico, Qatar, Saudi Arabia, Singapore, Thailand, United Arab Emirates, USA, Viet Nam. Grand Total: 92 6.23

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Australia, Bahrain, Brazil, Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Japan, Korea Republic of, Lebanon, Mexico, Qatar, Saudi Arabia, Singapore, Thailand, United Arab Emirates, USA, Viet Nam. Grand Total: 33 6.03

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Australia, Bahrain, Brazil, Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Japan, Jordan, Korea Republic of, Kuwait, Lebanon, Mexico, Qatar, Saudi Arabia, Thailand, United Arab Emirates, USA. Grand Total: 91 5.84

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Australia, Bahrain, Brazil, Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Japan, Jordan, Korea Republic of, Kuwait, Lebanon, Mexico, Qatar, Saudi Arabia, Thailand, United Arab Emirates, USA. Grand Total: 93 6

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Australia, Bahrain, Brazil, Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Japan, Jordan, Korea Republic of, Kuwait, Lebanon, Mexico, Qatar, Saudi Arabia, Thailand, United Arab Emirates, USA, Viet Nam. Grand Total: 93 5.71

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Australia, Bahrain, Brazil, Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Japan, Jordan, Kuwait, Lebanon, Mexico, Morocco, Pakistan, Qatar, Saudi Arabia, Thailand, United Arab Emirates, USA. Grand Total: 86 5.18

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Japan, Jordan, Kuwait, Mexico, Morocco, Pakistan, Qatar, Saudi Arabia, Thailand, United Arab Emirates, USA. Grand Total: 80 4.83

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Japan, Jordan, Kuwait, Mexico, Morocco, Pakistan, Qatar, Saudi Arabia, Thailand, United Arab Emirates, USA. Grand Total: 78 4.62

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Japan, Jordan, Kuwait, Morocco, Pakistan, Qatar, Saudi Arabia, Thailand, United Arab Emirates, USA. Grand Total: 71 4.06

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Japan, Jordan, Korea Republic of, Kuwait, Morocco, Pakistan, Qatar, Saudi Arabia, Singapore, Thailand, United Arab Emirates, USA. Grand Total: 70 3.66

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Japan, Jordan, Korea Republic of, Kuwait, Malaysia, Morocco, Pakistan, Qatar, Saudi Arabia, Thailand, United Arab Emirates, USA. Grand Total: 63 3.19

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Japan, Jordan, Korea Republic of, Kuwait, Malaysia, Morocco, Oman, Pakistan, Qatar, Saudi Arabia, Singapore, Thailand, United Arab Emirates, USA. Grand Total: 61 2.59

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Japan, Jordan, Korea Republic of, Kuwait, Malaysia, Morocco, Oman, Pakistan, Qatar, Saudi Arabia, Singapore, Sri Lanka, Thailand, United Arab Emirates, USA. Grand Total: 61 2.06

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Bahrain, Brazil, Canada, Chile, China, Egypt, Hong Kong (sar) China, India, Japan, Jordan, Korea Republic of, Kuwait, Lebanon, Malaysia, Morocco, Oman, Pakistan, Philippines, Qatar, Saudi Arabia, Singapore, Sri Lanka, Thailand, United Arab Emirates, USA. Grand Total: 67 1.63

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Argentina, Bahrain, Brazil, Canada, Chile, China, Hong Kong (sar) China, India, Israel, Japan, Korea Republic of, Kuwait, Lebanon, Malaysia, Morocco, Oman, Pakistan, Philippines, Qatar, Saudi Arabia, Singapore, Sri Lanka, Thailand, United Arab Emirates, USA. Grand Total: 65 1.15

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Argentina, Bahrain, Brazil, Canada, Chile, Colombia, Egypt, Hong Kong (sar) China, India, Israel, Japan, Korea Republic of, Kuwait, Lebanon, Malaysia, Mexico, Morocco, Oman, Pakistan, Philippines, Qatar, Saudi Arabia, Singapore, Sri Lanka, Thailand, United Arab Emirates, USA. Grand Total: 66 0.95

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Argentina, Bahrain, Brazil, Chile, Colombia, Egypt, Hong Kong (sar) China, India, Israel, Japan, Korea Republic of, Kuwait, Lebanon, Malaysia, Mexico, Oman, Philippines, Qatar, Saudi Arabia, Singapore, Sri Lanka, Thailand, United Arab Emirates, USA. Grand Total: 57 0.62

Table with 3 columns: Row Labels, Count of Local Dep Time, Weight. Includes countries like Argentina, Bahrain, Brazil, Chile, China, Colombia, Egypt, Hong Kong (sar) China, India, Israel, Japan, Korea Republic of, Kuwait, Lebanon, Malaysia, Mexico, Oman, Philippines, Qatar, Saudi Arabia, Singapore, Sri Lanka, Thailand, United Arab Emirates, USA. Grand Total: 56 0.62

## LHR Wednesday Intercontinental

Row Labels	Cost of Local Dep Time	Weight
Australia	1	0.0062
Bahamas	1	0
Bahrain	2	0
Brazil	1	0
Canada	6	0.0533
China	1	0.0066
Hong Kong (sar) China	1	0
India	5	0
Japan	2	0
Korea Republic of	1	0
Lebanon	1	0.0156
Malaysia	1	0
Qatar	1	0.0042
Saudi Arabia	2	0
Singapore	2	0
Thailand	1	0
United Arab Emirates	4	0.0552
USA	57	5.3052
Viet Nam	1	0
<b>Grand Total</b>	<b>31</b>	<b>6.05</b>

Row Labels	Cost of Local Dep Time	Weight
Australia	1	0.0062
Bahrain	2	0
Brazil	1	0
Canada	7	0.0629
China	1	0.0066
Hong Kong (sar) China	1	0
India	6	0
Japan	2	0
Korea Republic of	1	0
Lebanon	1	0.0156
Malaysia	1	0
Mexico	1	0.01
Qatar	1	0.0042
Saudi Arabia	2	0
Singapore	1	0
Thailand	1	0
United Arab Emirates	4	0.0552
USA	58	6.1162
Viet Nam	1	0
<b>Grand Total</b>	<b>35</b>	<b>6.28</b>

Row Labels	Cost of Local Dep Time	Weight
Australia	1	0.0062
Bahrain	1	0
Brazil	1	0
Canada	6	0.0118
China	1	0.0066
Egypt	1	0
Hong Kong (sar) China	1	0
India	5	0
Japan	1	0
Korea Republic of	1	0
Lebanon	1	0.0156
Malaysia	1	0
Mexico	1	0.011
Qatar	1	0.0042
Saudi Arabia	2	0
Singapore	1	0
Thailand	1	0
United Arab Emirates	4	0.0552
USA	56	5.8052
Viet Nam	1	0
<b>Grand Total</b>	<b>30</b>	<b>5.38</b>

Row Labels	Cost of Local Dep Time	Weight
Australia	1	0.0062
Bahrain	1	0
Brazil	1	0
Canada	6	0.0118
China	2	0.0132
Egypt	1	0
Hong Kong (sar) China	1	0
India	5	0
Israel	1	0.0333
Japan	1	0
Korea Republic of	1	0
Lebanon	1	0.0156
Mexico	1	0.011
Qatar	1	0.0042
Saudi Arabia	2	0
Singapore	1	0
Thailand	2	0
United Arab Emirates	4	0.0552
USA	58	6.0126
Viet Nam	1	0
<b>Grand Total</b>	<b>32</b>	<b>6.23</b>

Row Labels	Cost of Local Dep Time	Weight
Bahrain	1	0
Brazil	1	0
Canada	3	0.0808
China	2	0.0152
Egypt	1	0
Hong Kong (sar) China	1	0
India	4	0
Israel	1	0.0333
Japan	2	0
Korea Republic of	1	0
Lebanon	1	0.0156
Mexico	1	0.011
Qatar	1	0.0042
Saudi Arabia	2	0
Singapore	1	0
Thailand	2	0
United Arab Emirates	4	0.0552
USA	56	5.8052
Viet Nam	1	0
<b>Grand Total</b>	<b>33</b>	<b>6.03</b>

Row Labels	Cost of Local Dep Time	Weight
Australia	1	0.0062
Bahrain	1	0
Brazil	1	0
Canada	8	0.0718
China	3	0.0138
Egypt	1	0
Hong Kong (sar) China	1	0
India	4	0
Israel	1	0.0333
Japan	2	0
Jordan	1	0.0155
Korea Republic of	1	0
Kuwait	1	0.005
Lebanon	1	0.0156
Mexico	1	0.011
Qatar	1	0.0042
Saudi Arabia	2	0
Thailand	2	0
United Arab Emirates	4	0.0552
USA	54	5.5913
<b>Grand Total</b>	<b>31</b>	<b>5.84</b>

Row Labels	Cost of Local Dep Time	Weight
Australia	1	0.0062
Brazil	1	0
Canada	3	0.0808
China	3	0.0138
Egypt	1	0
Hong Kong (sar) China	1	0
India	4	0
Israel	2	0.0678
Japan	1	0
Jordan	1	0.0155
Korea Republic of	1	0
Kuwait	1	0.005
Lebanon	1	0.0156
Mexico	1	0.011
Qatar	1	0.0042
Saudi Arabia	2	0
Thailand	2	0
United Arab Emirates	5	0.069
USA	55	5.7016
<b>Grand Total</b>	<b>33</b>	<b>6</b>

Row Labels	Cost of Local Dep Time	Weight
Australia	1	0.0062
Canada	3	0.0808
China	3	0.0138
Egypt	3	0
Hong Kong (sar) China	1	0
India	5	0
Israel	2	0.0678
Japan	1	0
Jordan	2	0.031
Korea Republic of	1	0
Kuwait	1	0.005
Lebanon	1	0.0156
Mexico	1	0.011
Qatar	1	0.0042
Saudi Arabia	2	0
Thailand	2	0
United Arab Emirates	5	0.063
USA	52	5.3906
<b>Grand Total</b>	<b>33</b>	<b>5.71</b>

Row Labels	Cost of Local Dep Time	Weight
Canada	10	0.0838
China	3	0.0138
Egypt	3	0
Hong Kong (sar) China	1	0
India	5	0
Israel	2	0.0678
Japan	1	0
Jordan	2	0.031
Kuwait	1	0.005
Lebanon	1	0.0156
Mexico	1	0.011
Pakistan	1	0
Qatar	1	0.0042
Saudi Arabia	1	0
Thailand	1	0
United Arab Emirates	4	0.0552
USA	47	4.8123
<b>Grand Total</b>	<b>86</b>	<b>5.18</b>

Row Labels	Cost of Local Dep Time	Weight
Canada	8	0.0718
China	3	0.0138
Egypt	3	0
Hong Kong (sar) China	2	0
India	3	0
Israel	2	0.0678
Japan	1	0
Jordan	2	0.031
Kazakhstan	1	0
Kuwait	1	0.005
Mexico	1	0.011
Morocco	1	0
Pakistan	1	0
Qatar	1	0.0042
Saudi Arabia	2	0
Thailand	1	0
United Arab Emirates	4	0.0552
USA	44	4.5613
<b>Grand Total</b>	<b>31</b>	<b>4.83</b>

Row Labels	Cost of Local Dep Time	Weight
Canada	8	0.0718
China	2	0.0132
Egypt	3	0
Hong Kong (sar) China	3	0
India	3	0
Israel	2	0.0678
Japan	2	0
Jordan	2	0.031
Kazakhstan	1	0
Kuwait	1	0.005
Mexico	1	0.011
Morocco	1	0
Pakistan	1	0
Qatar	1	0.0042
Saudi Arabia	1	0
Thailand	1	0
United Arab Emirates	4	0.0552
USA	42	4.3533
<b>Grand Total</b>	<b>79</b>	<b>4.62</b>

Row Labels	Cost of Local Dep Time	Weight
Canada	7	0.0623
China	2	0.0132
Egypt	3	0
Hong Kong (sar) China	3	0
India	3	0
Israel	2	0.0678
Japan	3	0
Jordan	2	0.031
Kazakhstan	1	0
Kuwait	1	0.005
Morocco	1	0
Pakistan	1	0
Qatar	1	0.0042
Saudi Arabia	1	0
Thailand	1	0
United Arab Emirates	3	0.0414
USA	37	3.8356
<b>Grand Total</b>	<b>72</b>	<b>4.06</b>

Row Labels	Cost of Local Dep Time	Weight
Canada	7	0.0623
China	2	0.0132
Egypt	3	0
Hong Kong (sar) China	3	0
India	3	0
Israel	2	0.0678
Japan	3	0
Jordan	2	0.031
Kazakhstan	1	0
Korea Republic of	1	0
Kuwait	1	0.005
Morocco	1	0
Pakistan	1	0
Qatar	1	0.0042
Saudi Arabia	1	0
Singapore	1	0
Thailand	1	0
United Arab Emirates	4	0.0552
USA	33	3.4203
<b>Grand Total</b>	<b>71</b>	<b>3.66</b>

Row Labels	Cost of Local Dep Time	Weight
Canada	6	0.0533
China	2	0.0132
Egypt	2	0
Hong Kong (sar) China	4	0
India	2	0
Israel	1	0.0333
Japan	3	0
Jordan	2	0.031
Kazakhstan	1	0
Korea Republic of	1	0
Kuwait	1	0.005
Malaysia	1	0
Morocco	1	0
Pakistan	1	0
Qatar	1	0.0042
Saudi Arabia	2	0
Singapore	1	0
Thailand	1	0
United Arab Emirates	3	0.0414
USA	29	3.0653
<b>Grand Total</b>	<b>64</b>	<b>3.13</b>

Row Labels	Cost of Local Dep Time	Weight
Canada	5	0.0443
China	2	0.0132
Egypt	2	0
Hong Kong (sar) China	4	0
India	3	0
Israel	1	0.0333
Japan	2	0
Jordan	2	0.031
Kazakhstan	1	0
Korea Republic of	1	0
Kuwait	1	0.005
Malaysia	1	0
Morocco	1	0
Oman	1	0
Pakistan	1	0
Qatar	1	0.0042
Saudi Arabia	1	0
Singapore	2	0
Thailand	1	0
United Arab Emirates	5	0.069
USA	23	2.3843
<b>Grand Total</b>	<b>62</b>	<b>2.59</b>

Row Labels	Cost of Local Dep Time	Weight
Canada	5	0.0443
China	2	0.0132
Egypt	2	0
Hong Kong (sar) China	5	0
India	6	0
Israel	1	0.0333
Japan	2	0
Jordan	1	0.0155
Kazakhstan	1	0
Korea Republic of	2	0
Malaysia	1	0
Morocco	1	0
Oman	1	0
Pakistan	1	0
Qatar	1	0.0042
Saudi Arabia	1	0
Singapore	3	0
Sri Lanka	1	0
Thailand	1	0
United Arab Emirates	6	0.0829
USA	18	1.866
<b>Grand Total</b>	<b>62</b>	<b>2.06</b>

Row Labels	Cost of Local Dep Time	Weight
Bahrain	1	0
Brazil	1	0
Canada	5	0.0443
Chile	1	0.0041
China	2	0.0132
Egypt	2	0
Hong Kong (sar) China	1	0
India	7	0
Japan	2	0
Jordan	1	0.0155
Kazakhstan	1	0
Korea Republic of	2	0
Kuwait	1	0.005
Lebanon	1	0.0156
Malaysia	2	0
Morocco	1	0
Oman	1	0
Pakistan	1	0
Philippines	1	0
Qatar	2	0.0083
Saudi Arabia	1	0
Singapore	4	0
Sri Lanka	1	0
Thailand	2	0
United Arab Emirates	5	0.063
USA	14	1.4513
<b>Grand Total</b>	<b>68</b>	<b>1.63</b>

Row Labels	Cost of Local Dep Time	Weight
Argentina	1	0
Bahrain	1	0
Brazil	2	0
Canada	3	0.0263
Chile	1	0.0041
China	3	0.0138
Hong Kong (sar) China	6	0
India	1	0.0333
Israel	2	0
Japan	1	0
Kazakhstan	1	0
Korea Republic of	2	0
Kuwait	1	0.005
Lebanon	1	0.0156
Malaysia	2	0
Morocco	1	0
Oman	1	0
Pakistan	1	0
Philippines	1	0
Qatar	3	0.0025
Saudi Arabia	2	0
Singapore	5	0
Sri Lanka	1	0
Thailand	2	0
United Arab Emirates	7	0.0367
USA	3	0.333
<b>Grand Total</b>	<b>66</b>	<b>1.15</b>

Row Labels	Cost of Local Dep Time	Weight
Argentina	1	0
Bahrain	1	0
Brazil	2	0
Canada	2	0.018
Chile	1	0.0041
China	6	0.0236
Colombia	1	0.0051
Egypt	1	0
Hong Kong (sar) China	6	0
India	6	0
Israel	1	0.0333
Japan	2	0
Kazakhstan	1	0
Korea Republic of	2	0
Kuwait	1	0.005
Lebanon	1	0.0156
Malaysia	2	0
Mexico	1	0.011
Morocco	1	0
Oman	1	0



1900-0000

Row Labels	Count of Local Dep Time	Weight
Argentina	1	0
Bahria	1	0
Brazil	2	0
Chile	1	0.0041
China	6	0.0336
Colombia	1	0.0051
Egypt	1	0
Hong Kong (car) Chr	4	0
India	6	0
Israel	1	0.0333
Japan	2	0
Korea Republic of	2	0
Kuwait	1	0.005
Lebanon	1	0.0156
Malaysia	2	0
Mexico	1	0.011
Oman	1	0
Philippines	1	0
Qatar	3	0.0125
Saudi Arabia	1	0
Singapore	5	0
Sri Lanka	1	0
Thailand	2	0
United Arab Emirates	6	0.0823
USA	4	0.4147
<b>Grand Total</b>	<b>57</b>	<b>0.63</b>



Table with 3 columns: Row Labels, Cost of Local Dep Time, Weight. Rows include Australia, Bahrain, Brazil, Canada, China, Hong Kong (sar) China, India, Japan, Korea Republic of, Kuwait, Lebanon, Malaysia, Qatar, Saudi Arabia, Singapore, United Arab Emirates, USA, Viet Nam. Grand Total: 32 5.9519

Table with 3 columns: Row Labels, Cost of Local Dep Time, Weight. Rows include Australia, Bahrain, Brazil, Canada, China, Hong Kong (sar) China, India, Japan, Korea Republic of, Kuwait, Lebanon, Malaysia, Qatar, Saudi Arabia, Singapore, United Arab Emirates, USA, Viet Nam. Grand Total: 30 6.0506

Table with 3 columns: Row Labels, Cost of Local Dep Time, Weight. Rows include Australia, Bahrain, Brazil, Canada, China, Hong Kong (sar) China, India, Japan, Korea Republic of, Kuwait, Lebanon, Malaysia, Qatar, Saudi Arabia, Singapore, United Arab Emirates, USA, Viet Nam. Grand Total: 34 6.2839

Table with 3 columns: Row Labels, Cost of Local Dep Time, Weight. Rows include Australia, Bahrain, Brazil, Canada, China, Egypt, Hong Kong (sar) China, India, Japan, Korea Republic of, Kuwait, Lebanon, Malaysia, Qatar, Saudi Arabia, Singapore, Thailand, United Arab Emirates, USA, Viet Nam. Grand Total: 30 5.8819

Table with 3 columns: Row Labels, Cost of Local Dep Time, Weight. Rows include Australia, Bahrain, Brazil, Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Japan, Korea Republic of, Kuwait, Lebanon, Mexico, Qatar, Saudi Arabia, Singapore, Thailand, United Arab Emirates, USA, Viet Nam. Grand Total: 32 6.2298

Table with 3 columns: Row Labels, Cost of Local Dep Time, Weight. Rows include Australia, Bahrain, Brazil, Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Japan, Korea Republic of, Kuwait, Lebanon, Mexico, Qatar, Saudi Arabia, Singapore, Thailand, United Arab Emirates, USA, Viet Nam. Grand Total: 33 6.0314

Table with 3 columns: Row Labels, Cost of Local Dep Time, Weight. Rows include Australia, Bahrain, Brazil, Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Jordan, Korea Republic of, Kuwait, Lebanon, Mexico, Qatar, Saudi Arabia, Thailand, United Arab Emirates, USA. Grand Total: 31 5.6422

Table with 3 columns: Row Labels, Cost of Local Dep Time, Weight. Rows include Australia, Bahrain, Brazil, Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Jordan, Korea Republic of, Kuwait, Lebanon, Mexico, Qatar, Saudi Arabia, Thailand, United Arab Emirates, USA. Grand Total: 35 6.0025

Table with 3 columns: Row Labels, Cost of Local Dep Time, Weight. Rows include Australia, Bahrain, Brazil, Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Jordan, Korea Republic of, Kuwait, Lebanon, Mexico, Qatar, Saudi Arabia, Singapore, Thailand, United Arab Emirates, USA. Grand Total: 33 5.1070

Table with 3 columns: Row Labels, Cost of Local Dep Time, Weight. Rows include Australia, Bahrain, Brazil, Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Jordan, Kuwait, Lebanon, Mexico, Qatar, Saudi Arabia, Thailand, United Arab Emirates, USA. Grand Total: 36 5.1839

Table with 3 columns: Row Labels, Cost of Local Dep Time, Weight. Rows include Australia, Bahrain, Brazil, Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Jordan, Kuwait, Lebanon, Mexico, Morocco, Pakistan, Qatar, Saudi Arabia, Thailand, United Arab Emirates, USA. Grand Total: 80 4.8331

Table with 3 columns: Row Labels, Cost of Local Dep Time, Weight. Rows include Australia, Bahrain, Brazil, Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Jordan, Kuwait, Lebanon, Mexico, Morocco, Pakistan, Qatar, Saudi Arabia, Thailand, United Arab Emirates, USA. Grand Total: 78 4.6192

Table with 3 columns: Row Labels, Cost of Local Dep Time, Weight. Rows include Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Japan, Jordan, Kuwait, Morocco, Pakistan, Qatar, Saudi Arabia, Singapore, Thailand, United Arab Emirates, USA. Grand Total: 11 4.0611

Table with 3 columns: Row Labels, Cost of Local Dep Time, Weight. Rows include Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Japan, Jordan, Kuwait, Morocco, Pakistan, Qatar, Saudi Arabia, Singapore, Thailand, United Arab Emirates, USA. Grand Total: 70 3.6602

Table with 3 columns: Row Labels, Cost of Local Dep Time, Weight. Rows include Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Japan, Jordan, Kuwait, Malaysia, Morocco, Pakistan, Qatar, Saudi Arabia, Singapore, Thailand, United Arab Emirates, USA. Grand Total: 65 3.1888

Table with 3 columns: Row Labels, Cost of Local Dep Time, Weight. Rows include Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Japan, Jordan, Kuwait, Malaysia, Morocco, Oman, Pakistan, Qatar, Saudi Arabia, Singapore, Thailand, United Arab Emirates, USA. Grand Total: 61 2.5955

Table with 3 columns: Row Labels, Cost of Local Dep Time, Weight. Rows include Canada, China, Egypt, Hong Kong (sar) China, India, Israel, Japan, Jordan, Korea Republic of, Kuwait, Lebanon, Malaysia, Morocco, Oman, Pakistan, Qatar, Saudi Arabia, Singapore, Sri Lanka, Thailand, United Arab Emirates, USA. Grand Total: 61 2.0695

Table with 3 columns: Row Labels, Cost of Local Dep Time, Weight. Rows include Bahrain, Brazil, Canada, Chile, China, Hong Kong (sar) China, India, Japan, Jordan, Korea Republic of, Kuwait, Lebanon, Malaysia, Morocco, Oman, Pakistan, Philippines, Qatar, Saudi Arabia, Singapore, Sri Lanka, Thailand, United Arab Emirates, USA. Grand Total: 67 1.6269

Table with 3 columns: Row Labels, Cost of Local Dep Time, Weight. Rows include Argentina, Bahrain, Brazil, Canada, Chile, China, Hong Kong (sar) China, India, Israel, Japan, Korea Republic of, Kuwait, Lebanon, Malaysia, Morocco, Oman, Pakistan, Philippines, Qatar, Saudi Arabia, Singapore, Sri Lanka, Thailand, United Arab Emirates, USA. Grand Total: 65 1.1475

Table with 3 columns: Row Labels, Cost of Local Dep Time, Weight. Rows include Argentina, Bahrain, Brazil, Canada, Chile, China, Colombia, Egypt, Hong Kong (sar) China, India, Israel, Japan, Korea Republic of, Kuwait, Lebanon, Malaysia, Mexico, Morocco, Oman, Pakistan, Philippines, Qatar, Saudi Arabia, Singapore, Sri Lanka, Thailand, United Arab Emirates, USA. Grand Total: 66 0.9527

Table with 3 columns: Row Labels, Cost of Local Dep Time, Weight. Rows include Argentina, Bahrain, Brazil, Chile, China, Colombia, Egypt, Hong Kong (sar) China, India, Israel, Japan, Korea Republic of, Kuwait, Lebanon, Malaysia, Mexico, Oman, Philippines, Qatar, Saudi Arabia, Singapore, Sri Lanka, Thailand, United Arab Emirates, USA. Grand Total: 57 0.6238



CDG Monday Continental

Table with 3 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Italy, Germany, France, etc. Grand Total: 80 3.2321

Table with 3 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Germany, France, United Kingdom, etc. Grand Total: 82 2.753246

Table with 3 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Germany, France, Italy, etc. Grand Total: 87 3.249524

Table with 3 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Germany, Italy, France, etc. Grand Total: 82 2.992433

Table with 3 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Germany, France, Italy, etc. Grand Total: 81 2.963403

Table with 3 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Germany, France, United Kingdom, etc. Grand Total: 83 3.046643

Table with 3 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like France, Germany, Italy, etc. Grand Total: 88 3.49185

Table with 3 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like France, Italy, Germany, etc. Grand Total: 94 3.961552

Table with 3 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Italy, United Kingdom, Germany, etc. Grand Total: 72 3.022612

Table with 3 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Italy, United Kingdom, France, etc. Grand Total: 67 2.679334

Table with 3 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like France, Germany, Italy, etc. Grand Total: 75 3.382759

Table with 3 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like France, Italy, United Kingdom, etc. Grand Total: 69 3.325807

Table with 3 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Italy, United Kingdom, Germany, etc. Grand Total: 73 3.333432

Table with 3 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like United Kingdom, Germany, France, etc. Grand Total: 73 3.50158

Table with 3 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like United Kingdom, France, Germany, etc. Grand Total: 81 3.788187

Table with 3 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like United Kingdom, France, Germany, etc. Grand Total: 79 3.475551



Row Labels	Count of Local Dep Time	Weight
United Kingdom	13	0.300848
Germany	8	0.308128
France	8	0.381036
Italy	3	0.33264
Greece	4	0.053412
Russian Federatio	3	0.081315
Turkey	3	0
Switzerland	3	0.015195
Denmark	3	0
Sweden	2	0.00862
Poland	2	0.042372
Netherlands	2	0.030018
Czech Republic	1	0.006267
Finland	1	0
Romania	1	0.01658
Ukraine	1	0.006193
Slovenia	1	0
Ireland Republic o	1	0.013553
Croatia	1	0.006015
Norway	1	0
Estonia	1	0
Luxembourg	1	0
Austria	1	0.005619
Latvia	1	0
<b>Grand Total</b>	<b>71</b>	<b>2.821871</b>

Row Labels	Count of Local Dep Time	Weight
Germany	12	0.462192
United Kingdom	12	0.831552
France	8	0.381036
Italy	1	0.29106
Greece	4	0.053412
Netherlands	3	0.057027
Sweden	3	0.01293
Russian Federatio	3	0.081315
Denmark	3	0
Switzerland	3	0.015195
Turkey	3	0
Czech Republic	2	0.02534
Poland	2	0.042372
Estonia	1	0
Serbia	1	0
Ireland Republic o	1	0.013553
Norway	1	0
Slovenia	1	0
Croatia	1	0.006015
Finland	1	0
Romania	1	0.01658
Ukraine	1	0.006193
Austria	1	0.005619
Latvia	1	0
Luxembourg	1	0
<b>Grand Total</b>	<b>77</b>	<b>2.894645</b>

Row Labels	Count of Local Dep Time	Weight
United Kingdom	18	1.247328
Germany	16	0.616256
Italy	14	0.58212
France	12	1.471644
Switzerland	6	0.03039
Russian Federatio	4	0.10842
Denmark	4	0
Greece	3	0.044559
Turkey	3	0
Sweden	3	0.01293
Netherlands	3	0.057027
Czech Republic	2	0.02534
Norway	2	0
Poland	2	0.042372
Estonia	1	0
Serbia	1	0
Croatia	1	0.006015
Finland	1	0
Slovenia	1	0
Hungary	1	0.005275
Ukraine	1	0.006193
Ireland Republic o	1	0.013553
Portugal	1	0.026269
Romania	1	0.01658
Austria	1	0.005619
Latvia	1	0
<b>Grand Total</b>	<b>104</b>	<b>4.305084</b>

Row Labels	Count of Local Dep Time	Weight
Germany	16	0.616256
United Kingdom	15	1.03944
France	15	1.839555
Italy	12	0.43836
Switzerland	7	0.035455
Sweden	3	0.01293
Denmark	3	0
Turkey	3	0
Poland	2	0.042372
Greece	2	0.023706
Russian Federatio	2	0.05421
Norway	2	0
Netherlands	2	0.038018
Ireland Republic o	1	0.013553
Estonia	1	0
Austria	1	0.005619
Czech Republic	1	0.006267
Slovenia	1	0
Finland	1	0
Croatia	1	0.006015
Portugal	1	0.026269
Ukraine	1	0.006193
Hungary	1	0.005275
Serbia	1	0
Latvia	1	0
<b>Grand Total</b>	<b>96</b>	<b>4.276093</b>

Row Labels	Count of Local Dep Time	Weight
United Kingdom	16	1.108736
Germany	14	0.539224
France	14	1.716318
Italy	12	0.43836
Switzerland	4	0.02026
Denmark	3	0
Sweden	3	0.01293
Portugal	2	0.052538
Russian Federatio	2	0.05421
Ireland Republic o	2	0.027106
Turkey	2	0
Poland	2	0.042372
Norway	2	0
Greece	1	0.014853
Austria	1	0.005619
Czech Republic	1	0.006267
Finland	1	0
Ukraine	1	0.006193
Hungary	1	0.005275
Serbia	1	0
Slovenia	1	0
Austria	1	0.005619
Netherlands	1	0.019009
<b>Grand Total</b>	<b>87</b>	<b>4.13047</b>

Row Labels	Count of Local Dep Time	Weight
France	14	1.716318
Germany	13	0.500708
United Kingdom	13	0.300848
Italy	10	0.4159
Switzerland	4	0.02026
Denmark	3	0
Russian Federatio	2	0.05421
Sweden	2	0.00862
Portugal	2	0.052538
Ireland Republic o	2	0.027106
Norway	2	0
Turkey	1	0
Greece	1	0.014853
Austria	1	0.005619
Hungary	1	0.005275
Netherlands	1	0.019009
Czech Republic	1	0.006267
Ukraine	1	0.006193
Serbia	1	0
Poland	1	0.021186
Slovenia	1	0
<b>Grand Total</b>	<b>77</b>	<b>3.77541</b>

Row Labels	Count of Local Dep Time	Weight
Germany	13	0.500708
France	13	1.534281
United Kingdom	12	0.831552
Italy	11	0.45738
Switzerland	4	0.02026
Portugal	3	0.078807
Ireland Republic o	2	0.027106
Denmark	2	0
Austria	1	0.005619
Slovenia	1	0
Serbia	1	0
Hungary	1	0.005275
Sweden	1	0.00431
Czech Republic	1	0.006267
Russian Federatio	1	0.027105
Norway	1	0
Netherlands	1	0.019009
<b>Grand Total</b>	<b>69</b>	<b>3.577679</b>

Row Labels	Count of Local Dep Time	Weight
France	12	1.471644
United Kingdom	11	0.762256
Italy	11	0.45738
Germany	9	0.346544
Switzerland	4	0.02026
Portugal	3	0.078807
Denmark	2	0
Russian Federatio	2	0.05421
Ireland Republic o	1	0.013553
Sweden	1	0.00431
Hungary	1	0.005275
Serbia	1	0
Norway	1	0
<b>Grand Total</b>	<b>59</b>	<b>3.214339</b>

Row Labels	Count of Local Dep Time	Weight
France	3	1.103733
United Kingdom	6	0.415776
Italy	5	0.2079
Germany	3	0.115548
Russian Federatio	1	0.027105
Switzerland	1	0.005065
Denmark	1	0
Ireland Republic o	1	0.013553
Portugal	1	0.026269
<b>Grand Total</b>	<b>28</b>	<b>1.914949</b>

## CDG Wednesday Continental

0900-1200	Row labels	Count of Local De	Weight
Germany	11	0.4237	
Italy	11	0.4574	
United Kingdom	10	0.633	
France	9	1.1037	
Switzerland	4	0.0203	
Netherlands	3	0.057	
Russian Federatio	3	0.0813	
Denmark	3	0	
Portugal	2	0.0525	
Poland	2	0.0424	
Ireland Republic o	2	0.0271	
Sweden	2	0.0086	
Norway	1	0	
Czech Republic	1	0.0063	
Serbia	1	0	
Belarus	1	0	
Romania	1	0.0166	
Finland	1	0	
Greece	1	0.0149	
Malta	1	0.0043	
Bulgaria	1	0.004	
Turkey	1	0	
Ukraine	1	0.0062	
Latvia	1	0	
Austria	1	0.0056	
Luxembourg	1	0	
<b>Graad Total</b>	<b>76</b>	<b>2.6</b>	

0930-1230	Row labels	Count of Local De	Weight
Germany	10	0.3852	
United Kingdom	10	0.633	
Italy	8	0.3326	
France	7	0.8585	
Denmark	4	0	
Greece	3	0.0446	
Netherlands	3	0.057	
Romania	3	0.0437	
Switzerland	3	0.0152	
Sweden	2	0.0086	
Ireland Republic o	2	0.0271	
Portugal	2	0.0525	
Croatia	2	0.012	
Russian Federatio	2	0.0542	
Finland	2	0	
Poland	2	0.0424	
Turkey	2	0	
Bulgaria	2	0.008	
Austria	2	0.0112	
Norway	1	0	
Belarus	1	0	
Ukraine	1	0.0062	
Czech Republic	1	0.0063	
Malta	1	0.0043	
Serbia	1	0	
Latvia	1	0	
Luxembourg	1	0	
<b>Graad Total</b>	<b>79</b>	<b>2.67</b>	

1000-1300	Row labels	Count of Local De	Weight
Germany	13	0.50071	
France	12	1.47164	
Italy	9	0.37422	
United Kingdom	8	0.55437	
Switzerland	4	0.02026	
Denmark	4	0	
Russian Federatio	3	0.08132	
Netherlands	3	0.05703	
Turkey	3	0	
Finland	2	0	
Greece	2	0.02371	
Romania	2	0.03316	
Croatia	2	0.01203	
Ireland Republic o	2	0.02711	
Bulgaria	2	0.00801	
Poland	2	0.04237	
Austria	2	0.01124	
Sweden	1	0.00431	
Serbia	1	0	
Malta	1	0.00431	
Czech Republic	1	0.00627	
Slovenia	1	0	
Portugal	1	0.02627	
Hungary	1	0.00528	
Belarus	1	0	
Iceland	1	0	
Ukraine	1	0.00619	
Luxembourg	1	0	
Latvia	1	0	
<b>Graad Total</b>	<b>87</b>	<b>3.2758</b>	

1030-1330	Row labels	Count of Local De	Weight
Germany	12	0.4622	
Italy	11	0.4574	
France	10	1.2264	
United Kingdom	7	0.4851	
Denmark	4	0	
Switzerland	3	0.0152	
Russian Federatio	3	0.0813	
Turkey	3	0	
Poland	3	0.0636	
Finland	2	0	
Sweden	2	0.0086	
Hungary	2	0.0106	
Croatia	2	0.012	
Greece	2	0.0237	
Portugal	2	0.0525	
Romania	2	0.0332	
Netherlands	2	0.038	
Ireland Republic o	2	0.0271	
Austria	1	0.0056	
Czech Republic	1	0.0063	
Belarus	1	0	
Bulgaria	1	0.004	
Iceland	1	0	
Slovenia	1	0	
Luxembourg	1	0	
<b>Graad Total</b>	<b>81</b>	<b>3.02</b>	

1100-1400	Row labels	Count of Local De	Weight
Germany	11	0.4237	
France	10	1.2264	
Italy	10	0.4158	
United Kingdom	8	0.5544	
Russian Federatio	4	0.1084	
Denmark	3	0	
Switzerland	3	0.0152	
Austria	3	0.0163	
Turkey	3	0	
Hungary	2	0.0106	
Sweden	2	0.0086	
Ireland Republic o	2	0.0271	
Netherlands	2	0.038	
Greece	2	0.0237	
Poland	2	0.0424	
Romania	2	0.0332	
Croatia	2	0.012	
Norway	1	0	
Czech Republic	1	0.0063	
Iceland	1	0	
Portugal	1	0.0263	
Finland	1	0	
Belarus	1	0	
Ukraine	1	0.0062	
Bulgaria	1	0.004	
Slovenia	1	0	
Luxembourg	1	0	
<b>Graad Total</b>	<b>81</b>	<b>3</b>	

1130-1430	Row labels	Count of Local De	Weight
Germany	11	0.4237	
France	10	1.2264	
Italy	10	0.4158	
United Kingdom	9	0.6237	
Russian Federatio	4	0.1084	
Turkey	3	0	
Austria	3	0.0163	
Netherlands	3	0.057	
Romania	2	0.0332	
Norway	2	0	
Switzerland	2	0.0101	
Hungary	2	0.0106	
Greece	2	0.0237	
Iceland	2	0	
Sweden	2	0.0086	
Ireland Republic o	2	0.0271	
Croatia	2	0.012	
Denmark	2	0	
Poland	2	0.0424	
Finland	1	0	
Ukraine	1	0.0062	
Bulgaria	1	0.004	
Slovenia	1	0	
Luxembourg	1	0	
Czech Republic	1	0.0063	
Portugal	1	0.0263	
<b>Graad Total</b>	<b>82</b>	<b>3.09</b>	

1200-1500	Row labels	Count of Local De	Weight
France	13	1.5943	
Germany	11	0.4237	
Italy	11	0.4574	
United Kingdom	10	0.633	
Russian Federatio	3	0.0813	
Czech Republic	3	0.0188	
Denmark	3	0	
Turkey	3	0	
Austria	3	0.0163	
Sweden	2	0.0086	
Romania	2	0.0332	
Iceland	2	0	
Croatia	2	0.012	
Hungary	2	0.0106	
Greece	2	0.0237	
Switzerland	2	0.0101	
Norway	2	0	
Ireland Republic o	2	0.0271	
Poland	2	0.0424	
Netherlands	2	0.038	
Finland	1	0	
Bulgaria	1	0.004	
Ukraine	1	0.0062	
Luxembourg	1	0	
Slovenia	1	0	
Portugal	1	0.0263	
<b>Graad Total</b>	<b>88</b>	<b>3.53</b>	

1230-1530	Row labels	Count of Local De	Weight
Italy	16	0.66528	
France	14	1.71632	
United Kingdom	11	0.76226	
Germany	11	0.42368	
Switzerland	4	0.02026	
Czech Republic	3	0.0188	
Russian Federatio	3	0.08132	
Hungary	3	0.01583	
Turkey	3	0	
Denmark	3	0	
Ireland Republic o	3	0.04066	
Austria	2	0.01124	
Poland	2	0.04237	
Norway	2	0	
Iceland	2	0	
Sweden	2	0.00862	
Netherlands	2	0.03802	
Romania	1	0.01658	
Luxembourg	1	0	
Ukraine	1	0.00619	
Finland	1	0	
Slovenia	1	0	
Portugal	1	0.02627	
<b>Graad Total</b>	<b>92</b>	<b>3.8943</b>	

1300-1600	Row labels	Count of Local De	Weight
Italy	13	0.5405	
United Kingdom	11	0.7623	
Germany	10	0.3852	
France	8	0.3811	
Ireland Republic o	3	0.0407	
Sweden	3	0.0129	
Russian Federatio	2	0.0542	
Norway	2	0	
Hungary	2	0.0106	
Switzerland	2	0.0101	
Czech Republic	2	0.0125	
Turkey	2	0	
Austria	2	0.0112	
Finland	1	0	
Ukraine	1	0.0062	
Poland	1	0.0212	
Denmark	1	0	
Portugal	1	0.0263	
Iceland	1	0	
Netherlands	1	0.013	
<b>Graad Total</b>	<b>69</b>	<b>2.89</b>	

1330-1630	Row labels	Count of Local De	Weight
Italy	11	0.4574	
United Kingdom	9	0.6237	
Germany	8	0.3081	
France	7	0.8585	
Switzerland	4	0.0203	
Turkey	3	0	
Russian Federatio	2	0.0542	
Ireland Republic o	2	0.0271	
Sweden	2	0.0086	
Czech Republic	2	0.0125	
Hungary	2	0.0106	
Norway	2	0	
Austria	2	0.0112	
Portugal	1	0.0263	
Finland	1	0.0212	
Poland	1	0	
Ukraine	1	0.0062	
Denmark	1	0	
Iceland	1	0	
Netherlands	1	0.013	
<b>Graad Total</b>	<b>64</b>	<b>2.48</b>	

1400-1700	Row labels	Count of Local De	Weight
France	11	1.343	
Germany	11	0.4237	
Italy	11	0.4574	
United Kingdom	10	0.633	
Switzerland	5	0.0253	
Turkey	3	0	
Ireland Republic o	2	0.0271	
Sweden	2	0.0086	
Czech Republic	2	0.0125	
Russian Federatio	2	0.0542	
Netherlands	2	0.038	
Denmark	1	0	
Hungary	1	0.0053	
Ukraine	1	0.0062	
Finland	1	0	
Iceland	1	0	
Poland	1	0.0212	
Austria	1	0.0056	
Portugal	1	0.0263	
Greece	1	0.0149	
Romania	1	0.0166	
Norway	1	0	
<b>Graad Total</b>	<b>72</b>	<b>3.18</b>	

1430-1730	Row labels	Count of Local De	Weight
France	11	1.343	
Italy	11	0.4574	
Germany	10	0.3852	
United Kingdom	8	0.5544	
Switzerland	5	0.0253	
Ireland Republic o	3	0.0407	
Austria	2	0.0112	
Turkey	2	0	
Czech Republic	2	0.0125	
Netherlands	2	0.038	
Finland	1	0	
Sweden	1	0.0043	
Denmark	1	0	
Poland	1	0.0212	
Hungary	1	0.0053	
Portugal	1	0.0263	
Greece	1	0.0149	
Romania	1	0.0166	
Russian Federatio	1	0.0271	
<b>Graad Total</b>	<b>65</b>	<b>2.99</b>	

1500-1800

Row labels	Count of Local De	Weight
Italy	13	0.54054
Germany	11	0.42368
France	10	1.22637
United Kingdom	9	0.62366
Switzerland	5	0.02533
Ireland Republic o	3	0.04066
Turkey	2	0
Netherlands	2	0.03802
Austria	2	0.01124
Sweden	1	0.00431
Romania	1	0.01658
Denmark	1	0
Czech Republic	1	0.00627
Russian Federatio	1	0.02711
Greece	1	0.01485
Hungary	1	0.00528
Poland	1	0.02119
Finland	1	0
Portugal	1	0.02627
Luxembourg	1	0
<b>Grand Total</b>	<b>68</b>	<b>3.0513</b>

1530-1830

Row labels	Count of Local De	Weight
Germany	11	0.4237
France	11	1.343
United Kingdom	10	0.633
Italy	8	0.3326
Switzerland	4	0.0203
Netherlands	3	0.057
Russian Federatio	3	0.0813
Romania	2	0.0332
Ireland Republic o	2	0.0271
Denmark	2	0
Austria	2	0.0112
Greece	1	0.0149
Czech Republic	1	0.0063
Portugal	1	0.0263
Hungary	1	0.0053
Sweden	1	0.0043
Iceland	1	0
Poland	1	0.0212
Turkey	1	0
Latvia	1	0
Croatia	1	0.006
Luxembourg	1	0
<b>Grand Total</b>	<b>63</b>	<b>3.11</b>

1600-1900

Row labels	Count of Local De	Weight
France	13	1.5343
United Kingdom	12	0.8316
Germany	9	0.3466
Italy	8	0.3326
Switzerland	6	0.0304
Netherlands	3	0.057
Romania	2	0.0332
Turkey	2	0
Ireland Republic o	2	0.0271
Croatia	2	0.012
Russian Federatio	2	0.0542
Austria	2	0.0112
Denmark	2	0
Portugal	1	0.0149
Czech Republic	1	0.0063
Finland	1	0
Iceland	1	0
Sweden	1	0.0043
Poland	1	0.0212
Estonia	1	0
Portugal	1	0.0263
Latvia	1	0
Luxembourg	1	0
<b>Grand Total</b>	<b>75</b>	<b>3.4</b>

1630-1930

Row labels	Count of Local De	Weight
United Kingdom	11	0.7623
France	11	1.343
Germany	10	0.3852
Italy	9	0.3742
Switzerland	5	0.0253
Russian Federatio	3	0.0813
Netherlands	3	0.057
Sweden	2	0.0086
Austria	2	0.0112
Croatia	2	0.012
Poland	2	0.0424
Denmark	2	0
Ireland Republic o	1	0.0136
Romania	1	0.0166
Turkey	1	0
Estonia	1	0
Iceland	1	0
Czech Republic	1	0.0063
Finland	1	0
Norway	1	0
Greece	1	0.0149
Latvia	1	0
Luxembourg	1	0
<b>Grand Total</b>	<b>73</b>	<b>3.16</b>

1700-2000

Row labels	Count of Local De	Weight
United Kingdom	3	0.6237
Germany	8	0.3081
France	8	0.3811
Italy	8	0.3326
Denmark	3	0
Russian Federatio	3	0.0813
Switzerland	3	0.0152
Croatia	2	0.012
Poland	2	0.0424
Sweden	2	0.0086
Netherlands	2	0.038
Turkey	2	0
Slovenia	1	0
Romania	1	0.0166
Czech Republic	1	0.0063
Ukraine	1	0.0062
Ireland Republic o	1	0.0136
Greece	1	0.0149
Finland	1	0
Norway	1	0
Iceland	1	0
Austria	1	0.0056
Estonia	1	0
Luxembourg	1	0
Latvia	1	0
<b>Grand Total</b>	<b>65</b>	<b>2.51</b>

1730-2030

Row labels	Count of Local De	Weight
Germany	12	0.46219
United Kingdom	10	0.63296
France	8	0.3811
Italy	7	0.29106
Russian Federatio	3	0.08132
Netherlands	3	0.05703
Sweden	3	0.01293
Switzerland	3	0.0152
Denmark	3	0
Czech Republic	2	0.01253
Poland	2	0.04237
Turkey	2	0
Croatia	2	0.01203
Slovenia	1	0
Finland	1	0
Romania	1	0.01658
Greece	1	0.01485
Serbia	1	0
Iceland	1	0
Ireland Republic o	1	0.01355
Ukraine	1	0.00619
Norway	1	0
Estonia	1	0
Luxembourg	1	0
Austria	1	0.00562
Latvia	1	0
<b>Grand Total</b>	<b>73</b>	<b>2.7175</b>

1800-2100

Row labels	Count of Local De	Weight
United Kingdom	16	1.1087
Germany	16	0.6163
Italy	14	0.5821
France	12	1.4716
Switzerland	6	0.0304
Denmark	4	0
Russian Federatio	4	0.1084
Sweden	3	0.0129
Netherlands	3	0.057
Turkey	2	0
Greece	2	0.0297
Czech Republic	2	0.0125
Poland	2	0.0424
Norway	2	0
Croatia	2	0.012
Estonia	1	0
Ukraine	1	0.0062
Ireland Republic o	1	0.0136
Austria	1	0.0056
Finland	1	0
Portugal	1	0.0263
Romania	1	0.0166
Slovenia	1	0
Serbia	1	0
Iceland	1	0
Hungary	1	0.0053
Latvia	1	0
<b>Grand Total</b>	<b>102</b>	<b>4.16</b>

1830-2130

Row labels	Count of Local De	Weight
Germany	16	0.6163
France	14	1.7169
Italy	13	0.5405
United Kingdom	12	0.8316
Switzerland	7	0.0355
Sweden	3	0.0129
Denmark	3	0
Greece	2	0.0297
Russian Federatio	2	0.0542
Poland	2	0.0424
Croatia	2	0.012
Turkey	2	0
Norway	2	0
Netherlands	2	0.038
Iceland	1	0
Latvia	1	0
Austria	1	0.0056
Czech Republic	1	0.0063
Slovenia	1	0
Finland	1	0
Ireland Republic o	1	0.0136
Portugal	1	0.0263
Ukraine	1	0.0062
Hungary	1	0.0053
Estonia	1	0
Serbia	1	0
<b>Grand Total</b>	<b>94</b>	<b>3.99</b>

1900-2200

Row labels	Count of Local De	Weight
United Kingdom	14	0.9701
Germany	14	0.5392
France	13	1.5343
Italy	13	0.5405
Switzerland	4	0.0203
Denmark	3	0
Sweden	3	0.0129
Russian Federatio	2	0.0542
Portugal	2	0.0525
Greece	2	0.0297
Poland	2	0.0424
Ireland Republic o	2	0.0271
Norway	2	0
Ukraine	1	0.0062
Hungary	1	0.0053
Czech Republic	1	0.0063
Finland	1	0
Turkey	1	0
Serbia	1	0
Slovenia	1	0
Austria	1	0.0056
Netherlands	1	0.019
<b>Grand Total</b>	<b>85</b>	<b>3.93</b>

1930-2230

Row labels	Count of Local De	Weight
Germany	13	0.5007
France	13	1.5343
United Kingdom	12	0.8316
Italy	11	0.4574
Switzerland	4	0.0203
Denmark	3	0
Portugal	2	0.0525
Russian Federatio	2	0.0542
Sweden	2	0.0086
Greece	2	0.0297
Ireland Republic o	2	0.0271
Norway	2	0
Ukraine	1	0.0062
Austria	1	0.0056
Czech Republic	1	0.0063
Hungary	1	0.0053
Turkey	1	0
Serbia	1	0
Poland	1	0.0212
Slovenia	1	0
Netherlands	1	0.019
<b>Grand Total</b>	<b>77</b>	<b>3.64</b>

2000-2300

Row labels	Count of Local De	Weight
Germany	13	0.50071
France	12	1.47164
United Kingdom	11	0.76226
Italy	11	0.45738
Switzerland	4	0.02026
Portugal	2	0.05254
Ireland Republic o	2	0.02711
Denmark	2	0
Sweden	1	0.00431
Serbia	1	0
Austria	1	0.00562
Netherlands	1	0.01901
Slovenia	1	0
Czech Republic	1	0.00627
Greece	1	0.01485
Hungary	1	0.00528
Russian Federatio	1	0.02711
Norway	1	0
<b>Grand Total</b>	<b>67</b>	<b>3.3743</b>

2030-2330

Row labels	Count of Local De	Weight
France	11	1.343
Italy	11	0.4574
United Kingdom	10	0.633
Germany	9	0.3466
Switzerland	4	0.0203
Russian Federatio	2	0.0542
Denmark	2	0
Portugal	2	0.0525
Sweden	1	0.0043
Hungary	1	0.0053
Greece	1	0.0149
Ireland Republic o	1	0.0136
Serbia	1	0
Norway	1	0
<b>Grand Total</b>	<b>57</b>	<b>3.01</b>

2100-0000

Row labels	Count of Local De	Weight
France	3	1.1037
United Kingdom	5	0.3465
Italy	5	0.2079
Germany	3	0.1155
Russian Federatio	1	0.0271
Switzerland	1	0.0051
Denmark	1	0
Ireland Republic o	1	0.0136
Portugal	1	0.0263
<b>Grand Total</b>	<b>27</b>	<b>1.85</b>

## CDG Sunday Continental

Row labels	Count of Local Dep Time	Weight
Austria	3	0.01686
Bulgaria	1	0
Croatia	1	0.00401
Czech Republic	2	0.01203
Denmark	1	0.00627
Finland	3	0
France	12	1.47164
Germany	11	0.42368
Greece	2	0.02371
Hungary	1	0.00528
Iceland	2	0
Ireland Republic of	2	0.02711
Italy	11	0.45738
Luxembourg	1	0
Netherlands	3	0.05703
Poland	1	0.02119
Portugal	2	0.05254
Romania	2	0.03316
Russian Federation	4	0.10842
Slovenia	1	0
Sweden	1	0.00431
Switzerland	2	0.01013
Turkey	3	0
Ukraine	1	0.00619
United Kingdom	7	0.48507
<b>Grand Total</b>	<b>83</b>	<b>3.232</b>

Row labels	Count of Local Dep Time	Weight
Armenia	1	0
Austria	3	0.01686
Bulgaria	1	0.00401
Croatia	2	0.01203
Czech Republic	1	0.00627
Denmark	2	0
Finland	1	0
France	10	1.22627
Germany	11	0.42368
Greece	2	0.02371
Hungary	2	0.01055
Iceland	2	0
Ireland Republic of	2	0.02711
Italy	3	0.37422
Luxembourg	1	0
Moldova Republic of	1	0
Netherlands	3	0.05703
Norway	2	0
Poland	2	0.04237
Portugal	1	0.02627
Romania	2	0.03316
Russian Federation	4	0.10842
Slovenia	1	0
Switzerland	2	0.00862
Switzerland	2	0.01013
Turkey	3	0
Ukraine	1	0.00619
United Kingdom	3	0.62366
<b>Grand Total</b>	<b>83</b>	<b>3.0466</b>

Row labels	Count of Local Dep Time	Weight
Armenia	1	0
Austria	3	0.01686
Bulgaria	1	0.00401
Croatia	2	0.01203
Czech Republic	3	0.0188
Denmark	2	0
Finland	1	0
France	13	1.53428
Germany	11	0.42368
Greece	2	0.02371
Hungary	2	0.01055
Iceland	2	0
Ireland Republic of	2	0.02711
Italy	10	0.4158
Luxembourg	1	0
Moldova Republic of	1	0
Netherlands	2	0.03802
Norway	2	0
Poland	2	0.04237
Portugal	1	0.02627
Romania	2	0.03316
Russian Federation	3	0.08132
Slovenia	1	0
Switzerland	2	0.00862
Switzerland	2	0.01013
Turkey	3	0
Ukraine	1	0.00619
United Kingdom	10	0.63236
<b>Grand Total</b>	<b>88</b>	<b>3.4319</b>

Row labels	Count of Local Dep Time	Weight
Austria	2	0.01124
Belarus	1	0
Czech Republic	2	0.01253
Denmark	1	0
Finland	1	0
France	8	0.3811
Germany	8	0.30813
Hungary	2	0.01055
Iceland	1	0
Ireland Republic of	2	0.02711
Italy	13	0.54054
Netherlands	1	0.01901
Norway	2	0
Poland	1	0.02119
Portugal	1	0.02627
Romania	1	0.01658
Russian Federation	2	0.05421
Sweden	1	0.00431
Switzerland	4	0.02026
Turkey	3	0
Ukraine	1	0.00619
United Kingdom	8	0.53437
<b>Grand Total</b>	<b>66</b>	<b>2.6136</b>

Row labels	Count of Local Dep Time	Weight
Armenia	1	0
Austria	2	0.01124
Croatia	1	0.00602
Czech Republic	2	0.01253
Finland	1	0
France	9	1.10373
Germany	10	0.38516
Hungary	2	0.01055
Iceland	1	0
Ireland Republic of	3	0.04066
Italy	13	0.54054
Moldova Republic of	1	0
Netherlands	1	0.01901
Norway	2	0
Poland	1	0.02119
Portugal	1	0.02627
Romania	1	0.01658
Russian Federation	2	0.05421
Sweden	3	0.01293
Switzerland	2	0.01013
Turkey	2	0
Ukraine	1	0.00619
United Kingdom	11	0.76226
<b>Grand Total</b>	<b>72</b>	<b>3.0226</b>

Row labels	Count of Local Dep Time	Weight
Austria	2	0.01124
Croatia	1	0.00602
Czech Republic	2	0.01253
Finland	1	0
France	8	0.3811
Germany	8	0.30813
Hungary	2	0.01055
Iceland	1	0
Ireland Republic of	2	0.02711
Italy	11	0.45738
Moldova Republic of	1	0
Netherlands	1	0.01901
Norway	2	0
Poland	1	0.02119
Portugal	1	0.02627
Romania	1	0.01658
Russian Federation	2	0.05421
Sweden	2	0.00862
Switzerland	4	0.02026
Turkey	3	0
Ukraine	1	0.00619
United Kingdom	10	0.53236
<b>Grand Total</b>	<b>67</b>	<b>2.6793</b>

Row labels	Count of Local Dep Time	Weight
Austria	1	0.00562
Croatia	1	0.00602
Czech Republic	2	0.01253
Finland	1	0
France	12	1.47164
Germany	11	0.42368
Greece	1	0.01485
Hungary	1	0.00528
Iceland	1	0
Ireland Republic of	2	0.02711
Italy	11	0.45738
Moldova Republic of	1	0
Netherlands	2	0.03802
Norway	1	0
Poland	1	0.02119
Portugal	1	0.02627
Romania	1	0.01658
Russian Federation	2	0.05421
Sweden	2	0.00862
Switzerland	5	0.02533
Turkey	3	0
Ukraine	1	0.00619
United Kingdom	11	0.76226
<b>Grand Total</b>	<b>75</b>	<b>3.3828</b>

Row labels	Count of Local Dep Time	Weight
Austria	2	0.01124
Croatia	1	0.00602
Czech Republic	1	0.00627
Denmark	2	0
Finland	11	1.34901
Germany	11	0.42368
Greece	3	0.04456
Hungary	1	0.00528
Ireland Republic of	2	0.02711
Italy	8	0.33264
Latvia	1	0
Luxembourg	1	0
Netherlands	3	0.05703
Poland	1	0.02119
Portugal	1	0.02627
Romania	2	0.03316
Russian Federation	3	0.08132
Sweden	1	0.00431
Switzerland	4	0.02026
Turkey	1	0
United Kingdom	13	0.30085
<b>Grand Total</b>	<b>73</b>	<b>3.3502</b>

Row labels	Count of Local Dep Time	Weight
Austria	1	0.00562
Croatia	1	0.00602
Czech Republic	1	0.00627
Denmark	3	0
Finland	1	0
France	8	0.3811
Germany	9	0.34664
Greece	3	0.04456
Hungary	1	0.00528
Iceland	1	0
Ireland Republic of	1	0.01355
Italy	7	0.29106
Latvia	1	0
Luxembourg	1	0
Netherlands	3	0.05703
Poland	2	0.04237
Romania	1	0.01658
Russian Federation	3	0.08132
Slovenia	1	0
Sweden	2	0.00862
Switzerland	3	0.0152
Turkey	3	0
Ukraine	1	0.00619
United Kingdom	15	1.03344
<b>Grand Total</b>	<b>73</b>	<b>2.9668</b>

Row labels	Count of Local Dep Time	Weight
Austria	2	0.01124
Croatia	1	0.00602
Czech Republic	1	0.00627
Denmark	2	0
Estonia	1	0
Finland	1	0
France	13	1.53428
Germany	9	0.34664
Greece	4	0.05341
Ireland Republic of	2	0.02711
Italy	8	0.33264
Latvia	1	0
Luxembourg	1	0
Netherlands	3	0.05703
Poland	1	0.02119
Portugal	1	0.02627
Romania	2	0.03316
Russian Federation	2	0.05421
Sweden	1	0.00431
Switzerland	6	0.03033
Turkey	2	0
United Kingdom	11	1.17803
<b>Grand Total</b>	<b>81</b>	<b>3.7682</b>

Row labels	Count of Local Dep Time	Weight
Austria	2	0.01124
Croatia	1	0.00602
Czech Republic	1	0.00627
Denmark	2	0
Estonia	1	0
Finland	1	0
France	11	1.34901
Germany	10	0.38516
Greece	4	0.05341
Ireland Republic of	1	0.01355
Italy	3	0.37422
Latvia	1	0
Luxembourg	1	0
Netherlands	3	0.05703
Norway	1	0
Poland	2	0.04237
Romania	1	0.01658
Russian Federation	3	0.08132
Sweden	2	0.00862
Switzerland	5	0.02533
Turkey	2	0
United Kingdom	15	1.03344
<b>Grand Total</b>	<b>79</b>	<b>3.4755</b>

Row labels	Count of Local Dep Time	Weight
Austria	1	0.00562
Croatia	1	0.00602
Czech Republic	1	0.00627
Denmark	3	0
Estonia	1	0
Finland	1	0
France	8	0.3811
Germany	8	0.30813
Greece	4	0.05341
Ireland Republic of	1	0.01355
Italy	8	0.33264
Latvia	1	0
Luxembourg	1	0
Netherlands	2	0.03802
Norway	1	0
Poland	2	0.04237
Romania	1	0.01658
Russian Federation	3	0.08132
Sweden	1	0
Switzerland	2	0.00862
Switzerland	3	0.0152
Turkey	3	0
Ukraine	1	0.00619
United Kingdom	13	0.30085
<b>Grand Total</b>	<b>71</b>	<b>2.8219</b>

Row labels	Count of Local Dep Time	Weight
Austria	2	0.01124
Czech Republic	1	0.00627
Denmark	1	0
Finland	1	0
France	10	1.22627
Germany	11	0.42368
Greece	2	0.02371
Hungary	2	0.01055
Ireland Republic of	3	0.04066
Italy	14	0.58212
Luxembourg	1	0
Netherlands	2	0.03802
Poland	1	0.02119
Portugal	1	0.02627
Romania	1	0.01658
Russian Federation	1	0.02711
Sweden	1	0.00431
Switzerland	5	0.02533
Switzerland	2	0
United Kingdom	13	0.30085
<b>Grand Total</b>	<b>75</b>	<b>3.3302</b>

Row labels	Count of Local Dep Time	Weight
Austria	2	0.00602
Croatia	1	0.00627
Czech Republic	1	0
Denmark	2	1.34901
France	11	0.45219
Germany	12	0.02371
Greece	2	0.01055
Hungary	2	0
Iceland	1	0.02711
Ireland Republic of	2	0.37422
Italy	9	0
Latvia	1	0
Luxembourg	1	0.05703
Netherlands	3	0.02119
Poland	1	0.02627
Portugal	1	0.03316
Romania	2	0.08132
Russian Federation	3	0.00431
Sweden	1	0.02026
Switzerland	4	0
Turkey	1	1.10874
United Kingdom	16	0
<b>Grand Total</b>	<b>79</b>	<b>3.6173</b>

Row labels	Count of Local Dep Time	Weight
Austria	1	0.00602
Croatia	1	0.00627
Czech Republic	1	0
Denmark	3	0
Estonia	1	0
Finland	1	1.83956
France	15	0.16226
Germany	16	0.02971
Greece	2	0.00528
Hungary	1	0.01355
Ireland Republic of	1	0.43936
Italy	12	0
Latvia	1	0.03802
Netherlands	2	0
Norway	2	0.04237
Poland	2	0.02627
Portugal	1	0.05421
Russian Federation	2	0
Sweden	1	0
Slovenia	1	0.01293
Sweden	3	0.03546
Switzerland	7	0
Turkey	3	0.00619
Ukraine	1	1.03344
United Kingdom	15	0
<b>Grand Total</b>	<b>36</b>	<b>4.2705</b>

Row labels	Count of Local Dep Time	Weight
Austria	2	0.00602
Croatia	1	0.00627
Czech Republic	1	0
Denmark	2	0
Finland	1	1.34901
France	1	0.38516
Germany	10	0.04456
Greece	3	0.00528
Hungary	1	0
Iceland	1	0.



Row Labels	Count of Local Dep Time	Weight
Austria	2	0.01124
Bulgaria	1	0.00401
Czech Republic	1	0.00627
Denmark	3	0
Finland	1	0
France	11	1.34301
Germany	11	0.42368
Greece	1	0.01485
Ireland Republic of	2	0.02711
Italy	11	0.45738
Latvia	1	0
Luxembourg	1	0
Malta	1	0.00431
Netherlands	3	0.05703
Norway	1	0
Poland	2	0.04237
Portugal	2	0.05254
Romania	1	0.01658
Russian Federation	3	0.05152
Serbia	1	0
Slovenia	1	0
Sweden	2	0.00862
Switzerland	4	0.02026
Turkey	1	0
Ukraine	1	0.00619
United Kingdom	10	0.63236
<b>Grand Total</b>	<b>79</b>	<b>3.2757</b>

Row Labels	Count of Local Dep Time	Weight
Austria	1	0.00562
Croatia	1	0.00602
Czech Republic	2	0.01253
Denmark	3	0
Finland	1	0
France	8	0.3811
Germany	12	0.45219
Greece	3	0.04456
Hungary	1	0.00528
Iceland	1	0
Ireland Republic of	1	0.01355
Italy	6	0.24348
Latvia	1	0
Luxembourg	1	0
Netherlands	3	0.05703
Norway	1	0
Poland	2	0.04237
Romania	1	0.01658
Russian Federation	3	0.05152
Serbia	1	0
Slovenia	1	0
Sweden	3	0.01293
Switzerland	3	0.0152
Turkey	3	0
Ukraine	1	0.00619
United Kingdom	12	0.63155
<b>Grand Total</b>	<b>76</b>	<b>2.8435</b>

Row Labels	Count of Local Dep Time	Weight
Austria	3	0.01686
Bulgaria	2	0.00801
Croatia	2	0.01203
Czech Republic	1	0.00627
Denmark	4	0
Finland	2	0
France	8	0.3811
Germany	10	0.38516
Greece	3	0.04456
Ireland Republic of	2	0.02711
Italy	8	0.33264
Latvia	1	0
Luxembourg	1	0
Malta	1	0.00431
Netherlands	3	0.05703
Norway	1	0
Poland	2	0.04237
Portugal	3	0.07881
Romania	3	0.04314
Russian Federation	2	0.05421
Serbia	1	0
Slovenia	1	0
Sweden	2	0.00862
Switzerland	3	0.0152
Turkey	2	0
Ukraine	1	0.00619
United Kingdom	10	0.63236
<b>Grand Total</b>	<b>82</b>	<b>2.8232</b>

Row Labels	Count of Local Dep Time	Weight
Austria	2	0.01124
Bulgaria	2	0.00801
Croatia	2	0.01203
Czech Republic	1	0.00627
Denmark	4	0
Finland	2	0
France	13	1.53428
Germany	13	0.50071
Greece	2	0.02971
Iceland	1	0
Ireland Republic of	2	0.02711
Italy	6	0.33264
Latvia	1	0
Luxembourg	1	0
Malta	1	0.00431
Netherlands	3	0.05703
Poland	2	0.04237
Portugal	2	0.05254
Romania	2	0.03316
Russian Federation	3	0.08152
Serbia	1	0
Slovenia	1	0
Sweden	1	0.00431
Switzerland	4	0.02026
Turkey	3	0
Ukraine	1	0.00619
United Kingdom	9	0.62366
<b>Grand Total</b>	<b>87</b>	<b>3.4411</b>

Row Labels	Count of Local Dep Time	Weight
Armenia	1	0
Austria	1	0.00562
Bulgaria	1	0.00401
Croatia	2	0.01203
Czech Republic	1	0.00627
Denmark	4	0
Finland	2	0
France	12	1.47164
Germany	11	0.42368
Greece	2	0.02371
Hungary	2	0.01055
Iceland	1	0
Ireland Republic of	2	0.02711
Italy	10	0.4158
Luxembourg	1	0
Netherlands	2	0.03802
Poland	3	0.06356
Portugal	3	0.07881
Romania	2	0.03316
Russian Federation	3	0.05152
Slovenia	1	0
Sweden	2	0.00862
Switzerland	3	0.0152
Turkey	3	0
United Kingdom	8	0.55437
<b>Grand Total</b>	<b>84</b>	<b>3.318</b>

Row Labels	Count of Local Dep Time	Weight
Armenia	1	0
Austria	1	0.00562
Bulgaria	1	0.00401
Croatia	2	0.01203
Czech Republic	1	0.00627
Denmark	4	0
Finland	1	0
France	11	1.34301
Germany	11	0.42368
Greece	2	0.02371
Hungary	2	0.01055
Iceland	1	0
Ireland Republic of	2	0.02711
Italy	9	0.37422
Luxembourg	1	0
Netherlands	2	0.03802
Poland	2	0.04237
Portugal	3	0.07881
Romania	2	0.03316
Russian Federation	4	0.10842
Slovenia	1	0
Sweden	2	0.00862
Switzerland	3	0.0152
Turkey	3	0
Ukraine	1	0.00619
United Kingdom	3	0.62366
<b>Grand Total</b>	<b>82</b>	<b>3.1566</b>

Row Labels	Count of Local Dep Time	Weight
Austria	1	0.00562
Czech Republic	1	0.00627
Denmark	3	0
France	12	1.47164
Germany	12	0.50071
Greece	1	0.01485
Hungary	1	0.00528
Ireland Republic of	2	0.02711
Italy	11	0.45738
Norway	2	0
Portugal	2	0.05254
Russian Federation	1	0.02711
Serbia	1	0
Slovenia	1	0
Sweden	2	0.00862
Switzerland	4	0.02026
Turkey	1	0
United Kingdom	11	0.76226
<b>Grand Total</b>	<b>70</b>	<b>3.3596</b>

Row Labels	Count of Local Dep Time	Weight
Belarus	1	0.00627
Czech Republic	1	0
Finland	1	0.85846
France	7	0.30813
Germany	8	0.1055
Hungary	2	0
Iceland	1	0.02711
Ireland Republic of	2	0.45738
Italy	11	0.19191
Netherlands	1	0
Norway	1	0.02119
Poland	1	0.05254
Portugal	2	0.05421
Russian Federation	2	0.00862
Sweden	2	0.02026
Switzerland	4	0
Turkey	3	0.00619
Ukraine	1	0.55437
United Kingdom	3	0
<b>Grand Total</b>	<b>59</b>	<b>2.4043</b>

Row Labels	Count of Local Dep Time	Weight
Denmark	2	0
France	6	0.3811
Germany	3	0.1855
Ireland Republic of	1	0.01355
Italy	5	0.2079
Portugal	1	0.02627
Russian Federation	1	0.02711
Sweden	1	0.00431
Switzerland	1	0.00507
United Kingdom	5	0.34648
<b>Grand Total</b>	<b>26</b>	<b>1.1273</b>



## CDG Monday Intercontinental

Row labels	Count of Local Dep Time	Weight
Algeria	1	0.019058
Bahrain	1	0
Brazil	1	0
Canada	6	0.05388
China	5	0.03301
Chinese Taipei	1	0
Dominican Republic	1	0.014348
Hong Kong (sar) Chir	1	0
India	5	0
Iran Islamic Republic	1	0
Israel	3	0.101763
Japan	2	0
Korea Republic of	1	0
Lebanon	3	0.004957
Mexico	1	0.017049
Morocco	2	0
Panama	1	0
Peru	1	0
Qatar	1	0.004166
Saudi Arabia	3	0
Singapore	3	0
St Maarten (dutch Pa	1	0
Thailand	1	0
Tunisia	3	0.012723
United Arab Emirates	3	0.041427
USA	33	3.420945
Venezuela	1	0
Viet Nam	1	0
<b>Total general</b>	<b>85</b>	<b>3.7651</b>

Row labels	Count of Local Dep Time	Weight
Bahrain	1	0
Brazil	1	0
Canada	6	0.05388
China	6	0.033612
Chinese Taipei	1	0
Dominican Republic	1	0.014348
Egypt	1	0
Hong Kong (sar) Chir	1	0
India	5	0
Iran Islamic Republic	1	0
Israel	3	0.101763
Japan	2	0
Korea Republic of	1	0
Kuwait	1	0.004957
Lebanon	2	0.031144
Mexico	1	0.017049
Morocco	2	0
Panama	1	0
Peru	1	0
Qatar	1	0.004166
Saudi Arabia	3	0
Singapore	1	0
St Maarten (dutch Pa	1	0
Thailand	1	0
Tunisia	3	0.012723
United Arab Emirates	3	0.041427
USA	32	3.31728
Venezuela	1	0
Viet Nam	1	0
<b>Total general</b>	<b>85</b>	<b>3.6383</b>

Row labels	Count of Local Dep Time	Weight
Bahrain	1	0
Brazil	1	0
Canada	6	0.05388
China	8	0.052816
Chinese Taipei	1	0
Dominican Republic	1	0.014348
Egypt	1	0
Hong Kong (sar) Chir	1	0
India	5	0
Iran Islamic Republic	1	0
Israel	5	0.163605
Japan	2	0
Jordan	1	0.015495
Korea Republic of	1	0
Kuwait	1	0.004957
Lebanon	2	0.031144
Mexico	1	0.017049
Morocco	2	0
Panama	1	0
Peru	1	0
Saudi Arabia	3	0
Singapore	1	0
St Maarten (dutch Pa	1	0
Thailand	1	0
Tunisia	3	0.012723
United Arab Emirates	3	0.041427
USA	31	3.215615
Venezuela	1	0
Viet Nam	1	0
<b>Total general</b>	<b>88</b>	<b>3.6271</b>

Row labels	Count of Local Dep Time	Weight
Algeria	1	0.019058
Bahrain	1	0
Canada	5	0.0449
China	9	0.059418
Chinese Taipei	1	0
Dominican Republic	1	0.014348
Egypt	1	0
Hong Kong (sar) Chir	1	0
India	3	0
Iran Islamic Republic	1	0
Israel	5	0.163605
Japan	2	0
Jordan	1	0.015495
Korea Republic of	1	0
Kuwait	1	0.004957
Lebanon	1	0.015572
Mexico	1	0.017049
Morocco	4	0
Panama	1	0
Peru	1	0
Saudi Arabia	3	0
Singapore	1	0
St Maarten (dutch Pa	1	0
Thailand	2	0
Tunisia	1	0.004241
United Arab Emirates	3	0.041427
USA	26	2.85629
Viet Nam	1	0
<b>Total general</b>	<b>80</b>	<b>3.1036</b>

Row labels	Count of Local Dep Time	Weight
Algeria	1	0.019058
Bahrain	1	0
Canada	6	0.05388
China	9	0.059418
Chinese Taipei	1	0
Cuba	1	0
Dominican Republic	1	0.014348
Egypt	2	0
Hong Kong (sar) Chir	1	0
India	2	0
Iran Islamic Republic	1	0
Israel	4	0.125684
Japan	2	0
Jordan	1	0.015495
Korea Republic of	1	0
Kuwait	1	0.004957
Lebanon	1	0.015572
Mexico	1	0.017049
Morocco	5	0
Panama	1	0
Saudi Arabia	3	0
Singapore	1	0
Thailand	2	0
Tunisia	1	0.004241
United Arab Emirates	3	0.041427
USA	25	2.53625
Viet Nam	1	0
<b>Total general</b>	<b>79</b>	<b>2.9728</b>

Row labels	Count of Local Dep Time	Weight
Algeria	2	0.038116
Canada	5	0.0449
China	9	0.059418
Cuba	1	0
Dominican Republic	1	0.014348
Egypt	2	0
Hong Kong (sar) Chir	1	0
India	1	0
Iran Islamic Republic	1	0
Israel	3	0.101763
Japan	2	0
Jordan	1	0.015495
Korea Republic of	1	0
Kuwait	1	0.004957
Lebanon	1	0.015572
Morocco	4	0
Panama	1	0
Qatar	1	0.004166
Saudi Arabia	2	0
Singapore	1	0
Thailand	2	0
Tunisia	1	0.004241
United Arab Emirates	2	0.027618
USA	23	2.384295
Viet Nam	1	0
<b>Total general</b>	<b>70</b>	<b>2.7149</b>

Row labels	Count of Local Dep Time	Weight
Algeria	2	0.038116
Canada	5	0.0449
China	9	0.059418
Cuba	1	0
Dominican Republic	1	0.014348
Egypt	2	0
Hong Kong (sar) Chir	1	0
India	3	0.101763
Japan	2	0
Jordan	2	0.03099
Korea Republic of	1	0
Kuwait	1	0.004957
Lebanon	1	0.015572
Morocco	4	0
Qatar	1	0.004166
Saudi Arabia	2	0
Singapore	1	0
Thailand	2	0
Tunisia	1	0.004241
United Arab Emirates	2	0.027618
USA	22	2.28063
Viet Nam	1	0
<b>Total general</b>	<b>68</b>	<b>2.6267</b>

Row labels	Count of Local Dep Time	Weight
Algeria	2	0.038116
Canada	5	0.0449
China	7	0.046214
Cuba	1	0
Egypt	2	0
Hong Kong (sar) Chir	1	0
Israel	3	0.101763
Japan	3	0
Jordan	2	0.03099
Korea Republic of	1	0
Kuwait	1	0.004957
Lebanon	1	0.015572
Morocco	4	0
Panama	1	0
Qatar	1	0.004166
Saudi Arabia	2	0
Thailand	2	0
Tunisia	1	0.004241
United Arab Emirates	2	0.027618
USA	20	2.0733
Viet Nam	1	0
<b>Total general</b>	<b>63</b>	<b>2.39184</b>

Row labels	Count of Local Dep Time	Weight
Algeria	2	0.038116
Canada	4	0.03592
China	7	0.046214
Cuba	1	0
Egypt	2	0
Hong Kong (sar) Chir	1	0
Israel	3	0.101763
Japan	3	0
Jordan	2	0.03099
Korea Republic of	1	0
Kuwait	1	0.004957
Lebanon	1	0.015572
Morocco	3	0
Panama	1	0.004166
Qatar	1	0
Saudi Arabia	2	0
Thailand	2	0
Tunisia	1	0.004241
United Arab Emirates	2	0.027618
USA	20	2.0733
Viet Nam	1	0
<b>Total general</b>	<b>61</b>	<b>2.3829</b>

Row labels	Count of Local Dep Time	Weight
Algeria	2	0.038116
Canada	4	0.03592
China	5	0.03301
Colombia	1	0.005113
Cuba	1	0
Egypt	2	0
Israel	3	0.101763
Japan	3	0
Jordan	2	0.03099
Kuwait	1	0.004957
Lebanon	1	0.015572
Morocco	4	0
Panama	1	0
Qatar	1	0.004166
Saudi Arabia	1	0
Thailand	2	0
Tunisia	1	0.004241
United Arab Emirates	2	0.027618
USA	15	1.564975
Viet Nam	1	0
<b>Total general</b>	<b>53</b>	<b>1.9564</b>

Row labels	Count of Local Dep Time	Weight
Algeria	2	0.038116
Canada	2	0.01796
China	4	0.026408
Colombia	1	0.005113
Cuba	1	0
Egypt	2	0
Israel	4	0.125684
Japan	1	0
Jordan	2	0.03099
Kuwait	1	0.004957
Morocco	6	0
Qatar	1	0.004166
Thailand	1	0
Tunisia	1	0.004241
United Arab Emirates	1	0.013809
USA	13	1.347645
Viet Nam	1	0
<b>Total general</b>	<b>44</b>	<b>1.6291</b>

Row labels	Count of Local Dep Time	Weight
Algeria	2	0.038116
Canada	2	0.01796
China	3	0.019806
Colombia	1	0.005113
Cuba	1	0
Egypt	2	0
Israel	4	0.125684
Japan	1	0
Jordan	2	0.03099
Morocco	6	0
Qatar	1	0.004166
Thailand	1	0
United Arab Emirates	1	0.013809
USA	13	1.347645
<b>Total general</b>	<b>40</b>	<b>1.61329</b>



1500-2000	Row labels	Count of Local Dep Time	Weight
	Algeria	2	0.038116
	Canada	2	0.01796
	China	1	0.006602
	Colombia	1	0.005113
	Cuba	1	0
	Egypt	1	0
	Israel	3	0.101763
	Japan	1	0
	Jordan	1	0.015495
	Korea Republic of	1	0
	Morocco	6	0
	Qatar	1	0.004166
	Thailand	1	0
	United Arab Emirates	1	0.013809
	USA	14	1.45131
	<b>Total general</b>	<b>37</b>	<b>1.6543</b>

1530-2030	Row labels	Count of Local Dep Time	Weight
	Algeria	1	0.019058
	Canada	2	0.01796
	China	2	0.013204
	Colombia	1	0.005113
	Cuba	1	0
	Egypt	1	0
	Israel	2	0.067842
	Japan	3	0
	Jordan	1	0.015495
	Korea Republic of	1	0
	Morocco	4	0
	Qatar	1	0.004166
	United Arab Emirates	1	0.013809
	USA	11	1.140315
	<b>Total general</b>	<b>32</b>	<b>1.297</b>

1600-2100	Row labels	Count of Local Dep Time	Weight
	Algeria	2	0.038116
	Canada	2	0.01796
	China	1	0.006602
	Colombia	1	0.005113
	Cuba	1	0
	Egypt	1	0
	Israel	2	0.067842
	Japan	3	0
	Jordan	1	0.015495
	Korea Republic of	2	0
	Morocco	5	0
	Qatar	1	0.004166
	Singapore	1	0
	USA	8	0.82332
	<b>Total general</b>	<b>31</b>	<b>0.9846</b>

1630-2130	Row labels	Count of Local Dep Time	Weight
	Algeria	2	0.038116
	Canada	1	0.00898
	China	2	0.013204
	Colombia	1	0.005113
	Hong Kong (sar) Chir	1	0
	India	1	0
	Israel	2	0.067842
	Japan	3	0
	Jordan	1	0.015495
	Korea Republic of	2	0
	Morocco	4	0
	Singapore	1	0
	USA	7	0.725655
	<b>Total general</b>	<b>28</b>	<b>0.87441</b>

1700-2200	Row labels	Count of Local Dep Time	Weight
	Algeria	1	0.019058
	Canada	1	0.00898
	China	2	0.013204
	Colombia	1	0.005113
	Hong Kong (sar) Chir	1	0
	India	1	0
	Israel	2	0.067842
	Japan	3	0
	Korea Republic of	2	0
	Morocco	4	0
	Oman	1	0
	Singapore	1	0
	United Arab Emirates	2	0.027618
	USA	6	0.62393
	<b>Total general</b>	<b>28</b>	<b>0.7638</b>

1730-2230	Row labels	Count of Local Dep Time	Weight
	Algeria	1	0.019058
	Canada	1	0.00898
	China	2	0.013204
	Colombia	1	0.005113
	Hong Kong (sar) Chir	1	0
	India	1	0
	Israel	2	0.067842
	Japan	2	0
	Korea Republic of	2	0
	Morocco	4	0
	Oman	1	0
	Qatar	1	0.004166
	Singapore	1	0
	United Arab Emirates	2	0.027618
	USA	5	0.518325
	<b>Total general</b>	<b>27</b>	<b>0.6643</b>

1800-2300	Row labels	Count of Local Dep Time	Weight
	Algeria	1	0.019058
	Brazil	1	0
	Canada	1	0.00898
	China	2	0.013204
	Colombia	1	0.005113
	Hong Kong (sar) Chir	1	0
	India	1	0
	Israel	2	0.067842
	Japan	2	0
	Korea Republic of	2	0
	Mexico	1	0.017049
	Morocco	4	0
	Oman	1	0
	Qatar	1	0.004166
	Singapore	1	0
	United Arab Emirates	2	0.027618
	USA	5	0.518325
	<b>Total general</b>	<b>29</b>	<b>0.6814</b>

1830-2330	Row labels	Count of Local Dep Time	Weight
	Algeria	1	0.019058
	Argentina	1	0
	Brazil	3	0
	Canada	1	0.00898
	China	5	0.03301
	Hong Kong (sar) Chir	1	0
	India	1	0
	Israel	3	0.101753
	Japan	3	0
	Korea Republic of	2	0
	Mexico	1	0.017049
	Morocco	3	0
	Oman	1	0
	Qatar	1	0.004166
	Singapore	1	0
	United Arab Emirates	2	0.027618
	USA	4	0.41466
	<b>Total general</b>	<b>34</b>	<b>0.6263</b>

1900-00	Row labels	Count of Local Dep Time	Weight
	Algeria	1	0.019058
	Argentina	1	0
	Brazil	3	0
	Chile	1	0.00412
	China	5	0.03301
	Hong Kong (sar) Chir	2	0
	India	1	0
	Israel	2	0.067842
	Japan	3	0
	Korea Republic of	2	0
	Mexico	1	0.017049
	Morocco	2	0
	Oman	1	0
	Qatar	1	0.004166
	Singapore	1	0
	United Arab Emirates	2	0.027618
	USA	3	0.310995
	<b>Total general</b>	<b>32</b>	<b>0.4648</b>



## CDG Wednesday Intercontinental

0900-1400				0930-1430				1000-1500				1030-1530			
Row labels	Cost of Local Dep Time	Weight		Row labels	Cost of Local Dep Time	Weight		Row labels	Cost of Local Dep Time	Weight		Row labels	Cost of Local Dep Time	Weight	
Algeria	1	0.01906		Bahrain	1	0		Bahrain	1	0		Algeria	1	0.01906	
Bahrain	1	0		Brazil	1	0		Brazil	1	0		Bahrain	1	0	
Brazil	1	0		Canada	5	0.0443		Canada	5	0.0443		Canada	4	0.03582	
Canada	5	0.0443		China	5	0.03301		China	6	0.03361		Canada	6	0.03361	
China	4	0.02641		Chinese Taipei	1	0		Chinese Taipei	1	0		Chinese Taipei	1	0	
Chinese Taipei	1	0		Dominican Republic	1	0.01435		Dominican Republic	1	0.01435		Chinese Taipei	1	0.01435	
Dominican Republic	1	0.01435		Hong Kong (sar) China	1	0		Hong Kong (sar) China	1	0		Dominican Republic	1	0.01435	
Hong Kong (sar) China	1	0		India	2	0		India	3	0		Hong Kong (sar) China	1	0	
India	3	0		Iran Islamic Republic of	2	0		Iran Islamic Republic of	2	0		India	2	0	
Iran Islamic Republic of	2	0		Israel	3	0.10176		Israel	5	0.16361		Iran Islamic Republic of	2	0	
Israel	3	0.10176		Japan	2	0		Japan	2	0		Israel	5	0.16361	
Japan	2	0		Jordan	1	0.0155		Jordan	2	0.03039		Japan	2	0	
Jordan	1	0.0155		Korea Republic of	1	0		Korea Republic of	1	0		Jordan	2	0.03039	
Korea Republic of	1	0		Lebanon	2	0.03114		Lebanon	2	0.03114		Korea Republic of	1	0	
Lebanon	3	0.04672		Mexico	1	0.01705		Mexico	1	0.01705		Lebanon	1	0.01557	
Mexico	1	0.01705		Morocco	5	0		Morocco	4	0		Mexico	1	0.01705	
Morocco	5	0		Peru	1	0		Peru	1	0		Morocco	6	0	
Peru	1	0		Qatar	1	0.00417		Qatar	2	0		Peru	1	0	
Qatar	1	0.00417		Saudi Arabia	2	0		Saudi Arabia	1	0		Qatar	1	0.00417	
Saudi Arabia	2	0		Singapore	1	0		Singapore	1	0		Saudi Arabia	2	0	
Singapore	1	0		St Maarten (dutch Part)	1	0		St Maarten (dutch Part)	1	0		Singapore	1	0	
St Maarten (dutch Part)	1	0		Thailand	1	0		Thailand	1	0		St Maarten (dutch Part)	1	0	
Thailand	1	0		Tunisia	3	0.01272		Tunisia	3	0.01272		Thailand	1	0	
Tunisia	3	0.01272		United Arab Emirates	3	0.04143		United Arab Emirates	3	0.04143		Tunisia	1	0.00424	
United Arab Emirates	3	0.04143		USA	31	3.21362		USA	30	3.10395		United Arab Emirates	3	0.04143	
USA	32	3.31228		Venezuela	1	0		Venezuela	1	0		USA	25	2.59163	
Venezuela	1	0		Viet Nam	2	0		Viet Nam	2	0		Venezuela	1	0	
Viet Nam	2	0										Viet Nam	2	0	
<b>Grand Total</b>	<b>84</b>	<b>3.6613</b>		<b>Grand Total</b>	<b>82</b>	<b>3.5296</b>		<b>Grand Total</b>	<b>83</b>	<b>3.5117</b>		<b>Grand Total</b>	<b>75</b>	<b>2.9794</b>	

1100-1600				1130-1630				1200-1700				1230-1730			
Row labels	Cost of Local Dep Time	Weight		Row labels	Cost of Local Dep Time	Weight		Row labels	Cost of Local Dep Time	Weight		Row labels	Cost of Local Dep Time	Weight	
Algeria	1	0.01906		Algeria	2	0.03812		Algeria	2	0.03812		Algeria	2	0.03812	
Bahrain	1	0		Canada	3	0.02634		Canada	3	0.02634		Canada	3	0.02634	
Bahrain	1	0		China	6	0.03361		China	6	0.03361		Canada	4	0.02641	
Canada	4	0.03582		Cuba	1	0		Cuba	1	0		China	4	0.02641	
China	6	0.03361		Dominican Republic	1	0.01435		Dominican Republic	1	0.01435		Cuba	1	0	
Chinese Taipei	1	0		Egypt	1	0		Egypt	1	0		Dominican Republic	1	0.01435	
Cuba	1	0		Hong Kong (sar) China	1	0		Hong Kong (sar) China	1	0		Egypt	1	0	
Dominican Republic	1	0.01435		India	1	0		India	1	0		Hong Kong (sar) China	1	0	
Egypt	1	0		Iran Islamic Republic of	2	0		Iran Islamic Republic of	1	0		India	3	0.10176	
Hong Kong (sar) China	1	0		Israel	3	0.10176		Israel	3	0.10176		Iran Islamic Republic of	2	0	
India	3	0		Japan	2	0		Japan	2	0		Israel	3	0.10176	
Iran Islamic Republic of	2	0		Jordan	2	0.03039		Jordan	2	0.03039		Japan	3	0	
Israel	3	0.10176		Korea Republic of	1	0		Korea Republic of	1	0		Jordan	1	0.0155	
Japan	3	0		Lebanon	1	0.01557		Lebanon	1	0.01557		Korea Republic of	1	0	
Jordan	2	0.03039		Morocco	6	0		Morocco	5	0		Lebanon	1	0.01557	
Korea Republic of	1	0		Qatar	1	0.00417		Qatar	1	0.00417		Morocco	5	0	
Lebanon	1	0.01557		Saudi Arabia	1	0		Saudi Arabia	1	0		Qatar	1	0.00417	
Mexico	1	0.01705		Singapore	1	0		Singapore	1	0		Saudi Arabia	1	0	
Morocco	7	0		Thailand	2	0		Thailand	2	0		Singapore	1	0.00417	
Saudi Arabia	2	0		Tunisia	1	0.00424		Tunisia	1	0.00424		Thailand	2	0	
Singapore	1	0		United Arab Emirates	2	0.02762		United Arab Emirates	2	0.02762		Tunisia	1	0.00424	
Thailand	2	0		USA	22	2.28063		USA	21	2.17637		United Arab Emirates	2	0.02762	
Tunisia	1	0.00424		Viet Nam	2	0		Viet Nam	2	0		USA	19	1.96364	
United Arab Emirates	3	0.04143										Viet Nam	2	0	
USA	24	2.48736		<b>Grand Total</b>	<b>65</b>	<b>2.584</b>		<b>Grand Total</b>	<b>61</b>	<b>2.4803</b>		<b>Grand Total</b>	<b>55</b>	<b>2.2443</b>	
Viet Nam	2	0													

1300-1800				1330-1830				1400-1900				1430-1930			
Row labels	Cost of Local Dep Time	Weight		Row labels	Cost of Local Dep Time	Weight		Row labels	Cost of Local Dep Time	Weight		Row labels	Cost of Local Dep Time	Weight	
Algeria	2	0.03812		Algeria	2	0.03812		Algeria	2	0.03812		Algeria	2	0.03812	
Canada	2	0.01736		Canada	2	0.01736		Canada	2	0.00838		Canada	1	0.00838	
China	4	0.02641		China	3	0.01381		China	2	0.0132		China	1	0.0066	
Cuba	1	0		Colombia	1	0.00511		Colombia	1	0.00511		Colombia	1	0.00511	
Dominican Republic	1	0.01435		Cuba	1	0		Cuba	1	0		Cuba	1	0	
Egypt	1	0		Dominican Republic	1	0.01435		Egypt	1	0		Dominican Republic	1	0	
Hong Kong (sar) China	1	0		Egypt	1	0		Israel	4	0.13568		Egypt	1	0	
Israel	3	0.10176		Israel	3	0.10176		Japan	1	0		Israel	4	0.13568	
Japan	3	0		Japan	3	0		Jordan	1	0.0155		Japan	1	0	
Jordan	1	0.0155		Jordan	1	0.0155		Morocco	4	0		Jordan	1	0.0155	
Korea Republic of	1	0		Lebanon	1	0.01557		Qatar	1	0.00417		Morocco	4	0	
Lebanon	1	0.01557		Morocco	3	0		Thailand	1	0		Qatar	1	0.00417	
Morocco	4	0		Qatar	1	0.00417		Tunisia	1	0.00424		Thailand	1	0	
Qatar	1	0.00417		Saudi Arabia	1	0		United Arab Emirates	1	0.01381		Thailand	1	0.01381	
Saudi Arabia	1	0		Thailand	2	0		USA	13	1.34765		United Arab Emirates	13	1.34765	
Thailand	2	0		Tunisia	1	0.00424		Viet Nam	1	0		<b>Grand Total</b>	<b>33</b>	<b>1.5756</b>	
Tunisia	1	0.00424		United Arab Emirates	2	0.02762									
United Arab Emirates	2	0.02762		USA	14	1.45131		<b>Grand Total</b>	<b>36</b>	<b>1.5865</b>					
USA	19	1.96364		Viet Nam	1	0									
Viet Nam	2	0													

1500-2000				1530-2030				1600-2100				1630-2130			
Row labels	Cost of Local Dep Time	Weight		Row labels	Cost of Local Dep Time	Weight		Row labels	Cost of Local Dep Time	Weight		Row labels	Cost of Local Dep Time	Weight	
Algeria	2	0.03812		Algeria	1	0.01906		Algeria	2	0.03812		Algeria	2	0.03812	
Canada	1	0.00838		Canada	1	0.00838		Canada	1	0.00838		Canada	1	0.00838	
Colombia	1	0.00511		China	1	0.0066		China	1	0.0066		China	2	0.0132	
Cuba	1	0		Colombia	1	0.00511		Colombia	1	0.00511		Colombia	1	0.00511	
Egypt	1	0		Cuba	1	0		Cuba	1	0		Cuba	1	0	
Israel	3	0.10176		Dominican Republic	1	0		Egypt	1	0		India	1	0	
Japan	1	0		Egypt	1	0		Israel	2	0.06784		Israel	2	0.06784	
Korea Republic of	1	0		Israel	2	0.06784		Japan	3	0		Japan	3	0	
Morocco	4	0		Japan	3	0		Korea Republic of	2	0		Korea Republic of	2	0	
Qatar	1	0.00417		Korea Republic of	1	0		Morocco	3	0		Morocco	2	0	
Thailand	1	0		Lebanon	2	0		Qatar	1	0.00417		Morocco	2	0	
Tunisia	1	0.00424		Morocco	2	0		Singapore	1	0		Singapore	1	0	
United Arab Emirates	1	0.01381		Qatar	1	0.00417		Thailand	1	0		Tunisia	1	0.00424	
USA	13	1.34765		Tunisia	1	0.00424		USA	7	0.72566		USA	6	0.62199	
<b>Grand Total</b>	<b>32</b>	<b>1.5238</b>		<b>Grand Total</b>	<b>27</b>	<b>1.1665</b>		<b>Grand Total</b>	<b>27</b>	<b>0.8607</b>		<b>Grand Total</b>	<b>24</b>	<b>0.1939</b>	



1700-2200		
Row labels	Count of Local Dep Time	Weight
Algeria	1	0.01906
Canada	1	0.00838
China	2	0.0132
Colombia	1	0.00511
India	1	0
Israel	2	0.06784
Japan	3	0
Korea Republic of	2	0
Morocco	2	0
Oman	1	0
Singapore	1	0
Tunisia	1	0.00424
United Arab Emirates	2	0.02762
USA	5	0.51833
<b>Grand Total</b>	<b>25</b>	<b>0.6644</b>

1730-2230		
Row labels	Count of Local Dep Time	Weight
Algeria	1	0.01906
Canada	1	0.00838
China	2	0.0132
Colombia	1	0.00511
India	1	0
Israel	2	0.06784
Japan	2	0
Korea Republic of	2	0
Morocco	2	0
Oman	1	0
Qatar	1	0.00417
Singapore	1	0
Tunisia	1	0.00424
United Arab Emirates	2	0.02762
USA	5	0.51833
<b>Grand Total</b>	<b>25</b>	<b>0.6685</b>

1800-2300		
Row labels	Count of Local Dep Time	Weight
Algeria	1	0.01906
Brazil	1	0
Canada	1	0.00838
China	2	0.0132
Colombia	1	0.00511
India	1	0
Israel	2	0.06784
Japan	2	0
Korea Republic of	2	0
Mexico	1	0.01705
Morocco	2	0
Oman	1	0
Qatar	1	0.00417
Singapore	1	0
Tunisia	1	0.00424
United Arab Emirates	2	0.02762
USA	5	0.51833
<b>Grand Total</b>	<b>27</b>	<b>0.6856</b>

1830-2330		
Row labels	Count of Local Dep Time	Weight
Algeria	1	0.01906
Argentina	1	0
Brazil	3	0
Canada	1	0.00838
China	5	0.03301
India	1	0
Israel	3	0.10116
Japan	3	0
Korea Republic of	2	0
Mexico	1	0.01705
Morocco	2	0
Oman	1	0
Qatar	1	0.00417
Singapore	1	0
Tunisia	1	0.00424
United Arab Emirates	2	0.02762
USA	3	0.311
<b>Grand Total</b>	<b>32</b>	<b>0.5269</b>

1900-00		
Row labels	Count of Local Dep Time	Weight
Algeria	1	0.01906
Argentina	1	0
Brazil	3	0
Chile	1	0.00412
China	5	0.03301
Hong Kong (car) China	1	0
India	1	0
Israel	2	0.06784
Japan	3	0
Korea Republic of	2	0
Mexico	1	0.01705
Morocco	2	0
Oman	1	0
Qatar	1	0.00417
Singapore	1	0
Tunisia	1	0.00424
United Arab Emirates	2	0.02762
USA	2	0.20733
<b>Grand Total</b>	<b>31</b>	<b>0.3644</b>



CDG Sunday Intercontinental

Table with 4 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Algeria, Bahrain, Brazil, Canada, China, etc. Grand Total: 89 4.0774

Table with 4 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Bahrain, Brazil, Canada, China, Chinese Taipei, etc. Grand Total: 88 3.9457

Table with 4 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Bahrain, Brazil, Canada, China, Chinese Taipei, etc. Grand Total: 90 3.9368

Table with 4 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Algeria, Bahrain, Brazil, Canada, China, etc. Grand Total: 82 3.4088

Table with 4 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Algeria, Bahrain, Brazil, Canada, China, etc. Grand Total: 81 3.2112

Table with 4 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Algeria, Bahrain, Brazil, Canada, China, etc. Grand Total: 71 2.9096

Table with 4 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Algeria, Bahrain, Brazil, Canada, China, etc. Grand Total: 70 2.7066

Table with 4 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Algeria, Bahrain, Brazil, Canada, China, etc. Grand Total: 65 2.5742

Table with 4 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Algeria, Bahrain, Brazil, Canada, China, etc. Grand Total: 64 2.5991

Table with 4 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Algeria, Bahrain, Brazil, Canada, China, etc. Grand Total: 51 1.9351

Table with 4 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Algeria, Bahrain, Brazil, Canada, China, etc. Grand Total: 42 1.7123

Table with 4 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Algeria, Bahrain, Brazil, Canada, China, etc. Grand Total: 39 1.7015

Table with 4 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Algeria, Bahrain, Brazil, Canada, China, etc. Grand Total: 35 0.1852

Table with 4 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Algeria, Bahrain, Brazil, Canada, China, etc. Grand Total: 30 0.1388

Table with 4 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Algeria, Bahrain, Brazil, Canada, China, etc. Grand Total: 30 0.144

Table with 4 columns: Row labels, Cost of Local Dep Time, Weight. Includes countries like Algeria, Bahrain, Brazil, Canada, China, etc. Grand Total: 29 0.1315



1700-2200		
Row labels	Cost of Local Dep Time	Weight
Algeria	1	0.01906
Canada	1	0.00838
China	2	0.0132
Colombia	1	0.00511
Hong Kong (sar) China	1	0
India	1	0
Israel	2	0.06784
Japan	3	0
Korea Republic of	3	0
Morocco	2	0
Oman	1	0
Singapore	1	0
United Arab Emirates	2	0.02762
USA	7	0.72566
<b>Grand Total</b>	<b>28</b>	<b>0.8675</b>

1730-2230		
Row labels	Cost of Local Dep Time	Weight
Algeria	1	0.01906
Canada	1	0.00838
China	2	0.0132
Colombia	1	0.00511
Hong Kong (sar) China	1	0
India	1	0
Israel	2	0.06784
Japan	2	0
Korea Republic of	3	0
Morocco	2	0
Oman	1	0
Qatar	1	0.00417
Singapore	1	0
United Arab Emirates	2	0.02762
USA	6	0.62193
<b>Grand Total</b>	<b>27</b>	<b>0.768</b>

1800-2300		
Row labels	Cost of Local Dep Time	Weight
Algeria	1	0.01906
Brazil	1	0
Canada	1	0.00838
China	2	0.0132
Colombia	1	0.00511
Egypt	1	0
Hong Kong (sar) China	1	0
India	1	0
Israel	2	0.06784
Japan	2	0
Korea Republic of	3	0
Mexico	1	0.01705
Morocco	2	0
Oman	1	0
Qatar	1	0.00417
Singapore	1	0
United Arab Emirates	2	0.02762
USA	6	0.62193
<b>Grand Total</b>	<b>30</b>	<b>0.785</b>

1830-2330		
Row labels	Cost of Local Dep Time	Weight
Algeria	1	0.01906
Argentina	1	0
Brazil	3	0
Canada	1	0.00838
China	5	0.03301
Egypt	1	0
Hong Kong (sar) China	1	0
India	1	0
Israel	3	0.10176
Japan	3	0
Korea Republic of	3	0
Mexico	1	0.01705
Morocco	2	0
Oman	1	0
Qatar	1	0.00417
Singapore	1	0
United Arab Emirates	2	0.02762
USA	3	0.311
<b>Grand Total</b>	<b>34</b>	<b>0.5226</b>

1900-0000		
Row labels	Cost of Local Dep Time	Weight
Algeria	1	0.01906
Argentina	1	0
Brazil	3	0
Chile	1	0.00412
China	5	0.03301
Egypt	1	0
Hong Kong (sar) China	2	0
India	1	0
Israel	2	0.06784
Japan	3	0
Korea Republic of	2	0
Mexico	1	0.01705
Morocco	2	0
Oman	1	0
Qatar	1	0.00417
Singapore	1	0
Tunisia	1	0.00424
United Arab Emirates	2	0.02762
USA	2	0.20733
<b>Grand Total</b>	<b>33</b>	<b>0.3644</b>

## 8.6 Addition of COC and IOC

CDG Monday			
Window	Continental	Intercontinental	Sum
1	80	85	165
2	82	85	167
3	87	88	175
4	82	80	162
5	81	79	160
6	83	70	153
7	88	68	156
8	94	63	157
9	72	61	133
10	67	53	120
11	75	44	119
12	69	40	109
13	73	37	110
14	73	32	105
15	81	31	112
16	79	28	107
17	71	28	99
18	77	27	104
19	104	29	133
20	96	34	130
21	87	32	119

FRA Monday			
Window	Continental	Intercontinental	Sum
1	102	79	181
2	99	83	182
3	105	85	190
4	99	78	177
5	100	66	166
6	104	60	164
7	105	56	161
8	81	56	137
9	76	57	133
10	78	49	127
11	97	36	133
12	102	28	130
13	102	28	130
14	96	27	123
15	104	26	130
16	87	25	112
17	74	31	105
18	57	34	91
19	64	30	94
20	79	27	106
21	90	27	117

LHR Monday			
Window	Continental	Intercontinental	Sum
1	70	90	160
2	65	94	159
3	60	90	150
4	65	92	157
5	65	93	158
6	67	91	158
7	65	93	158
8	70	93	163
9	72	86	158
10	75	80	155
11	70	78	148
12	73	71	144
13	71	70	141
14	77	63	140
15	81	61	142
16	84	61	145
17	88	67	155
18	93	65	158
19	91	66	157
20	78	57	135
21	63	56	119

Comparison			
Window	CDG	FRA	LHR
1	165	181	160
2	167	182	159
3	175	190	150
4	162	177	157
5	160	166	158
6	153	164	158
7	156	161	158
8	157	137	163
9	133	133	158
10	120	127	155
11	119	133	148
12	109	130	144
13	110	130	141
14	105	123	140
15	112	130	142
16	107	112	145
17	99	105	155
18	104	91	158
19	133	94	157
20	130	106	135
21	119	117	119

CDG Wednesday			
Window	Continental	Intercontinental	Sum
1	76	84	160
2	79	82	161
3	87	83	170
4	81	75	156
5	81	74	155
6	82	65	147
7	88	61	149
8	92	55	147
9	69	53	122
10	64	44	108
11	72	36	108
12	65	33	98
13	68	32	100
14	69	27	96
15	75	27	102
16	73	24	97
17	65	25	90
18	73	25	98
19	102	27	129
20	94	32	126
21	85	31	116

FRA Wednesday			
Window	Continental	Intercontinental	Sum
1	95	71	166
2	89	80	169
3	101	83	184
4	97	77	174
5	100	62	162
6	102	56	158
7	103	54	157
8	89	54	143
9	74	55	129
10	77	47	124
11	96	35	131
12	102	27	129
13	103	25	128
14	97	22	119
15	104	25	129
16	87	25	112
17	76	32	108
18	60	35	95
19	68	31	99
20	82	29	111
21	91	28	119

LHR Wednesday			
Window	Continental	Intercontinental	Sum
1	84	91	175
2	88	95	183
3	93	90	183
4	64	92	156
5	91	93	184
6	78	91	169
7	62	93	155
8	58	93	151
9	72	86	158
10	64	81	145
11	73	79	152
12	71	72	143
13	62	71	133
14	63	64	127
15	65	62	127
16	64	62	126
17	69	68	137
18	69	66	135
19	72	68	140
20	76	58	134
21	65	57	122

Comparison			
Window	CDG	FRA	LHR
1	160	166	175
2	161	169	183
3	170	184	183
4	156	174	156
5	155	162	184
6	147	158	169
7	149	157	155
8	147	143	151
9	122	129	158
10	108	124	145
11	108	131	152
12	98	129	143
13	100	128	133
14	96	119	127
15	102	129	127
16	97	112	126
17	90	108	137
18	98	95	135
19	129	99	140
20	126	111	134
21	116	119	122

CDG Sunday			
Window	Continental	Intercontinental	Sum
1	83	89	172
2	83	88	171
3	88	90	178
4	66	82	148
5	73	81	154
6	67	71	138
7	75	70	145
8	73	65	138
9	73	64	137
10	81	51	132
11	79	42	121
12	71	39	110
13	75	35	110
14	79	30	109
15	96	20	116
16	80	29	109
17	79	28	107
18	76	27	103
19	82	30	112
20	87	34	121
21	84	33	117

FRA Sunday			
Window	Continental	Intercontinental	Sum
1	88	78	166
2	87	81	168
3	101	83	184
4	98	76	174
5	99	63	162
6	102	56	158
7	104	52	156
8	89	54	143
9	75	55	130
10	79	48	127
11	97	35	132
12	102	28	130
13	100	29	129
14	96	26	122
15	104	28	132
16	87	27	114
17	75	33	108
18	60	34	94
19	68	30	98
20	84	27	111
21	93	26	119

LHR Sunday			
Window	Continental	Intercontinental	Sum
1	66	92	158
2	66	90	156
3	59	94	153
4	70	90	160
5	66	92	158
6	70	93	163
7	66	91	157
8	70	93	163
9	75	93	168
10	70	86	156
11	69	80	149
12	69	78	147
13	67	71	138
14	72	70	142
15	74	63	137
16	76	61	137
17	79	61	140
18	85	67	152
19	83	65	148
20	72	66	138
21	60	57	117

Comparison			
Window	CDG	FRA	LHR
1	172	166	158
2	171	168	156
3	178	184	153
4	148	174	160
5	154	162	158
6	138	158	163
7	145	156	157
8	138	143	163
9	137	130	168
10	132	127	156
11	121	132	149
12	110	130	147
13	110	129	138
14	109	122	142
15	116	132	137
16	109	114	137
17	107	108	140
18	103	94	152
19	112	98	148
20	121	111	138
21	117	119	117

## 8.7 Addition of CWOC and IWOC

CDG Monday			
Window	Continental	Intercontinental	Sum
1	3.232062	3.765085	6.997147
2	2.753246	3.638349	6.391595
3	3.249524	3.627059	6.876583
4	2.992433	3.101360	6.093793
5	2.963403	2.972754	5.936157
6	3.046643	2.714889	5.761532
7	3.491850	2.626719	6.118569
8	3.981352	2.391837	6.373189
9	3.022612	2.382857	5.405469
10	2.679334	1.856441	4.535775
11	3.382759	1.629089	5.011848
12	3.325807	1.613289	4.939096
13	3.333432	1.654334	4.987766
14	3.350158	1.296962	4.647120
15	3.788187	0.984614	4.772801
16	3.475551	0.874405	4.349956
17	2.821871	0.763805	3.585676
18	2.894645	0.664306	3.558951
19	4.305084	0.681355	4.986439
20	4.276093	0.626304	4.902397
21	4.130470	0.464800	4.595270

FRA Monday			
Window	Continental	Intercontinental	Sum
1	2.490251	3.535313	6.025564
2	2.714909	3.678134	6.393043
3	2.933707	3.665678	6.599385
4	2.757399	3.109281	5.866680
5	2.822809	2.363888	5.186697
6	3.064869	1.991354	5.056223
7	3.16983	1.877242	5.047072
8	2.088946	2.177404	4.266350
9	2.076046	2.10408	4.180126
10	2.414228	1.575308	3.989536
11	3.28079	1.12639	4.407180
12	3.707177	0.857703	4.564880
13	3.530652	0.857703	4.388355
14	3.417505	0.850496	4.268001
15	3.68341	0.658661	4.342071
16	2.967952	0.554996	3.522948
17	2.451846	0.577775	3.029621
18	1.773955	0.191243	1.965198
19	1.965483	0.180475	2.145958
20	2.520518	0.139952	2.660470
21	2.859188	0.139952	2.999140

LHR Monday			
Window	Continental	Intercontinental	Sum
1	2.412991	6.050562	8.463553
2	2.248048	6.283921	8.531969
3	2.035944	5.981906	8.017850
4	2.369506	6.229759	8.599265
5	2.393451	6.031409	8.424860
6	2.57025	5.842153	8.412403
7	2.487577	6.002528	8.490105
8	2.670839	5.707028	8.377867
9	2.826536	5.183874	8.010410
10	2.722056	4.833146	7.555202
11	2.434052	4.619214	7.053266
12	2.58202	4.061051	6.643071
13	2.558665	3.6602	6.218865
14	2.882358	3.18883	6.071188
15	2.916339	2.585478	5.501817
16	2.965104	2.06051	5.025614
17	2.928771	1.626935	4.555706
18	3.117626	1.147462	4.265088
19	3.25886	0.952709	4.211569
20	2.67846	0.623754	3.302214
21	2.199214	0.623754	2.822968

Comparison			
Window	CDG	FRA	LHR
1	6.997147	6.025564	8.463553
2	6.391595	6.393043	8.531969
3	6.876583	6.599385	8.017850
4	6.093793	5.86668	8.599265
5	5.936157	5.186697	8.424860
6	5.761532	5.056223	8.412403
7	6.118569	5.047072	8.490105
8	6.373189	4.26635	8.377867
9	5.405469	4.180126	8.010410
10	4.535775	3.989536	7.555202
11	5.011848	4.407180	7.053266
12	4.939096	4.564880	6.643071
13	4.987766	4.388355	6.218865
14	4.647120	4.268001	6.071188
15	4.772801	4.342071	5.501817
16	4.349956	3.522948	5.025614
17	3.585676	3.029621	4.555706
18	3.558951	1.965198	4.265088
19	4.986439	2.145958	4.211569
20	4.902397	2.66047	3.302214
21	4.595270	2.999140	2.822968

CDG Wednesday			
Window	Continental	Intercontinental	Sum
1	2.601142	3.661333	6.262475
2	2.668639	3.52964	6.198279
3	3.275793	3.511748	6.787541
4	3.018702	2.979447	5.998149
5	3.004983	2.841861	5.846844
6	3.088223	2.583996	5.672219
7	3.53343	2.480331	6.013761
8	3.89428	2.244302	6.138582
9	2.89396	2.235322	5.129282
10	2.481386	1.715508	4.196894
11	3.184811	1.586453	4.771264
12	2.989267	1.57561	4.564877
13	3.051335	1.523833	4.575168
14	3.112564	1.166461	4.279025
15	3.403163	0.860715	4.263878
16	3.159823	0.759486	3.919309
17	2.506143	0.664381	3.170524
18	2.717509	0.668547	3.386056
19	4.157654	0.685596	4.843250
20	3.993163	0.52688	4.520043
21	3.925674	0.384434	4.310108

FRA Wednesday			
Window	Continental	Intercontinental	Sum
1	2.607903	3.281795	5.889698
2	2.755529	3.439625	6.195154
3	2.946495	3.332484	6.278979
4	2.813931	2.776087	5.590018
5	2.890133	1.823364	4.713497
6	3.042909	1.45083	4.493739
7	3.093427	1.353767	4.447194
8	2.459114	1.65817	4.117284
9	2.041481	1.698618	3.740099
10	2.418179	1.169846	3.588025
11	3.281364	0.824375	4.105739
12	3.725068	0.655112	4.380180
13	3.644566	0.655112	4.299678
14	3.540498	0.638925	4.179423
15	3.782143	0.65442	4.436563
16	3.069749	0.65442	3.724169
17	2.601238	0.691547	3.292785
18	1.906017	0.305015	2.211032
19	2.197611	0.190582	2.388193
20	2.530103	0.156661	2.686764
21	2.859188	0.150059	3.009247

LHR Wednesday			
Window	Continental	Intercontinental	Sum
1	2.965104	6.050562	9.015666
2	2.928771	6.283921	9.212692
3	3.117626	5.981906	9.099532
4	2.286262	6.229759	8.516021
5	3.25886	6.031409	9.290269
6	2.67846	5.842153	8.520613
7	2.199214	6.002528	8.201742
8	1.990108	5.707028	7.697136
9	2.787407	5.183874	7.971281
10	2.240728	4.833146	7.073874
11	2.562437	4.619214	7.181651
12	2.485767	4.061051	6.546818
13	2.308817	3.6602	5.969017
14	2.458426	3.18883	5.647256
15	2.543145	2.585478	5.128623
16	2.456797	2.06051	4.517307
17	2.670839	1.626935	4.297774
18	2.74644	1.147462	3.893902
19	2.65929	0.959311	3.618601
20	2.574771	0.630356	3.205127
21	2.248048	0.630356	2.878404

Comparison			
Window	CDG	FRA	LHR
1	6.262475	5.889698	9.015666
2	6.198279	6.195154	9.212692
3	6.787541	6.278979	9.099532
4	5.998149	5.590018	8.516021
5	5.846844	4.713497	9.290269
6	5.672219	4.493739	8.520613
7	6.013761	4.447194	8.201742
8	6.138582	4.117284	7.697136
9	5.129282	3.740099	7.971281
10	4.196894	3.588025	7.073874
11	4.771264	4.105739	7.181651
12	4.564877	4.380180	6.546818
13	4.575168	4.299678	5.969017
14	4.279025	4.179423	5.647256
15	4.263878	4.436563	5.128623
16	3.919309	3.724169	4.517307
17	3.170524	3.292785	4.297774
18	3.386056	2.211032	3.893902
19	4.843250	2.388193	3.618601
20	4.520043	2.686764	3.205127
21	4.310108	3.009247	2.878404

CDG Sunday			
Window	Continental	Intercontinental	Sum
1	3.231983	4.077428	7.309411
2	3.046643	3.945735	6.992378
3	3.49185	3.936823	7.428673
4	2.613577	3.408763	6.022340
5	3.022612	3.271177	6.293789
6	2.679334	2.909647	5.588981
7	3.382759	2.706558	6.089317
8	3.350158	2.574194	5.924352
9	2.96683	2.599135	5.565965
10	3.788187	1.935133	5.723320
11	3.475551	1.712319	5.187870
12	2.821871	1.701476	4.523347
13	3.390227	0.185168	3.575395
14	3.617326	0.138791	3.756117
15	4.270474	0.14404	4.414514
16	3.640052	0.137496	3.777548
17	3.275711	0.86747	4.143181
18	2.843487	0.767971	3.611458
19	2.823164	0.78502	3.608184
20	3.44714	0.522639	3.969779
21	3.317961	0.384434	3.702395

FRA Sunday			
Window	Continental	Intercontinental	Sum
1	2.278314	3.586878	5.865192
2	2.50583	3.722208	6.228038
3	2.803853	3.73779	6.541643
4	2.652205	3.081969	5.734174
5	2.702138	2.138226	4.840364
6	2.879174	1.662027	4.541201
7	3.041019	1.46554	4.506559
8	2.468137	1.772304	4.240441
9	2.025729	1.810391	3.836120
10	2.49182	1.281619	3.773439
11	3.295285	0.927168	4.222453
12	3.710927	0.665972	4.376899
13	3.510668	0.665972	4.176640
14	3.356163	0.645544	4.001707
15	3.723865	0.661039	4.384904
16	2.9538	0.652059	3.605859
17	2.415993	0.684945	3.100938
18	1.762352	0.275114	2.037466
19	2.02623	0.167283	2.193513
20	2.55667	0.12676	2.683430
21	2.763118	0.12676	2.889878

LHR Sunday			
Window	Continental	Intercontinental	Sum
1	2.264228	5.951854	8.216082
2	2.264228	6.050562	8.314790
3	2.264228	6.283921	8.548149
4	1.571268	5.981906	7.553174
5	1.571268	6.229759	7.801027
6	2.652531	6.031409	8.683940
7	1.890275	5.842153	7.732428
8	1.890275	6.002528	7.892803
9	1.890275	5.707028	7.597303
10	1.859885	5.183874	7.043759
11	2.732962	4.833146	7.566108
12	2.732962	4.619214	7.352176
13	2.732962	4.061051	6.794013
14	2.732962	3.6602	6.393162
15	2.732962	3.18883	5.921792
16	2.53661	2.585478	5.122088
17	1.705058	2.06051	3.765568
18	2.53661	1.626935	4.163545
19	2.53661	1.147462	3.684072
20	1.705058	0.952709	2.657767
21	2.157354	0.623754	2.781108

Comparison			
Window	CDG	FRA	LHR
1	7.309411	5.865192	8.216082
2	6.992378	6.228038	8.31479
3	7.428673	6.541643	8.548149
4	6.02234	5.734174	7.553174
5	6.293789	4.840364	7.801027
6	5.588981	4.541201	8.68394
7	6.089317	4.506559	7.732428
8	5.924352	4.240441	7.892803
9	5.565965	3.836120	7.597303
10	5.72332	3.773439	7.043759
11	5.187870	4.222453	7.566108
12	4.523347	4.376899	7.352176
13	3.575395	4.176640	6.794013
14	3.756117	4.001707	6.393162
15	4.414514	4.384904	5.921792
16	3.777548	3.605859	5.122088
17	4.143181	3.100938	3.765568
18	3.611458	2.037466	4.163545
19	3.608184	2.193513	3.684072
20	3.969779	2.68343	2.657767
21	3.702395	2.889878	2.781108

## 8.8 The Valuable Demand

### Monday

CDG Continental				
Row Labels	Count of Local	Dep Time	Export Interest	PAX Attended
Germany	13	1		594.46
France	12	1		1892.78
Italy	9	1		641.75
United Kingdom	8	1		1069.51
Switzerland	4	1		78.17
Turkey	4	0		0
Denmark	4	0		0
Netherlands	3	1		293.38
Russian Federatio	3	1		418.34
Croatia	2	1		92.84
Poland	2	1		326.98
Greece	2	1		229.24
Finland	2	0		0
Romania	2	1		255.90
Bulgaria	2	1		61.83
Ireland Republic	2	1		209.18
Austria	2	1		86.72
Hungary	1	1		81.41
Slovenia	1	0		0
Serbia	1	0		0
Iceland	1	0		0
Sweden	1	1		66.52
Belarus	1	0		0
Malta	1	1		66.57
Czech Republic	1	1		96.72
Ukraine	1	1		95.58
Latvia	1	0		0
Luxembourg	1	0		0
<b>Total general</b>	<b>87</b>			<b>6657.89</b>

CDG Intercontinental				
Row Labels	Count of Local	Dep Time	Export Interest	PAX Attended
Bahrain	1		0	0
Brazil	1		0	0
Canada	6		1	138.60
China	8		1	101.90
Chinese Taipei	1		0	0
Dominican Republic	1		1	221.45
Egypt	1		0	0
Hong Kong (sar) China	1		0	0
India	5		0	0
Iran Islamic Republic	1		0	0
Israel	5		1	523.54
Japan	2		0	0
Jordan	1		1	239.15
Korea Republic of	1		0	0
Kuwait	1		1	76.51
Lebanon	2		1	240.34
Mexico	1		1	263.13
Morocco	2		0	0
Panama	1		0	0
Peru	1		1	69.70
Saudi Arabia	3		0	0
Singapore	1		0	0
St Maarten (dutch Part)	1		0	0
Thailand	1		0	0
Tunisia	3		1	65.46
United Arab Emirates	3		1	213.13
USA	31		1	1599.97
Venezuela	1		0	0
Viet Nam	1		0	0
<b>Total general</b>	<b>88</b>			<b>3752.85</b>

FRA Continental				
Row Labels	Count of Local	Dep Time	Export Interest	PAX Attended
Germany	17	1		594.46
Italy	11	1		641.75
Poland	9	1		326.98
United Kingdom	9	1		1069.51
Austria	6	1		86.72
France	5	1		1892.78
Switzerland	4	1		78.17
Croatia	4	1		92.84
Sweden	4	1		66.52
Turkey	4	0		0
Denmark	3	0		0
Norway	3	0		0
Portugal	3	1		405.44
Romania	2	1		255.90
Czech Republic	2	1		96.72
Russian Federatio	2	1		418.34
Bulgaria	2	1		61.83
Netherlands	2	1		293.38
Ireland Republic	2	1		209.18
Finland	1	0		0
Belgium	1	1		331.57
Lithuania	1	0		0
Estonia	1	0		0
Serbia	1	0		0
Greece	1	1		229.24
Latvia	1	0		0
Hungary	1	1		81.41
Luxembourg	1	0		0
Iceland	1	0		0
Albania	1	1		81.80
<b>Total general</b>	<b>105</b>			<b>7314.54</b>

FRA Intercontinental				
Row Labels	Count of Local	Dep Time	Export Interest	PAX Attended
USA	32		1	1599.97
Canada	8		1	138.60
India	5		0	0
Japan	3		0	0
Israel	3		1	523.54
China	3		1	101.90
United Arab Emirates	3		1	213.13
Saudi Arabia	2		0	0
Mexico	2		1	263.13
Egypt	2		0	0
Lebanon	2		1	240.34
Iran Islamic Republic	2		0	0
Viet Nam	2		0	0
Qatar	1		1	64.30
Tunisia	1		1	65.46
Singapore	1		0	0
Bahrain	1		0	0
Chinese Taipei	1		0	0
Kuwait	1		1	76.51
Cuba	1		0	0
Hong Kong (sar) China	1		0	0
Thailand	1		0	0
Colombia	1		1	78.91
Dominican Republic	1		1	221.45
Oman	1		0	0
Uzbekistan	1		0	0
Panama	1		0	0
Jordan	1		1	239.15
Kazakhstan	1		0	0
<b>Total general</b>	<b>85</b>			<b>3826.37</b>

LHR Continental				
Row Labels	Count of Local	Dep Time	Export Interest	PAX Attended
United Kingdom	11		1	1069.51
Germany	10		1	594.46
Italy	4		1	641.75
Switzerland	3		1	78.17
Russian Federati	3		1	418.34
France	3		1	1892.78
Netherlands	3		1	293.38
Turkey	2		0	0
Finland	2		0	0
Belgium	2		1	331.57
Greece	2		1	229.24
Sweden	2		1	66.52
Ireland Republic	2		1	209.18
Austria	2		1	86.72
Norway	2		0	0
Croatia	1		1	92.84
Malta	1		1	66.57
Denmark	1		0	0
Romania	1		1	255.90
Portugal	1		1	405.44
Cyprus	1		1	104.35
Poland	1		1	326.98
Total general	60			7163.69

LHR Intercontinental				
Row Labels	Count of Local	Dep Time	Export Interest	PAX Attended
Australia	1		1	95.71
Bahrain	1		0	0
Brazil	1		0	0
Canada	8		1	138.60
China	1		1	101.90
Egypt	1		0	0
Hong Kong (sar) China	1		0	0
India	5		0	0
Japan	1		0	0
Korea Republic of	1		0	0
Lebanon	1		1	240.34
Malaysia	1		0	0
Mexico	1		1	263.13
Qatar	1		1	64.30
Saudi Arabia	2		0	0
Singapore	1		0	0
Thailand	1		0	0
United Arab Emirates	4		1	213.13
USA	56		1	1599.97
Viet Nam	1		0	0
Grand Total	90			2717.06

### Wednesday

CDG Continental				
Row Labels	Count of Local	Dep Time	Export Interest	PAX Attended
Germany	13		1	594.46
France	12		1	1892.78
Italy	9		1	641.75
United Kingdom	8		1	1069.51
Switzerland	4		1	78.17
Denmark	4		0	0
Russian Federati	3		1	418.34
Netherlands	3		1	293.38
Turkey	3		0	0
Finland	2		0	0
Greece	2		1	229.24
Romania	2		1	255.90
Croatia	2		1	92.84
Ireland Republic	2		1	209.18
Bulgaria	2		1	61.83
Poland	2		1	326.98
Austria	2		1	86.72
Sweden	1		1	66.52
Serbia	1		0	0
Malta	1		1	66.57
Czech Republic	1		1	96.72
Slovenia	1		0	0
Portugal	1		1	405.44
Hungary	1		1	81.41
Belarus	1		0	0
Iceland	1		0	0
Ukraine	1		1	95.58
Luxembourg	1		0	0
Latvia	1		0	0
Total general	87			7063.32

CDG Intercontinental				
Row Labels	Count of Local	Dep Time	Export Interest	PAX Attended
Bahrain	1		0	0
Brazil	1		0	0
Canada	5		1	138.60
China	6		1	101.90
Chinese Taipei	1		0	0
Dominican Republic	1		1	221.45
Hong Kong (sar) China	1		0	0
India	3		0	0
Iran Islamic Republic of	2		0	0
Israel	5		1	523.54
Japan	2		0	0
Jordan	2		1	239.15
Korea Republic of	1		0	0
Lebanon	2		1	240.34
Mexico	1		1	263.13
Morocco	4		0	0
Peru	1		1	69.70
Saudi Arabia	2		0	0
Singapore	1		0	0
St Maarten (dutch Part)	1		0	0
Thailand	1		0	0
Tunisia	3		1	65.46
United Arab Emirates	3		1	213.13
USA	30		1	1599.97
Venezuela	1		0	0
Viet Nam	2		0	0
Total general	83			3676.35

FRA Continental			
Row Labels	Count of Local	Dep Time	Export Interest PAX Attended
Austria	7	1	86.72
Belgium	1	1	331.57
Bulgaria	1	1	61.83
Croatia	4	1	92.84
Cyprus	1	1	104.35
Czech Republic	2	1	96.72
Denmark	3	0	0
Estonia	1	0	0
Finland	1	0	0
France	5	1	1892.78
Germany	16	1	594.46
Greece	3	1	229.24
Hungary	1	1	81.41
Iceland	1	0	0
Italy	12	1	641.75
Luxembourg	1	0	0
Netherlands	2	1	293.38
Norway	3	0	0
Poland	9	1	326.98
Portugal	3	1	405.44
Romania	2	1	255.90
Russian Federati	2	1	418.34
Serbia	1	0	0
Sweden	4	1	66.52
Switzerland	4	1	78.17
Turkey	4	0	0
United Kingdom	7	1	1069.51
<b>Grand Total</b>	<b>101</b>		<b>7127.92</b>

FRA Intercontinental			
Row Labels	Count of Local	Dep Time	Export Interest PAX Attended
USA	29	1	1599.97
Canada	8	1	138.60
India	5	0	0
Israel	3	1	523.54
United Arab Emirates	3	1	213.13
China	3	1	101.90
Japan	3	0	0
Cuba	2	0	0
Saudi Arabia	2	0	0
Egypt	2	0	0
Iran Islamic Republic of	2	0	0
Tunisia	2	1	65.46
Kazakhstan	2	0	0
Kuwait	2	1	76.51
Lebanon	2	1	240.34
Singapore	1	0	0
Hong Kong (sar) China	1	0	0
Viet Nam	1	0	0
Chinese Taipei	1	0	0
Colombia	1	1	78.91
Mexico	1	1	263.13
Thailand	1	0	0
Oman	1	0	0
Brazil	1	0	0
Panama	1	0	0
Qatar	1	1	64.30
Bahrain	1	0	0
Jordan	1	1	239.15
<b>Total general</b>	<b>83</b>		<b>3604.92</b>

LHR Continental			
Row Labels	Count of Local	Dep Time	Export Interest PAX Attended
Germany	16	1	594.46
United Kingdom	15	1	1069.51
Switzerland	8	1	78.17
Ireland Republic of	7	1	209.18
Italy	7	1	641.75
France	6	1	1892.78
Norway	5	0	0
Netherlands	5	1	293.38
Sweden	4	1	66.52
Finland	3	0	0
Denmark	3	0	0
Portugal	3	1	405.44
Austria	2	1	86.72
Belgium	2	1	331.57
Turkey	2	0	0
Czech Republic	1	1	96.72
Croatia	1	1	92.84
Poland	1	1	326.98
Romania	1	1	255.90
Malta	1	1	66.57
<b>Total general</b>	<b>93</b>		<b>6508.49</b>

LHR Continental			
Row Labels	Count of Local	Dep Time	Export Interest PAX Attended
Australia	1	1	95.71
Bahrain	1	0	0
Brazil	1	0	0
Canada	8	1	138.60
China	1	1	101.90
Egypt	1	0	0
Hong Kong (sar) China	1	0	0
India	5	0	0
Japan	1	0	0
Korea Republic of	1	0	0
Lebanon	1	1	240.34
Malaysia	1	0	0
Mexico	1	1	263.13
Qatar	1	1	64.30
Saudi Arabia	2	0	0
Singapore	1	0	0
Thailand	1	0	0
United Arab Emirates	4	1	213.13
USA	56	1	1599.97
Viet Nam	1	0	0
<b>Grand Total</b>	<b>90</b>		<b>2717.06</b>

## Sunday

CDG Continental				
Row Labels	Count of Local	Dep Time	Export Interest	PAX Attended
Armenia	1		0	0
Austria	3		1	86.72
Bulgaria	1		1	61.83
Croatia	2		1	92.84
Czech Republic	3		1	96.72
Denmark	2		0	0
Finland	1		0	0
France	13		1	1892.78
Germany	11		1	594.46
Greece	2		1	229.24
Hungary	2		1	81.41
Iceland	2		0	0
Ireland Republic of	2		1	209.18
Italy	10		1	641.75
Luxembourg	1		0	0
Moldova Republic of	1		0	0
Netherlands	2		1	293.38
Norway	2		0	0
Poland	2		1	326.98
Portugal	1		1	405.44
Romania	2		1	255.90
Russian Federation	3		1	418.34
Slovenia	1		0	0
Sweden	2		1	66.52
Switzerland	2		1	78.17
Turkey	3		0	0
Ukraine	1		1	95.58
United Kingdom	10		1	1069.51
<b>Total general</b>	<b>88</b>			<b>6996.76</b>

CDG Intercontinental				
Row Labels	Count of Local	Dep Time	Export Interest	PAX Attended
Bahrain	1		0	0
Brazil	2		0	0
Canada	7		1	138.60
China	7		1	101.90
Chinese Taipei	1		0	0
Costa Rica	1		1	68.56
Egypt	1		0	0
Hong Kong (sar) China	1		0	0
India	5		0	0
Iran Islamic Republic	1		0	0
Israel	5		1	523.54
Japan	2		0	0
Jordan	2		1	239.15
Korea Republic of	1		0	0
Lebanon	2		1	240.34
Mexico	1		1	263.13
Morocco	3		0	0
Panama	1		0	0
Saudi Arabia	2		0	0
Singapore	1		0	0
Thailand	1		0	0
Tunisia	2		1	65.46
United Arab Emirates	3		1	213.13
USA	34		1	1599.97
Venezuela	1		0	0
Viet Nam	2		0	0
<b>Total general</b>	<b>90</b>			<b>3453.76</b>

FRA Continental				
Row Labels	Count of Local	Dep Time	Export Interest	PAX Attended
Austria	7		1	86.72
Azerbaijan	1		0	0
Belgium	2		1	331.57
Croatia	3		1	92.84
Cyprus	1		1	104.35
Czech Republic	1		1	96.72
Denmark	2		0	0
Estonia	1		0	0
Finland	2		0	0
France	4		1	1892.78
Germany	15		1	594.46
Greece	4		1	229.24
Hungary	1		1	81.41
Iceland	1		0	0
Italy	12		1	641.75
Luxembourg	1		0	0
Netherlands	2		1	293.38
Norway	2		0	0
Poland	9		1	326.98
Portugal	5		1	405.44
Romania	1		1	255.90
Russian Federation	3		1	418.34
Serbia	1		0	0
Sweden	3		1	66.52
Switzerland	4		1	78.17
Turkey	4		0	0
United Kingdom	6		1	1069.51
<b>Grand Total</b>	<b>98</b>			<b>7066.09</b>

FRA Intercontinental				
Row Labels	Count of Local	Dep Time	Export Interest	PAX Attended
Bahrain	1		0	0
Canada	8		1	138.60
China	3		1	101.90
Chinese Taipei	1		0	0
Cuba	1		0	0
Egypt	2		0	0
Hong Kong (sar) China	1		0	0
India	5		0	0
Iran Islamic Republic	1		0	0
Israel	3		1	523.54
Japan	3		0	0
Jordan	1		1	239.15
Kazakhstan	1		0	0
Kuwait	2		1	76.51
Lebanon	2		1	240.34
Mexico	1		1	263.13
Morocco	2		0	0
Oman	1		0	0
Panama	1		0	0
Qatar	1		1	64.30
Saudi Arabia	2		0	0
Singapore	1		0	0
Thailand	1		0	0
Tunisia	1		1	65.46
United Arab Emirates	3		1	213.13
USA	33		1	1599.97
Viet Nam	1		0	0
<b>Grand Total</b>	<b>83</b>			<b>3526.01</b>

LHR Continental			
Row Labels	Count of Local	Dep Time	Export Interest PAX Attended
Austria	2	1	86.72
Belgium	2	1	331.57
Croatia	1	1	92.84
Cyprus	1	1	104.35
Denmark	1	0	0
Finland	2	0	0
France	4	1	1892.78
Germany	10	1	594.46
Greece	4	1	229.24
Ireland Republic of	2	1	209.18
Italy	4	1	641.75
Malta	1	1	66.57
Netherlands	2	1	293.38
Norway	1	0	0
Poland	1	1	326.98
Portugal	1	1	405.44
Romania	1	1	255.90
Russian Federati	3	1	418.34
Sweden	3	1	66.52
Switzerland	3	1	78.17
Turkey	3	0	0
United Kingdom	7	1	1069.51
<b>Grand Total</b>	<b>59</b>		<b>7163.69</b>

LHR Intercontinental			
Row Labels	Count of Local	Dep Time	Export Interest PAX Attended
Australia	1	1	95.71
Bahamas	1	0	0
Bahrain	2	0	0
Brazil	1	0	0
Canada	7	1	138.60
China	1	1	101.90
Hong Kong (sar) China	1	0	0
India	6	0	0
Japan	1	0	0
Korea Republic of	1	0	0
Lebanon	1	1	240.34
Malaysia	1	0	0
Mexico	1	1	263.13
Qatar	1	1	64.30
Saudi Arabia	2	0	0
Singapore	1	0	0
Thailand	1	0	0
United Arab Emirates	4	1	213.13
USA	59	1	1599.97
Viet Nam	1	0	0
<b>Grand Total</b>	<b>94</b>		<b>2717.06</b>