

# Punctuality Statistics

Economic Regulation Group



**Birmingham, Edinburgh, Gatwick, Glasgow, Heathrow, London City, Luton, Manchester, Newcastle, Stansted**

**Full and Summary Analysis**

**August 2009**

**Disclaimer**

The information contained in this report has been compiled from various sources of data. CAA validates this data, however, no warranty is given as to its accuracy, integrity or reliability. CAA cannot accept liability for any financial loss caused by a person's reliance on any of these statistics. No statistical data provided by CAA maybe sold on to a third party. CAA insists that they are referenced in any publication that makes reference to CAA Statistics.

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## FOREWORD

### 1 CONTENT

1.1 *Punctuality Statistics: Heathrow, Gatwick, Manchester, Glasgow, Birmingham, Luton, Stansted, Edinburgh, Newcastle and London City - Full and Summary Analysis* is prepared by the Civil Aviation Authority with the co-operation of the airport operators and Airport Coordination Ltd. Their assistance is gratefully acknowledged.

### 1.2 Coverage

Data has been published as follows: -  
for Heathrow, Gatwick, Manchester, Birmingham, Luton, and Stansted from April 1989  
for Glasgow from July 1993  
for Edinburgh and Newcastle from April 1996  
and for London City from April 1997

### 2 ENQUIRIES

2.1 **Statistics** Enquiries concerning the information in this publication and distribution enquiries concerning orders and subscriptions should be addressed to:

Civil Aviation Authority  
Room K4 G3  
Aviation Data Unit  
CAA House  
45/59 Kingsway  
London WC2B 6TE

Tel. 020-7453-6258  
or 020-7453-6252

or email [aviation.intelligence@caa.co.uk](mailto:aviation.intelligence@caa.co.uk)

2.2 Enquiries concerning further analysis of punctuality or other UK civil aviation statistics should be addressed to

Tel: 020-7453-6258  
or 020-7453-6252

or email [aviation.intelligence@caa.co.uk](mailto:aviation.intelligence@caa.co.uk)

Please note that we are unable to publish statistics or provide ad hoc data extracts at lower than monthly aggregate level.

2.3 **Website** Our tables are available on the Internet free of charge, address  
[www.caa.co.uk/punctuality](http://www.caa.co.uk/punctuality)

## INTRODUCTORY NOTES

1. These figures are compiled by the Civil Aviation Authority with the co-operation of airports and Airport Coordination Ltd.
2. The figures cover both arrivals and departures aggregated, except in the case of the Full Analysis with Arrival – Departure Split. In this table, arrivals and departures are stated separately.
3. Actual times of operation are derived from the flight by flight air transport movement returns made by airports to the CAA. The planned times supplied by Airport Coordination Ltd include changes made up to 24 hours before operation.
4. Only obvious mismatches between the two sources have been reconciled.
5. When the two sets of data are matched, if an airline appears to operate a series of flights significantly “off slot”, the Data Collection-Flight Data Team will substitute information from published timetables (where such are available) in place of the ACL slot data.
6. Prior to April 1998, Luton planned times of operation were taken from daily flight plans provided by the airport. These were completed before the week in question and, therefore, did not reflect any changes to the plan made at short notice.
7. Because the planned time of operation relates to the arrival/departure at the stand, whilst the actual time of operation relates to wheels on/off the runway, the following taxi time assumptions have been built in following information provided by Airport Coordination Ltd or the airport.

		<u>Until end 2008</u>	<u>From 2009</u>
Heathrow	Arrivals	10 minutes (i)	10 minutes (i)
	Departures	20 minutes (i)	25 minutes (i)
Gatwick	Arrivals	10 minutes (i)	10 minutes (i)
	Departures	15 minutes (ii)	17 minutes (i)
Stansted	Arrivals	5 minutes	10 minutes
	Departures	10 minutes	13 minutes

Luton	Arrivals	5 minutes		6 minutes
	Departures	10 minutes		12 minutes
Manchester	Arrivals	10 minutes	(i)	11 minutes (i)
	Departures	20 minutes	(i)	15 minutes (i)
Birmingham	Arrivals	0 minutes	(iii)	0 minutes (iii)
	Departures	0 minutes	(iii)	0 minutes (iii)
Glasgow	Arrivals	5 minutes		7 minutes
	Departures	10 minutes		10 minutes
Edinburgh	Arrivals	5 minutes		8 minutes
	Departures	10 minutes		10 minutes
Newcastle	Arrivals	5 minutes		5 minutes
	Departures	10 minutes		8 minutes
London City	Arrivals	3 minutes		3 minutes
	Departures	6 minutes		15 minutes

- (i) No account is taken of the different taxi-ing times associated with the terminal building used.
  - (ii) Prior to October 2003 Gatwick recorded the departure time from the stand.
  - (iii) Birmingham Airport record actual time of operation as arrival/departure at the stand.
  - (iv) A general review of taxi times was undertaken during 2008, and the amended values were implemented wef January 2009 (see table above). For comparison purposes 2008 data shown in 2009 tables have been re-calculated using this new taxi times.
8. The number of unmatched actual flights represented those air transport movements which actually took place at the airport but for which no corresponding planned flight was found. The reasons for this would normally be:
- (a) the flight was a diversion from another airport;

- (b) the flight was not recorded with Airport Coordination Ltd or airport (see notes 4 and 5);
  - (c) the flight was a short-haul flight more than one hour before the planned time;
  - (d) the flight was planned to take place in the previous month;
  - (e) the planned time or the air transport movement record contained an incorrectly reported item of data causing the flight not to match.
9. The number of unmatched planned flights represents those Airport Coordination Ltd or airport flights planned (see notes 4 and 5) for which a corresponding Air Transport Movement return has not been found. The reasons for these would normally be:
- (a) the flight was diverted to another airport;
  - (b) the flight was cancelled;
  - (c) the airline appears to be operating to a time significantly earlier than the planned time;
  - (d) the flight took place in the following month;
  - (e) either the planned time or the air transport movement record contained an incorrectly reported item of data causing it not to match.
10. With effect from January 2000 data month, early flights are set to zero delay. Prior to this, an early flight will show a negative delay. This will affect the 'average delay' column. Average delays from January 2000 onwards should not be compared to average delays prior to January 2000. Tables for January to December 2000 inclusive do not include columns relating to the corresponding month the previous year for this reason. These tables should also not be compared with previously published tables.
11. Route – airline combinations are only shown where there is more than one matched flight. However, lines omitted for this reason will still be included in total figures. For this reason, the totals shown may not always exactly match the data in the table.
12. All-cargo services and air taxi services are excluded from the analysis.



13. Positioning, private, corporate, military, local and other non air transport movements are excluded from the analysis.
14. Figures for domestic shuttle services should be treated with caution. Only the main flights are notified to Airport Coordination Ltd. Back-up flights are not and are therefore recorded as unmatched actual flights.
15. Flights are allocated to airlines according to the flight prefix of the service. Therefore, in the case of a sub-charter service, the flight is shown against the airline commercially responsible for the service. In the case of franchise operations, the service is recorded against the operating carrier.
16. The aircraft origin/destination represents the final point on the service. An aircraft serving more than one point on the route is therefore shown once only in these tables.
17. Some domestic routes listed in this publication may be domestic sectors of international services.
18. Flights between any two of the ten airports (eg Heathrow-Manchester) are counted twice.
19. Care should be taken in comparing the average delays during the current year, with the average delays during the previous year. The number of flights may change from one year to the next, and the average may also be calculated on a small number of flights in either year.

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	FLYBE LTD	C	10	0	0	40	20	10	30	0	0	40	0	0	0
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>80</b>	<b>7</b>	<b>10</b>
SALZBURG	THOMSON AIRWAYS LTD	C	10	0	0	70	20	0	10	0	0	15	50	15	18
<b>TOTAL SALZBURG</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>15</b>	<b>18</b>
<b>VIENNA</b>															
	BMI BRITISH MIDLAND	C	2	0	0	50	0	50	0	0	0	24	0	0	0
	LAUDA-AIR	C	6	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL VIENNA</b>			<b>8</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRIA</b>			<b>28</b>	<b>2</b>	<b>0</b>	<b>54</b>	<b>25</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>61</b>	<b>12</b>	<b>28</b>
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	163	0	0	87	8	6	0	0	0	6	53	19	160
<b>TOTAL BRUSSELS</b>			<b>163</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>53</b>	<b>19</b>	<b>160</b>
<b>TOTAL BELGIUM</b>			<b>163</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>53</b>	<b>19</b>	<b>160</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	18	0	0	89	6	6	0	0	0	7	53	17	15
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	1	38	36	8
	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	5	80	5	20
<b>TOTAL BURGAS</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>15</b>	<b>43</b>
<b>TOTAL BULGARIA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>60</b>	<b>16</b>	<b>48</b>
<b>CANADA</b>															
TORONTO	THOMAS COOK AIRLINES LTD	S	18	0	0	67	6	6	17	6	0	41	0	0	0
<b>TOTAL TORONTO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>6</b>	<b>6</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>41</b>	<b>62</b>	<b>26</b>	<b>45</b>
<b>TOTAL CANADA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>6</b>	<b>6</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>41</b>	<b>62</b>	<b>26</b>	<b>45</b>
<b>CAPE VERDE ISLANDS</b>															
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	3	0	0	0
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CROATIA</b>															
DUBROVNIK	FLYBE LTD	S	10	0	0	100	0	0	0	0	0	4	40	35	10
<b>TOTAL DUBROVNIK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>40</b>	<b>35</b>	<b>10</b>
PULA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	3	8
<b>TOTAL PULA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>3</b>	<b>8</b>
SPLIT	FLYBE LTD	S	10	0	0	70	10	10	10	0	0	20	0	70	10
<b>TOTAL SPLIT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>70</b>	<b>10</b>
<b>TOTAL CROATIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>43</b>	<b>38</b>	<b>28</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	16	0	0	63	31	6	0	0	0	12	35	45	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LARNACA	EUROCYPRIA AIRLINES LTD	C	10	0	0	40	10	40	10	0	0	28	40	60	10
	MONARCH AIRLINES	S	18	0	0	61	33	0	6	0	0	14	0	0	0
	THOMAS COOK AIRLINES LTD	C	26	0	0	92	0	8	0	0	0	6	58	16	26
	THOMSON AIRWAYS LTD	C	18	0	0	50	22	17	11	0	0	27	50	19	18
<b>TOTAL LARNACA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>46</b>	<b>31</b>	<b>80</b>
PAPHOS	MONARCH AIRLINES	C	18	0	0	89	6	6	0	0	0	7	78	15	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	0	13	0	0	11	100	1	8
	THOMSON AIRWAYS LTD	C	26	0	0	92	4	0	0	0	4	31	44	22	27
<b>TOTAL PAPHOS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>57</b>	<b>42</b>	<b>63</b>
<b>TOTAL CYPRUS</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>51</b>	<b>36</b>	<b>143</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	RYANAIR	S	44	0	0	95	5	0	0	0	0	3	0	0	0
<b>TOTAL PRAGUE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>19</b>	<b>62</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>19</b>	<b>62</b>
<b>DENMARK</b>															
BILLUND	RYANAIR	S	28	0	0	100	0	0	0	0	0	1	73	23	26
<b>TOTAL BILLUND</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>23</b>	<b>26</b>
COPENHAGEN	SAS	S	84	0	0	98	1	1	0	0	0	2	81	13	104
<b>TOTAL COPENHAGEN</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>13</b>	<b>104</b>
<b>TOTAL DENMARK</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>15</b>	<b>130</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMSON AIRWAYS LTD	C	6	0	0	67	17	17	0	0	0	11	50	14	4
<b>TOTAL PUERTO PLATA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>14</b>	<b>4</b>
PUNTA CANA	THOMSON AIRWAYS LTD	C	4	0	0	0	75	25	0	0	0	34	100	5	4
<b>TOTAL PUNTA CANA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>100</b>	<b>5</b>	<b>4</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>10</b>	<b>8</b>
<b>EGYPT</b>															
HURGHADA	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	25	0	0	0	14	0	0	0
<b>TOTAL HURGHADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUXOR	THOMSON AIRWAYS LTD	C	8	0	0	50	13	13	13	13	0	56	88	4	8
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>56</b>	<b>88</b>	<b>4</b>	<b>8</b>
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	19	0	0	53	16	11	21	0	0	28	0	0	0
	THOMSON AIRWAYS LTD	S	25	1	0	72	4	16	0	8	0	33	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>44</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>9</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>34</b>	<b>34</b>	<b>35</b>
TABA	THOMSON AIRWAYS LTD	C	8	0	0	50	13	13	25	0	0	31	0	0	0
<b>TOTAL TABA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>68</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>15</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>44</b>	<b>28</b>	<b>43</b>
<b>FRANCE</b>															

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BERGERAC	FLYBE LTD	S	26	0	0	69	15	12	0	4	0	23	68	32	28
<b>TOTAL BERGERAC</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>32</b>	<b>28</b>
BIARRITZ	RYANAIR	S	26	0	0	100	0	0	0	0	0	2	96	2	26
<b>TOTAL BIARRITZ</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>2</b>	<b>26</b>
BREST	FLYBE LTD	S	18	0	0	78	6	17	0	0	0	11	68	23	38
<b>TOTAL BREST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>23</b>	<b>38</b>
LA ROCHELLE	FLYBE LTD	S	28	0	0	82	11	7	0	0	0	9	48	40	40
<b>TOTAL LA ROCHELLE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>48</b>	<b>40</b>	<b>40</b>
LYON	BRIT AIR	S	8	0	0	88	0	13	0	0	0	7	93	4	102
<b>TOTAL LYON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>4</b>	<b>102</b>
MARSEILLE	RYANAIR	S	28	0	0	82	18	0	0	0	0	6	100	1	26
<b>TOTAL MARSEILLE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>98</b>	<b>2</b>	<b>62</b>
NICE	BMIBABY LTD	S	62	0	0	87	11	2	0	0	0	6	69	16	62
<b>TOTAL NICE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>16</b>	<b>62</b>
PARIS (CHARLES DE GAULLE)	CITY JET	S	339	0	0	94	2	1	2	0	0	5	93	4	337
	FLYBE LTD	S	106	0	0	74	12	11	3	0	0	14	70	17	174
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>445</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>8</b>	<b>511</b>
PERPIGNAN	RYANAIR	S	18	0	0	94	6	0	0	0	0	2	61	13	18
<b>TOTAL PERPIGNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>13</b>	<b>18</b>
POITIERS	RYANAIR	S	26	0	0	100	0	0	0	0	0	2	92	3	26
<b>TOTAL POITIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>3</b>	<b>26</b>
TOULOUSE (BLAGNAC)	FLYBE LTD	S	18	0	0	39	6	39	17	0	0	33	69	29	16
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>6</b>	<b>39</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>69</b>	<b>29</b>	<b>16</b>
<b>TOTAL FRANCE</b>			<b>704</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>12</b>	<b>1009</b>
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	156	0	0	80	8	10	3	0	0	10	90	6	184
	FLYBE LTD	S	102	0	1	70	10	17	4	0	0	14	72	17	121
<b>TOTAL DUSSELDORF</b>			<b>258</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>9</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>10</b>	<b>305</b>
FRANKFURT MAIN	FLYBE LTD	S	62	0	0	87	10	2	2	0	0	7	87	8	106
	LUFTHANSA	S	216	0	0	95	3	1	1	0	0	5	93	4	234
<b>TOTAL FRANKFURT MAIN</b>			<b>278</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>5</b>	<b>348</b>
HAHN	RYANAIR	S	36	0	0	92	8	0	0	0	0	4	0	0	0
<b>TOTAL HAHN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
HAMBURG	FLYBE LTD	S	48	0	0	81	15	2	0	0	2	14	93	5	44
<b>TOTAL HAMBURG</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>87</b>	<b>12</b>	<b>94</b>
HANOVER	AIR BERLIN	C	18	0	0	94	6	0	0	0	0	4	0	0	0
	FLYBE LTD	S	62	0	0	68	16	8	6	2	0	20	39	41	51
<b>TOTAL HANOVER</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>39</b>	<b>41</b>	<b>51</b>
MUNICH	LUFTHANSA	S	14	0	0	86	7	7	0	0	0	8	79	11	14

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MUNICH	LUFTHANSA CITY LINE	S	145	0	0	93	6	1	0	0	0	4	85	8	156
<b>TOTAL MUNICH</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>8</b>	<b>170</b>
NIEDERRHEIN	RYANAIR	S	36	0	0	86	3	3	8	0	0	10	0	0	0
<b>TOTAL NIEDERRHEIN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
PADERBORN	AIR BERLIN	C	10	0	0	90	10	0	0	0	0	7	70	14	10
<b>TOTAL PADERBORN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>14</b>	<b>10</b>
STUTTGART	FLYBE LTD	S	84	0	0	70	8	10	10	2	0	22	86	8	112
<b>TOTAL STUTTGART</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>8</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>86</b>	<b>8</b>	<b>112</b>
<b>TOTAL GERMANY</b>			<b>989</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>10</b>	<b>1100</b>
<b>GREECE</b>															
CHANIA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL CHANIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
CORFU	MONARCH AIRLINES	C	19	0	0	100	0	0	0	0	0	1	100	2	16
	THOMAS COOK AIRLINES LTD	C	19	0	0	68	11	0	21	0	0	26	88	25	8
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	1	100	3	20
<b>TOTAL CORFU</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>16</b>	<b>52</b>
HERAKLION	MONARCH AIRLINES	C	24	1	0	100	0	0	0	0	0	1	77	7	26
	THOMAS COOK AIRLINES LTD	C	16	0	0	100	0	0	0	0	0	0	81	22	16
	THOMSON AIRWAYS LTD	C	26	0	0	96	0	4	0	0	0	4	59	15	27
<b>TOTAL HERAKLION</b>			<b>66</b>	<b>1</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>13</b>	<b>77</b>
KAVALLA	THOMSON AIRWAYS LTD	C	10	0	0	80	10	0	10	0	0	11	90	7	10
<b>TOTAL KAVALLA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>7</b>	<b>15</b>
KEFALLINIA	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	75	15	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	88	10	16
<b>TOTAL KEFALLINIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>11</b>	<b>24</b>
KOS	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	44	18	9
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	8	78	9	18
<b>TOTAL KOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>51</b>	<b>22</b>	<b>37</b>
RHODES	MONARCH AIRLINES	C	18	0	0	89	0	11	0	0	0	6	83	8	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	88	8	8
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	4	63	26	8
<b>TOTAL RHODES</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>12</b>	<b>42</b>
SALONIKA	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	2	63	12	16
<b>TOTAL SALONIKA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>12</b>	<b>16</b>
SKIATHOS	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL SKIATHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>12</b>	<b>5</b>
ZAKINTHOS	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	5	78	7	9
	THOMAS COOK AIRLINES LTD	C	26	0	0	100	0	0	0	0	0	2	48	23	27
	THOMSON AIRWAYS LTD	C	18	1	0	94	6	0	0	0	0	4	89	7	18
<b>TOTAL ZAKINTHOS</b>			<b>52</b>	<b>1</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>55</b>	<b>23</b>	<b>66</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
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				Actual (7)	Plan (8)										
TOTAL GREECE			286	3	0	94	3	1	2	0	0	5	70	16	334
IRAN															
IMAM KHOMIENI	MAHAN AIR	S	28	0	0	11	11	25	36	18	0	88	0	0	0
TOTAL IMAM KHOMIENI			28	0	0	11	11	25	36	18	0	88	0	0	0
TOTAL IRAN			28	0	0	11	11	25	36	18	0	88	0	0	0
IRISH REPUBLIC															
CORK	AER LINGUS	S	40	0	0	90	5	5	0	0	0	5	68	25	44
TOTAL CORK			40	0	0	90	5	5	0	0	0	5	60	27	105
DUBLIN	AER LINGUS	S	158	0	0	84	8	6	1	1	0	9	57	21	186
	RYANAIR	S	186	0	0	87	11	2	1	0	1	7	71	15	214
TOTAL DUBLIN			344	0	0	85	10	3	1	0	0	8	65	17	400
IRELAND WEST AIRPORT KNOCK	BMIBABY LTD	S	62	0	0	74	11	8	0	6	0	23	69	17	58
TOTAL IRELAND WEST AIRPORT KNOCK			62	0	0	74	11	8	0	6	0	23	69	17	58
SHANNON	RYANAIR	S	62	0	0	94	5	2	0	0	0	4	87	10	52
TOTAL SHANNON			62	0	0	94	5	2	0	0	0	4	87	10	52
WATERFORD	AER ARANN	S	44	0	0	89	7	0	0	5	0	12	98	1	52
TOTAL WATERFORD			44	0	0	89	7	0	0	5	0	12	98	1	52
TOTAL IRISH REPUBLIC			552	0	0	86	9	4	1	1	0	10	69	17	667
ITALY															
ALGHERO/SASSARI	FLYBE LTD	C	10	0	0	70	20	10	0	0	0	11	20	59	10
TOTAL ALGHERO/SASSARI			10	0	0	70	20	10	0	0	0	11	20	59	10
BOLOGNA	RYANAIR	S	18	0	0	56	22	22	0	0	0	18	0	0	0
TOTAL BOLOGNA			18	0	0	56	22	22	0	0	0	18	0	0	0
FLORENCE	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	8	0	0	0
TOTAL FLORENCE			2	0	0	100	0	0	0	0	0	8	0	0	0
MILAN (MALPENSA)	FLYBE LTD	S	62	0	0	84	11	2	3	0	0	9	84	12	96
TOTAL MILAN (MALPENSA)			62	0	0	84	11	2	3	0	0	9	84	12	96
NAPLES	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	6	100	1	10
TOTAL NAPLES			8	0	0	75	25	0	0	0	0	6	70	59	20
OLBIA	RYANAIR	S	18	0	0	100	0	0	0	0	0	1	67	22	18
TOTAL OLBIA			18	0	0	100	0	0	0	0	0	1	67	22	18
PISA	RYANAIR	S	18	0	0	78	22	0	0	0	0	9	82	15	28
TOTAL PISA			18	0	0	78	22	0	0	0	0	9	82	15	28
TRAPANI	RYANAIR	S	18	0	0	56	33	11	0	0	0	13	78	11	18
TOTAL TRAPANI			18	0	0	56	33	11	0	0	0	13	78	11	18
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	18	0	0	89	6	6	0	0	0	5	50	57	18
TOTAL TRIESTE (RONCHI DEI LEGIONARI)			18	0	0	89	6	6	0	0	0	5	50	57	18
VERONA VILLAFRANCA	THOMSON AIRWAYS LTD	C	18	0	0	94	0	6	0	0	0	2	83	7	18

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				Actual (7)	Plan (8)										
TOTAL VERONA VILAFRANCA			18	0	0	94	0	6	0	0	0	2	83	7	18
TOTAL ITALY			190	0	0	80	14	5	1	0	0	9	66	24	322
<b>JAMAICA</b>															
MONTEGO BAY	THOMSON AIRWAYS LTD	C	8	0	0	50	0	0	25	25	0	85	63	17	8
TOTAL MONTEGO BAY			8	0	0	50	0	0	25	25	0	85	63	17	8
TOTAL JAMAICA			8	0	0	50	0	0	25	25	0	85	63	17	8
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	18	0	0	89	11	0	0	0	0	4	0	0	0
TOTAL KAUNAS			18	0	0	89	11	0	0	0	0	4	0	0	0
TOTAL LITHUANIA			18	0	0	89	11	0	0	0	0	4	0	0	0
<b>MALTA</b>															
MALTA	AIR MALTA	S	26	0	0	81	4	8	8	0	0	14	73	11	26
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	100	3	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL MALTA			42	0	0	88	2	5	5	0	0	9	79	9	42
TOTAL MALTA			42	0	0	88	2	5	5	0	0	9	79	9	42
<b>MEXICO</b>															
CANCUN	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	78	7	9
TOTAL CANCUN			8	0	0	100	0	0	0	0	0	1	78	7	9
TOTAL MEXICO			8	0	0	100	0	0	0	0	0	1	78	7	9
<b>NETHERLANDS</b>															
AMSTERDAM	BMIBABY LTD	S	114	0	0	85	4	2	3	2	4	28	74	11	114
	KLM	S	184	2	2	96	3	1	1	0	0	3	91	5	186
	KLM CITYHOPPER	S	104	0	0	94	3	2	1	0	0	4	69	14	112
TOTAL AMSTERDAM			402	2	2	92	3	1	1	0	1	10	80	9	412
TOTAL NETHERLANDS			403	2	2	92	3	1	1	0	1	10	80	9	412
<b>NORWAY</b>															
SANDEFJORD(TORP)	RYANAIR	S	26	0	0	81	12	8	0	0	0	8	65	13	26
TOTAL SANDEFJORD(TORP)			26	0	0	81	12	8	0	0	0	8	65	13	26
TOTAL NORWAY			26	0	0	81	12	8	0	0	0	8	65	13	26
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	36	0	0	89	11	0	0	0	0	5	56	72	36
TOTAL ISLAMABAD			36	0	0	89	11	0	0	0	0	5	56	72	36
TOTAL PAKISTAN			36	0	0	89	11	0	0	0	0	5	56	72	36
<b>POLAND</b>															
BYDGOSZCZ	RYANAIR	S	18	0	0	50	44	6	0	0	0	14	44	33	18
TOTAL BYDGOSZCZ			18	0	0	50	44	6	0	0	0	14	44	33	18

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
GDANSK	RYANAIR	S	16	0	0	56	6	38	0	0	0	17	85	5	26
<b>TOTAL GDANSK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>6</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>85</b>	<b>5</b>	<b>26</b>
KATOWICE	RYANAIR	S	36	0	0	97	3	0	0	0	4	0	0	0	0
<b>TOTAL KATOWICE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
KRAKOW	RYANAIR	S	36	0	0	100	0	0	0	0	2	0	0	0	0
<b>TOTAL KRAKOW</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>46</b>	<b>40</b>	<b>26</b>	
RZESZOW	RYANAIR	S	18	0	0	83	6	0	11	0	13	72	14	18	18
<b>TOTAL RZESZOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>14</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>54</b>	<b>23</b>	<b>140</b>	
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BMIBABY LTD	S	61	0	1	84	5	8	3	0	9	62	22	42	42
	MONARCH AIRLINES	S	62	0	0	97	3	0	0	0	2	90	8	62	62
	THOMAS COOK AIRLINES LTD	C	18	0	0	94	6	0	0	0	2	78	16	18	18
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	4	72	9	18	18
<b>TOTAL FARO</b>			<b>159</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>14</b>	<b>140</b>	
OPORTO (PORTUGAL)	RYANAIR	S	18	0	0	94	6	0	0	0	4	89	5	18	18
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>5</b>	<b>18</b>	
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>177</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>17</b>	<b>204</b>	
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMSON AIRWAYS LTD	C	10	0	0	80	0	20	0	0	11	88	5	8	8
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>5</b>	<b>8</b>	
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>5</b>	<b>8</b>	
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	26	0	0	69	31	0	0	0	8	69	9	26	26
<b>TOTAL BRATISLAVA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>55</b>	<b>22</b>	<b>62</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>55</b>	<b>22</b>	<b>62</b>	
<b>SPAIN</b>															
ALICANTE	BMIBABY LTD	S	84	0	0	85	6	2	1	6	21	89	11	71	71
	MONARCH AIRLINES	S	62	0	0	92	3	2	3	0	5	93	3	81	81
	RYANAIR	S	70	0	0	86	10	1	1	1	12	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	10	0	50	0	42	90	5	10	10
	THOMSON AIRWAYS LTD	C	18	0	0	89	6	6	0	0	5	75	5	8	8
<b>TOTAL ALICANTE</b>			<b>244</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>14</b>	<b>90</b>	<b>7</b>	<b>170</b>	
ALMERIA	MONARCH AIRLINES	S	28	0	0	79	7	4	11	0	20	85	8	26	26
<b>TOTAL ALMERIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>20</b>	<b>85</b>	<b>8</b>	<b>26</b>	
ASTURIAS	BLUE LINE	C	2	0	0	50	50	0	0	0	12	0	0	0	0
<b>TOTAL ASTURIAS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BARCELONA	BMIBABY LTD	S	46	0	0	80	7	9	4	0	12	64	24	64	64
<b>TOTAL BARCELONA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>24</b>	<b>64</b>	



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			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
GERONA	RYANAIR	S	26	0	0	88	4	8	0	0	0	7	88	7	26
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	0	75	109	8
<b>TOTAL GERONA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>34</b>	<b>44</b>
IBIZA	MONARCH AIRLINES	S	37	0	0	95	0	5	0	0	0	3	96	5	46
	THOMAS COOK AIRLINES LTD	C	28	0	0	86	4	4	7	0	0	15	64	15	28
	THOMSON AIRWAYS LTD	C	37	0	0	84	3	8	5	0	0	11	80	7	46
<b>TOTAL IBIZA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	<b>130</b>
MAHON	MONARCH AIRLINES	S	42	0	0	100	0	0	0	0	0	2	81	9	36
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	6	11	6	0	0	11	73	16	30
	THOMSON AIRWAYS LTD	C	18	0	0	89	0	0	11	0	0	13	83	9	18
<b>TOTAL MAHON</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>11</b>	<b>94</b>
MALAGA	BLUE LINE	C	3	0	0	0	0	0	100	0	0	142	0	0	0
	BMIBABY LTD	S	107	0	0	92	6	2	1	0	0	6	55	32	106
	MONARCH AIRLINES	S	61	0	1	85	13	0	2	0	0	8	85	8	108
	RYANAIR	S	72	0	0	78	11	8	3	0	0	10	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	70	7	10
<b>TOTAL MALAGA</b>			<b>253</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>18</b>	<b>236</b>
MURCIA SAN JAVIER	BMIBABY LTD	S	62	0	0	95	3	2	0	0	0	3	72	14	54
	MONARCH AIRLINES	S	34	0	0	97	0	3	0	0	0	2	87	14	62
	RYANAIR	S	34	0	0	91	9	0	0	0	0	3	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>14</b>	<b>116</b>
PALMA DE MALLORCA	BMIBABY LTD	S	62	0	0	84	13	3	0	0	0	7	84	8	62
	FLYBE LTD	C	10	0	0	70	10	10	10	0	0	21	0	0	0
	MONARCH AIRLINES	S	72	0	0	89	4	1	3	3	0	14	93	6	72
	RYANAIR	S	26	0	0	96	4	0	0	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	C	38	0	0	76	5	8	3	8	0	27	74	20	62
	THOMSON AIRWAYS LTD	C	82	0	0	89	6	1	4	0	0	8	73	10	100
<b>TOTAL PALMA DE MALLORCA</b>			<b>290</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>12</b>	<b>315</b>
REUS	BMI BRITISH MIDLAND	C	6	0	0	83	17	0	0	0	0	5	0	0	0
	RYANAIR	S	44	0	0	91	2	7	0	0	0	6	44	30	34
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	83	15	18
	THOMSON AIRWAYS LTD	C	16	1	0	100	0	0	0	0	0	1	82	9	28
<b>TOTAL REUS</b>			<b>74</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>19</b>	<b>80</b>
<b>TOTAL SPAIN</b>			<b>1284</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>14</b>	<b>1320</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MONARCH AIRLINES	S	18	0	0	94	6	0	0	0	0	3	88	7	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	0	2	61	29	18
	THOMSON AIRWAYS LTD	C	18	0	0	83	0	6	11	0	0	19	70	12	20
<b>TOTAL ARRECIFE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>21</b>	<b>62</b>
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	7	59	35	17
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	7	50	15	18
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>54</b>	<b>25</b>	<b>35</b>
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	83	9	18

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				Actual (7)	Plan (8)										
LAS PALMAS	THOMSON AIRWAYS LTD	C	20	0	0	80	10	0	10	0	0	13	75	10	8
<b>TOTAL LAS PALMAS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>10</b>	<b>26</b>
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	44	0	0	75	16	9	0	0	10	78	18	36	
	THOMAS COOK AIRLINES LTD	C	17	0	0	65	0	18	18	0	22	80	28	20	
	THOMSON AIRWAYS LTD	C	16	0	0	94	6	0	0	0	2	89	4	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>28</b>	<b>109</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>24</b>	<b>232</b>	
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	26	0	0	88	8	0	4	0	6	96	4	54	
<b>TOTAL GOTEBORG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>4</b>	<b>54</b>	
STOCKHOLM (SKAVSTA)	RYANAIR	S	26	0	0	96	4	0	0	0	6	53	17	36	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>53</b>	<b>17</b>	<b>36</b>	
<b>TOTAL SWEDEN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>9</b>	<b>90</b>	
<b>SWITZERLAND</b>															
ZURICH	HELVETIC AIRWAYS	S	164	1	0	94	5	1	1	0	5	0	0	0	
<b>TOTAL ZURICH</b>			<b>164</b>	<b>1</b>	<b>1</b>	<b>94</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>10</b>	<b>186</b>	
<b>TOTAL SWITZERLAND</b>			<b>164</b>	<b>1</b>	<b>1</b>	<b>94</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>12</b>	<b>226</b>	
<b>TUNISIA</b>															
MONASTIR	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	4	50	18	10	
	THOMSON AIRWAYS LTD	C	18	0	0	61	22	17	0	0	14	56	12	18	
<b>TOTAL MONASTIR</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>54</b>	<b>14</b>	<b>28</b>	
<b>TOTAL TUNISIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>54</b>	<b>14</b>	<b>28</b>	
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	18	0	0	72	11	6	11	0	14	71	15	17	
	THOMSON AIRWAYS LTD	C	9	0	0	67	11	22	0	0	15	0	0	0	
<b>TOTAL ANTALYA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>15</b>	<b>17</b>	
BODRUM (MILAS)	ONUR AIR	C	26	0	0	85	4	8	4	0	8	57	37	28	
	THOMAS COOK AIRLINES LTD	C	19	0	0	84	0	0	16	0	19	63	18	16	
	THOMSON AIRWAYS LTD	C	17	0	0	82	12	6	0	0	6	78	8	9	
<b>TOTAL BODRUM (MILAS)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>62</b>	<b>26</b>	<b>53</b>	
DALAMAN	KIBRIS TURKISH AIRLINES - KTHY	S	10	0	0	30	10	0	40	20	88	38	37	8	
	ONUR AIR	C	36	0	0	78	8	3	6	6	21	65	15	26	
	THOMAS COOK AIRLINES LTD	C	66	0	0	73	6	3	6	12	37	78	18	54	
	THOMSON AIRWAYS LTD	C	27	0	0	93	7	0	0	0	4	72	12	25	
<b>TOTAL DALAMAN</b>			<b>139</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>7</b>	<b>2</b>	<b>7</b>	<b>9</b>	<b>30</b>	<b>73</b>	<b>16</b>	<b>123</b>	
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	44	1	0	25	36	34	5	0	27	0	0	0	
<b>TOTAL ISTANBUL</b>			<b>44</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>36</b>	<b>34</b>	<b>5</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	2	0	0	0	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL TURKEY			280	1	0	69	11	9	6	4	0	23	70	19	193
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	36	0	0	69	17	8	6	0	0	14	72	13	36
TOTAL ASHKHABAD			36	0	0	69	17	8	6	0	0	14	72	13	36
TOTAL TURKMENISTAN			36	0	0	69	17	8	6	0	0	14	72	13	36
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	124	1	0	66	18	10	6	1	0	17	42	25	124
TOTAL DUBAI			124	1	0	66	18	10	6	1	0	17	42	25	124
TOTAL UNITED ARAB EMIRATES			124	2	0	66	18	10	6	1	0	17	42	25	124
UNITED KINGDOM															
ABERDEEN	BMI REGIONAL	S	134	0	0	98	1	1	1	0	0	2	0	0	0
	FLYBE LTD	S	130	0	0	83	4	4	8	0	2	19	79	13	146
TOTAL ABERDEEN			265	0	0	91	2	2	4	0	1	10	79	15	225
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	267	1	1	84	6	5	4	1	0	11	73	15	290
TOTAL BELFAST CITY (GEORGE BEST)			267	1	1	84	6	5	4	1	0	11	73	15	290
BELFAST INTERNATIONAL	BMIBABY LTD	S	112	0	0	83	11	4	2	0	0	10	66	18	142
TOTAL BELFAST INTERNATIONAL			112	0	0	83	11	4	2	0	0	10	66	18	142
CITY OF DERRY (EGLINTON)	RYANAIR	S	62	0	0	87	10	2	2	0	0	6	0	0	0
TOTAL CITY OF DERRY (EGLINTON)			62	0	0	87	10	2	2	0	0	6	0	0	0
DUNDEE	LOGANAIR	S	92	0	0	98	0	2	0	0	0	2	91	4	124
TOTAL DUNDEE			92	0	0	98	0	2	0	0	0	2	91	4	124
EDINBURGH	BMIBABY LTD	S	62	0	0	90	8	2	0	0	0	4	85	12	112
	FLYBE LTD	S	308	0	0	87	7	3	3	0	0	8	82	13	368
TOTAL EDINBURGH			370	0	0	88	7	3	2	0	0	7	82	13	480
GLASGOW	BMIBABY LTD	S	50	0	2	86	10	2	2	0	0	7	75	14	108
	FLYBE LTD	S	264	0	0	92	5	2	0	0	0	4	84	10	288
TOTAL GLASGOW			315	0	2	91	6	2	1	0	0	5	82	11	396
GUERNSEY	FLYBE LTD	S	49	5	0	86	8	2	4	0	0	11	51	31	51
TOTAL GUERNSEY			49	5	0	86	8	2	4	0	0	11	51	31	51
INVERNESS	FLYBE LTD	S	60	0	0	73	13	5	8	0	0	15	77	7	62
TOTAL INVERNESS			61	0	0	72	15	5	8	0	0	16	77	7	62
ISLE OF MAN	EASTERN AIRWAYS	S	67	0	1	100	0	0	0	0	0	0	99	2	121
	FLYBE LTD	S	78	0	0	77	10	3	9	1	0	16	61	37	82
TOTAL ISLE OF MAN			145	0	1	88	6	1	5	1	0	9	84	16	203
JERSEY	FLYBE LTD	S	115	21	0	64	10	15	9	2	1	30	63	26	92
TOTAL JERSEY			115	21	0	64	10	15	9	2	1	30	62	25	120
NEWCASTLE	EASTERN AIRWAYS	S	119	0	40	97	0	1	2	0	0	3	92	7	120
TOTAL NEWCASTLE			119	0	40	97	0	1	2	0	0	3	92	7	120

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
NEWQUAY	BMIBABY LTD	S	28	0	0	89	11	0	0	0	0	4	0	0	0
<b>TOTAL NEWQUAY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>20</b>	<b>42</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2000</b>	<b>31</b>	<b>45</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>14</b>	<b>2255</b>
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	79	10	10	2	0	0	9	58	35	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>35</b>	<b>62</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	46	0	0	83	7	11	0	0	0	7	0	0	0
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
SANFORD	THOMSON AIRWAYS LTD	C	9	0	0	89	0	0	0	11	0	25	100	6	10
<b>TOTAL SANFORD</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>25</b>	<b>100</b>	<b>6</b>	<b>10</b>
<b>TOTAL USA</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>31</b>	<b>72</b>
<b>TOTAL BIRMINGHAM</b>			<b>8547</b>	<b>44</b>	<b>51</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>15</b>	<b>9696</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	FLYBE LTD	C	10	0	0	90	0	10	0	0	0	9	0	0	0
TOTAL INNSBRUCK			10	0	0	90	0	10	0	0	0	9	100	4	10
VIENNA	NIKI	C	10	0	0	90	10	0	0	0	0	4	0	0	0
TOTAL VIENNA			10	0	0	90	10	0	0	0	0	4	90	10	10
TOTAL AUSTRIA			20	0	0	90	5	5	0	0	0	6	95	7	20
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	148	0	0	89	6	3	3	0	0	7	63	16	136
TOTAL BRUSSELS			148	0	0	89	6	3	3	0	0	7	63	16	136
TOTAL BELGIUM			148	0	0	89	6	3	3	0	0	7	62	16	138
<b>BULGARIA</b>															
BURGAS	BH AIR	C	13	0	0	100	0	0	0	0	0	4	79	30	19
TOTAL BURGAS			13	0	0	100	0	0	0	0	0	4	79	30	19
TOTAL BULGARIA			13	0	0	100	0	0	0	0	0	4	79	30	19
<b>CANADA</b>															
HAMILTON (CANADA)	FLYGLOBESPAN	S	8	0	0	75	13	0	13	0	0	14	75	10	8
TOTAL HAMILTON (CANADA)			8	0	0	75	13	0	13	0	0	14	75	10	8
TORONTO	AIR TRANSAT	S	8	0	0	88	13	0	0	0	0	5	0	0	0
TOTAL TORONTO			8	0	0	88	13	0	0	0	0	5	50	70	8
TOTAL CANADA			16	0	0	81	13	0	6	0	0	9	63	40	16
<b>CROATIA</b>															
DUBROVNIK	FLYGLOBESPAN	S	8	0	0	100	0	0	0	0	0	5	75	9	8
TOTAL DUBROVNIK			8	0	0	100	0	0	0	0	0	5	75	9	8
ZADAR	RYANAIR	S	18	0	0	83	11	6	0	0	0	7	0	0	0
TOTAL ZADAR			18	0	0	83	11	6	0	0	0	7	0	0	0
ZAGREB	FLYBE LTD	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	FLYGLOBESPAN	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	TRADE AIR	C	2	0	0	50	0	0	50	0	0	40	0	0	0
TOTAL ZAGREB			6	0	0	67	17	0	17	0	0	19	0	0	0
TOTAL CROATIA			32	0	0	84	9	3	3	0	0	9	88	8	16
<b>CYPRUS</b>															
PAPHOS	FLYGLOBESPAN	S	8	0	0	38	25	38	0	0	0	24	80	9	5
TOTAL PAPHOS			8	0	0	38	25	38	0	0	0	24	80	9	5
TOTAL CYPRUS			8	0	0	38	25	38	0	0	0	24	50	22	14
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	42	0	0	71	17	12	0	0	0	12	59	19	46
TOTAL PRAGUE			42	0	0	71	17	12	0	0	0	12	59	19	46

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
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				Actual (7)	Plan (8)										
TOTAL CZECH REPUBLIC			42	0	0	71	17	12	0	0	0	12	59	19	46
DENMARK															
BILLUND	CIMBER AIR A/S	C	9	0	0	89	0	0	11	0	0	8	100	2	8
	RYANAIR	S	26	0	0	81	15	4	0	0	0	7	0	0	0
TOTAL BILLUND			35	0	0	83	11	3	3	0	0	8	92	4	13
COPENHAGEN	BMI REGIONAL	S	104	0	0	96	2	2	0	0	0	2	92	7	156
	CIMBER AIR A/S	S	18	0	0	72	22	6	0	0	0	9	0	0	0
	NORWEGIAN AIR SHUTTLE	S	18	0	0	94	6	0	0	0	0	2	0	0	0
TOTAL COPENHAGEN			140	0	0	93	5	2	0	0	0	3	89	8	174
TOTAL DENMARK			175	0	0	91	6	2	1	0	0	4	89	7	187
EGYPT															
SHARM EL SHEIKH (OPHIRA)	FLYGLOBESPAN	S	8	0	0	25	25	38	0	13	0	47	86	38	7
TOTAL SHARM EL SHEIKH (OPHIRA)			8	0	0	25	25	38	0	13	0	47	86	38	7
TOTAL EGYPT			8	0	0	25	25	38	0	13	0	47	86	38	7
FRANCE															
AVIGNON	JET2.COM LTD	S	18	0	0	78	6	11	0	0	6	31	73	11	26
TOTAL AVIGNON			18	0	0	78	6	11	0	0	6	31	73	11	26
BERGERAC	FLYBE LTD	S	17	0	1	82	6	6	6	0	0	10	56	37	18
TOTAL BERGERAC			17	0	1	82	6	6	6	0	0	10	56	37	18
CARCASSONNE	RYANAIR	S	26	0	0	88	8	0	0	4	0	11	0	0	0
TOTAL CARCASSONNE			26	0	0	88	8	0	0	4	0	11	0	0	0
LA ROCHELLE	JET2.COM LTD	S	18	0	0	94	0	6	0	0	0	4	56	18	18
TOTAL LA ROCHELLE			18	0	0	94	0	6	0	0	0	4	56	18	18
LIMOGES	RYANAIR	S	17	1	1	94	6	0	0	0	0	2	0	0	0
TOTAL LIMOGES			17	1	1	94	6	0	0	0	0	2	0	0	0
MARSEILLE	RYANAIR	S	18	0	0	83	6	0	11	0	0	20	89	5	18
TOTAL MARSEILLE			18	0	0	83	6	0	11	0	0	20	89	5	18
NICE	EASYJET AIRLINE COMPANY LTD	S	26	0	0	88	8	4	0	0	0	5	62	15	26
	FLYGLOBESPAN	S	16	0	0	75	6	6	13	0	0	21	70	19	40
TOTAL NICE			42	1	0	83	7	5	5	0	0	11	67	17	66
PARIS (CHARLES DE GAULLE)	CITY JET	S	248	0	0	87	8	4	2	0	0	8	83	8	248
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	89	3	2	3	3	0	13	56	14	62
TOTAL PARIS (CHARLES DE GAULLE)			310	0	0	87	7	3	2	1	0	9	77	9	311
POITIERS	RYANAIR	S	15	3	3	100	0	0	0	0	0	1	0	0	0
TOTAL POITIERS			15	3	3	100	0	0	0	0	0	1	0	0	0
RENNES	FLYBE LTD	S	18	0	0	89	6	6	0	0	0	5	90	6	10
TOTAL RENNES			18	0	0	89	6	6	0	0	0	5	90	6	10
TOULOUSE (BLAGNAC)	JET2.COM LTD	S	18	0	0	78	6	11	0	6	0	21	44	21	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
TOTAL TOULOUSE (BLAGNAC)			18	0	0	78	6	11	0	6	0	21	44	21	18
TOTAL FRANCE			517	7	5	87	6	4	2	1	0	10	73	12	496
GERMANY															
ALTENBURG - WALLBURG	RYANAIR	S	26	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL ALTENBURG - WALLBURG			26	0	0	100	0	0	0	0	0	1	0	0	0
BERLIN (SCHONEFELD)	RYANAIR	S	36	0	0	94	6	0	0	0	0	4	0	0	0
TOTAL BERLIN (SCHONEFELD)			36	0	0	94	6	0	0	0	0	4	0	0	0
BREMEN	RYANAIR	S	44	0	0	84	11	5	0	0	0	7	75	19	36
TOTAL BREMEN			44	0	0	84	11	5	0	0	0	7	75	19	36
COLOGNE BONN	GERMANWINGS	S	46	0	1	89	9	0	2	0	0	9	54	27	46
TOTAL COLOGNE BONN			46	0	1	89	9	0	2	0	0	9	54	27	46
DUSSELDORF	JET2.COM LTD	S	36	0	0	72	19	8	0	0	0	12	0	0	0
TOTAL DUSSELDORF			36	0	0	72	19	8	0	0	0	12	0	0	0
FRANKFURT MAIN	LUFTHANSA	S	124	0	0	94	5	1	0	0	0	4	87	7	186
TOTAL FRANKFURT MAIN			125	0	0	94	5	1	0	0	0	4	87	7	186
HAHN	RYANAIR	S	36	0	0	64	22	14	0	0	0	14	69	12	26
TOTAL HAHN			36	0	0	64	22	14	0	0	0	14	70	11	27
MUNICH	EASYJET AIRLINE COMPANY LTD	S	62	0	0	81	15	5	0	0	0	7	63	17	62
TOTAL MUNICH			62	0	0	81	15	5	0	0	0	7	63	17	62
NIEDERRHEIN	RYANAIR	S	62	0	0	77	16	5	2	0	0	8	78	16	18
TOTAL NIEDERRHEIN			62	0	0	77	16	5	2	0	0	8	78	16	18
TOTAL GERMANY			475	0	1	85	11	4	0	0	0	7	72	14	412
GREECE															
HERAKLION	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	0	12	0	0	0
TOTAL HERAKLION			8	0	0	88	0	13	0	0	0	12	0	0	0
RHODES	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	2	67	59	6
TOTAL RHODES			8	0	0	100	0	0	0	0	0	2	67	59	6
ZAKINTHOS	MONARCH AIRLINES	C	8	0	0	75	0	0	25	0	0	18	100	3	8
TOTAL ZAKINTHOS			8	0	0	75	0	0	25	0	0	18	100	3	8
TOTAL GREECE			24	0	0	88	0	4	8	0	0	11	86	27	14
IRISH REPUBLIC															
CORK	AER ARANN	S	78	0	0	82	9	8	1	0	0	8	74	24	72
TOTAL CORK			78	0	0	82	9	8	1	0	0	8	74	24	72
DUBLIN	AER LINGUS	S	114	0	0	82	11	4	2	0	0	9	81	9	62
	NEOS SPA	C	4	0	0	50	0	25	25	0	0	33	0	0	0
	RYANAIR	S	196	0	0	91	8	1	0	0	0	5	61	16	204
TOTAL DUBLIN			315	0	0	87	9	3	1	0	0	7	65	15	266
GALWAY	AER ARANN	S	44	0	0	91	5	0	5	0	0	8	65	20	52

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL GALWAY			44	0	0	91	5	0	5	0	0	8	65	20	52
SHANNON	RYANAIR	S	62	0	0	61	19	16	3	0	0	14	67	11	36
TOTAL SHANNON			62	1	0	61	19	16	3	0	0	14	67	11	36
TOTAL IRISH REPUBLIC			499	1	0	84	10	5	2	0	0	8	67	16	426
ITALY															
BOLOGNA	BLUE PANORAMA	C	7	0	0	43	43	0	14	0	0	30	0	0	0
	RYANAIR	S	26	0	0	46	35	19	0	0	0	18	0	0	0
TOTAL BOLOGNA			33	0	0	45	36	15	3	0	0	21	22	39	9
CAGLIARI (ELMAS)	RYANAIR	S	26	0	0	81	19	0	0	0	0	8	0	0	0
TOTAL CAGLIARI (ELMAS)			26	0	0	81	19	0	0	0	0	8	0	0	0
TOTAL LAMETIA-TERME			2	0	0	50	0	50	0	0	0	32	0	0	0
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	79	13	8	0	0	0	8	71	14	62
	NEOS SPA	C	3	0	0	67	0	0	33	0	0	32	0	0	0
TOTAL MILAN (MALPENSA)			65	1	0	78	12	8	2	0	0	9	62	19	71
OLBIA	JET2.COM LTD	S	10	0	0	70	30	0	0	0	0	8	0	0	0
TOTAL OLBIA			10	0	0	70	30	0	0	0	0	8	0	0	0
PISA	JET2.COM LTD	S	28	0	0	57	25	11	7	0	0	18	50	20	18
	RYANAIR	S	26	0	0	69	12	4	8	0	8	43	42	22	26
TOTAL PISA			54	0	0	63	19	7	7	0	4	30	45	21	44
ROME (CIAMPINO)	RYANAIR	S	36	0	0	61	25	14	0	0	0	15	0	0	0
TOTAL ROME (CIAMPINO)			36	0	0	61	25	14	0	0	0	15	0	0	0
VENICE	JET2.COM LTD	S	18	0	0	22	50	22	6	0	0	26	0	0	0
TOTAL VENICE			18	0	0	22	50	22	6	0	0	26	0	0	0
TOTAL ITALY			244	1	0	64	23	10	3	0	1	17	51	23	142
MALTA															
MALTA	RYANAIR	S	18	0	0	94	6	0	0	0	0	2	0	0	0
TOTAL MALTA			18	0	0	94	6	0	0	0	0	2	0	0	0
TOTAL MALTA			18	0	0	94	6	0	0	0	0	2	0	0	0
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	62	0	0	89	2	5	3	2	0	10	85	8	62
	KLM	S	186	0	0	91	8	1	0	0	0	5	87	9	190
	KLM CITYHOPPER	S	114	0	0	90	8	2	0	0	0	4	77	13	110
TOTAL AMSTERDAM			362	0	0	90	7	2	1	0	0	6	84	10	362
TOTAL NETHERLANDS			362	0	0	90	7	2	1	0	0	6	84	10	362
NORWAY															
BERGEN	WIDEROE FLYVESELSKAP A/S	S	14	0	0	79	7	14	0	0	0	14	50	24	10
TOTAL BERGEN			14	0	0	79	7	14	0	0	0	14	50	24	10
HAUGESUND	RYANAIR	S	18	0	0	94	6	0	0	0	0	2	0	0	0



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL HAUGESUND			18	0	0	94	6	0	0	0	0	2	0	0	0
OSLO (GARDERMOEN)	FLYBE LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	NORWEGIAN AIR SHUTTLE	S	44	0	0	70	14	16	0	0	0	13	77	15	26
TOTAL OSLO (GARDERMOEN)			48	0	0	73	13	15	0	0	0	12	77	15	26
TOTAL NORWAY			80	0	0	79	10	11	0	0	0	10	69	18	36
POLAND															
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	28	0	0	86	7	7	0	0	0	8	100	1	28
	RYANAIR	S	26	0	0	65	31	4	0	0	0	10	0	0	0
TOTAL KRAKOW			54	0	0	76	19	6	0	0	0	9	100	1	28
LODZ LUBLINEK	RYANAIR	S	18	0	0	89	11	0	0	0	0	7	0	0	0
TOTAL LODZ LUBLINEK			18	0	0	89	11	0	0	0	0	7	0	0	0
POZNAN	RYANAIR	S	26	0	0	42	42	15	0	0	0	18	0	0	0
TOTAL POZNAN			26	0	0	42	42	15	0	0	0	18	0	0	0
WROCLAW	RYANAIR	S	18	0	0	94	0	6	0	0	0	4	0	0	0
TOTAL WROCLAW			18	0	0	94	0	6	0	0	0	4	0	0	0
TOTAL POLAND			116	0	0	73	20	7	0	0	0	10	76	13	79
PORTUGAL(EXCLUDING MADEIRA)															
FARO	FLYGLOBESPAN	S	44	0	0	91	5	0	5	0	0	10	79	26	58
TOTAL FARO			44	0	0	91	5	0	5	0	0	10	76	26	66
TOTAL PORTUGAL(EXCLUDING MADEIRA)			44	0	0	91	5	0	5	0	0	10	76	26	66
PORTUGAL(MADEIRA)															
FUNCHAL	FLYGLOBESPAN	S	10	0	0	90	10	0	0	0	0	4	88	4	8
TOTAL FUNCHAL			10	0	0	90	10	0	0	0	0	4	88	4	8
TOTAL PORTUGAL(MADEIRA)			10	0	0	90	10	0	0	0	0	4	88	4	8
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	36	0	0	86	14	0	0	0	0	6	0	0	0
TOTAL BRATISLAVA			36	0	0	86	14	0	0	0	0	6	0	0	0
TOTAL SLOVAK REPUBLIC			36	0	0	86	14	0	0	0	0	6	0	0	0
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	18	0	0	78	11	0	11	0	0	17	78	13	18
	FLYGLOBESPAN	S	44	0	0	77	18	5	0	0	0	8	80	31	50
	RYANAIR	S	44	0	0	98	0	2	0	0	0	2	89	20	36
TOTAL ALICANTE			106	0	0	86	9	3	2	0	0	7	82	31	111
BARCELONA	FLYGLOBESPAN	C	8	0	0	13	0	25	63	0	0	60	0	0	0
	FLYGLOBESPAN	S	27	0	0	96	0	4	0	0	0	5	41	32	61
TOTAL BARCELONA			35	0	0	77	0	9	14	0	0	17	52	26	87
IBIZA	BMI BRITISH MIDLAND	C	10	0	0	70	30	0	0	0	0	7	70	11	10
	JET2.COM LTD	S	16	0	0	75	19	6	0	0	0	10	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL IBIZA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>25</b>	<b>29</b>
<b>MADRID</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	60	18	3	16	3	0	29	29	48	76
	FLYGLOBESPAN	C	10	0	0	20	20	40	10	0	10	73	0	0	0
<b>TOTAL MADRID</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>8</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>35</b>	<b>31</b>	<b>46</b>	<b>84</b>
<b>MAHON</b>	JET2.COM LTD	S	6	0	0	83	0	0	17	0	0	24	0	0	0
<b>TOTAL MAHON</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>90</b>	<b>5</b>	<b>10</b>
<b>MALAGA</b>	FLYGLOBESPAN	S	54	0	0	85	6	9	0	0	0	8	60	22	58
	RYANAIR	S	36	0	0	78	11	6	6	0	0	16	0	0	0
<b>TOTAL MALAGA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>21</b>	<b>59</b>
<b>MURCIA SAN JAVIER</b>	JET2.COM LTD	S	62	0	0	74	18	6	2	0	0	10	80	23	54
<b>TOTAL MURCIA SAN JAVIER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>23</b>	<b>54</b>
<b>PALMA DE MALLORCA</b>	AIR EUROPA	C	9	0	0	56	44	0	0	0	0	13	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	20	0	0	85	0	10	5	0	0	14	40	22	20
	FLYGLOBESPAN	S	62	0	0	79	5	13	3	0	0	11	91	5	56
	RYANAIR	S	26	0	0	85	12	4	0	0	0	7	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	12	75	15	8
<b>TOTAL PALMA DE MALLORCA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>18</b>	<b>106</b>
<b>REUS</b>	MONARCH AIRLINES	C	10	0	0	80	0	20	0	0	0	10	100	6	8
<b>TOTAL REUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>6</b>	<b>8</b>
<b>TOTAL SPAIN</b>			<b>533</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>27</b>	<b>549</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	FLYGLOBESPAN	S	10	0	0	80	20	0	0	0	0	11	29	21	7
	MONARCH AIRLINES	C	8	0	0	63	0	0	38	0	0	36	0	0	0
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>13</b>	<b>15</b>
<b>LAS PALMAS</b>	FLYGLOBESPAN	S	10	0	0	60	10	30	0	0	0	19	44	52	9
<b>TOTAL LAS PALMAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>29</b>	<b>17</b>
<b>TENERIFE (SURREINA SOFIA)</b>	FLYGLOBESPAN	S	8	0	0	63	13	13	13	0	0	30	40	38	10
	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	0	8	80	34	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>30</b>	<b>27</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>9</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>28</b>	<b>69</b>
<b>SWEDEN</b>															
<b>STOCKHOLM (ARLANDA)</b>	SAS	S	18	0	0	83	17	0	0	0	0	6	92	6	26
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>9</b>	<b>44</b>
<b>STOCKHOLM (SKAVSTA)</b>	RYANAIR	S	36	0	0	94	6	0	0	0	0	6	0	0	0
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>9</b>	<b>44</b>
<b>SWITZERLAND</b>															
<b>GENEVA</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	79	19	0	0	2	0	13	65	14	62
<b>TOTAL GENEVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>14</b>	<b>63</b>

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				Actual (7)	Plan (8)										
ZURICH	BMI REGIONAL	S	62	0	0	95	2	0	3	0	0	6	89	7	62
<b>TOTAL ZURICH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>7</b>	<b>62</b>
<b>TOTAL SWITZERLAND</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>10</b>	<b>125</b>
<b>TURKEY</b>															
DALAMAN	FLYGLOBESPAN	S	20	0	0	55	15	20	10	0	0	21	0	0	0
	MONARCH AIRLINES	C	9	1	0	78	0	0	22	0	0	16	67	24	18
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	9	0	0	0
<b>TOTAL DALAMAN</b>			<b>32</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>18</b>	<b>46</b>
<b>TOTAL TURKEY</b>			<b>32</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>18</b>	<b>48</b>
<b>UNITED KINGDOM</b>															
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	198	0	0	87	3	8	2	0	0	7	83	15	215
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>198</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>15</b>	<b>215</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	160	0	0	91	4	3	1	1	0	7	80	11	176
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>11</b>	<b>176</b>
BIRMINGHAM	BMIBABY LTD	S	62	0	0	92	8	0	0	0	0	5	82	13	112
	FLYBE LTD	S	308	0	0	89	6	3	3	0	0	8	78	15	369
<b>TOTAL BIRMINGHAM</b>			<b>370</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>14</b>	<b>481</b>
BOURNEMOUTH	RYANAIR	S	62	0	0	56	23	15	6	0	0	21	0	0	0
<b>TOTAL BOURNEMOUTH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>23</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	156	0	0	74	13	8	5	0	0	13	56	21	176
<b>TOTAL BRISTOL</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>21</b>	<b>176</b>
CARDIFF WALES	BMIBABY LTD	S	102	0	0	86	10	4	0	0	0	5	88	7	114
	FLYBE LTD	S	102	0	0	93	3	2	1	1	0	6	91	9	110
<b>TOTAL CARDIFF WALES</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>8</b>	<b>224</b>
EAST MIDLANDS INTERNATIONAL	BMIBABY LTD	S	112	0	0	85	6	4	4	2	0	13	82	8	146
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>8</b>	<b>146</b>
EXETER	FLYBE LTD	S	124	0	0	76	14	9	0	2	0	13	75	11	124
<b>TOTAL EXETER</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>11</b>	<b>124</b>
GATWICK	BRITISH AIRWAYS PLC	S	248	0	0	72	15	8	4	1	0	15	81	8	350
	EASYJET AIRLINE COMPANY LTD	S	194	0	0	68	12	14	6	1	0	17	73	14	228
<b>TOTAL GATWICK</b>			<b>442</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>10</b>	<b>578</b>
HEATHROW	BMI BRITISH MIDLAND	S	458	0	0	83	11	3	2	0	0	7	72	15	460
	BRITISH AIRWAYS PLC	S	506	0	0	85	8	5	2	0	0	8	75	13	597
<b>TOTAL HEATHROW</b>			<b>964</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>14</b>	<b>1057</b>
ISLE OF MAN	LOGANAIR	S	58	0	0	79	10	9	2	0	0	11	94	7	62
<b>TOTAL ISLE OF MAN</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>7</b>	<b>62</b>
JERSEY	FLYBE LTD	S	72	0	0	86	7	3	4	0	0	8	86	16	72
<b>TOTAL JERSEY</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>16</b>	<b>72</b>
KIRKWALL	LOGANAIR	S	166	0	0	93	4	2	0	1	0	5	88	8	162

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL KIRKWALL			166	0	0	93	4	2	0	1	0	5	88	8	162
LEEDS BRADFORD	BMI REGIONAL	S	69	0	0	97	0	1	1	0	0	3	98	2	110
TOTAL LEEDS BRADFORD			69	0	0	97	0	1	1	0	0	3	98	2	110
LONDON CITY	BA CITYFLYER LTD	S	288	0	0	92	4	2	2	0	0	5	71	17	331
	CITY JET	S	305	0	0	97	2	0	1	0	0	2	80	9	307
TOTAL LONDON CITY			593	0	0	95	3	1	1	0	0	3	75	13	638
LUTON	EASYJET AIRLINE COMPANY LTD	S	218	0	0	79	14	5	1	0	0	9	68	13	238
TOTAL LUTON			220	0	0	79	15	5	1	0	0	10	68	13	238
MANCHESTER	BMI REGIONAL	S	221	0	0	97	1	1	1	0	0	3	93	4	282
	FLYBE LTD	S	143	0	1	89	5	3	2	1	0	7	89	7	272
TOTAL MANCHESTER			364	0	1	94	2	2	1	0	0	5	91	5	554
NEWQUAY	FLYBE LTD	S	44	0	0	89	5	0	7	0	0	11	88	6	58
TOTAL NEWQUAY			44	0	0	89	5	0	7	0	0	11	88	6	58
NORWICH	FLYBE LTD	S	102	0	0	88	5	5	0	2	0	8	82	12	102
TOTAL NORWICH			102	0	0	88	5	5	0	2	0	8	82	12	102
SOUTHAMPTON	FLYBE LTD	S	258	0	0	89	7	3	1	0	0	6	74	14	286
TOTAL SOUTHAMPTON			258	0	0	89	7	3	1	0	0	6	74	14	286
STANSTED	EASYJET AIRLINE COMPANY LTD	S	270	0	0	81	10	7	1	0	0	9	72	13	287
TOTAL STANSTED			271	0	0	81	10	7	1	0	0	9	72	13	287
STORNOWAY	LOGANAIR	S	155	0	0	86	7	4	3	0	0	8	91	8	149
TOTAL STORNOWAY			155	0	0	86	7	4	3	0	0	8	91	8	149
SUMBURGH	LOGANAIR	S	149	0	0	89	7	3	1	1	0	6	84	14	114
TOTAL SUMBURGH			149	0	0	89	7	3	1	1	0	6	84	14	114
WICK	LOGANAIR	S	42	0	0	98	2	0	0	0	0	2	90	9	42
TOTAL WICK			42	0	0	98	2	0	0	0	0	2	90	9	42
TOTAL UNITED KINGDOM			5355	6	1	86	8	5	2	0	0	8	79	12	6098
USA															
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	62	0	0	85	3	8	3	0	0	11	60	26	62
TOTAL NEW YORK (JF KENNEDY)			62	0	0	85	3	8	3	0	0	11	60	26	62
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	124	0	0	64	9	15	11	1	1	25	49	52	124
TOTAL NEW YORK (NEWARK)			124	0	0	64	9	15	11	1	1	25	49	52	124
TOTAL USA			186	4	0	71	7	12	9	1	1	20	53	43	186
TOTAL EDINBURGH			9219	21	7	84	9	5	2	0	0	9	76	14	9629

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: GATWICK (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ALBANIA</b>															
TIRANA	BRITISH AIRWAYS PLC	S	62	0	0	77	13	3	6	0	0	10	57	13	44
TOTAL TIRANA			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>13</b>	<b>44</b>
TOTAL ALBANIA			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>13</b>	<b>44</b>
<b>ALGERIA</b>															
HASSI MESSAOUD	MONARCH AIRLINES	C	26	0	0	77	12	4	8	0	0	13	63	12	24
TOTAL HASSI MESSAOUD			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>12</b>	<b>24</b>
TOTAL ALGERIA			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>12</b>	<b>24</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	70	11	11	7	0	0	14	71	16	28
TOTAL ANTIGUA			<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>17</b>	<b>36</b>
TOTAL ANTIGUA AND BARBUDA			<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>17</b>	<b>36</b>
<b>AUSTRIA</b>															
INNSBRUCK	EASYJET AIRLINE COMPANY LTD	S	18	0	0	72	0	11	11	6	0	28	33	33	18
TOTAL INNSBRUCK			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>33</b>	<b>33</b>	<b>18</b>
SALZBURG	BRITISH AIRWAYS PLC	S	46	0	0	78	11	9	2	0	0	10	83	15	46
	EASYJET AIRLINE COMPANY LTD	S	18	0	0	89	11	0	0	0	0	5	0	0	0
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	2	78	15	18
TOTAL SALZBURG			<b>82</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>15</b>	<b>64</b>
VIENNA	AER LINGUS	S	62	0	0	77	11	6	3	2	0	15	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	11	10	3	0	0	13	0	0	0
TOTAL VIENNA			<b>124</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL AUSTRIA			<b>224</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>19</b>	<b>82</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	62	0	0	90	5	3	2	0	0	4	89	6	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	53	0	0	55	26	11	8	0	0	18	50	91	60
TOTAL BRIDGETOWN			<b>115</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>49</b>	<b>130</b>
TOTAL BARBADOS			<b>115</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>49</b>	<b>130</b>
<b>BELARUS</b>															
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	26	0	0	65	15	12	8	0	0	19	25	30	28
TOTAL MINSK INT'L			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>25</b>	<b>30</b>	<b>28</b>
TOTAL BELARUS			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>25</b>	<b>30</b>	<b>28</b>
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	100	0	0	79	14	7	0	0	0	8	52	20	122
TOTAL BRUSSELS			<b>100</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>52</b>	<b>20</b>	<b>122</b>
TOTAL BELGIUM			<b>100</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>52</b>	<b>20</b>	<b>122</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	60	0	1	92	3	2	3	0	0	9	84	14	62
<b>TOTAL BERMUDA</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>14</b>	<b>62</b>
<b>TOTAL BERMUDA</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>14</b>	<b>62</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	10	0	0	70	30	0	0	0	0	10	78	10	18
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	0	0	22	0	47	25	92	8
	THOMSON AIRWAYS LTD	C	18	0	0	83	6	0	11	0	0	16	68	16	28
<b>TOTAL BURGAS</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>58</b>	<b>31</b>	<b>62</b>
SOFIA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	74	13	5	5	0	3	25	66	13	88
<b>TOTAL SOFIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>25</b>	<b>64</b>	<b>22</b>	<b>148</b>
VARNA	BRITISH AIRWAYS PLC	S	36	0	0	78	14	8	0	0	0	9	22	40	18
	BULGARIA AIR	S	36	0	0	75	14	0	11	0	0	14	76	13	34
<b>TOTAL VARNA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>22</b>	<b>52</b>
<b>TOTAL BULGARIA</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>61</b>	<b>24</b>	<b>262</b>
<b>CANADA</b>															
CALGARY	THOMAS COOK AIRLINES LTD	S	35	0	0	54	6	20	17	3	0	38	59	51	29
<b>TOTAL CALGARY</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>6</b>	<b>20</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>38</b>	<b>63</b>	<b>49</b>	<b>54</b>
FREDERICTON	AIR TRANSAT	S	8	0	0	100	0	0	0	0	0	0	63	26	8
<b>TOTAL FREDERICTON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>26</b>	<b>8</b>
HALIFAX INT	THOMAS COOK AIRLINES LTD	S	8	0	0	100	0	0	0	0	0	2	50	161	10
<b>TOTAL HALIFAX INT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>161</b>	<b>10</b>
HAMILTON (CANADA)	FLYGLOBESPAN	S	10	0	0	40	10	10	10	20	10	111	89	6	18
<b>TOTAL HAMILTON (CANADA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>10</b>	<b>111</b>	<b>89</b>	<b>6</b>	<b>18</b>
MONTREAL (DORVAL)	THOMAS COOK AIRLINES LTD	S	10	0	0	80	0	0	20	0	0	17	32	117	19
<b>TOTAL MONTREAL (DORVAL)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>41</b>	<b>88</b>	<b>27</b>
OTTAWA INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	9	0	0	78	22	0	0	0	0	4	75	13	8
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>37</b>	<b>23</b>
TORONTO	AIR TRANSAT	S	44	0	0	89	5	2	5	0	0	8	69	28	78
	THOMAS COOK AIRLINES LTD	S	36	0	0	72	6	3	3	17	0	54	55	118	20
<b>TOTAL TORONTO</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>29</b>	<b>65</b>	<b>39</b>	<b>138</b>
VANCOUVER	FLYGLOBESPAN	S	6	0	1	17	17	17	50	0	0	78	17	130	18
	THOMAS COOK AIRLINES LTD	S	45	0	0	60	7	16	13	4	0	38	61	37	28
<b>TOTAL VANCOUVER</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>8</b>	<b>16</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>43</b>	<b>54</b>	<b>54</b>	<b>94</b>
<b>TOTAL CANADA</b>			<b>211</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>6</b>	<b>9</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>34</b>	<b>61</b>	<b>48</b>	<b>389</b>
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	8	0	0	38	25	25	13	0	0	28	0	0	0
<b>TOTAL BOA VISTA (RABIL)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	10	0	0	90	10	0	0	0	0	9	72	36	18
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>36</b>	<b>18</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>36</b>	<b>18</b>
<b>CROATIA</b>															
DUBROVNIK	BRITISH AIRWAYS PLC	S	98	0	0	80	11	6	3	0	0	10	35	27	62
	CROATIA AIRLINES	S	26	0	0	62	15	23	0	0	0	17	39	35	36
	EASYJET AIRLINE COMPANY LTD	S	36	0	0	81	14	3	3	0	0	8	0	0	0
	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	3	30	160	10
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	3	90	7	10
<b>TOTAL DUBROVNIK</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>41</b>	<b>39</b>	<b>118</b>
PULA	CROATIA AIRLINES	S	10	0	0	100	0	0	0	0	0	3	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	0	0	25	96	75	67	8
<b>TOTAL PULA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>44</b>	<b>72</b>	<b>57</b>	<b>18</b>
SPLIT	CROATIA AIRLINES	S	25	0	0	76	16	0	0	8	0	33	8	64	26
	EASYJET AIRLINE COMPANY LTD	S	96	0	0	71	10	8	10	0	0	17	57	15	72
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	3	70	24	10
<b>TOTAL SPLIT</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>46</b>	<b>28</b>	<b>108</b>
ZAGREB	CROATIA AIRLINES	S	37	0	0	43	35	16	5	0	0	21	2	31	44
<b>TOTAL ZAGREB</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>35</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>2</b>	<b>31</b>	<b>44</b>
<b>TOTAL CROATIA</b>			<b>366</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>39</b>	<b>35</b>	<b>288</b>
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	8	0	0	0	0	0	13	50	38	314	63	59	8
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>38</b>	<b>314</b>	<b>63</b>	<b>59</b>	<b>8</b>
HAVANA	CUBANA	S	8	0	0	25	0	38	13	13	13	239	30	105	10
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	22	28	11	33	6	0	55	35	33	17
<b>TOTAL HAVANA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>19</b>	<b>19</b>	<b>27</b>	<b>8</b>	<b>4</b>	<b>111</b>	<b>33</b>	<b>60</b>	<b>27</b>
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	13	25	0	0	45	38	114	8
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	2	88	5	8
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>6</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>59</b>	<b>16</b>
VARADERO	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	0	11	0	0	12	50	20	8
<b>TOTAL VARADERO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>19</b>	<b>12</b>
<b>TOTAL CUBA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>10</b>	<b>10</b>	<b>18</b>	<b>10</b>	<b>7</b>	<b>98</b>	<b>48</b>	<b>52</b>	<b>63</b>
<b>CYPRUS</b>															
LARNACA	EASYJET AIRLINE COMPANY LTD	S	34	0	0	68	21	9	3	0	0	12	0	0	0
	EUROCYPRIA AIRLINES LTD	C	28	0	0	43	25	14	11	0	7	59	11	74	28
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	8	50	15	8
	MONARCH AIRLINES	S	52	0	0	83	13	0	4	0	0	12	31	37	35
	THOMAS COOK AIRLINES LTD	C	40	0	0	83	0	5	10	3	0	23	37	68	35
	THOMSON AIRWAYS LTD	C	46	0	0	74	13	4	9	0	0	18	24	47	45
<b>TOTAL LARNACA</b>			<b>208</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>35</b>	<b>46</b>	<b>179</b>
PAPHOS	BMI BRITISH MIDLAND	C	8	0	0	38	38	13	13	0	0	28	0	0	0

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PAPHOS	BRITISH AIRWAYS PLC	S	62	0	0	77	11	6	5	0	0	12	65	23	62
	EASYJET AIRLINE COMPANY LTD	S	124	1	0	69	16	10	5	0	0	15	51	35	123
	MONARCH AIRLINES	C	28	0	0	43	36	14	0	0	7	46	21	101	29
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	6	6	6	0	0	10	61	24	18
	THOMSON AIRWAYS LTD	C	54	0	0	69	4	17	7	4	0	26	37	47	79
	VIKING AIRLINES	C	10	0	0	40	30	10	10	0	10	80	0	0	0
<b>TOTAL PAPHOS</b>			<b>304</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>48</b>	<b>41</b>	<b>329</b>
<b>TOTAL CYPRUS</b>			<b>512</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>44</b>	<b>43</b>	<b>508</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	104	0	0	73	18	7	2	0	0	11	56	28	124
<b>TOTAL PRAGUE</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>55</b>	<b>28</b>	<b>126</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>55</b>	<b>28</b>	<b>126</b>
<b>DENMARK</b>															
AALBORG	NORWEGIAN AIR SHUTTLE	S	52	0	0	98	2	0	0	0	0	2	0	0	0
<b>TOTAL AALBORG</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>12</b>	<b>44</b>
BILLUND	CIMBER AIR A/S	S	83	0	8	92	2	2	1	2	0	10	0	0	0
<b>TOTAL BILLUND</b>			<b>83</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>16</b>	<b>80</b>
COPENHAGEN	CIMBER AIR A/S	S	104	0	0	88	6	6	1	0	0	5	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	104	0	0	73	13	9	6	0	0	15	0	0	0
	NORWEGIAN AIR SHUTTLE	S	104	0	1	86	9	3	2	0	1	11	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>312</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>16</b>	<b>174</b>
<b>TOTAL DENMARK</b>			<b>447</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>16</b>	<b>298</b>
<b>DJIBOUTI REPUBLIC</b>															
DJIBOUTI	DAALLO AIRLINES	S	17	0	0	53	6	24	18	0	0	34	60	18	15
<b>TOTAL DJIBOUTI</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>6</b>	<b>24</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>60</b>	<b>18</b>	<b>15</b>
<b>TOTAL DJIBOUTI REPUBLIC</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>6</b>	<b>24</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>60</b>	<b>18</b>	<b>15</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMAS COOK AIRLINES LTD	C	19	0	0	68	16	0	11	0	5	45	71	16	17
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	2	76	26	17
<b>TOTAL PUERTO PLATA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>31</b>	<b>74</b>	<b>21</b>	<b>34</b>
PUNTA CANA	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	0	13	13	94	75	11	8
	THOMSON AIRWAYS LTD	C	9	0	0	56	44	0	0	0	0	12	71	10	14
<b>TOTAL PUNTA CANA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>51</b>	<b>73</b>	<b>11</b>	<b>22</b>
SAMANA (EL CATEY)	THOMSON AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	7	50	19	4
<b>TOTAL SAMANA (EL CATEY)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>19</b>	<b>4</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>33</b>	<b>72</b>	<b>17</b>	<b>60</b>
<b>EGYPT</b>															
HURGHADA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	61	22	17	0	0	0	15	0	0	0
	MONARCH AIRLINES	C	8	0	0	38	13	13	13	0	25	114	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	6	6	13	0	0	15	20	62	10



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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
HURGHADA	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	7	10	36	10
	VIKING AIRLINES	C	16	0	0	94	0	6	0	0	0	7	0	0	0
<b>TOTAL HURGHADA</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>24</b>	<b>44</b>	<b>31</b>	<b>39</b>
LUXOR	MONARCH AIRLINES	C	20	0	0	90	0	0	0	10	0	20	44	41	16
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	56	18	16
<b>TOTAL LUXOR</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>35</b>	<b>40</b>
MARSA ALAM	THOMSON AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	13	38	20	8
<b>TOTAL MARSA ALAM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>20</b>	<b>8</b>
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	36	0	0	61	22	14	3	0	0	15	67	11	18
	MONARCH AIRLINES	C	54	0	0	59	7	11	15	7	0	45	19	153	31
	THOMAS COOK AIRLINES LTD	C	38	0	0	68	13	0	18	0	0	25	69	46	16
	THOMSON AIRWAYS LTD	S	62	0	0	77	10	6	3	3	0	17	50	16	18
	VIKING AIRLINES	C	45	0	0	56	22	9	13	0	0	23	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>235</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>62</b>	<b>42</b>	<b>188</b>
TABA	MONARCH AIRLINES	C	20	0	0	75	15	10	0	0	0	8	33	40	18
	THOMSON AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	17	25	31	8
<b>TOTAL TABA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>31</b>	<b>37</b>	<b>26</b>
<b>TOTAL EGYPT</b>			<b>366</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>23</b>	<b>54</b>	<b>38</b>	<b>301</b>
<b>ESTONIA</b>															
TALLIN	ESTONIAN AIR	S	18	0	0	72	11	17	0	0	0	11	34	37	67
<b>TOTAL TALLIN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>34</b>	<b>37</b>	<b>67</b>
<b>TOTAL ESTONIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>34</b>	<b>37</b>	<b>67</b>
<b>FINLAND</b>															
HELSINKI	EASYJET AIRLINE COMPANY LTD	S	62	0	0	84	8	3	2	3	0	21	0	0	0
<b>TOTAL HELSINKI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FINLAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
AJACCIO	EASYJET AIRLINE COMPANY LTD	S	20	0	0	80	10	10	0	0	0	10	50	16	10
<b>TOTAL AJACCIO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>16</b>	<b>10</b>
BASTIA	EASYJET AIRLINE COMPANY LTD	S	20	0	0	90	0	0	10	0	0	11	100	2	10
	VIKING AIRLINES	C	10	0	0	80	20	0	0	0	0	9	0	0	0
<b>TOTAL BASTIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>6</b>	<b>30</b>
BERGERAC	FLYBE LTD	S	10	0	0	70	10	20	0	0	0	17	50	19	10
<b>TOTAL BERGERAC</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>19</b>	<b>10</b>
BIARRITZ	EASYJET AIRLINE COMPANY LTD	S	36	0	0	92	6	3	0	0	0	3	81	8	36
<b>TOTAL BIARRITZ</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>8</b>	<b>36</b>
BORDEAUX	BRITISH AIRWAYS PLC	S	124	0	0	82	12	3	2	0	0	10	64	18	124
<b>TOTAL BORDEAUX</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>18</b>	<b>124</b>
CALVI	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL CALVI			10	0	0	100	0	0	0	0	0	2	63	13	8
FIGARI	THOMSON AIRWAYS LTD	C	10	0	0	80	0	20	0	0	0	9	50	36	10
TOTAL FIGARI			10	0	0	80	0	20	0	0	0	9	45	33	20
LA ROCHELLE	EASYJET AIRLINE COMPANY LTD	S	44	0	0	91	2	2	5	0	0	8	68	22	63
TOTAL LA ROCHELLE			44	0	0	91	2	2	5	0	0	8	68	22	63
LYON	EASYJET AIRLINE COMPANY LTD	S	114	0	1	75	11	6	6	3	0	18	0	0	0
TOTAL LYON			114	0	1	75	11	6	6	3	0	18	0	0	0
MARSEILLE	BRITISH AIRWAYS PLC	S	124	0	0	81	13	5	1	0	0	8	85	8	124
	EASYJET AIRLINE COMPANY LTD	S	78	0	0	67	15	10	8	0	0	17	61	29	88
	RYANAIR	S	62	0	0	89	6	5	0	0	0	5	0	0	0
TOTAL MARSEILLE			264	0	0	79	12	6	3	0	0	10	75	16	212
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	72	0	0	83	7	6	3	1	0	12	82	9	62
TOTAL MONTPELLIER			72	0	0	83	7	6	3	1	0	12	82	9	62
NICE	AER LINGUS	S	120	0	0	87	5	4	3	1	0	9	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	248	0	0	64	18	13	5	0	0	16	61	20	264
TOTAL NICE			368	0	0	71	14	10	5	0	0	14	61	20	264
TOULOUSE (BLAGNAC)	EASYJET AIRLINE COMPANY LTD	S	166	0	0	80	12	5	4	0	0	11	44	25	160
TOTAL TOULOUSE (BLAGNAC)			166	0	0	80	12	5	4	0	0	11	64	17	346
TOTAL FRANCE			1269	3	1	78	11	7	4	0	0	12	67	17	1248
GAMBIA															
BANJUL	VIKING AIRLINES	C	16	0	0	31	44	25	0	0	0	22	0	0	0
TOTAL BANJUL			16	0	0	31	44	25	0	0	0	22	33	65	18
TOTAL GAMBIA			16	0	0	31	44	25	0	0	0	22	33	65	18
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	114	0	0	84	6	4	2	3	2	23	63	15	112
TOTAL BERLIN (SCHONEFELD)			114	0	0	84	6	4	2	3	2	23	63	15	112
COLOGNE BONN	EASYJET AIRLINE COMPANY LTD	S	51	0	1	63	12	16	10	0	0	18	52	20	62
TOTAL COLOGNE BONN			51	0	1	63	12	16	10	0	0	18	52	20	62
DUSSELDORF	FLYBE LTD	S	139	0	0	82	10	6	2	0	0	10	0	0	0
TOTAL DUSSELDORF			139	0	0	82	10	6	2	0	0	10	0	0	0
MUNICH	AER LINGUS	S	123	0	0	88	8	2	1	1	0	8	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	77	6	5	11	0	0	15	0	0	0
TOTAL MUNICH			185	0	0	84	8	3	4	1	0	10	0	0	0
TOTAL GERMANY			489	0	1	81	8	5	4	1	0	14	64	16	236
GHANA															
ACCRA	GHANA INTERNATIONAL AIRLINES	S	46	0	0	57	22	17	2	0	2	24	39	45	54
TOTAL ACCRA			47	1	0	57	21	17	2	0	2	24	39	45	54
TOTAL GHANA			47	1	0	57	21	17	2	0	2	24	39	45	54

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>GIBRALTAR</b>															
GIBRALTAR	BRITISH AIRWAYS PLC	S	62	0	0	90	5	2	3	0	0	7	56	20	62
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	S	104	0	0	73	17	6	3	1	0	14	66	23	139
<b>TOTAL GIBRALTAR</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>22</b>	<b>201</b>
<b>TOTAL GIBRALTAR</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>22</b>	<b>201</b>
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	124	0	0	56	23	8	14	0	0	24	30	61	124
<b>TOTAL ATHENS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>23</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>30</b>	<b>61</b>	<b>124</b>
CHANIA	MONARCH AIRLINES	C	24	0	0	79	4	0	8	4	4	40	56	15	16
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	2	56	13	16
	VIKING AIRLINES	C	8	0	0	88	13	0	0	0	0	4	0	0	0
<b>TOTAL CHANIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>25</b>	<b>69</b>	<b>11</b>	<b>48</b>
CORFU	EASYJET AIRLINE COMPANY LTD	S	98	0	0	83	13	2	0	2	0	11	56	36	70
	MONARCH AIRLINES	C	76	0	0	84	3	8	4	1	0	13	61	22	64
	THOMAS COOK AIRLINES LTD	C	46	0	0	83	0	4	13	0	0	17	52	44	44
	THOMSON AIRWAYS LTD	C	54	0	0	72	11	7	4	4	2	35	89	9	72
	VIKING AIRLINES	C	19	0	0	79	11	0	11	0	0	19	0	0	0
<b>TOTAL CORFU</b>			<b>293</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>24</b>	<b>284</b>
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	104	0	0	75	17	6	2	0	0	12	31	33	80
	EUROCYPRIA AIRLINES LTD	C	17	1	0	59	29	12	0	0	0	15	22	32	9
	MONARCH AIRLINES	C	50	1	0	82	8	8	2	0	0	8	41	60	46
	THOMAS COOK AIRLINES LTD	C	40	0	0	93	3	0	0	0	5	21	52	45	50
	THOMSON AIRWAYS LTD	C	43	0	0	79	2	5	9	5	0	22	71	22	62
	VIKING AIRLINES	C	16	0	0	81	19	0	0	0	0	6	0	0	0
<b>TOTAL HERAKLION</b>			<b>270</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>51</b>	<b>34</b>	<b>273</b>
KALAMATA	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	0	20	0	41	0	71	10
	VIKING AIRLINES	C	20	0	0	85	15	0	0	0	0	8	0	0	0
<b>TOTAL KALAMATA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>19</b>	<b>40</b>	<b>42</b>	<b>30</b>
KAVALLA	THOMSON AIRWAYS LTD	C	10	0	0	90	0	10	0	0	0	7	100	5	10
<b>TOTAL KAVALLA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>5</b>	<b>10</b>
KEFALLINIA	BMI BRITISH MIDLAND	C	10	0	0	60	0	20	10	10	0	51	60	13	10
	MONARCH AIRLINES	C	20	0	0	80	15	5	0	0	0	9	54	59	28
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	11	0	0	0	0	3	67	16	18
	THOMSON AIRWAYS LTD	C	34	0	0	79	12	0	6	3	0	16	67	17	36
	VIKING AIRLINES	C	10	0	0	80	20	0	0	0	0	5	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>36</b>	<b>120</b>
KOS	MONARCH AIRLINES	C	18	0	0	67	6	6	11	11	0	44	15	67	26
	THOMAS COOK AIRLINES LTD	C	14	0	0	86	14	0	0	0	0	6	54	56	24
	THOMSON AIRWAYS LTD	C	26	0	0	77	15	8	0	0	0	8	39	48	44
	VIKING AIRLINES	C	43	1	0	28	26	30	14	0	2	47	0	0	0
<b>TOTAL KOS</b>			<b>101</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>39</b>	<b>50</b>	<b>131</b>
LEMNOS	THOMAS COOK AIRLINES LTD	C	10	0	0	50	10	30	10	0	0	26	40	50	10
	VIKING AIRLINES	C	4	0	0	25	0	25	25	0	25	183	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL LEMNOS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>7</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>40</b>	<b>50</b>	10
<b>MIKONOS</b>	EASYJET AIRLINE COMPANY LTD	S	36	0	0	56	31	3	11	0	0	20	46	25	28
<b>TOTAL MIKONOS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>31</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>53</b>	<b>22</b>	38
<b>MITILINI</b>	MONARCH AIRLINES	C	10	0	0	60	20	10	10	0	0	17	38	50	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	88	7	8
<b>TOTAL MITILINI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>30</b>	24
<b>PREVEZA</b>	BMI BRITISH MIDLAND	C	10	0	0	40	20	20	20	0	0	33	60	16	10
	MONARCH AIRLINES	C	20	0	0	80	10	10	0	0	0	7	25	103	20
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	0	40	69	10
	THOMSON AIRWAYS LTD	C	30	0	0	90	10	0	0	0	0	2	0	73	20
	VIKING AIRLINES	C	10	0	0	90	10	0	0	0	0	4	0	0	0
<b>TOTAL PREVEZA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>47</b>	<b>51</b>	88
<b>RHODES</b>	EASYJET AIRLINE COMPANY LTD	S	36	0	0	44	42	14	0	0	0	17	28	33	36
	MONARCH AIRLINES	C	36	0	0	92	3	0	6	0	0	7	42	91	36
	THOMAS COOK AIRLINES LTD	C	33	1	0	79	9	0	12	0	0	18	65	16	34
	THOMSON AIRWAYS LTD	C	44	0	0	93	0	7	0	0	0	5	57	25	44
	VIKING AIRLINES	C	18	0	0	56	17	28	0	0	0	18	0	0	0
<b>TOTAL RHODES</b>			<b>167</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>51</b>	<b>37</b>	168
<b>SALONIKA</b>	BRITISH AIRWAYS PLC	S	62	0	0	85	6	5	3	0	0	11	56	17	54
	EASYJET AIRLINE COMPANY LTD	S	36	0	0	89	6	6	0	0	0	6	86	8	44
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	0	0	11	0	0	16	33	64	18
	THOMSON AIRWAYS LTD	C	18	0	0	83	6	11	0	0	0	9	63	21	16
	VIKING AIRLINES	C	5	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL SALONIKA</b>			<b>139</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>22</b>	168
<b>SAMOS</b>	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	10	0	0	0
	VIKING AIRLINES	C	4	0	0	0	25	25	25	0	25	181	0	0	0
<b>TOTAL SAMOS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>8</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>81</b>	<b>7</b>	16
<b>SKIATHOS</b>	MONARCH AIRLINES	C	12	0	0	92	8	0	0	0	0	2	30	26	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	4	63	95	8
	THOMSON AIRWAYS LTD	C	16	0	0	50	19	6	25	0	0	47	69	19	36
	VIKING AIRLINES	C	8	1	0	88	0	13	0	0	0	9	0	0	0
<b>TOTAL SKIATHOS</b>			<b>44</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>58</b>	<b>33</b>	74
<b>THIRA (SANTORINI)</b>	EASYJET AIRLINE COMPANY LTD	S	25	0	1	32	36	20	12	0	0	30	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	6	50	68	8
	THOMSON AIRWAYS LTD	C	16	0	0	69	19	13	0	0	0	10	63	12	16
<b>TOTAL THIRA (SANTORINI)</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>24</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>25</b>	32
<b>VOLOS</b>	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	4	0	0	0
	VIKING AIRLINES	C	4	0	0	100	0	0	0	0	0	11	0	0	0
<b>TOTAL VOLOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	0
<b>ZAKINTHOS</b>	MONARCH AIRLINES	C	46	0	0	65	17	11	7	0	0	16	66	79	35
	THOMAS COOK AIRLINES LTD	C	44	0	0	66	7	5	16	7	0	39	41	66	46
	THOMSON AIRWAYS LTD	C	54	0	0	63	13	17	7	0	0	17	62	23	63
	VIKING AIRLINES	C	10	0	0	30	0	40	30	0	0	43	0	0	0

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				Actual (7)	Plan (8)										
TOTAL ZAKINTHOS			154	0	0	62	12	13	11	2	0	24	55	48	154
TOTAL GREECE			1681	5	1	74	12	7	6	1	0	18	54	36	1792
GRENADA															
GRENADA	BRITISH AIRWAYS PLC	S	8	0	0	100	0	0	0	0	0	3	88	11	8
	MONARCH AIRLINES	C	4	0	0	0	25	25	50	0	0	58	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	0	25	50	25	0	0	46	33	33	9
TOTAL GRENADA			20	0	0	40	15	25	20	0	0	31	65	22	26
TOTAL GRENADA			20	0	0	40	15	25	20	0	0	31	65	22	26
HUNGARY															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	62	0	0	74	10	13	2	2	0	15	65	22	62
	MALEV (HUNGARIAN AIRLINES)	S	124	0	0	55	20	18	7	0	0	21	43	25	124
TOTAL BUDAPEST			186	0	0	61	17	16	5	1	0	19	50	24	186
TOTAL HUNGARY			186	0	0	61	17	16	5	1	0	19	50	24	186
ICELAND															
KEFLAVIK	ASTRAEUS LTD	S	89	0	0	58	18	9	10	3	1	38	0	0	0
TOTAL KEFLAVIK			89	0	0	58	18	9	10	3	1	38	0	0	0
TOTAL ICELAND			89	0	0	58	18	9	10	3	1	38	0	0	0
IRISH REPUBLIC															
CORK	RYANAIR	S	62	0	0	98	2	0	0	0	0	2	77	9	62
TOTAL CORK			62	0	0	98	2	0	0	0	0	2	77	9	62
DUBLIN	AER LINGUS	S	286	0	0	82	12	4	2	0	0	10	67	14	218
	RYANAIR	S	372	0	0	70	20	8	2	0	0	13	35	37	372
TOTAL DUBLIN			658	1	0	75	16	6	2	0	0	11	55	24	780
IRELAND WEST AIRPORT KNOCK	AER LINGUS	S	62	0	0	90	5	5	0	0	0	5	0	0	0
TOTAL IRELAND WEST AIRPORT KNOCK			62	0	0	90	5	5	0	0	0	5	69	28	52
SHANNON	RYANAIR	S	124	0	0	85	6	7	1	0	2	13	81	9	124
TOTAL SHANNON			124	0	0	85	6	7	1	0	2	13	81	9	124
TOTAL IRISH REPUBLIC			906	1	0	79	13	6	2	0	0	10	60	21	1018
ISLE OF CURACAO NETH.ANTILLES															
ARUBA	THOMSON AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	18	0	84	4
TOTAL ARUBA			8	0	0	75	0	13	13	0	0	18	0	84	4
TOTAL ISLE OF CURACAO NETH.ANTILLES			8	0	0	75	0	13	13	0	0	18	0	84	4
ITALY															
ALGHERO/SASSARI	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	50	10	10
TOTAL ALGHERO/SASSARI			10	0	0	100	0	0	0	0	0	2	50	10	10
BARI (PALESE)	BRITISH AIRWAYS PLC	S	26	0	0	69	12	19	0	0	0	15	73	14	26
TOTAL BARI (PALESE)			26	0	0	69	12	19	0	0	0	15	73	14	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
BOLOGNA	BRITISH AIRWAYS PLC	S	176	0	0	85	8	6	0	1	0	8	59	19	176
<b>TOTAL BOLOGNA</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>59</b>	<b>19</b>	
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	S	27	0	0	81	15	4	0	0	0	8	46	25	28
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>20</b>	<b>38</b>
CATANIA (FONTANAROSSA)	AIR MALTA	S	20	0	0	90	5	5	0	0	0	4	82	7	22
	BRITISH AIRWAYS PLC	S	88	0	0	86	6	6	2	0	0	8	79	15	62
	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	6	90	5	10
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>17</b>	<b>104</b>
FLORENCE	MERIDIANA AIR	S	120	0	4	71	10	8	11	0	0	17	75	14	152
<b>TOTAL FLORENCE</b>			<b>120</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>10</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>14</b>	<b>152</b>
GENOA	BRITISH AIRWAYS PLC	S	60	0	0	88	7	5	0	0	0	5	61	19	62
<b>TOTAL GENOA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>61</b>	<b>19</b>	<b>62</b>
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	56	21	16	6	0	0	20	48	28	62
<b>TOTAL MILAN (LINATE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>48</b>	<b>28</b>	<b>62</b>
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	176	0	0	84	7	6	2	0	0	9	73	15	176
<b>TOTAL MILAN (MALPENSA)</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>15</b>	<b>176</b>
NAPLES	BRITISH AIRWAYS PLC	S	186	0	0	79	10	6	4	0	1	13	56	18	186
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	73	15	11	2	0	0	14	0	0	0
	MONARCH AIRLINES	C	3	0	0	100	0	0	0	0	0	0	70	44	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	7	70	18	10
	THOMSON AIRWAYS LTD	C	26	0	0	85	8	8	0	0	0	6	89	12	28
<b>TOTAL NAPLES</b>			<b>285</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>18</b>	<b>234</b>
OLBIA	EASYJET AIRLINE COMPANY LTD	S	90	0	0	71	17	8	4	0	0	15	64	21	88
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	30	0	0	0	0	10	80	15	10
<b>TOTAL OLBIA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>23</b>	<b>108</b>
PALERMO	EASYJET AIRLINE COMPANY LTD	S	36	0	0	69	17	6	8	0	0	15	63	24	35
<b>TOTAL PALERMO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>28</b>	<b>37</b>
PISA	BRITISH AIRWAYS PLC	S	186	0	0	70	15	11	3	0	0	14	61	16	186
	EASYJET AIRLINE COMPANY LTD	S	72	0	0	39	28	24	10	0	0	25	62	21	124
	THOMSON AIRWAYS LTD	C	10	0	0	90	0	10	0	0	0	5	80	10	10
<b>TOTAL PISA</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>18</b>	<b>320</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	176	0	0	72	13	9	7	0	0	15	58	19	186
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	49	17	24	9	1	0	25	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>58</b>	<b>19</b>	<b>191</b>
TURIN	BRITISH AIRWAYS PLC	S	117	0	0	85	3	9	3	0	0	8	34	34	62
<b>TOTAL TURIN</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>34</b>	<b>34</b>	<b>62</b>
VENICE	BRITISH AIRWAYS PLC	S	248	0	0	82	8	8	2	0	0	10	72	14	240
	EASYJET AIRLINE COMPANY LTD	S	123	0	1	67	16	9	7	0	0	17	58	20	124
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	2	20	133	10
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	8	90	5	10
<b>TOTAL VENICE</b>			<b>389</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>19</b>	<b>388</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
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				Actual (7)	Plan (8)										
VERONA VILLAGFRANCA	BRITISH AIRWAYS PLC	S	124	0	0	78	7	10	4	0	1	22	77	12	123
	THOMSON AIRWAYS LTD	C	36	0	0	64	11	11	8	6	0	34	42	43	36
<b>TOTAL VERONA VILLAGFRANCA</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>69</b>	<b>19</b>	159
<b>TOTAL ITALY</b>			<b>2430</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>19</b>	2430
<b>JAMAICA</b>															
KINGSTON	BRITISH AIRWAYS PLC	S	26	0	0	50	31	19	0	0	0	16	58	20	26
	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	18	12	29	29	12	0	75	0	108	17
<b>TOTAL KINGSTON</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>23</b>	<b>23</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>39</b>	<b>35</b>	<b>55</b>	43
MONTEGO BAY	THOMAS COOK AIRLINES LTD	C	9	0	0	67	11	11	11	0	0	14	50	102	8
	THOMSON AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	13	58	21	12
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	28	11	22	28	11	0	63	33	58	18
<b>TOTAL MONTEGO BAY</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>39</b>	<b>45</b>	<b>55</b>	38
<b>TOTAL JAMAICA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>21</b>	<b>21</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>39</b>	<b>40</b>	<b>55</b>	81
<b>KENYA</b>															
MOMBASA	MONARCH AIRLINES	C	9	0	0	89	11	0	0	0	0	4	13	117	8
	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	7	50	14	8
<b>TOTAL MOMBASA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>31</b>	<b>66</b>	16
<b>TOTAL KENYA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>31</b>	<b>66</b>	16
<b>KOSOVO</b>															
PRISTINA	BRITISH AIRWAYS PLC	S	36	0	0	92	3	6	0	0	0	5	69	17	26
<b>TOTAL PRISTINA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>17</b>	26
<b>TOTAL KOSOVO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>17</b>	26
<b>LATVIA</b>															
RIGA	AIR BALTIC	S	98	0	0	73	17	5	4	0	0	14	37	31	62
<b>TOTAL RIGA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>37</b>	<b>31</b>	62
<b>TOTAL LATVIA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>37</b>	<b>31</b>	62
<b>LIBYA</b>															
TRIPOLI	AFRIQIYAH AIRWAYS	S	62	0	0	8	18	24	47	3	0	69	0	190	63
<b>TOTAL TRIPOLI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>18</b>	<b>24</b>	<b>47</b>	<b>3</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>190</b>	63
<b>TOTAL LIBYA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>18</b>	<b>24</b>	<b>47</b>	<b>3</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>190</b>	63
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	88	0	0	82	6	8	5	0	0	9	78	9	94
<b>TOTAL LUXEMBOURG</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>9</b>	94
<b>TOTAL LUXEMBOURG</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>9</b>	94
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	MONARCH AIRLINES	C	10	0	0	60	0	20	20	0	0	25	19	69	16
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	4	89	8	9
<b>TOTAL MALE INTERNATIONAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>5</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>44</b>	<b>47</b>	25

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
TOTAL MALDIVIVE ISLANDS			20	0	0	75	5	10	10	0	0	15	44	47	25
MALTA															
MALTA	AIR MALTA	S	130	0	0	90	5	2	3	0	0	6	76	10	120
	BRITISH AIRWAYS PLC	S	62	0	0	58	19	10	13	0	0	21	84	9	62
	EASYJET AIRLINE COMPANY LTD	S	88	0	0	84	10	6	0	0	0	7	73	17	90
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	9	86	4	7
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	94	4	16
TOTAL MALTA			296	0	0	81	10	5	4	0	0	10	78	11	295
TOTAL MALTA			296	0	0	81	10	5	4	0	0	10	78	11	295
MEXICO															
CANCUN	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	0	3	82	10	17
	THOMSON AIRWAYS LTD	C	36	0	0	81	8	6	6	0	0	9	54	30	35
TOTAL CANCUN			54	0	0	87	6	4	4	0	0	7	62	29	60
COZUMEL	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	50	19	10
TOTAL COZUMEL			8	0	0	88	13	0	0	0	0	5	50	19	10
MEXICO CITY	MEXICANA	S	36	0	0	69	11	19	0	0	0	13	0	0	0
TOTAL MEXICO CITY			36	0	0	69	11	19	0	0	0	13	0	0	0
TOTAL MEXICO			98	0	0	81	8	9	2	0	0	9	58	27	76
MOROCCO															
AGADIR	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	3	75	63	8
	THOMSON AIRWAYS LTD	S	9	0	0	89	0	0	11	0	0	10	0	0	0
TOTAL AGADIR			17	0	0	88	6	0	6	0	0	7	38	80	16
FEZ	ATLAS BLUE	S	18	0	0	39	11	11	28	11	0	55	0	0	0
TOTAL FEZ			18	0	0	39	11	11	28	11	0	55	0	0	0
MARRAKESH	ATLAS BLUE	S	36	0	0	56	17	6	17	6	0	36	70	30	44
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	71	11	10	8	0	0	16	74	12	62
TOTAL MARRAKESH			98	0	0	65	13	8	11	2	0	23	73	19	106
TANGIERS (IBN BATUTA)	ATLAS BLUE	S	18	0	0	44	11	28	17	0	0	32	0	0	0
TOTAL TANGIERS (IBN BATUTA)			18	0	0	44	11	28	17	0	0	32	0	0	0
TOTAL MOROCCO			151	0	0	62	12	10	13	3	0	26	68	27	122
NETHERLANDS															
AMSTERDAM	BRITISH AIRWAYS PLC	S	224	0	0	82	14	1	3	0	0	9	75	14	232
	EASYJET AIRLINE COMPANY LTD	S	218	0	0	80	10	9	1	0	0	10	68	15	218
TOTAL AMSTERDAM			443	1	1	81	12	5	2	0	0	9	72	15	450
TOTAL NETHERLANDS			443	1	1	81	12	5	2	0	0	9	72	15	450
NORWAY															
BERGEN	NORWEGIAN AIR SHUTTLE	S	52	0	0	73	19	4	4	0	0	13	0	0	0
	SAS BRAATHENS	S	36	0	0	92	6	3	0	0	0	7	84	9	62
TOTAL BERGEN			88	0	0	81	14	3	2	0	0	10	84	9	62



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				Actual (7)	Plan (8)										
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	156	0	0	85	8	4	2	1	0	10	73	18	52
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>19</b>	<b>72</b>
STAVANGER	NORWEGIAN AIR SHUTTLE	S	44	0	0	73	20	7	0	0	0	10	69	14	52
<b>TOTAL STAVANGER</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>14</b>	<b>52</b>
TROMSOE	NORWEGIAN AIR SHUTTLE	S	18	0	1	67	17	6	6	0	6	38	0	0	0
<b>TOTAL TROMSOE</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>306</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>13</b>	<b>204</b>
<b>POLAND</b>															
KRAKOW	BRITISH AIRWAYS PLC	S	62	0	0	90	8	2	0	0	0	4	78	10	54
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	68	26	6	0	0	0	12	56	19	62
<b>TOTAL KRAKOW</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>59</b>	<b>23</b>	<b>160</b>
<b>TOTAL POLAND</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>19</b>	<b>435</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
AZORES PONTA DELGADA	SATA	S	10	0	0	70	0	20	10	0	0	15	83	6	18
<b>TOTAL AZORES PONTA DELGADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>6</b>	<b>18</b>
FARO	AER LINGUS	S	128	0	0	70	20	9	2	0	0	12	0	0	0
	BRITISH AIRWAYS PLC	S	124	0	0	66	12	12	10	0	0	19	72	12	116
	EASYJET AIRLINE COMPANY LTD	S	320	0	0	78	13	5	4	1	0	13	70	16	326
	MONARCH AIRLINES	S	98	0	0	82	9	7	2	0	0	8	54	34	100
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	6	6	11	0	0	20	71	28	28
	THOMSON AIRWAYS LTD	C	44	0	0	89	5	5	2	0	0	9	74	12	88
	VIKING AIRLINES	C	10	0	0	60	20	0	10	10	0	45	0	0	0
<b>TOTAL FARO</b>			<b>742</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>18</b>	<b>676</b>
LISBON	AIR PORTUGAL	S	44	0	0	84	5	7	5	0	0	10	69	10	62
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	45	16	27	11	0	0	27	67	16	61
<b>TOTAL LISBON</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>13</b>	<b>123</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	124	0	0	70	16	10	2	1	0	14	56	24	124
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>24</b>	<b>124</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>982</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>18</b>	<b>941</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	62	0	0	73	18	10	0	0	0	10	57	16	44
	EASYJET AIRLINE COMPANY LTD	S	20	0	0	75	15	5	5	0	0	12	64	29	44
	THOMSON AIRWAYS LTD	C	18	0	0	89	6	6	0	0	0	5	88	4	16
<b>TOTAL FUNCHAL</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>21</b>	<b>112</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>21</b>	<b>120</b>
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	62	0	0	65	23	10	3	0	0	13	82	7	62
<b>TOTAL DOHA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>7</b>	<b>62</b>
<b>TOTAL QATAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>7</b>	<b>62</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>REPUBLIC OF MOLDOVA</b>															
CHISINAU (KISHINEV)	AIR MOLDOVA INTERNATIONAL	S	16	0	0	81	13	6	0	0	0	8	0	0	0
TOTAL CHISINAU (KISHINEV)			16	0	0	81	13	6	0	0	0	8	0	0	0
TOTAL REPUBLIC OF MOLDOVA			16	0	0	81	13	6	0	0	0	8	0	0	0
<b>REPUBLIC OF MONTENEGRO</b>															
TIVAT	MONTENEGRO AIRLINES	S	26	0	0	65	23	4	8	0	0	16	39	26	18
TOTAL TIVAT			26	0	0	65	23	4	8	0	0	16	39	26	18
TOTAL REPUBLIC OF MONTENEGRO			26	0	0	65	23	4	8	0	0	16	39	26	18
<b>RUSSIA</b>															
ST PETERSBURG	ROSSIYA ROSSIISKIE AVALINII	S	27	0	0	74	7	11	7	0	0	16	52	50	42
TOTAL ST PETERSBURG			27	0	0	74	7	11	7	0	0	16	52	50	42
TOTAL RUSSIA			27	0	0	74	7	11	7	0	0	16	44	37	106
<b>SAINT KITTS AND NEVIS</b>															
ST KITTS	BRITISH AIRWAYS PLC	S	10	0	0	70	30	0	0	0	0	9	0	0	0
TOTAL ST KITTS			10	0	0	70	30	0	0	0	0	9	0	0	0
TOTAL SAINT KITTS AND NEVIS			10	0	0	70	30	0	0	0	0	9	0	0	0
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	64	0	0	81	6	8	5	0	0	10	50	22	64
TOTAL LJUBLJANA			64	0	0	81	6	8	5	0	0	10	50	22	64
TOTAL SLOVENIA			64	0	0	81	6	8	5	0	0	10	50	22	64
<b>SPAIN</b>															
ALICANTE	BRITISH AIRWAYS PLC	S	62	0	0	92	5	2	2	0	0	5	68	28	62
	EASYJET AIRLINE COMPANY LTD	S	278	1	0	76	9	8	7	0	0	14	73	19	277
	MONARCH AIRLINES	S	100	0	0	80	12	5	3	0	0	9	53	45	114
	RYANAIR	S	106	0	0	94	4	1	1	0	0	4	0	0	0
	THOMSON AIRWAYS LTD	C	36	0	0	92	6	3	0	0	0	5	59	35	46
TOTAL ALICANTE			582	1	0	82	8	5	4	0	0	10	68	26	535
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	87	8	2	3	0	0	7	87	8	62
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	88	8	8
TOTAL ALMERIA			70	0	0	89	7	1	3	0	0	6	87	8	70
BARCELONA	BRITISH AIRWAYS PLC	S	124	0	0	71	7	12	9	1	0	18	59	18	186
	EASYJET AIRLINE COMPANY LTD	S	248	2	0	77	11	9	2	0	0	12	68	19	247
TOTAL BARCELONA			373	2	0	75	10	10	5	0	0	14	64	19	439
GERONA	RYANAIR	S	62	0	0	76	11	11	2	0	0	10	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	3	80	8	10
TOTAL GERONA			72	2	0	79	10	10	1	0	0	9	80	8	10
IBIZA	BRITISH AIRWAYS PLC	S	62	1	0	73	15	8	5	0	0	12	92	5	62
	EASYJET AIRLINE COMPANY LTD	S	116	0	0	65	18	8	9	0	0	18	61	22	127
	MONARCH AIRLINES	S	45	0	0	87	7	2	4	0	0	9	48	55	46

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
IBIZA	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	0	0	70	30	64
	THOMSON AIRWAYS LTD	C	45	0	0	89	7	0	4	0	0	9	70	34	84
<b>TOTAL IBIZA</b>			<b>286</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>27</b>	<b>384</b>	
MADRID	AIR EUROPA	S	124	0	0	88	9	1	2	0	0	6	0	0	0
	BRITISH AIRWAYS PLC	S	62	0	0	74	15	6	5	0	0	13	57	17	124
	EASYJET AIRLINE COMPANY LTD	S	218	0	1	68	12	4	10	6	0	30	69	20	212
	RYANAIR	S	62	0	0	47	23	21	6	3	0	31	0	0	0
<b>TOTAL MADRID</b>			<b>467</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>13</b>	<b>6</b>	<b>7</b>	<b>3</b>	<b>21</b>	<b>66</b>	<b>20</b>	<b>465</b>	
MAHON	EASYJET AIRLINE COMPANY LTD	S	96	0	0	67	15	10	8	0	0	18	55	32	97
	MONARCH AIRLINES	S	42	0	0	81	10	2	7	0	0	11	68	30	28
	THOMAS COOK AIRLINES LTD	C	26	0	0	81	4	0	0	8	8	50	73	30	30
	THOMSON AIRWAYS LTD	C	70	0	0	86	10	4	0	0	0	6	79	9	98
<b>TOTAL MAHON</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>17</b>	<b>70</b>	<b>21</b>	<b>273</b>	
MALAGA	AER LINGUS	S	186	0	0	86	8	4	3	0	0	9	0	0	0
	BLUE LINE	C	3	0	0	0	0	0	100	0	0	97	0	0	0
	BRITISH AIRWAYS PLC	S	186	0	0	77	10	5	6	1	1	17	65	17	124
	EASYJET AIRLINE COMPANY LTD	S	435	1	1	76	9	10	4	1	0	15	69	22	452
	MONARCH AIRLINES	S	116	0	3	65	17	9	9	0	0	19	54	43	154
	MONARCH AIRLINES	C	3	0	0	67	33	0	0	0	0	6	58	48	19
	THOMSON AIRWAYS LTD	C	52	0	0	92	4	0	4	0	0	7	72	26	81
<b>TOTAL MALAGA</b>			<b>981</b>	<b>1</b>	<b>4</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>26</b>	<b>852</b>	
MURCIA SAN JAVIER	EASYJET AIRLINE COMPANY LTD	S	72	0	0	81	8	8	3	0	0	9	51	19	72
	MONARCH AIRLINES	S	44	0	0	93	5	2	0	0	0	3	73	14	62
<b>TOTAL MURCIA SAN JAVIER</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>61</b>	<b>17</b>	<b>134</b>	
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	62	0	0	68	19	3	10	0	0	18	90	6	62
	EASYJET AIRLINE COMPANY LTD	S	267	1	1	64	18	11	7	0	0	18	64	22	268
	MONARCH AIRLINES	C	5	0	0	100	0	0	0	0	0	2	59	27	29
	SPANAIR	C	10	0	0	80	0	20	0	0	0	10	0	0	0
	THOMAS COOK AIRLINES LTD	C	55	0	0	82	4	5	9	0	0	17	48	47	62
	THOMSON AIRWAYS LTD	C	172	0	0	84	7	5	5	0	0	10	62	22	252
	VIKING AIRLINES	C	10	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>582</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>23</b>	<b>693</b>	
REUS	THOMAS COOK AIRLINES LTD	C	18	0	0	94	6	0	0	0	0	2	75	21	20
	THOMSON AIRWAYS LTD	C	32	0	0	84	16	0	0	0	0	6	72	14	54
<b>TOTAL REUS</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>16</b>	<b>74</b>	
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	124	0	0	71	11	14	2	2	1	20	69	18	90
<b>TOTAL VALENCIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>20</b>	<b>67</b>	<b>18</b>	<b>92</b>
<b>TOTAL SPAIN</b>			<b>3937</b>	<b>8</b>	<b>6</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>14</b>	<b>67</b>	<b>22</b>	<b>4171</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BMI BRITISH MIDLAND	C	8	0	0	13	38	50	0	0	0	30	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	18	0	0	72	22	6	0	0	0	11	83	10	18
	MONARCH AIRLINES	S	42	0	0	79	10	7	5	0	0	11	75	7	16
	THOMAS COOK AIRLINES LTD	C	18	0	0	94	0	6	0	0	0	3	50	82	26
	THOMSON AIRWAYS LTD	C	27	0	0	85	4	11	0	0	0	8	71	15	52

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ARRECIFE	VIKING AIRLINES	C	8	0	0	50	13	25	13	0	0	25	0	0	0
<b>TOTAL ARRECIFE</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>24</b>	<b>157</b>
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	26	0	0	85	4	12	0	0	0	7	52	33	27
	THOMSON AIRWAYS LTD	C	26	0	0	81	8	8	4	0	0	10	62	29	34
	VIKING AIRLINES	C	8	0	0	63	38	0	0	0	0	11	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>37</b>	<b>96</b>
LAS PALMAS	BMI BRITISH MIDLAND	C	9	0	0	0	22	22	44	11	0	92	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	28	0	0	64	21	14	0	0	0	16	65	23	34
	THOMAS COOK AIRLINES LTD	C	30	0	0	87	0	3	3	7	0	20	39	83	38
	THOMSON AIRWAYS LTD	C	47	0	0	81	9	6	2	2	0	13	73	16	45
<b>TOTAL LAS PALMAS</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>58</b>	<b>39</b>	<b>146</b>
SANTA CRUZ DE LA PALMA	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	3	100	1	8
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>1</b>	<b>8</b>
TENERIFE (SURREINA SOFIA)	BMI BRITISH MIDLAND	C	8	0	0	13	0	0	88	0	0	100	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	81	16	3	0	0	0	8	60	28	60
	MONARCH AIRLINES	S	50	0	0	80	10	10	0	0	0	8	57	31	54
	THOMAS COOK AIRLINES LTD	C	32	0	0	78	6	16	0	0	0	8	42	49	36
	THOMSON AIRWAYS LTD	C	41	0	0	76	2	2	17	2	0	32	72	17	54
	VIKING AIRLINES	C	17	0	0	65	29	6	0	0	0	10	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>32</b>	<b>250</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>515</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>32</b>	<b>657</b>
ST LUCIA															
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	59	15	19	7	0	0	18	48	50	27
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>54</b>	<b>42</b>	<b>35</b>
<b>TOTAL ST LUCIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>54</b>	<b>42</b>	<b>35</b>
SWEDEN															
STOCKHOLM (ARLANDA)	VIKING AIRLINES	C	18	0	0	28	11	22	28	11	0	81	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>11</b>	<b>22</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>81</b>	<b>65</b>	<b>23</b>	<b>82</b>
<b>TOTAL SWEDEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>11</b>	<b>22</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>81</b>	<b>67</b>	<b>22</b>	<b>124</b>
SWITZERLAND															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	52	0	0	60	17	19	4	0	0	17	0	0	0
	EASYJET SWITZERLAND	S	52	0	0	79	10	4	0	2	6	41	0	0	0
<b>TOTAL BASLE MULHOUSE</b>			<b>104</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	42	0	0	60	29	7	2	2	0	20	0	0	0
	EASYJET SWITZERLAND	S	248	0	0	54	17	18	6	5	0	30	40	47	248
<b>TOTAL GENEVA</b>			<b>290</b>	<b>2</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>54</b>	<b>33</b>	<b>388</b>
ZURICH	AER LINGUS	S	62	0	0	69	16	10	5	0	0	16	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	77	3	6	13	0	0	18	0	0	0
<b>TOTAL ZURICH</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>17</b>	<b>114</b>
<b>TOTAL SWITZERLAND</b>			<b>518</b>	<b>3</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>26</b>	<b>58</b>	<b>30</b>	<b>502</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TRINIDAD AND TOBAGO</b>															
PORT OF SPAIN	BRITISH AIRWAYS PLC	S	26	0	0	69	15	8	8	0	0	17	67	15	27
<b>TOTAL PORT OF SPAIN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>15</b>	<b>27</b>
TOBAGO	BRITISH AIRWAYS PLC	S	18	0	0	67	11	6	17	0	0	21	67	15	18
	MONARCH AIRLINES	C	4	0	0	25	50	0	25	0	0	46	0	0	0
<b>TOTAL TOBAGO</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>5</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>59</b>	<b>15</b>	<b>27</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>15</b>	<b>54</b>
<b>TUNISIA</b>															
MONASTIR	KATHARGO AIRLINES	C	10	0	0	20	0	40	20	20	0	105	40	60	10
	THOMAS COOK AIRLINES LTD	C	26	0	0	85	0	8	4	4	0	21	28	102	25
	THOMSON AIRWAYS LTD	C	36	0	0	89	6	0	6	0	0	11	89	4	27
<b>TOTAL MONASTIR</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>3</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>60</b>	<b>47</b>	<b>70</b>
TUNIS	BRITISH AIRWAYS PLC	S	62	0	0	73	10	10	8	0	0	17	50	23	46
<b>TOTAL TUNIS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>23</b>	<b>46</b>
<b>TOTAL TUNISIA</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>56</b>	<b>37</b>	<b>116</b>
<b>TURKEY</b>															
ANTALYA	BRITISH AIRWAYS PLC	S	46	0	0	78	15	2	4	0	0	9	60	19	25
	MONARCH AIRLINES	C	18	0	0	50	22	0	22	0	6	69	10	117	10
	ONUR AIR	C	8	0	0	25	25	50	0	0	0	29	67	36	15
	THOMAS COOK AIRLINES LTD	C	72	0	0	78	3	4	15	0	0	21	40	58	43
	THOMSON AIRWAYS LTD	C	25	0	0	64	20	0	16	0	0	29	50	33	46
<b>TOTAL ANTALYA</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>47</b>	<b>45</b>	<b>139</b>
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	38	0	1	76	8	8	5	0	3	26	0	0	0
	MONARCH AIRLINES	C	19	0	0	74	11	0	16	0	0	15	63	13	8
	ONUR AIR	C	61	0	0	84	8	2	7	0	0	12	56	42	54
	SAGA AIRLINES	C	39	0	0	54	8	8	21	10	0	60	0	0	0
	THOMAS COOK AIRLINES LTD	C	56	0	0	80	5	9	5	0	0	10	40	44	42
	THOMSON AIRWAYS LTD	C	47	0	0	72	6	11	9	2	0	22	47	30	47
<b>TOTAL BODRUM (MILAS)</b>			<b>261</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>7</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>37</b>	<b>159</b>
<b>DALAMAN</b>															
	BMI BRITISH MIDLAND	C	26	0	0	50	23	15	12	0	0	21	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	61	0	1	48	25	18	10	0	0	23	62	17	42
	FLYGLOBESPAN	C	10	0	0	30	20	20	10	0	20	115	0	0	0
	FREEBIRD AIRLINES	C	23	0	0	74	13	4	0	0	9	77	67	10	9
	KIBRIS TURKISH AIRLINES - KTHY	S	7	0	0	29	14	43	0	0	14	132	50	20	10
	MONARCH AIRLINES	C	94	0	0	82	3	3	4	6	1	29	51	35	51
	ONUR AIR	C	42	0	0	76	12	7	5	0	0	12	57	57	76
	PEGASUS AIRLINES	C	27	0	0	70	11	4	11	4	0	28	100	0	1
	THOMAS COOK AIRLINES LTD	C	140	0	0	71	9	4	14	2	0	23	38	69	117
	THOMSON AIRWAYS LTD	C	101	0	0	82	4	10	4	0	0	10	68	14	112
<b>TOTAL DALAMAN</b>			<b>531</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>56</b>	<b>38</b>	<b>480</b>
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	84	13	3	0	0	0	7	0	0	0
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
IZMIR (ADNAM MENDERES)	BRITISH AIRWAYS PLC	S	46	0	0	74	11	4	11	0	0	19	75	11	28
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	0	0	11	0	0	12	78	53	9
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	16	53	25	19
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>23</b>	<b>61</b>
<b>TOTAL TURKEY</b>			<b>1096</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>10</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>54</b>	<b>38</b>	<b>839</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLIN	S	62	0	0	81	11	6	2	0	0	9	42	32	90
<b>TOTAL KIEV (BORISPOL)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>42</b>	<b>32</b>	<b>90</b>
<b>TOTAL UKRAINE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>41</b>	<b>32</b>	<b>92</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	187	1	1	79	12	5	2	1	0	11	72	12	186
<b>TOTAL DUBAI</b>			<b>187</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>12</b>	<b>186</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>187</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>12</b>	<b>186</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	FLYBE LTD	S	146	0	0	75	15	8	1	1	0	13	67	17	166
<b>TOTAL ABERDEEN</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>17</b>	<b>166</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	208	0	0	86	9	3	2	0	0	8	83	10	217
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>208</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>10</b>	<b>217</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	218	0	0	65	12	12	10	0	0	21	66	19	244
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>66</b>	<b>19</b>	<b>244</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	248	0	0	74	11	11	2	2	0	15	81	8	350
	EASYJET AIRLINE COMPANY LTD	S	194	0	0	70	12	12	5	1	0	15	74	13	228
<b>TOTAL EDINBURGH</b>			<b>442</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>10</b>	<b>578</b>
GLASGOW	BRITISH AIRWAYS PLC	S	246	0	0	79	13	7	1	0	0	11	83	8	286
	EASYJET AIRLINE COMPANY LTD	S	156	0	0	72	9	9	10	0	0	16	69	16	176
	THOMAS COOK AIRLINES LTD	C	7	0	0	57	0	0	29	14	0	62	0	0	0
<b>TOTAL GLASGOW</b>			<b>410</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>11</b>	<b>462</b>
GUERNSEY	AURIGNY AIR SERVICES	S	300	0	0	86	6	3	5	1	0	11	72	20	248
	FLYBE LTD	S	331	0	11	93	3	2	2	0	0	5	90	5	244
<b>TOTAL GUERNSEY</b>			<b>631</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>13</b>	<b>492</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	62	0	0	50	35	11	3	0	0	16	74	12	62
	FLYBE LTD	S	176	0	0	85	9	5	1	0	0	7	73	14	176
<b>TOTAL INVERNESS</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>13</b>	<b>238</b>
ISLE OF MAN	FLYBE LTD	S	222	0	1	92	3	3	2	0	0	4	90	8	226
<b>TOTAL ISLE OF MAN</b>			<b>222</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>8</b>	<b>226</b>
JERSEY	BRITISH AIRWAYS PLC	S	310	0	0	82	9	7	3	0	0	9	80	9	320
	FLYBE LTD	S	348	0	0	87	7	4	1	0	0	7	79	11	340
<b>TOTAL JERSEY</b>			<b>658</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>10</b>	<b>660</b>
LEEDS BRADFORD	FLYBE LTD	S	140	0	0	81	9	5	4	1	0	13	0	0	0

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL LEEDS BRADFORD			140	0	0	81	9	5	4	1	0	13	0	0	0
MANCHESTER	BMI BRITISH MIDLAND	C	7	0	0	57	14	29	0	0	0	21	0	0	0
	BMI REGIONAL	C	2	0	0	0	0	50	50	0	0	58	0	0	0
	BRITISH AIRWAYS PLC	S	298	0	0	82	7	7	4	0	0	11	78	11	346
TOTAL MANCHESTER			307	1	0	81	7	8	5	0	0	11	78	12	348
NEWCASTLE	FLYBE LTD	S	190	0	0	92	4	3	1	0	0	5	74	13	156
TOTAL NEWCASTLE			191	0	0	92	4	3	1	0	0	5	74	13	156
NEWQUAY	AIR SOUTHWEST	S	93	0	0	89	5	5	0	0	0	5	89	6	90
	FLYBE LTD	S	171	0	0	82	9	1	6	2	0	17	0	0	0
TOTAL NEWQUAY			264	0	0	84	8	2	4	2	0	13	83	10	150
PLYMOUTH	AIR SOUTHWEST	S	153	0	2	77	10	10	3	0	0	12	77	12	164
TOTAL PLYMOUTH			153	0	2	77	10	10	3	0	0	12	77	12	164
TOTAL UNITED KINGDOM			4228	3	14	82	9	6	3	0	0	11	78	12	4101
USA															
ATLANTA	DELTA AIRLINES	S	62	0	0	79	10	3	8	0	0	13	69	21	120
TOTAL ATLANTA			62	0	0	79	10	3	8	0	0	13	76	16	182
CHARLOTTE	US AIRWAYS	S	62	0	0	55	13	13	13	6	0	41	65	42	62
TOTAL CHARLOTTE			62	0	0	55	13	13	13	6	0	41	65	42	62
CINCINNATI	DELTA AIRLINES	S	52	0	0	87	4	4	4	2	0	12	79	21	62
TOTAL CINCINNATI			52	0	0	87	4	4	4	2	0	12	79	21	62
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	69	8	13	10	0	0	20	21	67	62
TOTAL LAS VEGAS			62	0	0	69	8	13	10	0	0	20	21	67	62
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	62	0	0	82	3	8	3	3	0	18	0	0	0
TOTAL NEW YORK (JF KENNEDY)			62	0	0	82	3	8	3	3	0	18	73	30	84
ORLANDO	BRITISH AIRWAYS PLC	S	89	0	0	81	9	7	2	1	0	13	72	20	87
	VIRGIN ATLANTIC AIRWAYS LTD	S	131	0	2	60	11	15	13	0	1	25	34	59	122
TOTAL ORLANDO			220	0	2	68	10	12	9	0	0	20	50	43	209
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	64	0	0	83	2	8	5	3	0	17	76	14	62
TOTAL PHILADELPHIA INTERNATIONAL			64	0	0	83	2	8	5	3	0	17	76	14	62
SANFORD	MONARCH AIRLINES	C	18	0	0	78	11	6	6	0	0	11	5	134	19
	THOMAS COOK AIRLINES LTD	C	27	0	0	85	4	4	7	0	0	9	61	36	28
	THOMSON AIRWAYS LTD	C	27	0	0	70	11	7	11	0	0	17	58	25	19
TOTAL SANFORD			72	0	0	78	8	6	8	0	0	13	51	52	124
TAMPA	BRITISH AIRWAYS PLC	S	45	0	0	87	2	7	4	0	0	10	87	6	46
TOTAL TAMPA			45	0	0	87	2	7	4	0	0	10	87	6	46
TOTAL USA			701	4	2	74	8	9	8	1	0	19	65	30	1234
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	18	0	9	44	28	11	17	0	0	28	25	70	24
TOTAL HARARE			18	0	9	44	28	11	17	0	0	28	25	70	24

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
		CHARTER/ SCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			MATCHED	Actual (7)										
TOTAL ZIMBABWE		18	0	9	44	28	11	17	0	0	28	25	70	24
TOTAL GATWICK		24948	33	55	76	11	7	5	1	0	15	64	24	25831



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
SALZBURG	BMI BRITISH MIDLAND	C	10	0	0	80	10	10	0	0	0	11	90	4	10
<b>TOTAL SALZBURG</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>4</b>	<b>10</b>
<b>TOTAL AUSTRIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>4</b>	<b>10</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	13	0	0	15	38	38	8	0	0	31	67	111	18
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	11	0	0	0	5	40	64	10
	THOMSON AIRWAYS LTD	C	9	0	0	56	11	11	22	0	0	31	67	26	18
<b>TOTAL BURGAS</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>19</b>	<b>23</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>61</b>	<b>67</b>	<b>46</b>
<b>TOTAL BULGARIA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>19</b>	<b>23</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>61</b>	<b>67</b>	<b>46</b>
<b>CANADA</b>															
CALGARY	THOMAS COOK AIRLINES LTD	S	8	0	0	25	25	25	25	0	0	55	0	0	0
<b>TOTAL CALGARY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>
HAMILTON (CANADA)	FLYGLOBESPAN	S	10	0	0	20	0	0	40	20	20	274	78	13	18
<b>TOTAL HAMILTON (CANADA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>274</b>	<b>78</b>	<b>13</b>	<b>18</b>
TORONTO	THOMAS COOK AIRLINES LTD	S	46	0	0	80	2	2	11	4	0	27	67	33	54
<b>TOTAL TORONTO</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>2</b>	<b>2</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>65</b>	<b>37</b>	<b>79</b>
VANCOUVER	FLYGLOBESPAN	S	9	0	0	11	11	22	33	11	11	144	17	274	18
	THOMAS COOK AIRLINES LTD	S	8	0	1	63	25	0	0	13	0	34	50	15	8
<b>TOTAL VANCOUVER</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>35</b>	<b>18</b>	<b>12</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>92</b>	<b>38</b>	<b>176</b>	<b>40</b>
<b>TOTAL CANADA</b>			<b>81</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>7</b>	<b>6</b>	<b>17</b>	<b>7</b>	<b>4</b>	<b>74</b>	<b>59</b>	<b>75</b>	<b>153</b>
<b>CYPRUS</b>															
LARNACA	EUROCYPRIA AIRLINES LTD	C	2	0	0	0	0	100	0	0	0	45	0	66	2
	THOMAS COOK AIRLINES LTD	C	15	0	0	73	7	0	20	0	0	35	53	21	15
	THOMSON AIRWAYS LTD	C	10	0	0	70	30	0	0	0	0	11	70	16	10
<b>TOTAL LARNACA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>54</b>	<b>27</b>	<b>37</b>
PAPHOS	FLYGLOBESPAN	S	16	0	1	63	25	13	0	0	0	13	67	36	18
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	0	20	20	0	0	33	60	18	10
	THOMSON AIRWAYS LTD	C	18	0	0	83	11	6	0	0	0	6	38	43	16
<b>TOTAL PAPHOS</b>			<b>45</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>13</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>35</b>	<b>44</b>
<b>TOTAL CYPRUS</b>			<b>72</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>14</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>54</b>	<b>31</b>	<b>81</b>
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	62	0	0	100	0	0	0	0	0	1	74	11	62
<b>TOTAL COPENHAGEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>11</b>	<b>66</b>
<b>TOTAL DENMARK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>11</b>	<b>68</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMAS COOK AIRLINES LTD	C	4	0	0	75	0	0	25	0	0	33	50	24	8
	THOMSON AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	4	50	22	4

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL PUERTO PLATA			8	0	0	88	0	0	13	0	0	18	50	23	12
PUNTA CANA	THOMSON AIRWAYS LTD	C	6	0	0	50	0	0	50	0	0	42	0	0	0
TOTAL PUNTA CANA			6	0	0	50	0	0	50	0	0	42	0	0	0
TOTAL DOMINICAN REPUBLIC			14	0	0	71	0	0	29	0	0	28	50	23	12
EGYPT															
HURGHADA	FLYGLOBESPAN	S	8	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL HURGHADA			8	0	0	100	0	0	0	0	0	3	0	0	0
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	4	75	18	8
	THOMSON AIRWAYS LTD	S	8	0	0	63	38	0	0	0	0	13	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			16	1	0	75	25	0	0	0	0	8	50	25	16
TOTAL EGYPT			24	1	0	83	17	0	0	0	0	6	50	25	16
FRANCE															
LA ROCHELLE	FLYBE LTD	S	10	0	0	70	30	0	0	0	0	11	40	20	10
TOTAL LA ROCHELLE			10	0	0	70	30	0	0	0	0	11	40	20	10
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	73	21	6	0	0	0	9	68	12	62
	FLYBE LTD	S	94	0	0	87	5	2	4	1	0	10	87	9	94
TOTAL PARIS (CHARLES DE GAULLE)			156	0	0	81	12	4	3	1	0	10	79	11	156
TOTAL FRANCE			166	0	0	81	13	4	2	1	0	10	77	11	166
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	84	15	2	0	0	0	7	69	15	62
TOTAL BERLIN (SCHONEFELD)			62	0	0	84	15	2	0	0	0	7	69	15	62
TOTAL GERMANY			62	0	0	84	15	2	0	0	0	7	69	15	62
GREECE															
CORFU	THOMAS COOK AIRLINES LTD	C	10	0	0	60	10	10	20	0	0	30	50	17	8
	THOMSON AIRWAYS LTD	C	8	0	0	50	0	0	50	0	0	48	100	3	10
TOTAL CORFU			18	0	0	56	6	6	33	0	0	38	78	12	27
HERAKLION	THOMAS COOK AIRLINES LTD	C	16	0	0	69	0	19	13	0	0	27	39	131	18
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	26	22	68	9
TOTAL HERAKLION			24	0	0	71	0	13	17	0	0	27	53	79	38
KOS	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	13	25	0	0	33	44	38	9
TOTAL KOS			8	0	0	63	0	13	25	0	0	33	44	38	9
RHODES	THOMAS COOK AIRLINES LTD	C	7	1	0	71	0	0	0	29	0	62	25	44	8
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	5	75	8	8
TOTAL RHODES			17	1	0	82	6	0	0	12	0	29	67	18	24
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	18	0	0	61	22	6	11	0	0	22	35	24	17
	THOMSON AIRWAYS LTD	C	10	0	0	70	30	0	0	0	0	10	30	25	10
TOTAL ZAKINTHOS			28	0	0	64	25	4	7	0	0	18	33	24	27
TOTAL GREECE			95	1	0	67	9	6	15	2	0	27	56	38	125

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	4	0	0	75	25	0	0	0	0	11	69	33	26
<b>TOTAL KEFLAVIK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>33</b>	<b>26</b>
<b>TOTAL ICELAND</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>33</b>	<b>26</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	62	0	0	87	10	2	0	2	0	10	41	23	122
<b>TOTAL DUBLIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>41</b>	<b>23</b>	<b>122</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>46</b>	<b>21</b>	<b>144</b>
<b>ITALY</b>															
NAPLES	CIMBER AIR A/S	C	2	0	0	50	0	0	50	0	0	72	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	80	16	10
<b>TOTAL NAPLES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>16</b>	<b>10</b>
VERONA VILAFRANCA	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	2	56	14	18
<b>TOTAL VERONA VILAFRANCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>14</b>	<b>18</b>
<b>TOTAL ITALY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>12</b>	<b>44</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	10	0	0	80	20	0	0	0	0	7	75	7	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	4	50	44	8
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>19</b>	<b>24</b>
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>19</b>	<b>24</b>
<b>MEXICO</b>															
CANCUN	THOMAS COOK AIRLINES LTD	C	5	0	0	60	20	0	0	20	0	44	75	15	8
	THOMSON AIRWAYS LTD	C	9	0	0	78	0	0	22	0	0	25	64	64	11
<b>TOTAL CANCUN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>32</b>	<b>68</b>	<b>43</b>	<b>19</b>
<b>TOTAL MEXICO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>32</b>	<b>68</b>	<b>43</b>	<b>19</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM	S	124	0	0	96	2	1	1	0	0	3	93	6	128
	KLM CITYHOPPER	S	124	0	0	94	5	2	0	0	0	4	75	20	126
<b>TOTAL AMSTERDAM</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>13</b>	<b>254</b>
<b>TOTAL NETHERLANDS</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>13</b>	<b>254</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	SAS	C	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PAKISTAN</b>															
LAHORE	PAKISTAN INTL AIRLINES	S	18	0	0	50	22	6	11	11	0	51	50	18	18
<b>TOTAL LAHORE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>51</b>	<b>50</b>	<b>18</b>	<b>18</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
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				Actual (7)	Plan (8)										
TOTAL PAKISTAN			18	0	0	50	22	6	11	11	0	51	50	18	18
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	26	0	0	62	15	15	8	0	0	23	58	16	26
	FLYGLOBESPAN	S	46	0	0	83	9	2	2	4	0	16	76	21	58
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	80	8	10
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	61	64	18
TOTAL FARO			90	0	0	79	10	6	3	2	0	15	70	26	112
TOTAL PORTUGAL(EXCLUDING MADEIRA)			90	0	0	79	10	6	3	2	0	15	70	26	112
PORTUGAL(MADEIRA)															
FUNCHAL	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	20	0	0	0	11	100	1	8
TOTAL FUNCHAL			10	0	0	80	0	20	0	0	0	11	100	1	8
TOTAL PORTUGAL(MADEIRA)			10	0	0	80	0	20	0	0	0	11	100	1	8
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	73	13	8	6	0	0	16	70	12	66
	FLYGLOBESPAN	S	54	0	0	72	9	7	4	7	0	25	81	23	58
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	10	10	0	0	16	90	5	10
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	4	12
TOTAL ALICANTE			134	0	0	75	10	7	5	3	0	19	78	19	164
BARCELONA	FLYGLOBESPAN	S	8	0	0	88	0	0	13	0	0	21	57	28	60
TOTAL BARCELONA			8	0	0	88	0	0	13	0	0	21	57	28	60
IBIZA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	61	17	22	0	0	0	13	67	15	18
	FLYGLOBESPAN	S	6	0	0	50	33	0	17	0	0	27	50	30	10
	THOMAS COOK AIRLINES LTD	C	26	0	0	85	8	4	0	4	0	17	82	10	28
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	3	59	16	17
TOTAL IBIZA			68	0	0	78	12	7	1	1	0	13	69	15	77
MAHON	THOMAS COOK AIRLINES LTD	C	18	0	0	83	0	6	11	0	0	19	55	49	20
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	0	67	34	18
TOTAL MAHON			28	0	0	89	0	4	7	0	0	12	62	41	39
MALAGA	EASYJET AIRLINE COMPANY LTD	S	54	0	0	80	15	4	2	0	0	8	60	21	58
	FLYGLOBESPAN	S	54	0	0	80	11	6	4	0	0	10	76	25	58
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	0	20	0	0	29	50	12	10
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	90	5	10
TOTAL MALAGA			126	0	0	79	13	4	4	0	0	10	69	20	138
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	78	11	0	11	0	0	17	80	7	20
	FLYGLOBESPAN	S	62	0	0	61	19	8	8	3	0	25	63	22	62
	THOMAS COOK AIRLINES LTD	C	36	0	0	92	3	3	0	3	0	9	62	29	37
	THOMSON AIRWAYS LTD	C	41	0	0	90	2	2	0	0	5	28	66	17	68
TOTAL PALMA DE MALLORCA			157	0	0	78	10	4	4	2	1	21	66	20	202
REUS	THOMAS COOK AIRLINES LTD	C	23	0	0	78	4	4	13	0	0	19	60	69	20
	THOMSON AIRWAYS LTD	C	16	0	0	88	0	6	6	0	0	11	56	33	16
TOTAL REUS			39	0	0	82	3	5	10	0	0	16	58	53	36

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL SPAIN</b>			<b>560</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>23</b>	<b>719</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	FLYGLOBESPAN	S	18	0	0	89	0	0	11	0	0	11	94	2	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	53	32	17
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	6	88	4	8
<b>TOTAL ARRECIFE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>12</b>	<b>53</b>
<b>FUERTEVENTURA</b>	THOMAS COOK AIRLINES LTD	C	16	1	0	69	0	13	19	0	0	22	61	25	18
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>25</b>	<b>18</b>
<b>LAS PALMAS</b>	FLYGLOBESPAN	S	19	0	0	84	16	0	0	0	0	6	72	48	18
	THOMAS COOK AIRLINES LTD	C	19	0	0	89	0	0	11	0	0	16	83	8	18
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	3	100	1	8
<b>TOTAL LAS PALMAS</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>22</b>	<b>46</b>
<b>TENERIFE (SURREINA SOFIA)</b>	FLYGLOBESPAN	S	62	2	0	95	5	0	0	0	0	3	85	19	62
	THOMAS COOK AIRLINES LTD	C	23	0	0	87	4	0	9	0	0	10	50	48	28
	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	6	67	34	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>96</b>	<b>2</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>30</b>	<b>125</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>195</b>	<b>3</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>24</b>	<b>242</b>
<b>TUNISIA</b>															
<b>MONASTIR</b>	THOMAS COOK AIRLINES LTD	C	18	0	0	89	0	0	6	0	6	26	89	5	9
<b>TOTAL MONASTIR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>26</b>	<b>94</b>	<b>6</b>	<b>17</b>
<b>TOTAL TUNISIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>26</b>	<b>94</b>	<b>6</b>	<b>17</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	THOMAS COOK AIRLINES LTD	C	18	0	0	89	0	0	11	0	0	10	67	20	21
<b>TOTAL ANTALYA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>19</b>	<b>24</b>
<b>BODRUM (MILAS)</b>	ONUR AIR	C	21	0	0	86	14	0	0	0	0	7	19	60	32
	SAGA AIRLINES	C	6	0	0	83	0	0	17	0	0	28	0	0	0
	THOMAS COOK AIRLINES LTD	C	12	0	0	67	17	17	0	0	0	12	64	26	11
	THOMSON AIRWAYS LTD	C	8	0	0	63	13	0	25	0	0	35	11	37	9
<b>TOTAL BODRUM (MILAS)</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>27</b>	<b>49</b>	<b>52</b>
<b>DALAMAN</b>	BMI BRITISH MIDLAND	C	10	0	0	70	10	0	20	0	0	20	60	25	10
	FLYGLOBESPAN	S	8	0	0	100	0	0	0	0	0	1	0	0	0
	ONUR AIR	C	13	0	0	46	38	15	0	0	0	18	48	87	21
	THOMAS COOK AIRLINES LTD	C	43	0	0	74	7	2	16	0	0	16	63	23	32
	THOMSON AIRWAYS LTD	C	9	0	0	78	11	11	0	0	0	8	94	3	17
<b>TOTAL DALAMAN</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>33</b>	<b>99</b>
<b>TOTAL TURKEY</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>36</b>	<b>178</b>
<b>UNITED ARAB EMIRATES</b>															
<b>DUBAI</b>	EMIRATES	S	62	0	0	48	39	11	2	0	0	18	50	18	62
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>39</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>18</b>	<b>62</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>39</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>18</b>	<b>62</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
UNITED KINGDOM															
BARRA	LOGANAIR	S	84	0	0	87	5	4	5	0	0	9	85	11	88
TOTAL BARRA			<b>84</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>11</b>	<b>88</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	164	0	0	88	7	1	4	0	0	7	85	9	170
TOTAL BELFAST CITY (GEORGE BEST)			<b>164</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>9</b>	<b>170</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	176	0	0	85	8	6	2	0	0	8	80	11	176
TOTAL BELFAST INTERNATIONAL			<b>176</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>11</b>	<b>176</b>
BENBECULA	LOGANAIR	S	120	0	0	93	2	5	1	0	0	6	90	9	114
TOTAL BENBECULA			<b>120</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>9</b>	<b>114</b>
BIRMINGHAM	BMIBABY LTD	S	50	0	2	80	12	6	2	0	0	8	76	13	108
	FLYBE LTD	S	264	0	0	91	6	2	1	0	0	5	84	11	288
TOTAL BIRMINGHAM			<b>314</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>11</b>	<b>396</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	146	0	0	84	5	7	4	0	0	11	49	23	146
TOTAL BRISTOL			<b>146</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>49</b>	<b>23</b>	<b>148</b>
CAMPBELTOWN	LOGANAIR	S	78	1	0	94	0	4	3	0	0	6	82	8	82
TOTAL CAMPBELTOWN			<b>78</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>8</b>	<b>82</b>
EAST MIDLANDS INTERNATIONAL	BMIBABY LTD	S	90	0	0	89	9	0	0	2	0	9	82	17	130
TOTAL EAST MIDLANDS INTERNATIONAL			<b>90</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>17</b>	<b>130</b>
EXETER	FLYBE LTD	S	70	0	0	93	4	0	3	0	0	6	86	10	104
TOTAL EXETER			<b>70</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>10</b>	<b>104</b>
GATWICK	BRITISH AIRWAYS PLC	S	246	0	0	77	15	6	2	0	0	12	85	7	286
	EASYJET AIRLINE COMPANY LTD	S	156	0	0	74	9	8	10	0	0	15	70	16	176
	THOMAS COOK AIRLINES LTD	S	7	1	1	14	29	29	14	14	0	62	0	0	0
TOTAL GATWICK			<b>409</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>10</b>	<b>462</b>
HEATHROW	BMI BRITISH MIDLAND	S	396	0	0	86	8	6	0	0	0	7	70	17	412
	BRITISH AIRWAYS PLC	S	436	0	0	83	10	5	3	0	0	9	76	12	547
TOTAL HEATHROW			<b>832</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>14</b>	<b>959</b>
ISLAY	LOGANAIR	S	116	4	0	91	5	1	3	0	0	7	86	10	128
TOTAL ISLAY			<b>116</b>	<b>4</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>10</b>	<b>128</b>
ISLE OF MAN	LOGANAIR	S	61	1	0	75	7	13	5	0	0	13	93	7	80
TOTAL ISLE OF MAN			<b>61</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>7</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>93</b>	<b>7</b>	<b>80</b>
JERSEY	FLYBE LTD	S	20	0	0	85	10	5	0	0	0	8	30	45	20
TOTAL JERSEY			<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>30</b>	<b>45</b>	<b>20</b>
KIRKWALL	LOGANAIR	S	62	0	0	71	23	6	0	0	0	11	87	12	62
TOTAL KIRKWALL			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>12</b>	<b>62</b>
LEEDS BRADFORD	BMI REGIONAL	S	79	0	0	96	0	3	1	0	0	3	96	4	110
TOTAL LEEDS BRADFORD			<b>79</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>96</b>	<b>4</b>	<b>110</b>
LONDON CITY	BA CITYFLYER LTD	S	160	2	0	94	4	3	0	0	0	3	75	15	180
TOTAL LONDON CITY			<b>160</b>	<b>2</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>15</b>	<b>180</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LUTON	BLUE LINE	C	2	0	0	0	100	0	0	0	0	24	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	246	0	0	82	8	8	2	1	0	10	77	12	256
	FLYBE LTD	C	2	0	0	50	50	0	0	0	0	13	0	0	0
	JET2.COM LTD	C	2	0	0	50	0	50	0	0	0	21	0	0	0
<b>TOTAL LUTON</b>			<b>254</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>12</b>	<b>256</b>
MANCHESTER	BMI REGIONAL	S	40	0	0	95	0	5	0	0	0	2	93	5	184
	BMI REGIONAL	C	2	0	0	0	0	100	0	0	0	40	0	0	0
	FLYBE LTD	S	146	0	0	92	5	2	1	1	0	6	81	13	156
<b>TOTAL MANCHESTER</b>			<b>188</b>	<b>4</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>9</b>	<b>340</b>
PLYMOUTH	AIR SOUTHWEST	S	62	0	0	63	19	15	3	0	0	17	61	15	62
<b>TOTAL PLYMOUTH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>61</b>	<b>15</b>	<b>62</b>
SOUTHAMPTON	BMI REGIONAL	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	FLYBE LTD	S	208	0	0	91	4	3	1	0	0	7	79	13	228
<b>TOTAL SOUTHAMPTON</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>13</b>	<b>228</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	210	0	0	90	4	3	1	2	0	10	83	8	265
<b>TOTAL STANSTED</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>8</b>	<b>265</b>
STORNOWAY	LOGANAIR	S	216	0	0	92	4	3	0	0	0	6	76	17	243
<b>TOTAL STORNOWAY</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>17</b>	<b>243</b>
SUMBURGH	LOGANAIR	S	62	0	0	89	8	3	0	0	0	6	84	8	62
<b>TOTAL SUMBURGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>8</b>	<b>62</b>
TIREE	LOGANAIR	S	49	1	0	94	4	2	0	0	0	4	63	17	52
<b>TOTAL TIREE</b>			<b>49</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>17</b>	<b>52</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4233</b>	<b>19</b>	<b>3</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>12</b>	<b>5042</b>
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	69	10	13	6	2	0	19	42	47	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>42</b>	<b>47</b>	<b>62</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	79	6	6	6	0	2	21	70	21	44
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>70</b>	<b>21</b>	<b>44</b>
SANFORD	FLYGLOBESPAN	S	35	4	4	20	9	3	31	31	6	169	61	93	54
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	10	0	10	0	36	86	11	21
	THOMSON AIRWAYS LTD	C	8	0	0	63	25	0	13	0	0	27	60	27	10
<b>TOTAL SANFORD</b>			<b>53</b>	<b>4</b>	<b>4</b>	<b>36</b>	<b>11</b>	<b>4</b>	<b>23</b>	<b>23</b>	<b>4</b>	<b>122</b>	<b>68</b>	<b>64</b>	<b>87</b>
<b>TOTAL USA</b>			<b>177</b>	<b>4</b>	<b>4</b>	<b>63</b>	<b>9</b>	<b>8</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>50</b>	<b>60</b>	<b>49</b>	<b>193</b>
<b>TOTAL GLASGOW</b>			<b>6506</b>	<b>29</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>18</b>	<b>7846</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	46	0	0	54	11	22	13	0	0	23	43	29	46
	BRITISH AIRWAYS PLC	S	62	0	0	77	10	3	10	0	0	14	45	21	62
<b>TOTAL ALGIERS</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>44</b>	<b>24</b>	<b>108</b>
<b>TOTAL ALGERIA</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>44</b>	<b>24</b>	<b>108</b>
<b>ANGOLA</b>															
LUANDA	BRITISH AIRWAYS PLC	S	9	0	0	56	0	22	22	0	0	33	50	10	10
<b>TOTAL LUANDA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>50</b>	<b>10</b>	<b>10</b>
<b>TOTAL ANGOLA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>50</b>	<b>10</b>	<b>10</b>
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	62	0	0	69	16	10	3	2	0	18	60	17	35
<b>TOTAL BUENOS AIRES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>60</b>	<b>17</b>	<b>35</b>
<b>TOTAL ARGENTINA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>60</b>	<b>17</b>	<b>35</b>
<b>AUSTRALIA</b>															
MELBOURNE	QANTAS	S	120	0	1	78	6	8	7	1	1	25	69	49	124
<b>TOTAL MELBOURNE</b>			<b>120</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>6</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>69</b>	<b>49</b>	<b>124</b>
SYDNEY	BRITISH AIRWAYS PLC	S	124	0	0	81	11	6	2	0	0	9	68	15	122
	QANTAS	S	114	0	0	76	11	7	4	1	1	19	46	82	114
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	94	3	3	0	0	0	2	77	28	62
<b>TOTAL SYDNEY</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>43</b>	<b>298</b>
<b>TOTAL AUSTRALIA</b>			<b>420</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>45</b>	<b>422</b>
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	220	0	0	91	5	1	2	0	0	5	78	12	197
	AUSTRIAN ARROWS	S	28	0	0	82	11	7	0	0	0	5	59	17	101
	BRITISH AIRWAYS PLC	S	248	0	0	90	5	4	1	1	0	7	77	11	248
<b>TOTAL VIENNA</b>			<b>496</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>12</b>	<b>546</b>
<b>TOTAL AUSTRIA</b>			<b>496</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>12</b>	<b>546</b>
<b>AZERBAIJAN</b>															
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	26	0	0	96	0	4	0	0	0	2	70	36	10
	BMI BRITISH MIDLAND	S	62	0	0	95	0	5	0	0	0	4	81	14	62
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>17</b>	<b>72</b>
<b>TOTAL AZERBAIJAN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>17</b>	<b>72</b>
<b>BAHAMAS</b>															
NASSAU	BRITISH AIRWAYS PLC	S	6	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL NASSAU</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BAHAMAS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	186	0	1	73	17	7	3	0	0	12	65	16	186



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			Actual (7)	Plan (8)											
TOTAL BAHRAIN			186	0	1	73	17	7	3	0	0	12	65	16	186
TOTAL BAHRAIN			186	0	1	73	17	7	3	0	0	12	65	16	186
<b>BANGLADESH</b>															
DHAKHA	BIMAN BANGLADESH AIRLINES	S	32	0	2	31	9	19	25	9	6	120	20	71	41
TOTAL DHAKHA			32	0	2	31	9	19	25	9	6	120	34	51	68
TOTAL BANGLADESH			32	0	2	31	9	19	25	9	6	120	34	51	68
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	327	0	0	87	8	3	2	0	0	7	62	19	232
	BRITISH AIRWAYS PLC	S	286	0	0	90	6	4	1	0	0	5	63	19	331
TOTAL BRUSSELS			613	1	0	88	7	4	2	0	0	6	63	19	563
TOTAL BELGIUM			613	1	0	88	7	4	2	0	0	6	63	19	563
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	27	0	0	70	11	15	4	0	0	16	63	14	27
TOTAL RIO DE JANEIRO (GALEAO)			27	0	0	70	11	15	4	0	0	16	63	14	27
SAO PAULO (GUARULHOS)	TAM LINHAS AEREAS	S	62	0	0	85	10	3	2	0	0	5	81	10	63
TOTAL SAO PAULO (GUARULHOS)			62	0	0	85	10	3	2	0	0	5	81	10	63
TOTAL BRAZIL			89	0	0	81	10	7	2	0	0	8	76	11	90
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	62	0	0	82	8	5	2	3	0	14	89	5	62
TOTAL BANDAR SERI BEGAWAN			62	0	0	82	8	5	2	3	0	14	89	5	62
TOTAL BRUNEI			62	0	0	82	8	5	2	3	0	14	89	5	62
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	72	0	0	93	4	3	0	0	0	4	75	10	72
	BULGARIA AIR	S	60	0	0	67	22	7	5	0	0	15	50	18	42
TOTAL SOFIA			132	0	0	81	12	5	2	0	0	9	66	13	114
TOTAL BULGARIA			132	0	0	81	12	5	2	0	0	9	66	13	114
<b>CANADA</b>															
CALGARY	AIR CANADA	S	106	0	0	71	17	8	4	0	0	12	73	15	124
	BRITISH AIRWAYS PLC	S	62	0	0	79	8	3	8	2	0	16	85	8	62
TOTAL CALGARY			168	0	0	74	14	7	5	1	0	14	77	13	186
EDMONTON	AIR CANADA	S	62	0	0	71	13	11	2	3	0	21	85	6	62
TOTAL EDMONTON			62	0	0	71	13	11	2	3	0	21	85	6	62
HALIFAX INT	AIR CANADA	S	60	0	2	82	3	3	8	0	3	40	79	14	62
TOTAL HALIFAX INT			60	0	2	82	3	3	8	0	3	40	79	14	62
MONTREAL (DORVAL)	AIR CANADA	S	62	0	0	79	11	8	2	0	0	10	66	25	62
	BRITISH AIRWAYS PLC	S	62	0	0	84	11	5	0	0	0	7	77	15	62
TOTAL MONTREAL (DORVAL)			124	0	0	81	11	6	1	0	0	8	72	20	124

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				Actual (7)	Plan (8)										
OTTAWA INTERNATIONAL	AIR CANADA	S	62	0	0	79	11	3	3	2	2	27	71	44	62
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>27</b>	<b>71</b>	<b>44</b>	<b>62</b>
TORONTO	AIR CANADA	S	249	1	1	71	12	5	7	2	2	31	69	24	248
	AIR INDIA	S	62	0	0	85	8	6	0	0	0	5	0	0	0
	AIR TRANSAT	S	20	0	0	80	5	10	5	0	0	9	80	26	20
	BRITISH AIRWAYS PLC	S	124	0	0	56	27	12	4	1	0	19	77	12	151
<b>TOTAL TORONTO</b>			<b>455</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>16</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>72</b>	<b>20</b>	<b>419</b>
VANCOUVER	AIR CANADA	S	79	0	1	72	10	10	6	0	1	22	69	13	124
	BRITISH AIRWAYS PLC	S	115	0	0	76	17	5	2	0	0	11	62	15	116
<b>TOTAL VANCOUVER</b>			<b>194</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>65</b>	<b>14</b>	<b>240</b>
<b>TOTAL CANADA</b>			<b>1125</b>	<b>2</b>	<b>4</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>72</b>	<b>18</b>	<b>1155</b>
CAYMAN ISLANDS															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	35	0	0	66	23	9	3	0	0	14	72	19	36
<b>TOTAL GRAND CAYMAN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>19</b>	<b>36</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>19</b>	<b>36</b>
CHINA															
BEIJING	AIR CHINA	S	62	0	0	90	6	2	2	0	0	4	69	16	62
	BRITISH AIRWAYS PLC	S	62	0	1	82	13	5	0	0	0	8	61	17	62
<b>TOTAL BEIJING</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>16</b>	<b>124</b>
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	40	0	0	75	5	13	8	0	0	16	47	23	45
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	45	18	27	10	0	0	25	60	17	62
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>13</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>60</b>	<b>19</b>	<b>135</b>
<b>TOTAL CHINA</b>			<b>226</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>11</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>18</b>	<b>259</b>
CROATIA															
SPLIT	CROATIA AIRLINES	S	10	0	0	60	20	20	0	0	0	15	30	48	10
<b>TOTAL SPLIT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>30</b>	<b>48</b>	<b>10</b>
ZAGREB	CROATIA AIRLINES	S	70	0	0	64	23	10	3	0	0	15	41	34	70
<b>TOTAL ZAGREB</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>41</b>	<b>34</b>	<b>70</b>
<b>TOTAL CROATIA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>40</b>	<b>35</b>	<b>80</b>
CYPRUS															
LARNACA	BRITISH AIRWAYS PLC	S	62	0	0	79	10	5	3	3	0	16	63	14	62
	CYPRUS AIRWAYS	S	158	0	0	71	18	9	2	0	0	13	34	34	158
<b>TOTAL LARNACA</b>			<b>220</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>42</b>	<b>29</b>	<b>220</b>
<b>TOTAL CYPRUS</b>			<b>220</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>42</b>	<b>29</b>	<b>220</b>
CZECH REPUBLIC															
PRAGUE	BRITISH AIRWAYS PLC	S	248	0	0	93	4	2	0	0	0	3	79	9	185
	CSA CZECH AIRLINES	S	160	0	0	95	3	2	1	0	0	3	77	11	175
<b>TOTAL PRAGUE</b>			<b>408</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>10</b>	<b>360</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>408</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>10</b>	<b>360</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS PLC	S	318	0	0	90	8	1	2	0	0	5	79	11	351
	SAS	S	313	0	0	89	7	3	1	0	0	6	75	12	399
<b>TOTAL COPENHAGEN</b>			<b>631</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>11</b>	<b>750</b>
<b>TOTAL DENMARK</b>			<b>631</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>11</b>	<b>750</b>
<b>EGYPT</b>															
CAIRO	BMI BRITISH MIDLAND	S	62	0	0	84	5	10	2	0	0	8	50	25	62
	BRITISH AIRWAYS PLC	S	62	0	0	82	5	11	2	0	0	10	74	12	62
	EGYPT AIR	S	70	0	0	44	29	23	4	0	0	25	42	29	62
<b>TOTAL CAIRO</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>55</b>	<b>22</b>	<b>186</b>
LUXOR	EGYPT AIR	S	10	0	0	80	0	10	10	0	0	17	25	22	8
<b>TOTAL LUXOR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>25</b>	<b>22</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>22</b>	<b>194</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	BMI BRITISH MIDLAND	S	27	0	0	74	4	19	4	0	0	14	64	18	44
	ETHIOPIAN AIRLINES	S	54	0	0	61	15	9	15	0	0	25	45	30	53
<b>TOTAL ADDIS ABABA</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>11</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>54</b>	<b>25</b>	<b>97</b>
<b>TOTAL ETHIOPIA</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>11</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>54</b>	<b>25</b>	<b>97</b>
<b>FINLAND</b>															
HELSINKI	BLUE 1	S	62	0	0	92	6	0	2	0	0	4	88	11	60
	BRITISH AIRWAYS PLC	S	124	0	0	85	7	3	4	0	0	9	69	16	123
	FINNAIR	S	248	0	0	91	6	3	0	0	0	5	66	15	247
<b>TOTAL HELSINKI</b>			<b>434</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>15</b>	<b>430</b>
<b>TOTAL FINLAND</b>			<b>434</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>15</b>	<b>430</b>
<b>FRANCE</b>															
LYON	BRITISH AIRWAYS PLC	S	185	0	1	88	6	4	2	0	0	6	73	15	184
<b>TOTAL LYON</b>			<b>185</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>15</b>	<b>184</b>
NICE	BRITISH AIRWAYS PLC	S	406	0	0	86	8	4	2	0	0	7	58	20	371
<b>TOTAL NICE</b>			<b>406</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>58</b>	<b>20</b>	<b>371</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	434	0	0	82	10	7	1	0	0	8	68	14	434
	BRITISH AIRWAYS PLC	S	470	0	0	89	7	3	0	0	0	5	76	12	557
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>904</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>13</b>	<b>991</b>
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	124	0	0	92	3	4	1	0	0	5	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>1619</b>	<b>2</b>	<b>1</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>15</b>	<b>1546</b>
<b>GEORGIA</b>															
TBILISI	BMI BRITISH MIDLAND	S	35	0	0	69	14	11	6	0	0	14	82	12	17
<b>TOTAL TBILISI</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>12</b>	<b>17</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL GEORGIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>12</b>	<b>17</b>
<b>GERMANY</b>															
<b>BERLIN (TEGEL)</b>	BRITISH AIRWAYS PLC	S	328	0	0	94	4	2	1	0	0	4	80	11	370
	LUFTHANSA	S	176	0	0	70	13	15	2	0	0	14	0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>504</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>11</b>	<b>370</b>
<b>COLOGNE BONN</b>	LUFTHANSA	S	150	0	0	93	5	1	1	0	0	4	84	7	174
<b>TOTAL COLOGNE BONN</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>7</b>	<b>174</b>
<b>DUSSELDORF</b>	BRITISH AIRWAYS PLC	S	297	0	1	92	4	2	2	0	0	5	82	9	339
	LUFTHANSA	S	228	0	0	95	4	2	0	0	0	3	80	9	242
<b>TOTAL DUSSELDORF</b>			<b>525</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>9</b>	<b>581</b>
<b>FRANKFURT MAIN</b>	BRITISH AIRWAYS PLC	S	322	0	0	91	4	3	1	0	0	5	79	11	403
	LUFTHANSA	S	581	0	1	87	8	5	1	0	0	6	75	11	579
<b>TOTAL FRANKFURT MAIN</b>			<b>903</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>11</b>	<b>982</b>
<b>HAMBURG</b>	BRITISH AIRWAYS PLC	S	248	0	0	92	3	4	1	0	0	6	81	9	248
	LUFTHANSA	S	163	0	1	87	8	5	0	0	0	5	83	9	186
<b>TOTAL HAMBURG</b>			<b>411</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>9</b>	<b>434</b>
<b>HANOVER</b>	BMI BRITISH MIDLAND	S	166	0	0	96	2	2	0	0	0	2	81	10	145
<b>TOTAL HANOVER</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>145</b>
<b>MUNICH</b>	BRITISH AIRWAYS PLC	S	374	0	0	93	5	2	0	0	0	3	78	10	415
	LUFTHANSA	S	425	0	0	88	7	4	0	0	0	5	75	11	423
<b>TOTAL MUNICH</b>			<b>799</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>11</b>	<b>838</b>
<b>STUTTGART</b>	BRITISH AIRWAYS PLC	S	184	0	0	91	6	2	1	0	0	4	90	8	183
	LUFTHANSA	S	128	0	0	88	5	5	2	0	0	7	86	10	116
<b>TOTAL STUTTGART</b>			<b>312</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>9</b>	<b>299</b>
<b>TOTAL GERMANY</b>			<b>3770</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>10</b>	<b>3823</b>
<b>GHANA</b>															
<b>ACCRA</b>	BRITISH AIRWAYS PLC	S	62	0	0	63	26	8	3	0	0	15	76	11	62
<b>TOTAL ACCRA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>26</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>11</b>	<b>62</b>
<b>TOTAL GHANA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>26</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>11</b>	<b>62</b>
<b>GREECE</b>															
<b>ATHENS</b>	BRITISH AIRWAYS PLC	S	257	0	1	89	6	4	1	0	0	6	71	18	196
	OLYMPIC AIRLINES	S	188	0	0	55	23	17	4	1	0	21	54	20	186
<b>TOTAL ATHENS</b>			<b>445</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>19</b>	<b>382</b>
<b>KALAMATA</b>	BMI BRITISH MIDLAND	C	10	0	0	50	30	20	0	0	0	16	20	48	10
<b>TOTAL KALAMATA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>20</b>	<b>48</b>	<b>10</b>
<b>KEFALLINIA</b>	BMI BRITISH MIDLAND	C	10	0	0	70	20	10	0	0	0	9	40	18	10
<b>TOTAL KEFALLINIA</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>40</b>	<b>18</b>	<b>10</b>
<b>TOTAL GREECE</b>			<b>465</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>19</b>	<b>402</b>

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			Actual (7)	Plan (8)											
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	186	0	0	88	5	4	2	0	1	10	74	31	183
	CATHAY PACIFIC AIRWAYS	S	248	0	3	89	5	3	2	0	0	7	75	20	243
	VIRGIN ATLANTIC AIRWAYS LTD	S	59	2	0	69	17	10	3	0	0	13	0	0	0
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>493</b>	<b>2</b>	<b>3</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>24</b>	<b>426</b>
<b>TOTAL HONG KONG</b>			<b>493</b>	<b>2</b>	<b>3</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>24</b>	<b>426</b>
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	248	0	0	90	7	3	0	0	0	5	76	12	185
<b>TOTAL BUDAPEST</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>12</b>	<b>185</b>
<b>TOTAL HUNGARY</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>12</b>	<b>185</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	124	0	0	90	6	4	0	0	0	4	73	13	124
<b>TOTAL KEFLAVIK</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>13</b>	<b>124</b>
<b>TOTAL ICELAND</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>13</b>	<b>124</b>
<b>INDIA</b>															
AHMEDABAD	AIR INDIA	S	62	0	0	69	8	13	5	5	0	24	41	41	29
<b>TOTAL AHMEDABAD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>24</b>	<b>41</b>	<b>41</b>	<b>29</b>
AMRITSAR	AIR INDIA	S	62	0	0	89	6	5	0	0	0	5	64	20	36
<b>TOTAL AMRITSAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>13</b>	<b>95</b>
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	62	0	0	69	16	6	8	0	0	15	71	11	62
	KINGFISHER AIRLINES	S	62	0	0	92	0	8	0	0	0	4	0	0	0
<b>TOTAL BANGALORE (BENGALURU)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>11</b>	<b>62</b>
CALCUTTA	AIR INDIA	S	62	0	0	82	6	5	6	0	0	10	84	12	25
<b>TOTAL CALCUTTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>11</b>	<b>51</b>
CHENNAI	BRITISH AIRWAYS PLC	S	46	0	0	83	9	4	4	0	0	9	78	12	45
<b>TOTAL CHENNAI</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>12</b>	<b>45</b>
DELHI	BRITISH AIRWAYS PLC	S	124	0	0	85	10	2	4	0	0	10	74	13	124
	JET AIRWAYS	S	62	0	0	79	10	8	3	0	0	9	63	29	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	73	18	6	3	0	0	12	74	16	62
<b>TOTAL DELHI</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>18</b>	<b>274</b>
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	42	2	2	69	19	12	0	0	0	11	0	0	0
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>			<b>42</b>	<b>2</b>	<b>2</b>	<b>69</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>20</b>	<b>146</b>	<b>5</b>
MUMBAI	BRITISH AIRWAYS PLC	S	124	0	0	78	10	8	3	0	0	11	79	12	124
	JET AIRWAYS	S	124	0	0	86	8	5	1	0	0	6	75	10	124
	KINGFISHER AIRLINES	S	62	0	0	98	2	0	0	0	0	1	0	0	0
<b>TOTAL MUMBAI</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>15</b>	<b>393</b>
<b>TOTAL INDIA</b>			<b>956</b>	<b>2</b>	<b>2</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>17</b>	<b>954</b>
<b>IRAN</b>															
IMAM KHOMIENI	BMI BRITISH MIDLAND	S	62	0	0	85	11	0	0	3	0	11	73	22	62

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				Actual (7)	Plan (8)										
IMAM KHOMIENI	IRAN AIR	S	36	0	0	56	17	17	8	3	0	28	19	53	36
<b>TOTAL IMAM KHOMIENI</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>53</b>	<b>33</b>	<b>98</b>
<b>TOTAL IRAN</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>53</b>	<b>33</b>	<b>98</b>
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	294	0	1	91	6	2	0	0	0	4	74	14	306
<b>TOTAL CORK</b>			<b>294</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>14</b>	<b>306</b>
DUBLIN	AER LINGUS	S	636	0	1	86	8	4	2	0	7	68	15	767	
	BMI BRITISH MIDLAND	S	358	0	0	89	7	3	0	0	5	58	21	416	
<b>TOTAL DUBLIN</b>			<b>994</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>17</b>	<b>1183</b>	
SHANNON	AER LINGUS	S	104	0	0	91	6	3	0	0	4	0	0	0	
	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	3	0	0	0	
<b>TOTAL SHANNON</b>			<b>106</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>1394</b>	<b>2</b>	<b>2</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>17</b>	<b>1489</b>	
<b>ISRAEL</b>															
TEL AVIV	BMI BRITISH MIDLAND	S	124	0	0	65	19	13	2	0	2	19	58	19	62
	BRITISH AIRWAYS PLC	S	124	0	0	75	11	10	4	0	11	67	15	124	
	EL AL	S	97	0	0	80	11	4	4	0	11	69	13	94	
<b>TOTAL TEL AVIV</b>			<b>345</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>66</b>	<b>15</b>	<b>280</b>
<b>TOTAL ISRAEL</b>			<b>345</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>66</b>	<b>15</b>	<b>280</b>
<b>ITALY</b>															
CAGLIARI (ELMAS)	BMI BRITISH MIDLAND	C	10	0	0	60	20	10	10	0	0	18	50	19	10
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>19</b>	<b>10</b>
MILAN (LINATE)	ALITALIA (CAI)	S	228	0	7	84	6	5	4	0	9	0	0	0	
	BRITISH AIRWAYS PLC	S	246	0	0	91	2	5	2	0	6	77	11	248	
<b>TOTAL MILAN (LINATE)</b>			<b>474</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>11</b>	<b>532</b>	
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	250	0	0	90	6	4	0	0	5	80	11	248	
	LUFTHANSA	S	240	0	0	75	12	9	3	2	15	0	0	0	
<b>TOTAL MILAN (MALPENSA)</b>			<b>490</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>80</b>	<b>11</b>	<b>248</b>	
ROME (FIUMICINO)	ALITALIA (CAI)	S	310	0	0	75	15	10	1	0	10	0	0	0	
	BRITISH AIRWAYS PLC	S	346	0	0	83	13	3	1	0	7	65	17	310	
<b>TOTAL ROME (FIUMICINO)</b>			<b>656</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>18</b>	<b>618</b>	
VENICE	BMI BRITISH MIDLAND	S	62	0	0	90	3	2	3	0	25	61	18	62	
	BRITISH AIRWAYS PLC	S	70	0	0	86	6	7	1	0	6	0	0	0	
<b>TOTAL VENICE</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>18</b>	<b>62</b>	
<b>TOTAL ITALY</b>			<b>1762</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>14</b>	<b>1488</b>	
<b>JAPAN</b>															
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	62	0	0	92	6	0	2	0	4	79	10	62	
	BRITISH AIRWAYS PLC	S	62	0	0	63	21	16	0	0	14	60	18	124	
	JAPAN AIRLINES	S	124	1	0	88	8	2	1	2	8	77	16	62	
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	77	19	3	0	0	8	92	6	60	

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			Actual (7)	Plan (8)											
TOTAL TOKYO (NARITA)			310	1	0	82	13	5	1	1	0	9	74	14	308
TOTAL JAPAN			310	1	0	82	13	5	1	1	0	9	75	14	370
JORDAN															
AMMAN	BMI BRITISH MIDLAND	S	62	0	0	77	16	6	0	0	0	7	89	5	18
	ROYAL JORDANIAN	S	62	0	0	87	6	5	2	0	0	7	48	36	63
TOTAL AMMAN			124	0	0	82	11	6	1	0	0	7	57	29	81
TOTAL JORDAN			124	0	0	82	11	6	1	0	0	7	57	29	81
KAZAKHSTAN															
ALMATY	AIR ASTANA	S	18	0	0	50	22	22	6	0	0	21	39	28	18
TOTAL ALMATY			18	0	0	50	22	22	6	0	0	21	39	28	18
TOTAL KAZAKHSTAN			18	0	0	50	22	22	6	0	0	21	42	24	26
KENYA															
NAIROBI	BRITISH AIRWAYS PLC	S	62	0	0	68	18	11	3	0	0	14	68	13	62
	KENYA AIRWAYS	S	90	0	0	83	2	3	4	7	0	23	73	12	82
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	82	5	6	5	2	0	13	84	10	62
TOTAL NAIROBI			214	0	0	79	7	7	4	3	0	18	75	12	206
TOTAL KENYA			214	0	0	79	7	7	4	3	0	18	73	13	216
KUWAIT															
KUWAIT	BRITISH AIRWAYS PLC	S	62	0	0	90	5	5	0	0	0	5	77	13	61
	KUWAIT AIRWAYS	S	68	0	3	50	24	19	7	0	0	22	44	30	72
TOTAL KUWAIT			130	0	3	69	15	12	4	0	0	14	59	22	133
TOTAL KUWAIT			130	0	3	69	15	12	4	0	0	14	59	22	133
KYRGYZSTAN															
BISHKEK (FRUNZE)	BMI BRITISH MIDLAND	S	27	0	0	63	22	11	0	0	4	41	52	54	27
TOTAL BISHKEK (FRUNZE)			27	0	0	63	22	11	0	0	4	41	52	54	27
TOTAL KYRGYZSTAN			27	0	0	63	22	11	0	0	4	41	52	54	27
LEBANON															
BEIRUT	BMI BRITISH MIDLAND	S	42	0	0	93	5	2	0	0	0	5	81	7	27
	MEA	S	64	0	0	70	22	6	2	0	0	11	45	23	65
TOTAL BEIRUT			106	0	0	79	15	5	1	0	0	8	55	18	92
TOTAL LEBANON			106	0	0	79	15	5	1	0	0	8	55	18	92
LIBYA															
TRIPOLI	BRITISH AIRWAYS PLC	S	62	0	0	82	8	6	3	0	0	10	76	9	62
	LIBYAN ARAB AIRLINES	S	18	0	0	83	17	0	0	0	0	6	33	24	18
TOTAL TRIPOLI			80	0	0	83	10	5	3	0	0	9	66	12	80
TOTAL LIBYA			80	0	0	83	10	5	3	0	0	9	66	12	80

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			Actual (7)	Plan (8)											
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-M	S	124	0	0	80	8	5	7	0	0	13	65	16	124
TOTAL KUALA LUMPUR (SEPANG)			124	0	0	80	8	5	7	0	0	13	65	16	124
TOTAL MALAYSIA			124	0	0	80	8	5	7	0	0	13	65	16	124
<b>MALTA</b>															
MALTA	AIR MALTA	S	142	0	1	82	10	5	4	0	0	8	74	10	134
TOTAL MALTA			142	0	1	82	10	5	4	0	0	8	74	10	134
TOTAL MALTA			142	0	1	82	10	5	4	0	0	8	74	10	134
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	40	0	0	73	20	8	0	0	0	9	79	12	62
	BRITISH AIRWAYS PLC	S	27	0	0	78	11	7	4	0	0	12	59	15	27
TOTAL MAURITIUS			67	0	0	75	16	7	1	0	0	10	71	14	108
TOTAL MAURITIUS			67	0	0	75	16	7	1	0	0	10	71	14	108
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	36	0	0	61	14	17	8	0	0	23	58	23	36
TOTAL MEXICO CITY			36	0	0	61	14	17	8	0	0	23	58	23	36
TOTAL MEXICO			36	0	0	61	14	17	8	0	0	23	58	23	36
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	17	1	0	53	12	29	6	0	0	25	33	88	3
TOTAL CASABLANCA MOHAMED V			17	1	0	53	12	29	6	0	0	25	33	88	3
MARRAKESH	ROYAL AIR MAROC	S	60	0	2	48	17	23	12	0	0	25	66	15	59
TOTAL MARRAKESH			60	0	2	48	17	23	12	0	0	25	66	15	59
TOTAL MOROCCO			77	2	2	49	16	25	10	0	0	25	61	18	90
<b>NETHERLANDS</b>															
AMSTERDAM	BMI BRITISH MIDLAND	S	228	0	1	91	5	2	2	0	0	5	68	18	423
	BRITISH AIRWAYS PLC	S	380	0	0	89	7	2	2	0	0	5	82	10	431
	KLM	S	464	0	0	92	6	1	0	0	0	3	83	10	494
TOTAL AMSTERDAM			1072	0	1	91	6	2	1	0	0	4	78	13	1400
TOTAL NETHERLANDS			1072	0	1	91	6	2	1	0	0	4	79	12	1502
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	124	0	0	90	6	4	0	1	0	7	71	24	124
TOTAL AUCKLAND INTERNATIONAL			124	0	0	90	6	4	0	1	0	7	71	24	124
TOTAL NEW ZEALAND			124	0	0	90	6	4	0	1	0	7	71	24	124
<b>NIGERIA</b>															
ABUJA	BRITISH AIRWAYS PLC	S	62	0	0	90	2	6	2	0	0	7	68	18	62
TOTAL ABUJA			62	0	0	90	2	6	2	0	0	7	68	18	62
LAGOS	ARIK AIR	S	62	0	0	84	11	3	2	0	0	7	0	0	0



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				Actual (7)	Plan (8)										
LAGOS	BELLVIEW AIRLINES (NIGERIA)	S	36	0	0	3	11	39	39	8	0	79	33	32	54
	BRITISH AIRWAYS PLC	S	62	0	0	65	11	15	10	0	0	18	48	21	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	71	13	10	6	0	0	15	77	16	61
<b>TOTAL LAGOS</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>14</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>53</b>	<b>23</b>	<b>185</b>
<b>TOTAL NIGERIA</b>			<b>284</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>21</b>	<b>247</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	248	0	0	88	7	4	0	0	0	5	75	12	247
	SAS	S	300	0	0	93	5	1	0	0	0	4	83	8	300
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>548</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>10</b>	<b>547</b>	
STAVANGER	SAS	S	104	0	0	93	5	0	2	0	0	5	84	8	114
<b>TOTAL STAVANGER</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>8</b>	<b>114</b>	
<b>TOTAL NORWAY</b>			<b>652</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>10</b>	<b>661</b>	
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	62	0	0	81	11	6	2	0	0	9	76	16	62
	OMAN AIR	S	62	0	0	97	2	2	0	0	0	1	0	0	0
<b>TOTAL MUSCAT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>16</b>	<b>62</b>	
<b>TOTAL OMAN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>16</b>	<b>62</b>	
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	38	0	0	76	11	8	3	3	0	16	58	37	36
<b>TOTAL ISLAMABAD</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>27</b>	<b>90</b>
KARACHI	PAKISTAN INTL AIRLINES	S	26	0	0	50	15	19	15	0	0	32	21	60	28
<b>TOTAL KARACHI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>15</b>	<b>19</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>21</b>	<b>60</b>	<b>28</b>
LAHORE	PAKISTAN INTL AIRLINES	S	26	1	0	69	23	8	0	0	0	12	54	35	26
<b>TOTAL LAHORE</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>35</b>	<b>26</b>
<b>TOTAL PAKISTAN</b>			<b>90</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>47</b>	<b>35</b>	<b>144</b>
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	124	0	0	90	6	2	1	0	0	5	0	0	0
	LOT-POLISH AIRLINES	S	176	0	0	89	7	1	2	1	0	8	63	16	186
<b>TOTAL WARSAW</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>16</b>	<b>186</b>
<b>TOTAL POLAND</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>16</b>	<b>186</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
LISBON	AIR PORTUGAL	S	328	0	0	77	13	5	4	1	0	13	62	18	309
	BRITISH AIRWAYS PLC	S	248	0	0	77	12	8	2	0	0	10	75	13	186
<b>TOTAL LISBON</b>			<b>576</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>16</b>	<b>495</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	62	0	0	87	2	6	5	0	0	9	63	15	62
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>2</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>15</b>	<b>62</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>638</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>16</b>	<b>557</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>QATAR</b>															
DOHA	BRITISH AIRWAYS PLC	S	62	0	0	61	24	11	3	0	0	15	74	10	62
	QATAR AIRWAYS	S	248	0	0	79	12	6	3	0	0	10	77	16	248
<b>TOTAL DOHA</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>15</b>	<b>310</b>
<b>TOTAL QATAR</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>15</b>	<b>310</b>
<b>REPUBLIC OF KOREA</b>															
SEOUL (INCHEON)	ASIANA AIRLINES	S	42	0	0	88	5	2	5	0	0	7	66	18	44
	KOREAN AIR	S	62	0	0	92	6	2	0	0	0	4	66	13	62
<b>TOTAL SEOUL (INCHEON)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>15</b>	<b>106</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>15</b>	<b>106</b>
<b>REPUBLIC OF SERBIA</b>															
BELGRADE	BRITISH AIRWAYS PLC	S	62	0	0	95	2	0	0	3	0	8	82	18	62
	JATAIRWAYS	S	82	0	0	82	11	6	1	0	0	9	44	26	72
<b>TOTAL BELGRADE</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>23</b>	<b>134</b>
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>23</b>	<b>134</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
CAPE TOWN	BRITISH AIRWAYS PLC	S	62	0	0	82	13	2	0	0	3	30	73	12	62
	SOUTH AFRICAN AIRWAYS	S	62	0	0	90	8	0	2	0	0	5	81	16	59
<b>TOTAL CAPE TOWN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>77</b>	<b>14</b>	<b>121</b>
JOHANNESBURG	BRITISH AIRWAYS PLC	S	169	0	0	84	8	5	2	1	0	9	81	12	124
	SOUTH AFRICAN AIRWAYS	S	124	0	0	84	9	2	3	0	2	21	78	26	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	73	16	6	3	2	0	15	74	26	62
<b>TOTAL JOHANNESBURG</b>			<b>355</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>79</b>	<b>20</b>	<b>306</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>479</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>78</b>	<b>18</b>	<b>427</b>
<b>REPUBLIC OF YEMEN</b>															
SANAA	YEMENIA	S	18	0	0	89	6	6	0	0	0	7	56	44	18
<b>TOTAL SANAA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>56</b>	<b>44</b>	<b>18</b>
<b>TOTAL REPUBLIC OF YEMEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>56</b>	<b>44</b>	<b>18</b>
<b>ROMANIA</b>															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	184	0	0	91	5	3	1	0	0	4	72	15	186
	TAROM	S	62	0	0	90	6	3	0	0	0	4	73	11	62
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>246</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>14</b>	<b>248</b>
<b>TOTAL ROMANIA</b>			<b>246</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>14</b>	<b>248</b>
<b>RUSSIA</b>															
MOSCOW (DOMODEDOVO)	BMI BRITISH MIDLAND	S	123	0	2	93	6	2	0	0	0	3	76	18	62
	BRITISH AIRWAYS PLC	S	151	0	0	85	6	7	2	0	0	7	73	13	176
	TRANSAERO AIRLINES	S	124	0	0	81	6	4	9	1	0	14	56	23	62
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>398</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>16</b>	<b>300</b>
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	178	0	0	86	9	4	1	0	0	7	59	19	182

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			Actual (7)	Plan (8)											
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>59</b>	<b>19</b>	<b>182</b>
ST PETERSBURG	BRITISH AIRWAYS PLC	S	62	0	0	89	5	0	6	0	0	10	66	12	62
	ROSSIYA ROSSIISKIE AVALINII	S	10	0	0	90	10	0	0	0	0	7	0	58	10
<b>TOTAL ST PETERSBURG</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>57</b>	<b>19</b>	<b>72</b>
<b>TOTAL RUSSIA</b>			<b>648</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>17</b>	<b>581</b>
<b>SAUDI ARABIA</b>															
DAMMAM	BMI BRITISH MIDLAND	S	29	0	0	76	14	3	7	0	0	15	75	12	28
	SAUDI ARABIAN AIRLINES	S	9	0	0	78	0	11	11	0	0	14	44	17	9
<b>TOTAL DAMMAM</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>13</b>	<b>37</b>
JEDDAH	BMI BRITISH MIDLAND	S	28	0	0	68	14	11	7	0	0	17	78	55	32
	BRITISH AIRWAYS PLC	S	45	0	0	87	4	2	4	0	2	15	0	0	0
	SAUDI ARABIAN AIRLINES	S	61	1	0	74	16	5	5	0	0	12	66	18	62
<b>TOTAL JEDDAH</b>			<b>134</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>70</b>	<b>31</b>	<b>94</b>
RIYADH	BRITISH AIRWAYS PLC	S	43	0	0	86	7	2	2	2	0	12	0	0	0
	SAUDI ARABIAN AIRLINES	S	37	1	0	89	5	5	0	0	0	7	78	17	37
<b>TOTAL RIYADH</b>			<b>80</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>16</b>	<b>38</b>
<b>TOTAL SAUDI ARABIA</b>			<b>252</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>24</b>	<b>169</b>
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	18	0	0	44	17	22	17	0	0	29	71	28	17
<b>TOTAL SEYCHELLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>17</b>	<b>22</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>71</b>	<b>28</b>	<b>17</b>
<b>TOTAL SEYCHELLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>17</b>	<b>22</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>71</b>	<b>28</b>	<b>17</b>
<b>SIERRA LEONE</b>															
FREETOWN	BMI BRITISH MIDLAND	S	35	0	1	69	14	17	0	0	0	13	63	16	35
<b>TOTAL FREETOWN</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>14</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>16</b>	<b>35</b>
<b>TOTAL SIERRA LEONE</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>14</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>16</b>	<b>35</b>
<b>SINGAPORE</b>															
SINGAPORE	BRITISH AIRWAYS PLC	S	57	0	1	84	5	4	2	0	5	55	84	8	61
	SINGAPORE AIRLINES	S	186	0	0	86	8	2	3	1	0	10	70	24	186
<b>TOTAL SINGAPORE</b>			<b>244</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>74</b>	<b>20</b>	<b>247</b>
<b>TOTAL SINGAPORE</b>			<b>244</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>74</b>	<b>20</b>	<b>247</b>
<b>SPAIN</b>															
BARCELONA	BRITISH AIRWAYS PLC	S	249	0	0	75	15	8	2	0	0	11	62	19	310
	IBERIA	S	186	0	0	82	9	8	2	0	0	9	56	23	244
<b>TOTAL BARCELONA</b>			<b>435</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>21</b>	<b>554</b>
BILBAO	VUELING AIRLINES	S	62	0	0	90	8	2	0	0	0	4	0	0	0
<b>TOTAL BILBAO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
LA CORUNA	VUELING AIRLINES	S	62	0	0	77	10	10	3	0	0	11	0	0	0
<b>TOTAL LA CORUNA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>7</b>	<b>62</b>

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				Actual (7)	Plan (8)										
MADRID	BRITISH AIRWAYS PLC	S	305	0	1	70	17	10	3	0	0	13	65	20	309
	IBERIA	S	478	0	1	75	14	9	1	0	0	11	63	20	486
	IBERIA	C	3	0	0	33	0	33	33	0	0	41	0	0	0
<b>TOTAL MADRID</b>			<b>786</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>20</b>	<b>795</b>
MALAGA	BRITISH AIRWAYS PLC	S	62	0	0	79	19	2	0	0	0	6	77	19	62
<b>TOTAL MALAGA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>19</b>	<b>62</b>
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	80	0	0	85	9	3	3	1	0	10	65	16	72
<b>TOTAL PALMA DE MALLORCA</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>16</b>	<b>72</b>
SEVILLE	VUELING AIRLINES	S	36	0	0	78	3	11	8	0	0	16	0	0	0
<b>TOTAL SEVILLE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>3</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
VIGO	VUELING AIRLINES	S	26	0	0	77	15	4	4	0	0	11	0	0	0
<b>TOTAL VIGO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>1550</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>19</b>	<b>1609</b>
SRI LANKA															
COLOMBO	SRILANKAN AIRLINES	S	90	0	0	88	7	6	0	0	0	5	70	13	106
<b>TOTAL COLOMBO</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>13</b>	<b>106</b>
<b>TOTAL SRI LANKA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>13</b>	<b>106</b>
SUDAN															
KHARTOUM	BMI BRITISH MIDLAND	S	45	0	0	80	11	4	4	0	0	9	43	74	35
<b>TOTAL KHARTOUM</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>43</b>	<b>74</b>	<b>35</b>
<b>TOTAL SUDAN</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>43</b>	<b>74</b>	<b>35</b>
SWEDEN															
GOTEBORG	SAS	S	110	0	0	95	2	0	4	0	0	5	78	16	112
<b>TOTAL GOTEBORG</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>16</b>	<b>112</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	293	0	0	88	6	4	2	0	0	7	75	13	328
	SAS	S	271	0	0	89	7	3	1	0	0	5	73	15	322
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>564</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>14</b>	<b>650</b>
<b>TOTAL SWEDEN</b>			<b>674</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>14</b>	<b>762</b>
SWITZERLAND															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	176	0	0	92	5	3	0	0	0	3	88	6	185
<b>TOTAL BASLE MULHOUSE</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>6</b>	<b>185</b>
GENEVA	BRITISH AIRWAYS PLC	S	437	0	0	88	6	4	2	0	0	6	77	11	489
<b>TOTAL GENEVA</b>			<b>437</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>11</b>	<b>489</b>
ZURICH	BRITISH AIRWAYS PLC	S	326	0	0	91	6	3	1	0	0	4	76	11	357
	SWISS AIRLINES	S	368	0	1	85	10	3	1	0	0	7	72	14	370
<b>TOTAL ZURICH</b>			<b>694</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>12</b>	<b>727</b>
<b>TOTAL SWITZERLAND</b>			<b>1307</b>	<b>2</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>11</b>	<b>1401</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008			
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			Actual (7)	Plan (8)												
<b>SYRIA</b>																
ALEPPO	BMI BRITISH MIDLAND	S	28	0	0	96	0	4	0	0	0	4	79	28	28	
<b>TOTAL ALEPPO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>28</b>	<b>28</b>	
DAMASCUS	BMI BRITISH MIDLAND	S	34	0	0	82	6	9	3	0	0	10	82	9	34	
	SYRIANAIR	S	26	0	0	62	19	4	15	0	0	19	68	15	25	
<b>TOTAL DAMASCUS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>11</b>	<b>59</b>	
<b>TOTAL SYRIA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>17</b>	<b>87</b>	
<b>TAIWAN</b>																
TAIPEI	EVA AIR	S	52	0	0	88	10	2	0	0	0	5	72	20	54	
<b>TOTAL TAIPEI</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>20</b>	<b>54</b>	
<b>TOTAL TAIWAN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>20</b>	<b>54</b>	
<b>TANZANIA</b>																
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	27	0	0	85	7	4	4	0	0	7	88	6	26	
<b>TOTAL DAR-ES-SALAAM</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>6</b>	<b>26</b>	
<b>TOTAL TANZANIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>6</b>	<b>26</b>	
<b>THAILAND</b>																
BANGKOK SUVARNABHUMI AIRPORT	THAI AIRWAYS INTERNATIONAL	S	123	0	2	85	10	3	1	0	1	18	80	12	122	
<b>TOTAL BANGKOK SUVARNABHUMI AIRPORT</b>			<b>123</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>80</b>	<b>12</b>	<b>122</b>	
<b>TOTAL THAILAND</b>			<b>123</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>80</b>	<b>12</b>	<b>122</b>	
<b>TUNISIA</b>																
TUNIS	TUNISAIR	S	36	0	0	14	33	31	22	0	0	37	11	56	38	
<b>TOTAL TUNIS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>33</b>	<b>31</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>11</b>	<b>56</b>	<b>38</b>	
<b>TOTAL TUNISIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>33</b>	<b>31</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>11</b>	<b>56</b>	<b>38</b>	
<b>TURKEY</b>																
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	10	0	1	0	20	50	20	10	0	71	10	38	10	
<b>TOTAL ANTALYA</b>			<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>38</b>	<b>10</b>	
DALAMAN	BMI BRITISH MIDLAND	C	10	0	0	80	20	0	0	0	0	7	50	26	10	
<b>TOTAL DALAMAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>26</b>	<b>10</b>	
ISTANBUL	BRITISH AIRWAYS PLC	S	186	0	0	89	6	2	2	1	0	7	73	11	186	
	THY TURK HAVA YOLLARI TURKIS	S	186	0	0	52	23	18	8	0	0	20	48	22	186	
<b>TOTAL ISTANBUL</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>17</b>	<b>372</b>	
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	19	0	0	79	5	0	16	0	0	20	37	30	27	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>37</b>	<b>30</b>	<b>27</b>	
<b>TOTAL TURKEY</b>			<b>411</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>18</b>	<b>448</b>	
<b>TURKMENISTAN</b>																
ASHKHABAD	TURKMENISTAN AIRLINES	S	18	0	0	50	33	17	0	0	0	15	28	35	18	
<b>TOTAL ASHKHABAD</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>28</b>	<b>35</b>	<b>18</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL TURKMENISTAN			18	0	0	50	33	17	0	0	0	15	28	35	18
TURKS AND CAICOS ISLANDS															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	10	0	0	90	10	0	0	0	0	4	88	3	8
TOTAL PROVIDENCIALES			10	0	0	90	10	0	0	0	0	4	88	3	8
TOTAL TURKS AND CAICOS ISLANDS			10	0	0	90	10	0	0	0	0	4	88	3	8
UGANDA															
ENTEBBE	BRITISH AIRWAYS PLC	S	26	0	0	92	4	4	0	0	0	3	88	4	26
TOTAL ENTEBBE			26	0	0	92	4	4	0	0	0	3	88	4	26
TOTAL UGANDA			26	0	0	92	4	4	0	0	0	3	88	4	26
UKRAINE															
KIEV (BORISPOL)	BMI BRITISH MIDLAND	S	44	0	0	73	14	11	2	0	0	15	0	0	0
	BRITISH AIRWAYS PLC	S	62	0	0	81	11	6	2	0	0	9	35	35	62
TOTAL KIEV (BORISPOL)			107	0	0	77	12	8	3	0	0	12	35	35	62
TOTAL UKRAINE			107	1	0	77	12	8	3	0	0	12	35	35	62
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	186	0	0	83	10	3	4	0	0	9	70	16	152
TOTAL ABU DHABI INTERNATIONAL			186	2	0	83	10	3	4	0	0	9	70	16	152
DUBAI	BRITISH AIRWAYS PLC	S	123	0	2	85	10	5	1	0	0	7	73	15	124
	EMIRATES	S	308	1	2	64	20	13	2	0	0	17	61	16	306
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	84	6	5	5	0	0	9	60	21	62
TOTAL DUBAI			493	2	4	71	16	10	2	0	0	13	64	16	492
TOTAL UNITED ARAB EMIRATES			679	4	4	75	14	8	3	0	0	12	65	16	644
UNITED KINGDOM															
ABERDEEN	BMI BRITISH MIDLAND	S	328	0	3	91	5	2	2	0	0	5	74	14	352
	BRITISH AIRWAYS PLC	S	380	0	0	88	7	3	3	0	0	7	76	13	400
TOTAL ABERDEEN			708	0	3	89	6	3	3	0	0	6	75	14	752
BELFAST CITY (GEORGE BEST)	BMI BRITISH MIDLAND	S	467	0	0	91	4	4	1	0	0	6	75	12	462
TOTAL BELFAST CITY (GEORGE BEST)			467	0	0	91	4	4	1	0	0	6	75	12	462
BELFAST INTERNATIONAL	AER LINGUS	S	184	0	0	80	13	6	2	0	0	9	72	15	232
TOTAL BELFAST INTERNATIONAL			184	0	0	80	13	6	2	0	0	9	72	15	232
EDINBURGH	BMI BRITISH MIDLAND	S	458	0	0	89	7	3	2	0	0	5	72	14	460
	BRITISH AIRWAYS PLC	S	506	0	0	87	7	4	1	0	0	6	76	12	597
TOTAL EDINBURGH			964	0	0	88	7	3	1	0	0	6	74	13	1057
GLASGOW	BMI BRITISH MIDLAND	S	396	0	2	88	7	5	0	0	0	5	72	15	410
	BRITISH AIRWAYS PLC	S	436	0	0	85	9	4	2	0	0	7	75	12	547
TOTAL GLASGOW			832	1	2	86	8	4	1	0	0	6	74	13	957
MANCHESTER	BMI BRITISH MIDLAND	S	340	0	4	88	6	5	1	0	0	6	77	13	394
	BRITISH AIRWAYS PLC	S	446	0	0	87	6	4	2	0	0	6	76	11	450

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			Actual (7)	Plan (8)											
<b>TOTAL MANCHESTER</b>			<b>786</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>12</b>	<b>844</b>
NEWCASTLE	BRITISH AIRWAYS PLC	S	302	0	0	90	6	3	1	0	0	5	76	13	332
<b>TOTAL NEWCASTLE</b>			<b>302</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>13</b>	<b>332</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4243</b>	<b>5</b>	<b>9</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>13</b>	<b>5099</b>
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	66	18	15	2	0	0	14	0	0	0
	DELTA AIRLINES	S	62	0	0	82	11	3	3	0	0	8	76	12	62
<b>TOTAL ATLANTA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>12</b>	<b>62</b>
BALTIMORE	BRITISH AIRWAYS PLC	S	62	0	0	76	18	5	2	0	0	11	92	7	62
<b>TOTAL BALTIMORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>7</b>	<b>62</b>
BOSTON	AMERICAN AIRLINES	S	149	0	0	74	15	5	5	2	0	16	91	6	122
	BRITISH AIRWAYS PLC	S	186	0	0	82	10	4	3	1	0	11	80	10	186
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	79	5	10	6	0	0	12	79	10	62
<b>TOTAL BOSTON</b>			<b>397</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>9</b>	<b>370</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	246	0	1	78	8	7	6	1	0	17	72	16	303
	BRITISH AIRWAYS PLC	S	186	0	0	72	17	9	3	0	0	12	66	17	186
	UNITED AIRLINES	S	185	0	1	81	9	4	5	1	0	11	63	20	185
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	0	0	77	10	3	10	0	0	15	81	15	62
<b>TOTAL CHICAGO (O'HARE)</b>			<b>678</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>18</b>	<b>763</b>
CLEVELAND	CONTINENTAL AIRLINES	S	61	0	1	90	2	3	5	0	0	10	0	0	0
<b>TOTAL CLEVELAND</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	173	0	3	71	12	13	5	0	0	14	72	16	124
	BRITISH AIRWAYS PLC	S	62	0	0	76	5	13	6	0	0	14	76	10	62
<b>TOTAL DALLAS/FORT WORTH</b>			<b>235</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>10</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>14</b>	<b>186</b>
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	68	13	16	3	0	0	16	76	11	62
	UNITED AIRLINES	S	62	0	0	71	13	8	8	0	0	15	52	25	61
<b>TOTAL DENVER INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>18</b>	<b>123</b>
DETROIT	NORTHWEST AIRLINES	S	62	0	0	77	8	6	8	0	0	14	89	6	62
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>6</b>	<b>62</b>
HOUSTON	BRITISH AIRWAYS PLC	S	124	0	0	69	19	7	5	0	0	14	67	16	123
	CONTINENTAL AIRLINES	S	124	0	0	67	16	10	6	0	1	20	77	24	124
<b>TOTAL HOUSTON</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>20</b>	<b>247</b>
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	89	3	3	5	0	0	7	60	19	122
	BRITISH AIRWAYS PLC	S	186	0	0	69	17	10	3	2	0	17	54	20	186
	UNITED AIRLINES	S	62	0	0	97	0	2	2	0	0	4	74	14	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	74	12	6	4	2	2	21	53	25	124
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>434</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>20</b>	<b>556</b>
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	72	0	0	61	18	18	1	1	0	19	64	22	72
	BRITISH AIRWAYS PLC	S	124	0	1	69	17	8	3	2	0	19	72	15	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	79	15	5	2	0	0	7	82	9	62
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>258</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>16</b>	<b>258</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	62	0	0	97	2	2	0	0	0	2	92	3	62
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>3</b>	<b>62</b>
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	299	0	0	81	7	8	4	0	0	11	71	18	297
	BRITISH AIRWAYS PLC	S	370	0	0	76	9	8	6	0	0	14	65	19	484
	DELTA AIRLINES	S	125	0	0	74	11	6	8	1	0	16	75	20	122
	KUWAIT AIRWAYS	S	24	0	1	58	13	25	4	0	0	18	59	43	27
	VIRGIN ATLANTIC AIRWAYS LTD	S	185	1	1	67	14	13	5	1	0	19	61	23	248
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1003</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>10</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>20</b>	<b>1240</b>
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	178	0	0	81	8	8	3	1	0	11	73	14	176
	CONTINENTAL AIRLINES	S	185	0	1	61	17	12	9	0	2	24	49	28	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	74	13	7	6	0	0	12	57	26	124
<b>TOTAL NEW YORK (NEWARK)</b>			<b>487</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>61</b>	<b>22</b>	<b>424</b>
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	124	0	0	69	19	10	3	0	0	14	65	15	124
	US AIRWAYS	S	60	0	3	75	12	5	5	3	0	19	65	27	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>184</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>19</b>	<b>186</b>
PHOENIX	BRITISH AIRWAYS PLC	S	54	0	0	70	17	11	2	0	0	11	48	31	54
<b>TOTAL PHOENIX</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>48</b>	<b>31</b>	<b>54</b>
RALEIGH	AMERICAN AIRLINES	S	62	0	0	81	13	5	2	0	0	8	71	17	62
<b>TOTAL RALEIGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>17</b>	<b>62</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	124	0	0	77	15	6	3	0	0	11	70	12	124
	UNITED AIRLINES	S	124	0	0	84	7	6	2	1	1	12	67	19	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	74	13	5	6	2	0	18	74	20	62
<b>TOTAL SAN FRANCISCO</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>16</b>	<b>310</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	115	0	0	58	18	16	7	0	1	30	57	21	114
<b>TOTAL SEATTLE (TACOMA)</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>68</b>	<b>15</b>	<b>176</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	185	0	0	68	18	9	4	0	0	14	78	11	213
	UNITED AIRLINES	S	248	1	1	73	15	7	4	1	0	14	79	11	247
	VIRGIN ATLANTIC AIRWAYS LTD	S	93	0	0	80	11	3	6	0	0	12	77	14	122
<b>TOTAL WASHINGTON (DULLES)</b>			<b>526</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>11</b>	<b>582</b>
<b>TOTAL USA</b>			<b>5486</b>	<b>2</b>	<b>14</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>17</b>	<b>5785</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	16	0	0	25	13	31	31	0	0	50	28	35	18
<b>TOTAL TASHKENT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>31</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>35</b>	<b>18</b>
<b>TOTAL UZBEKISTAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>31</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>35</b>	<b>18</b>
<b>ZAMBIA</b>															
LUSAKA	BRITISH AIRWAYS PLC	S	26	0	0	65	19	4	8	4	0	23	77	12	26
<b>TOTAL LUSAKA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>77</b>	<b>12</b>	<b>26</b>
<b>TOTAL ZAMBIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>77</b>	<b>12</b>	<b>26</b>
<b>TOTAL HEATHROW</b>			<b>39369</b>	<b>36</b>	<b>72</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>16</b>	<b>40596</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	157	1	248	98	1	0	1	0	0	2	95	4	157
TOTAL ANTWERP			157	1	248	98	1	0	1	0	0	2	95	4	157
TOTAL BELGIUM			157	1	248	98	1	0	1	0	0	2	87	6	223
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	72	0	0	94	3	3	0	0	0	5	0	0	0
TOTAL BILLUND			72	0	0	94	3	3	0	0	0	5	0	0	0
COPENHAGEN	CIMBER AIR A/S	S	74	0	0	99	1	0	0	0	0	3	0	0	0
TOTAL COPENHAGEN			74	0	0	99	1	0	0	0	0	3	88	8	82
TOTAL DENMARK			146	0	0	97	2	1	0	0	0	4	88	8	82
<b>FRANCE</b>															
NANTES	CITY JET	S	112	0	0	90	3	6	1	0	0	4	0	0	0
TOTAL NANTES			112	0	0	90	3	6	1	0	0	4	0	0	0
NICE	BA CITYFLYER LTD	S	88	17	0	93	3	3	0	0	0	4	48	30	87
	CITY JET	S	57	5	0	98	0	2	0	0	0	2	82	7	62
TOTAL NICE			145	22	0	95	2	3	0	0	0	3	62	21	149
PARIS (ORLY)	CITY JET	S	133	28	0	98	2	0	1	0	0	1	91	6	161
TOTAL PARIS (ORLY)			133	28	0	98	2	0	1	0	0	1	91	6	161
TOTAL FRANCE			390	50	0	95	2	3	1	0	0	3	84	9	542
<b>GERMANY</b>															
DUSSELDORF	LUFTHANSA CITY LINE	S	94	0	0	94	6	0	0	0	0	2	0	0	0
TOTAL DUSSELDORF			94	0	0	94	6	0	0	0	0	2	94	4	144
FRANKFURT MAIN	BA CITYFLYER LTD	S	120	0	0	86	3	4	7	0	0	9	73	16	130
	LUFTHANSA CITY LINE	S	102	0	0	99	1	0	0	0	0	1	0	0	0
TOTAL FRANKFURT MAIN			222	0	0	92	2	2	4	0	0	5	82	10	330
MUNICH	LUFTHANSA CITY LINE	S	84	0	0	93	5	2	0	0	0	3	86	7	162
TOTAL MUNICH			84	0	0	93	5	2	0	0	0	3	86	7	162
TOTAL GERMANY			400	0	0	93	4	2	2	0	0	4	86	8	832
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	235	0	0	97	1	2	1	0	0	2	80	10	240
TOTAL DUBLIN			235	0	0	97	1	2	1	0	0	2	83	8	368
TOTAL IRISH REPUBLIC			236	1	0	97	1	2	1	0	0	2	83	8	370
<b>ITALY</b>															
MILAN (Linate)	ALITALIA (CAI)	S	4	0	0	25	25	50	0	0	0	34	0	0	0
TOTAL MILAN (Linate)			4	0	0	25	25	50	0	0	0	34	77	19	22
TOTAL ITALY			4	0	0	25	25	50	0	0	0	34	77	19	22

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	158	0	0	96	2	2	0	0	0	2	94	4	144
LUXEMBOURG	VLM (BELGIUM)	S	130	0	0	95	4	2	0	0	0	2	97	2	152
<b>TOTAL LUXEMBOURG</b>			<b>288</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>3</b>	<b>296</b>
<b>TOTAL LUXEMBOURG</b>			<b>288</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>3</b>	<b>296</b>
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>															
AMSTERDAM	BA CITYFLYER LTD	S	140	0	0	96	1	1	1	0	0	3	73	17	157
AMSTERDAM	VLM (BELGIUM)	S	311	0	3	94	1	3	2	0	0	4	95	4	302
<b>TOTAL AMSTERDAM</b>			<b>451</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>10</b>	<b>733</b>
EINDHOVEN	VLM (BELGIUM)	S	78	0	0	96	1	0	3	0	0	3	0	0	0
<b>TOTAL EINDHOVEN</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>96</b>	<b>4</b>	<b>90</b>
ROTTERDAM	VLM (BELGIUM)	S	227	0	7	99	0	0	0	0	0	0	91	4	228
<b>TOTAL ROTTERDAM</b>			<b>227</b>	<b>0</b>	<b>7</b>	<b>99</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>228</b>
<b>TOTAL NETHERLANDS</b>			<b>756</b>	<b>0</b>	<b>10</b>	<b>96</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>8</b>	<b>1051</b>
<b>SPAIN</b>															
<b>BARCELONA</b>															
BARCELONA	BA CITYFLYER LTD	S	51	0	0	84	6	4	6	0	0	10	35	45	49
<b>TOTAL BARCELONA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>35</b>	<b>45</b>	<b>49</b>
MADRID	BA CITYFLYER LTD	S	77	0	0	88	5	5	1	0	0	5	75	18	87
<b>TOTAL MADRID</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>18</b>	<b>87</b>
<b>TOTAL SPAIN</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>28</b>	<b>136</b>
<b>SWITZERLAND</b>															
<b>BASLE MULHOUSE</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	102	0	0	92	6	2	0	0	0	3	92	3	104
<b>TOTAL BASLE MULHOUSE</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>3</b>	<b>104</b>
GENEVA	SWISS AIRLINES	S	267	0	0	94	2	1	2	0	0	4	90	5	360
<b>TOTAL GENEVA</b>			<b>267</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>6</b>	<b>552</b>
ZURICH	BA CITYFLYER LTD	S	156	0	0	87	6	3	4	0	0	9	68	21	209
ZURICH	SWISS AIRLINES	S	260	0	0	92	3	4	0	0	0	4	87	6	392
<b>TOTAL ZURICH</b>			<b>416</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>11</b>	<b>788</b>
<b>TOTAL SWITZERLAND</b>			<b>785</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>9</b>	<b>1444</b>
<b>UNITED KINGDOM</b>															
<b>DUNDEE</b>															
DUNDEE	CITY JET	S	194	0	0	97	2	1	0	0	0	1	90	5	193
<b>TOTAL DUNDEE</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>5</b>	<b>193</b>
EDINBURGH	BA CITYFLYER LTD	S	288	0	0	93	3	2	2	0	0	4	76	15	331
EDINBURGH	CITY JET	S	302	1	0	98	1	1	1	0	0	2	89	6	306
<b>TOTAL EDINBURGH</b>			<b>590</b>	<b>1</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>10</b>	<b>637</b>
GLASGOW	BA CITYFLYER LTD	S	161	1	0	96	2	2	0	0	0	2	76	15	177
<b>TOTAL GLASGOW</b>			<b>161</b>	<b>1</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>15</b>	<b>177</b>
ISLE OF MAN	AER ARANN	S	134	0	2	96	1	1	1	0	0	3	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008			
		CHARTER/ SCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL ISLE OF MAN			134	0	2	96	1	1	1	0	0	3	87	42	39
JERSEY	VLM (BELGIUM)	S	42	0	0	98	0	2	0	0	0	1	85	6	52
TOTAL JERSEY			42	0	0	98	0	2	0	0	0	1	85	6	52
NEWQUAY	AIR SOUTHWEST	S	92	0	0	83	3	1	13	0	0	13	0	0	0
TOTAL NEWQUAY			92	0	0	83	3	1	13	0	0	13	0	0	0
TOTAL UNITED KINGDOM			1213	3	2	95	2	2	2	0	0	3	84	10	1346
TOTAL LONDON CITY			4503	55	260	94	2	2	1	0	0	3	84	9	6544

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
VIENNA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	74	15	8	3	0	0	9	76	12	62
TOTAL VIENNA			<b>62</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>12</b>	<b>62</b>
TOTAL AUSTRIA			<b>62</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>12</b>	<b>62</b>
<b>BULGARIA</b>															
BURGAS	THOMSON AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	11	80	17	10
	WIZZ AIR	S	44	0	0	75	16	0	9	0	0	13	89	4	36
TOTAL BURGAS			<b>52</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>7</b>	<b>46</b>
SOFIA	WIZZ AIR	S	62	0	0	68	15	13	5	0	0	14	47	24	62
TOTAL SOFIA			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>47</b>	<b>24</b>	<b>62</b>
VARNA	WIZZ AIR	S	18	0	0	67	17	17	0	0	0	12	0	0	0
TOTAL VARNA			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL BULGARIA			<b>132</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>17</b>	<b>108</b>
<b>CROATIA</b>															
ZAGREB	WIZZ AIR	S	26	0	0	92	4	4	0	0	0	6	88	8	26
TOTAL ZAGREB			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>8</b>	<b>26</b>
TOTAL CROATIA			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>5</b>	<b>62</b>
<b>CYPRUS</b>															
LARNACA	EUROCYPRIA AIRLINES LTD	C	10	0	0	20	10	10	60	0	0	65	0	0	0
	MONARCH AIRLINES	S	71	0	0	85	1	6	6	3	0	17	52	38	44
	THOMSON AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	13	40	41	10
TOTAL LARNACA			<b>89</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>4</b>	<b>7</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>65</b>	<b>25</b>	<b>106</b>
PAPHOS	THOMSON AIRWAYS LTD	C	18	0	0	78	0	17	6	0	0	13	56	22	18
TOTAL PAPHOS			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>11</b>	<b>44</b>
TOTAL CYPRUS			<b>107</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>4</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>21</b>	<b>150</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	SKY EUROPE	S	60	0	2	62	12	20	7	0	0	20	64	16	124
	WIZZ AIR	S	52	0	0	88	8	2	0	2	0	11	0	0	0
TOTAL PRAGUE			<b>112</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>10</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>18</b>	<b>128</b>
TOTAL CZECH REPUBLIC			<b>112</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>10</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>18</b>	<b>128</b>
<b>DENMARK</b>															
BILLUND	ATLANTIC AIRWAYS	C	2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL BILLUND			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
KARUP	BLUE LINE	C	2	0	0	50	0	50	0	0	0	22	0	0	0
TOTAL KARUP			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL DENMARK			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008			
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			Actual (7)	Plan (8)												
<b>EGYPT</b>																
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	S	9	0	0	100	0	0	0	0	0	1	63	37	8	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>17</b>	<b>26</b>	
<b>TOTAL EGYPT</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>17</b>	<b>26</b>	
<b>FRANCE</b>																
BERGERAC	RYANAIR	S	28	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL BERGERAC</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BEZIERS	RYANAIR	S	26	0	0	85	12	0	4	0	0	8	0	0	0	
<b>TOTAL BEZIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	88	0	0	86	7	3	2	1	0	8	44	22	87	
<b>TOTAL BORDEAUX</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>44</b>	<b>22</b>	<b>87</b>	
BREST	RYANAIR	S	26	0	0	88	4	0	8	0	0	16	69	11	26	
<b>TOTAL BREST</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>11</b>	<b>26</b>	
LIMOGES	RYANAIR	S	26	0	0	96	0	4	0	0	0	2	0	0	0	
<b>TOTAL LIMOGES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	26	0	0	62	8	12	12	0	8	59	0	0	0	
<b>TOTAL MONTPELLIER</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>8</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	
NICE	EASYJET AIRLINE COMPANY LTD	S	186	2	0	74	13	8	4	0	0	13	45	29	247	
<b>TOTAL NICE</b>			<b>187</b>	<b>17</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>45</b>	<b>29</b>	<b>247</b>	
NIMES	RYANAIR	S	62	0	0	94	3	3	0	0	0	3	90	6	62	
<b>TOTAL NIMES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>6</b>	<b>62</b>	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	204	0	0	79	9	10	2	0	0	11	73	13	224	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>13</b>	<b>224</b>	
<b>TOTAL FRANCE</b>			<b>673</b>	<b>23</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>20</b>	<b>646</b>	
<b>GERMANY</b>																
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	82	8	8	2	0	0	8	70	18	166	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>18</b>	<b>166</b>	
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	114	0	0	76	14	4	4	1	0	15	61	27	114	
<b>TOTAL DORTMUND</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>27</b>	<b>114</b>	
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	52	0	0	75	8	12	4	2	0	20	75	15	52	
<b>TOTAL HAMBURG</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>17</b>	<b>53</b>	
<b>TOTAL GERMANY</b>			<b>230</b>	<b>4</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>21</b>	<b>337</b>	
<b>GIBRALTAR</b>																
GIBRALTAR	MONARCH AIRLINES	S	53	0	0	70	19	8	4	0	0	13	81	8	62	
<b>TOTAL GIBRALTAR</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>8</b>	<b>62</b>	
<b>TOTAL GIBRALTAR</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>8</b>	<b>62</b>	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	91	0	0	68	14	12	5	0	0	15	52	22	91
<b>TOTAL ATHENS</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>52</b>	<b>22</b>	<b>91</b>
CORFU	MONARCH AIRLINES	C	9	0	0	67	22	11	0	0	0	11	50	27	10
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	8	78	12	18
<b>TOTAL CORFU</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>17</b>	<b>28</b>
HERAKLION	THOMSON AIRWAYS LTD	C	16	0	0	88	13	0	0	0	0	6	38	34	8
<b>TOTAL HERAKLION</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>38</b>	<b>34</b>	<b>8</b>
RHODES	THOMSON AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	9	20	44	10
<b>TOTAL RHODES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>20</b>	<b>44</b>	<b>10</b>
SALONIKA	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	0	100	4	8
<b>TOTAL SALONIKA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>4</b>	<b>8</b>
ZAKINTHOS	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	6	13	50	8
	THOMSON AIRWAYS LTD	C	8	0	0	13	25	25	38	0	0	54	80	59	10
<b>TOTAL ZAKINTHOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>47</b>	<b>53</b>	<b>19</b>
<b>TOTAL GREECE</b>			<b>160</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>25</b>	<b>172</b>
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	62	0	0	68	15	11	3	3	0	20	63	16	124
	WIZZ AIR	S	116	0	0	71	9	9	9	2	0	20	57	31	95
<b>TOTAL BUDAPEST</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>23</b>	<b>219</b>
<b>TOTAL HUNGARY</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>23</b>	<b>219</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	RYANAIR	S	202	0	0	84	11	3	1	0	0	8	73	18	202
<b>TOTAL DUBLIN</b>			<b>202</b>	<b>3</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>18</b>	<b>203</b>
GALWAY	AER ARANN	S	160	0	0	86	4	8	1	1	0	10	79	13	168
<b>TOTAL GALWAY</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>13</b>	<b>168</b>
IRELAND WEST AIRPORT KNOCK	RYANAIR	S	62	0	0	84	8	8	0	0	0	7	70	11	61
<b>TOTAL IRELAND WEST AIRPORT KNOCK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>11</b>	<b>61</b>
KERRY COUNTY	RYANAIR	S	36	0	0	92	6	3	0	0	0	4	100	2	26
<b>TOTAL KERRY COUNTY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>2</b>	<b>26</b>
WATERFORD	AER ARANN	S	124	0	0	85	7	1	1	6	0	17	85	5	161
<b>TOTAL WATERFORD</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>85</b>	<b>5</b>	<b>161</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>584</b>	<b>3</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>11</b>	<b>681</b>
<b>ISRAEL</b>															
TEL AVIV	EL AL	S	52	0	0	73	21	2	4	0	0	13	0	0	0
<b>TOTAL TEL AVIV</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>21</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>35</b>	<b>27</b>	<b>26</b>
<b>TOTAL ISRAEL</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>21</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>35</b>	<b>27</b>	<b>26</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ITALY</b>															
BERGAMO	RYANAIR	S	62	0	0	58	24	16	2	0	0	16	68	19	124
<b>TOTAL BERGAMO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>19</b>	<b>124</b>
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	70	0	0	66	20	11	3	0	0	14	73	36	62
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>36</b>	<b>62</b>
FORLI	WINDJET SPA	S	18	0	0	83	17	0	0	0	0	6	0	0	0
<b>TOTAL FORLI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	52	0	0	87	2	0	4	8	0	23	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>52</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
PISA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	60	16	18	6	0	0	20	56	29	62
<b>TOTAL PISA</b>			<b>62</b>	<b>3</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>29</b>	<b>62</b>
TRAPANI	RYANAIR	S	26	0	0	77	8	4	12	0	0	16	0	0	0
<b>TOTAL TRAPANI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>290</b>	<b>13</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>25</b>	<b>312</b>
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	26	0	0	92	4	4	0	0	0	5	0	0	0
<b>TOTAL KAUNAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LITHUANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MALTA</b>															
MALTA	RYANAIR	S	62	0	0	90	5	2	3	0	0	4	76	9	62
<b>TOTAL MALTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>9</b>	<b>62</b>
<b>TOTAL MALTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>9</b>	<b>62</b>
<b>MOROCCO</b>															
MARRAKESH	RYANAIR	S	36	0	0	94	6	0	0	0	0	4	92	12	36
<b>TOTAL MARRAKESH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>12</b>	<b>36</b>
<b>TOTAL MOROCCO</b>			<b>37</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>12</b>	<b>36</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	167	0	0	84	7	7	2	1	0	10	70	17	166
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>17</b>	<b>168</b>
ROTTERDAM	TRANSAVIA	S	110	0	0	95	3	2	1	0	0	3	0	0	0
<b>TOTAL ROTTERDAM</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>279</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>17</b>	<b>168</b>
<b>POLAND</b>															
GDANSK	WIZZ AIR	S	106	0	0	89	5	3	4	0	0	7	59	18	114
<b>TOTAL GDANSK</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>59</b>	<b>18</b>	<b>114</b>
KATOWICE	WIZZ AIR	S	114	0	0	68	14	13	5	0	0	16	66	45	111

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			Actual (7)	Plan (8)											
TOTAL KATOWICE			114	0	0	68	14	13	5	0	0	16	66	45	111
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	62	0	1	79	11	5	3	0	2	14	73	17	62
TOTAL KRAKOW			62	0	1	79	11	5	3	0	2	14	73	17	62
POZNAN	WIZZ AIR	S	52	0	0	87	4	6	4	0	0	9	69	13	62
TOTAL POZNAN			52	0	0	87	4	6	4	0	0	9	69	13	62
RZESZOW	RYANAIR	S	18	0	0	83	11	6	0	0	0	8	0	0	0
TOTAL RZESZOW			18	0	0	83	11	6	0	0	0	8	0	0	0
WARSAW	WIZZ AIR	S	150	0	0	76	12	7	5	0	0	12	56	20	142
TOTAL WARSAW			150	0	0	76	12	7	5	0	0	12	65	17	245
WROCLAW	WIZZ AIR	S	36	0	0	69	14	11	6	0	0	15	53	17	36
TOTAL WROCLAW			36	0	0	69	14	11	6	0	0	15	53	17	36
TOTAL POLAND			538	0	1	78	10	7	4	0	0	12	65	21	630
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	123	0	2	89	5	7	0	0	0	5	73	11	124
	MONARCH AIRLINES	S	38	0	0	87	5	3	5	0	0	9	78	18	54
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	0	89	5	18
TOTAL FARO			179	0	2	89	4	5	1	0	0	5	76	12	196
LISBON	EASYJET AIRLINE COMPANY LTD	S	124	0	0	68	15	11	6	0	0	17	48	25	124
TOTAL LISBON			124	0	0	68	15	11	6	0	0	17	48	25	124
TOTAL PORTUGAL(EXCLUDING MADEIRA)			303	0	2	81	9	8	3	0	0	10	65	17	320
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMSON AIRWAYS LTD	C	10	0	0	70	30	0	0	0	0	7	75	7	8
TOTAL FUNCHAL			10	0	0	70	30	0	0	0	0	7	75	7	8
TOTAL PORTUGAL(MADEIRA)			10	0	0	70	30	0	0	0	0	7	75	7	8
<b>ROMANIA</b>															
BACAU	BLUE AIR TRANSPORT AERIAN	S	18	0	0	56	28	17	0	0	0	17	0	0	0
TOTAL BACAU			18	0	0	56	28	17	0	0	0	17	0	0	0
BUCHAREST (BANEASA)	WIZZ AIR	S	98	0	0	79	10	8	3	0	0	10	66	13	62
TOTAL BUCHAREST (BANEASA)			98	0	0	79	10	8	3	0	0	10	66	13	62
CLUJ NAPOCA	WIZZ AIR	S	52	0	0	79	15	6	0	0	0	9	86	10	36
TOTAL CLUJ NAPOCA			52	0	0	79	15	6	0	0	0	9	86	10	36
TIMISOARA	WIZZ AIR	S	36	0	0	69	19	8	3	0	0	14	0	0	0
TOTAL TIMISOARA			36	0	0	69	19	8	3	0	0	14	0	0	0
TOTAL ROMANIA			204	0	0	75	15	8	2	0	0	11	73	12	98
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	SKY EUROPE	S	50	0	2	18	18	10	32	20	2	109	43	30	130
TOTAL BRATISLAVA			50	0	2	18	18	10	32	20	2	109	43	30	130



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				Actual (7)	Plan (8)										
KOSICE	SKY EUROPE	S	27	0	0	52	15	7	19	0	7	66	61	18	36
<b>TOTAL KOSICE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>15</b>	<b>7</b>	<b>19</b>	<b>0</b>	<b>7</b>	<b>66</b>	<b>61</b>	<b>18</b>	<b>36</b>
TATRY-POPRAD	SKY EUROPE	S	25	0	0	60	20	12	8	0	0	22	67	13	36
<b>TOTAL TATRY-POPRAD</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>13</b>	<b>36</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>18</b>	<b>10</b>	<b>23</b>	<b>10</b>	<b>3</b>	<b>76</b>	<b>50</b>	<b>25</b>	<b>202</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	134	1	0	79	7	5	6	3	0	18	62	16	135
	MONARCH AIRLINES	S	52	0	0	90	2	0	4	4	0	14	60	26	62
<b>TOTAL ALICANTE</b>			<b>186</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>61</b>	<b>19</b>	<b>197</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	124	0	0	71	13	8	8	0	0	18	51	22	195
<b>TOTAL BARCELONA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>51</b>	<b>22</b>	<b>195</b>
GERONA	RYANAIR	S	62	0	0	87	10	2	0	2	0	8	68	13	62
<b>TOTAL GERONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>13</b>	<b>62</b>
IBIZA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	56	18	11	15	0	0	24	73	15	63
	THOMSON AIRWAYS LTD	C	26	0	0	88	4	8	0	0	0	6	83	8	36
<b>TOTAL IBIZA</b>			<b>88</b>	<b>3</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>13</b>	<b>99</b>
MADRID	EASYJET AIRLINE COMPANY LTD	S	124	0	0	86	10	2	2	0	0	7	53	24	122
<b>TOTAL MADRID</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>53</b>	<b>24</b>	<b>123</b>
MAHON	EASYJET AIRLINE COMPANY LTD	S	26	0	0	81	19	0	0	0	0	9	0	0	0
	MONARCH AIRLINES	S	52	0	0	87	4	4	6	0	0	10	78	36	36
	THOMSON AIRWAYS LTD	C	18	0	0	89	0	0	11	0	0	9	78	13	18
<b>TOTAL MAHON</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>26</b>	<b>63</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	215	0	1	73	8	12	5	2	0	17	61	22	216
	MONARCH AIRLINES	S	74	0	0	80	12	5	1	1	0	12	87	9	118
	THOMSON AIRWAYS LTD	C	18	0	0	83	6	0	11	0	0	14	80	22	35
<b>TOTAL MALAGA</b>			<b>307</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>9</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>18</b>	<b>369</b>
MURCIA SAN JAVIER	RYANAIR	S	62	0	0	98	2	0	0	0	0	2	87	4	62
<b>TOTAL MURCIA SAN JAVIER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>4</b>	<b>62</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	144	0	0	78	10	8	3	0	0	10	56	26	143
	MONARCH AIRLINES	S	38	0	0	55	18	16	5	0	5	38	74	18	62
	THOMSON AIRWAYS LTD	C	65	1	0	94	5	0	2	0	0	5	81	13	80
<b>TOTAL PALMA DE MALLORCA</b>			<b>247</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>68</b>	<b>20</b>	<b>303</b>
REUS	RYANAIR	S	62	0	0	87	6	5	2	0	0	5	87	10	62
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	75	17	8
<b>TOTAL REUS</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>11</b>	<b>70</b>
VALENCIA	AIR EUROPA	C	3	0	0	67	33	0	0	0	0	10	0	0	0
	AIR NOSTRUM	C	2	0	0	50	50	0	0	0	0	12	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	20	0	0	0
<b>TOTAL VALENCIA</b>			<b>7</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>33</b>	<b>20</b>	<b>6</b>
<b>TOTAL SPAIN</b>			<b>1374</b>	<b>9</b>	<b>1</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>18</b>	<b>1585</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MONARCH AIRLINES	S	18	0	0	72	11	6	11	0	0	17	75	10	16
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	0	75	9	8
<b>TOTAL ARRECIFE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>10</b>	<b>24</b>
FUERTEVENTURA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	1	8
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>1</b>	<b>8</b>
LAS PALMAS	THOMSON AIRWAYS LTD	C	10	0	0	70	20	10	0	0	0	14	100	3	8
<b>TOTAL LAS PALMAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>3</b>	<b>16</b>
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	54	0	0	83	7	9	0	0	0	8	76	24	49
	THOMSON AIRWAYS LTD	C	10	0	0	60	10	10	20	0	0	26	60	75	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>33</b>	<b>59</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>21</b>	<b>107</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	176	0	0	82	4	8	5	1	0	12	66	22	186
<b>TOTAL GENEVA</b>			<b>176</b>	<b>6</b>	<b>0</b>	<b>82</b>	<b>4</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>22</b>	<b>186</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	104	0	1	82	6	8	4	1	0	13	52	27	104
<b>TOTAL ZURICH</b>			<b>104</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>6</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>52</b>	<b>27</b>	<b>104</b>
<b>TOTAL SWITZERLAND</b>			<b>280</b>	<b>7</b>	<b>1</b>	<b>82</b>	<b>5</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>23</b>	<b>352</b>
<b>TUNISIA</b>															
MONASTIR	THOMSON AIRWAYS LTD	C	10	0	0	90	0	0	10	0	0	8	75	11	8
<b>TOTAL MONASTIR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>11</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>11</b>	<b>8</b>
<b>TURKEY</b>															
ANTALYA	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	2	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	30	34	10
<b>TOTAL ANTALYA</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>20</b>	<b>18</b>
BODRUM (MILAS)	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	2	100	1	9
	ONUR AIR	C	8	0	0	63	25	13	0	0	0	12	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	50	12	10
<b>TOTAL BODRUM (MILAS)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>7</b>	<b>19</b>
DALAMAN	MONARCH AIRLINES	C	10	0	0	60	20	20	0	0	0	14	0	0	0
	ONUR AIR	C	8	0	0	75	13	13	0	0	0	9	75	9	8
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	100	2	8
<b>TOTAL DALAMAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>6</b>	<b>23</b>
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	81	8	2	10	0	0	18	74	13	62
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>13</b>	<b>62</b>
<b>TOTAL TURKEY</b>			<b>132</b>	<b>3</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>12</b>	<b>122</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	WIZZ AIR UKRAINE	S	36	0	0	47	36	17	0	0	0	18	0	0	0

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL KIEV (BORISPOL)			36	0	0	47	36	17	0	0	0	18	0	0	0
TOTAL UKRAINE			37	0	0	46	38	16	0	0	0	18	0	0	0
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	104	0	0	79	10	6	6	0	0	13	64	19	104
TOTAL ABERDEEN			104	0	0	79	10	6	6	0	0	13	64	19	104
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	207	0	0	71	10	10	8	0	0	17	66	20	230
TOTAL BELFAST INTERNATIONAL			207	0	0	71	10	10	8	0	0	17	66	20	230
CITY OF DERRY (EGLINTON)	RYANAIR	S	26	0	0	92	8	0	0	0	0	3	0	0	0
TOTAL CITY OF DERRY (EGLINTON)			26	0	0	92	8	0	0	0	0	3	0	0	0
DONCASTER SHEFFIELD	BLUE LINE	C	2	0	0	0	50	0	50	0	0	39	0	0	0
TOTAL DONCASTER SHEFFIELD			2	0	0	0	50	0	50	0	0	39	0	0	0
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	218	0	1	83	10	5	1	0	0	8	70	12	238
TOTAL EDINBURGH			220	1	1	83	11	5	1	0	0	8	70	12	238
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	246	0	0	82	9	7	2	1	0	10	78	11	256
	FLYBE LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	JET2.COM LTD	C	2	0	0	50	0	50	0	0	0	18	0	0	0
TOTAL GLASGOW			252	4	0	82	9	7	2	1	0	10	78	11	256
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	72	0	0	86	4	4	6	0	0	10	66	20	109
TOTAL INVERNESS			72	0	0	86	4	4	6	0	0	10	66	20	109
ISLE OF MAN	FLYBE LTD	S	60	0	2	90	8	2	0	0	0	4	81	14	90
TOTAL ISLE OF MAN			60	0	2	90	8	2	0	0	0	4	81	14	90
JERSEY	FLYBE LTD	S	36	0	0	94	3	3	0	0	0	3	0	0	0
TOTAL JERSEY			36	2	0	94	3	3	0	0	0	3	76	16	62
PLYMOUTH	AIR SOUTHWEST	C	2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL PLYMOUTH			2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL UNITED KINGDOM			983	13	3	81	9	6	3	0	0	11	71	15	1095
TOTAL LUTON			7162	104	12	79	10	7	4	1	0	13	68	18	7788

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	20	59	10
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>59</b>	<b>10</b>
SALZBURG	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	4	50	37	18
<b>TOTAL SALZBURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>25</b>	<b>26</b>
<b>TOTAL AUSTRIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>53</b>	<b>35</b>	<b>36</b>
<b>BARBADOS</b>															
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	20	0	2	65	20	10	5	0	0	15	78	13	9
<b>TOTAL BRIDGETOWN</b>			<b>20</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>26</b>	<b>27</b>
<b>TOTAL BARBADOS</b>			<b>20</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>26</b>	<b>27</b>
<b>BELARUS</b>															
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	10	0	0	70	20	10	0	0	0	11	25	69	8
<b>TOTAL MINSK INT'L</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>25</b>	<b>69</b>	<b>8</b>
<b>TOTAL BELARUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>25</b>	<b>69</b>	<b>8</b>
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	94	0	0	100	0	0	0	0	0	0	93	4	96
<b>TOTAL ANTWERP</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>96</b>
BRUSSELS	BRUSSELS AIRLINES	S	132	0	0	87	7	6	0	0	0	6	76	12	138
	FLYBE LTD	S	52	0	0	81	12	4	4	0	0	10	35	38	103
<b>TOTAL BRUSSELS</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>59</b>	<b>23</b>	<b>241</b>
CHARLEROI	RYANAIR	S	62	0	0	90	6	3	0	0	0	6	0	0	0
<b>TOTAL CHARLEROI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BELGIUM</b>			<b>340</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>68</b>	<b>18</b>	<b>337</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	28	0	0	61	29	7	4	0	0	14	64	31	36
	MONARCH AIRLINES	C	10	0	0	50	20	10	20	0	0	35	50	33	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	6	17	0	0	0	9	61	13	18
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	3	57	27	28
<b>TOTAL BURGAS</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>26</b>	<b>90</b>
SOFIA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	61	28	11	0	0	0	12	0	0	0
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>44</b>	<b>34</b>	<b>18</b>
VARNA	BH AIR	C	8	0	0	38	38	13	13	0	0	27	85	9	20
<b>TOTAL VARNA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>62</b>	<b>34</b>	<b>29</b>
<b>TOTAL BULGARIA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>29</b>	<b>137</b>
<b>CANADA</b>															
CALGARY	THOMAS COOK AIRLINES LTD	S	19	0	0	63	5	0	11	16	5	84	63	19	19
<b>TOTAL CALGARY</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>16</b>	<b>5</b>	<b>84</b>	<b>63</b>	<b>19</b>	<b>19</b>
TORONTO	THOMAS COOK AIRLINES LTD	S	71	0	0	79	7	3	6	6	0	24	73	27	63

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				Actual (7)	Plan (8)										
TOTAL TORONTO			71	0	0	79	7	3	6	6	0	24	68	39	97
VANCOUVER	FLYGLOBESPAN	S	9	0	0	44	0	44	0	11	0	59	6	105	18
	THOMAS COOK AIRLINES LTD	S	19	0	0	42	21	5	26	5	0	47	52	19	21
TOTAL VANCOUVER			28	0	0	43	14	18	18	7	0	51	32	87	47
TOTAL CANADA			118	0	0	68	8	6	9	8	1	40	57	50	163
CAPE VERDE ISLANDS															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	9	0	1	67	11	11	0	11	0	40	0	0	0
TOTAL BOA VISTA (RABIL)			9	0	1	67	11	11	0	11	0	40	0	0	0
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	50	38	0	13	0	0	20	75	8	8
TOTAL ILHA DO SAL C.VERDE			8	0	0	50	38	0	13	0	0	20	75	8	8
TOTAL CAPE VERDE ISLANDS			17	0	1	59	24	6	6	6	0	30	75	8	8
CROATIA															
DUBROVNIK	MONARCH AIRLINES	C	10	0	0	60	10	10	20	0	0	22	70	14	10
	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	6	80	32	10
TOTAL DUBROVNIK			20	0	0	70	15	5	10	0	0	14	67	23	46
PULA	BMI BRITISH MIDLAND	C	10	0	0	80	20	0	0	0	0	9	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	63	28	8
TOTAL PULA			18	0	0	89	11	0	0	0	0	6	50	45	18
SPLIT	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	3	0	83	10
TOTAL SPLIT			10	0	0	100	0	0	0	0	0	3	0	83	10
TOTAL CROATIA			48	0	0	83	10	2	4	0	0	9	54	36	74
CUBA															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	8	0	0	63	25	0	13	0	0	17	62	13	13
TOTAL CUNAGUA (CAYO COCO)			8	0	0	63	25	0	13	0	0	17	53	16	19
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	7	88	9	8
TOTAL HOLGUIN (FRANK PAIS)			8	0	0	88	13	0	0	0	0	7	75	22	12
SANTA CLARA	THOMAS COOK AIRLINES LTD	C	5	0	0	40	20	20	20	0	0	37	75	14	4
TOTAL SANTA CLARA			5	0	0	40	20	20	20	0	0	37	75	14	4
VARADERO	THOMAS COOK AIRLINES LTD	C	9	0	0	78	22	0	0	0	0	9	100	4	10
	THOMSON AIRWAYS LTD	C	9	0	0	89	0	0	11	0	0	15	60	6	5
TOTAL VARADERO			18	0	0	83	11	0	6	0	0	12	87	4	15
TOTAL CUBA			39	0	0	74	15	3	8	0	0	15	70	14	50
CYPRUS															
LARNACA	CYPRUS AIRWAYS	S	44	0	0	55	25	11	9	0	0	23	20	58	44
	EUROCYPRIA AIRLINES LTD	C	44	0	0	43	23	34	0	0	0	22	21	30	34
	MONARCH AIRLINES	S	44	0	0	66	18	9	7	0	0	19	47	33	43
	THOMAS COOK AIRLINES LTD	C	28	0	0	61	11	14	14	0	0	32	74	50	35
	THOMSON AIRWAYS LTD	C	26	0	0	92	8	0	0	0	0	5	31	31	35
TOTAL LARNACA			186	0	0	61	18	15	6	0	0	21	41	38	216

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>PAPHOS</b>	BMI BRITISH MIDLAND	C	9	0	0	44	22	33	0	0	0	20	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	54	0	0	44	33	17	6	0	0	22	42	29	60
	EUROCYPRIA AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	8	50	11	10
	MONARCH AIRLINES	C	16	0	0	69	13	19	0	0	0	13	13	28	8
	THOMAS COOK AIRLINES LTD	C	27	0	0	74	11	7	7	0	0	14	66	51	35
	THOMSON AIRWAYS LTD	C	44	0	0	55	16	23	2	5	0	27	35	54	62
	VIKING AIRLINES	C	9	0	0	0	11	44	44	0	0	64	0	0	0
<b>TOTAL PAPHOS</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>20</b>	<b>19</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>45</b>	<b>42</b>	200
<b>TOTAL CYPRUS</b>			<b>355</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>43</b>	<b>40</b>	416
<b>CZECH REPUBLIC</b>															
<b>PRAGUE</b>	BMIBABY LTD	S	36	0	0	64	14	17	6	0	0	17	32	48	68
	CSA CZECH AIRLINES	S	52	0	0	79	21	0	0	0	0	8	81	10	124
<b>TOTAL PRAGUE</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>24</b>	192
<b>TOTAL CZECH REPUBLIC</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>24</b>	192
<b>DENMARK</b>															
<b>BILLUND</b>	SUN AIR OF SCANDINAVIA	S	93	0	0	95	3	2	0	0	0	3	89	5	89
<b>TOTAL BILLUND</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>5</b>	91
<b>COPENHAGEN</b>	SAS	S	124	0	0	92	8	0	0	0	0	4	84	9	148
<b>TOTAL COPENHAGEN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>9</b>	148
<b>TOTAL DENMARK</b>			<b>217</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>8</b>	245
<b>DOMINICAN REPUBLIC</b>															
<b>PUERTO PLATA</b>	THOMAS COOK AIRLINES LTD	C	14	0	0	86	7	0	0	7	0	22	50	56	18
	THOMSON AIRWAYS LTD	C	17	0	0	76	6	0	6	12	0	30	69	17	16
<b>TOTAL PUERTO PLATA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>26</b>	<b>59</b>	<b>37</b>	34
<b>PUNTA CANA</b>	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	13	0	0	19	56	23	9
	THOMSON AIRWAYS LTD	C	18	0	0	83	11	6	0	0	0	7	31	17	13
<b>TOTAL PUNTA CANA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>41</b>	<b>19</b>	22
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>30</b>	56
<b>EGYPT</b>															
<b>HURGHADA</b>	MONARCH AIRLINES	C	8	0	0	50	50	0	0	0	0	11	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	13	6	6	0	0	11	89	5	18
	THOMSON AIRWAYS LTD	C	8	0	0	50	50	0	0	0	0	14	10	40	10
<b>TOTAL HURGHADA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>31</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>18</b>	28
<b>LUXOR</b>	MONARCH AIRLINES	C	10	0	0	80	10	0	10	0	0	12	13	32	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	6	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	75	28	8
<b>TOTAL LUXOR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>44</b>	<b>30</b>	16
<b>MARSA ALAM</b>	MONARCH AIRLINES	C	8	0	0	75	0	0	25	0	0	25	38	28	8
	THOMSON AIRWAYS LTD	C	8	0	0	13	25	50	13	0	0	45	0	0	0
<b>TOTAL MARSA ALAM</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>13</b>	<b>25</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>38</b>	<b>28</b>	8
<b>SHARM EL SHEIKH (OPHIRA)</b>	JET2.COM LTD	S	10	0	0	30	30	40	0	0	0	25	0	0	0

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SHARM EL SHEIKH (OPHIRA)	MONARCH AIRLINES	C	34	0	0	88	6	0	6	0	0	8	11	101	9
	THOMAS COOK AIRLINES LTD	C	20	0	0	75	15	5	5	0	0	13	72	14	25
	THOMSON AIRWAYS LTD	S	52	0	0	69	19	12	0	0	0	12	40	88	15
	VIKING AIRLINES	C	37	0	0	35	22	24	19	0	0	41	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>37</b>	<b>114</b>
TABA	JET2.COM LTD	C	10	0	0	90	10	0	0	0	0	5	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	15	13	53	8
<b>TOTAL TABA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>44</b>	<b>34</b>	<b>16</b>
<b>TOTAL EGYPT</b>			<b>245</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>52</b>	<b>33</b>	<b>182</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	114	0	0	83	13	2	1	0	1	11	79	9	165
<b>TOTAL HELSINKI</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>79</b>	<b>9</b>	<b>165</b>
<b>TOTAL FINLAND</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>79</b>	<b>9</b>	<b>165</b>
<b>FRANCE</b>															
BASTIA	EASYJET AIRLINE COMPANY LTD	S	10	0	0	80	10	10	0	0	0	7	0	0	0
<b>TOTAL BASTIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
BORDEAUX	BMIBABY LTD	S	56	0	0	91	4	4	2	0	0	7	33	42	64
<b>TOTAL BORDEAUX</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>33</b>	<b>42</b>	<b>64</b>
BREST	FLYBE LTD	S	26	0	0	85	0	8	8	0	0	11	58	26	26
<b>TOTAL BREST</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>26</b>	<b>26</b>
CALVI	FLYBE LTD	C	10	0	0	60	40	0	0	0	0	10	70	21	10
<b>TOTAL CALVI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>21</b>	<b>10</b>
FIGARI	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	7	70	22	10
<b>TOTAL FIGARI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>22</b>	<b>10</b>
LA ROCHELLE	FLYBE LTD	S	18	0	0	72	28	0	0	0	0	9	71	17	24
<b>TOTAL LA ROCHELLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>17</b>	<b>24</b>
LYON	BMI REGIONAL	S	44	0	0	95	0	0	5	0	0	4	92	3	62
<b>TOTAL LYON</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>3</b>	<b>62</b>
MARSEILLE	RYANAIR	S	18	0	0	89	6	6	0	0	0	4	94	3	18
<b>TOTAL MARSEILLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>3</b>	<b>18</b>
NICE	JET2.COM LTD	S	62	0	0	37	23	21	13	6	0	47	52	28	62
<b>TOTAL NICE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>23</b>	<b>21</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>47</b>	<b>50</b>	<b>29</b>	<b>64</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	256	0	0	91	4	4	1	0	0	7	74	12	250
	FLYBE LTD	S	169	0	1	82	11	5	3	0	0	9	63	19	192
	REGIONAL COMPAGNIE AERIENN	S	54	0	0	89	4	7	0	0	0	7	89	6	54
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>479</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>14</b>	<b>496</b>
PERPIGNAN	BMIBABY LTD	S	54	0	0	89	7	4	0	0	0	6	70	11	54
<b>TOTAL PERPIGNAN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>11</b>	<b>54</b>
RENNES	FLYBE LTD	S	36	0	0	81	6	11	3	0	0	10	81	19	36

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				Actual (7)	Plan (8)										
TOTAL RENNES			36	0	0	81	6	11	3	0	0	10	81	19	36
TARBES-LOURDES INTERNATIONAL	FLYBE LTD	C	10	0	0	50	30	20	0	0	0	19	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	0	50	0	50	0	0	48	0	35	1
TOTAL TARBES-LOURDES INTERNATIONAL			12	0	0	42	33	17	8	0	0	24	13	51	16
TOULOUSE (BLAGNAC)	BMIBABY LTD	S	25	0	1	96	0	4	0	0	0	2	0	0	0
TOTAL TOULOUSE (BLAGNAC)			25	0	1	96	0	4	0	0	0	2	0	0	0
TOTAL FRANCE			860	0	2	83	8	6	3	1	0	10	68	17	880
GERMANY															
BREMEN	RYANAIR	S	36	0	0	94	6	0	0	0	0	3	58	17	26
TOTAL BREMEN			36	0	0	94	6	0	0	0	0	3	58	17	26
COLOGNE BONN	TUIFLY (GERMANY)	S	42	0	0	88	2	10	0	0	0	7	80	20	44
TOTAL COLOGNE BONN			42	0	0	88	2	10	0	0	0	7	80	20	44
DUSSELDORF	FLYBE LTD	S	94	0	0	82	10	6	2	0	0	9	73	18	112
	LUFTHANSA CITY LINE	S	175	0	0	83	12	5	0	0	0	7	84	9	208
TOTAL DUSSELDORF			269	0	0	83	11	5	1	0	0	8	80	12	320
FRANKFURT MAIN	FLYBE LTD	S	62	0	0	82	6	8	3	0	0	9	87	10	126
	LUFTHANSA	S	248	0	0	89	8	2	1	0	0	7	87	7	243
TOTAL FRANKFURT MAIN			310	0	0	88	8	3	1	0	0	7	87	8	369
HAHN	RYANAIR	S	62	0	0	82	6	5	6	0	0	12	0	0	0
TOTAL HAHN			62	0	0	82	6	5	6	0	0	12	0	0	0
HAMBURG	LUFTHANSA CITY LINE	S	102	0	0	96	2	0	2	0	0	2	90	4	98
TOTAL HAMBURG			102	0	0	96	2	0	2	0	0	2	88	5	150
HANOVER	FLYBE LTD	S	51	0	0	88	10	0	2	0	0	4	67	24	49
TOTAL HANOVER			51	0	0	88	10	0	2	0	0	4	72	24	93
MUNICH	LUFTHANSA	S	174	0	0	86	6	7	1	0	0	8	88	7	188
TOTAL MUNICH			174	0	0	86	6	7	1	0	0	8	88	7	188
NIEDERRHEIN	RYANAIR	S	62	0	0	85	10	2	3	0	0	7	0	0	0
TOTAL NIEDERRHEIN			62	0	0	85	10	2	3	0	0	7	0	0	0
PADERBORN	AIR BERLIN	S	26	0	0	92	4	4	0	0	0	3	57	21	28
TOTAL PADERBORN			26	0	0	92	4	4	0	0	0	3	57	21	28
STUTTGART	TUIFLY (GERMANY)	S	44	0	0	86	7	7	0	0	0	5	93	5	44
TOTAL STUTTGART			44	0	0	86	7	7	0	0	0	5	93	5	44
TOTAL GERMANY			1178	0	0	87	8	4	1	0	0	7	83	10	1262
GIBRALTAR															
GIBRALTAR	MONARCH AIRLINES	S	26	0	0	65	19	8	4	4	0	26	0	0	0
TOTAL GIBRALTAR			26	0	0	65	19	8	4	4	0	26	0	0	0
TOTAL GIBRALTAR			26	0	0	65	19	8	4	4	0	26	0	0	0



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ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	18	0	0	78	17	6	0	0	0	11	0	0	0
	OLYMPIC AIRLINES	S	28	0	0	64	32	4	0	0	0	12	54	37	26
<b>TOTAL ATHENS</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>37</b>	<b>26</b>
CHANIA	MONARCH AIRLINES	C	16	0	0	81	13	6	0	0	0	6	38	18	8
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	47	56	12	16
	VIKING AIRLINES	C	8	0	0	88	13	0	0	0	0	4	0	0	0
<b>TOTAL CHANIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>12</b>	<b>32</b>
CORFU	EASYJET AIRLINE COMPANY LTD	S	18	0	0	83	17	0	0	0	0	9	0	0	0
	MONARCH AIRLINES	C	46	1	0	74	9	4	2	4	7	50	65	40	46
	THOMAS COOK AIRLINES LTD	C	28	0	0	79	11	7	4	0	0	12	73	27	26
	THOMSON AIRWAYS LTD	C	44	0	0	84	11	2	2	0	0	8	80	44	44
	VIKING AIRLINES	C	19	0	0	58	5	16	21	0	0	31	0	0	0
<b>TOTAL CORFU</b>			<b>155</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>24</b>	<b>65</b>	<b>52</b>	<b>152</b>
HERAKLION	BMI BRITISH MIDLAND	C	16	0	0	56	31	13	0	0	0	14	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	16	0	0	56	38	6	0	0	0	14	28	45	18
	JET2.COM LTD	S	8	0	0	100	0	0	0	0	0	2	0	0	0
	MONARCH AIRLINES	C	34	0	0	82	3	3	12	0	0	16	51	63	37
	THOMAS COOK AIRLINES LTD	C	40	1	0	78	8	0	15	0	0	17	80	38	50
	THOMSON AIRWAYS LTD	C	35	0	0	77	11	6	0	6	0	23	56	39	36
	VIKING AIRLINES	C	8	0	0	88	13	0	0	0	0	4	0	0	0
<b>TOTAL HERAKLION</b>			<b>157</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>54</b>	<b>44</b>	<b>167</b>
KALAMATA	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	3	20	29	10
	VIKING AIRLINES	C	10	0	0	20	20	20	40	0	0	47	0	0	0
<b>TOTAL KALAMATA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>30</b>	<b>25</b>	<b>20</b>
KAVALLA	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	6	80	12	10
<b>TOTAL KAVALLA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>12</b>	<b>10</b>
KEFALLINIA	BMI BRITISH MIDLAND	C	30	0	0	57	23	7	13	0	0	28	40	36	10
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	6	6	0	0	0	7	76	8	17
	THOMSON AIRWAYS LTD	C	34	0	0	94	6	0	0	0	0	2	50	26	26
<b>TOTAL KEFALLINIA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>54</b>	<b>28</b>	<b>72</b>
KOS	BMI BRITISH MIDLAND	C	8	0	0	50	13	25	13	0	0	26	10	49	10
	MONARCH AIRLINES	C	18	0	0	100	0	0	0	0	0	3	28	36	18
	THOMAS COOK AIRLINES LTD	C	33	0	0	82	9	0	6	0	3	29	76	26	17
	THOMSON AIRWAYS LTD	C	26	0	0	65	23	4	8	0	0	19	9	55	34
	VIKING AIRLINES	C	16	0	0	19	44	25	13	0	0	33	0	0	0
<b>TOTAL KOS</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>43</b>	<b>35</b>	<b>105</b>
MIKONOS	VIKING AIRLINES	C	4	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL MIKONOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>60</b>	<b>12</b>	<b>10</b>
MITILINI	MONARCH AIRLINES	C	10	0	0	60	30	10	0	0	0	10	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	63	16	8
<b>TOTAL MITILINI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>16</b>	<b>8</b>
PREVEZA	BMI BRITISH MIDLAND	C	10	0	0	30	30	20	20	0	0	34	50	21	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PREVEZA	MONARCH AIRLINES	C	10	0	0	20	10	30	0	40	0	128	25	36	12
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	3	90	8	10	
	THOMSON AIRWAYS LTD	C	10	0	0	90	0	10	0	0	7	50	48	10	
<b>TOTAL PREVEZA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>15</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>43</b>	<b>60</b>	<b>23</b>	<b>62</b>
RHODES	JET2.COM LTD	S	8	0	0	88	13	0	0	0	6	0	0	0	
	MONARCH AIRLINES	C	26	0	0	73	12	15	0	0	11	71	19	28	
	THOMAS COOK AIRLINES LTD	C	24	0	0	83	8	0	8	0	10	96	3	24	
	THOMSON AIRWAYS LTD	C	36	0	0	89	6	3	3	0	7	50	22	44	
	VIKING AIRLINES	C	10	0	0	10	40	40	10	0	33	0	0	0	
<b>TOTAL RHODES</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>20</b>	<b>124</b>	
SALONIKA	THOMAS COOK AIRLINES LTD	C	18	0	0	89	6	6	0	0	4	67	77	12	
	THOMSON AIRWAYS LTD	C	18	0	0	83	6	0	11	0	20	63	21	16	
<b>TOTAL SALONIKA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>56</b>	<b>33</b>	
SAMOS	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	5	0	0	0	
<b>TOTAL SAMOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>50</b>	<b>74</b>	<b>8</b>	
SKIATHOS	MONARCH AIRLINES	C	16	0	0	69	13	6	13	0	22	10	53	10	
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	2	100	0	4	
	THOMSON AIRWAYS LTD	C	16	0	0	63	13	13	13	0	25	69	15	26	
	VIKING AIRLINES	C	4	0	0	25	25	50	0	0	28	0	0	0	
<b>TOTAL SKIATHOS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>35</b>	<b>55</b>	
THIRA (SANTORINI)	BMI BRITISH MIDLAND	C	8	0	0	100	0	0	0	0	4	0	0	0	
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	3	75	18	8	
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	3	56	25	16	
<b>TOTAL THIRA (SANTORINI)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>18</b>	<b>32</b>	
ZAKINTHOS	BMI BRITISH MIDLAND	C	8	0	0	63	0	25	13	0	29	0	0	0	
	MONARCH AIRLINES	C	28	0	0	57	18	18	7	0	21	44	63	18	
	THOMAS COOK AIRLINES LTD	C	44	0	0	66	7	7	18	2	28	42	28	45	
	THOMSON AIRWAYS LTD	C	28	0	0	57	14	18	11	0	23	56	20	45	
	VIKING AIRLINES	C	10	0	0	0	10	60	30	0	68	0	0	0	
<b>TOTAL ZAKINTHOS</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>18</b>	<b>14</b>	<b>1</b>	<b>28</b>	<b>43</b>	<b>37</b>	<b>124</b>	
<b>TOTAL GREECE</b>			<b>999</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>19</b>	<b>55</b>	<b>35</b>	<b>1040</b>	
<b>HUNGARY</b>															
BUDAPEST	JET2.COM LTD	S	63	0	0	59	17	17	3	3	0	23	62	34	61
<b>TOTAL BUDAPEST</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>17</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>34</b>	<b>61</b>
<b>TOTAL HUNGARY</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>17</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>34</b>	<b>61</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	18	0	0	89	0	11	0	0	5	83	11	18	
<b>TOTAL KEFLAVIK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>11</b>	<b>18</b>	
<b>TOTAL ICELAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>11</b>	<b>18</b>	
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	40	0	0	70	15	15	0	0	12	63	21	35	
	BMIBABY LTD	S	44	0	0	73	7	11	9	0	18	33	45	58	

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			Actual (7)	Plan (8)											
<b>TOTAL CORK</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>44</b>	<b>36</b>	93
<b>DUBLIN</b>	AER ARANN	C	2	0	0	50	50	0	0	0	0	10	100	4	2
	AER LINGUS	S	176	0	0	82	8	7	3	0	0	9	67	13	175
	CITY JET	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	RYANAIR	S	208	0	0	86	12	1	1	0	0	8	58	22	261
<b>TOTAL DUBLIN</b>			<b>388</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>18</b>	439
<b>GALWAY</b>	AER ARANN	S	86	0	0	81	8	6	5	0	0	9	84	9	98
<b>TOTAL GALWAY</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>9</b>	98
<b>IRELAND WEST AIRPORT KNOCK</b>	BMIBABY LTD	S	61	0	2	39	26	26	8	0	0	25	66	21	71
<b>TOTAL IRELAND WEST AIRPORT KNOCK</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>39</b>	<b>26</b>	<b>26</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>66</b>	<b>21</b>	71
<b>SHANNON</b>	RYANAIR	S	36	0	0	69	28	0	3	0	0	11	83	8	52
<b>TOTAL SHANNON</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>28</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>8</b>	52
<b>WATERFORD</b>	AER ARANN	S	44	0	0	64	16	16	0	5	0	22	98	2	52
<b>TOTAL WATERFORD</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>98</b>	<b>2</b>	52
<b>TOTAL IRISH REPUBLIC</b>			<b>699</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>17</b>	885
<b>ISLE OF CURACAO NETH.ANTILLES</b>															
<b>ARUBA</b>	THOMSON AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	2	50	19	4
<b>TOTAL ARUBA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>19</b>	4
<b>TOTAL ISLE OF CURACAO NETH.ANTILLES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>19</b>	4
<b>ISRAEL</b>															
<b>TEL AVIV</b>	JET2.COM LTD	S	7	0	0	0	29	71	0	0	0	35	0	0	0
<b>TOTAL TEL AVIV</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>46</b>	<b>21</b>	26
<b>TOTAL ISRAEL</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>46</b>	<b>21</b>	26
<b>ITALY</b>															
<b>BERGAMO</b>	RYANAIR	S	62	0	0	81	11	8	0	0	0	9	81	6	26
<b>TOTAL BERGAMO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>6</b>	26
<b>CAGLIARI (ELMAS)</b>	RYANAIR	S	18	0	0	94	6	0	0	0	0	4	0	0	0
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>69</b>	10
<b>CATANIA (FONTANAROSSA)</b>	MONARCH AIRLINES	C	10	0	0	50	30	0	20	0	0	26	10	111	10
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	5	60	12	10
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>35</b>	<b>62</b>	20
<b>MILAN (MALPENSA)</b>	FLYBE LTD	S	80	0	0	75	16	5	4	0	0	11	65	25	104
<b>TOTAL MILAN (MALPENSA)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>25</b>	106
<b>NAPLES</b>	THOMAS COOK AIRLINES LTD	C	7	0	0	71	0	29	0	0	0	13	40	67	10
	THOMSON AIRWAYS LTD	C	26	0	0	81	4	12	4	0	0	11	70	11	20
<b>TOTAL NAPLES</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>3</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>25</b>	56
<b>OLBIA</b>	JET2.COM LTD	S	10	0	0	40	20	40	0	0	0	23	0	0	0
<b>TOTAL OLBIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>20</b>	<b>65</b>	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PISA	JET2.COM LTD	S	36	0	0	67	25	8	0	0	0	13	36	26	36
	THOMSON AIRWAYS LTD	C	10	0	0	90	0	10	0	0	0	7	0	0	0
<b>TOTAL PISA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>36</b>	<b>26</b>	<b>36</b>
RIMINI	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	88	8	8	8
<b>TOTAL RIMINI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>8</b>	<b>8</b>
ROME (FIUMICINO)	ITALI AIRLINES	C	3	0	0	0	33	0	67	0	0	86	0	0	0
	JET2.COM LTD	S	46	0	0	50	22	22	4	2	0	24	37	36	46
<b>TOTAL ROME (FIUMICINO)</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>22</b>	<b>20</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>37</b>	<b>37</b>	<b>52</b>
VENICE	MONARCH AIRLINES	C	10	0	0	60	0	0	30	10	0	54	40	23	10
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	7	90	4	10
<b>TOTAL VENICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>33</b>	<b>71</b>	<b>14</b>	<b>34</b>
VERONA VILLAFRANCA	FLYBE LTD	C	10	0	0	80	10	10	0	0	0	9	0	0	0
	THOMSON AIRWAYS LTD	C	36	0	0	69	14	6	6	3	3	31	35	35	26
<b>TOTAL VERONA VILLAFRANCA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>27</b>	<b>29</b>	<b>48</b>	<b>48</b>
<b>TOTAL ITALY</b>			<b>390</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>51</b>	<b>31</b>	<b>427</b>
<b>JAMAICA</b>															
MONTEGO BAY	THOMAS COOK AIRLINES LTD	C	10	0	0	70	20	0	10	0	0	13	78	9	9
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	85	8	13
<b>TOTAL MONTEGO BAY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>9</b>	<b>22</b>
<b>TOTAL JAMAICA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>9</b>	<b>22</b>
<b>KENYA</b>															
MOMBASA	MONARCH AIRLINES	C	9	0	0	11	33	22	33	0	0	52	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	15	88	5	8
<b>TOTAL MOMBASA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>29</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>88</b>	<b>5</b>	<b>8</b>
<b>TOTAL KENYA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>29</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>88</b>	<b>5</b>	<b>8</b>
<b>LIBYA</b>															
TRIPOLI	LIBYAN ARAB AIRLINES	S	44	0	0	34	18	39	9	0	0	29	23	44	26
<b>TOTAL TRIPOLI</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>18</b>	<b>39</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>23</b>	<b>44</b>	<b>26</b>
<b>TOTAL LIBYA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>18</b>	<b>39</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>23</b>	<b>44</b>	<b>26</b>
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	THOMSON AIRWAYS LTD	C	9	0	0	67	11	11	11	0	0	27	89	9	9
<b>TOTAL MALE INTERNATIONAL</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>65</b>	<b>38</b>	<b>17</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>65</b>	<b>38</b>	<b>17</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	70	0	2	59	17	14	7	3	0	27	46	27	72
	EASYJET AIRLINE COMPANY LTD	S	42	0	0	83	12	5	0	0	0	6	60	19	62
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	3	50	26	8
	THOMSON AIRWAYS LTD	C	8	0	0	50	25	0	25	0	0	42	100	3	8
<b>TOTAL MALTA</b>			<b>127</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>53</b>	<b>24</b>	<b>160</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL MALTA</b>			<b>127</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>53</b>	<b>24</b>	<b>160</b>
<b>MEXICO</b>															
<b>CANCUN</b>	THOMAS COOK AIRLINES LTD	C	25	0	0	64	12	4	20	0	0	29	72	16	18
	THOMSON AIRWAYS LTD	C	30	10	0	60	10	0	10	17	3	67	63	20	30
<b>TOTAL CANCUN</b>			<b>55</b>	<b>10</b>	<b>0</b>	<b>62</b>	<b>11</b>	<b>2</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>50</b>	<b>66</b>	<b>17</b>	<b>56</b>
<b>COZUMEL</b>	THOMSON AIRWAYS LTD	C	6	0	0	67	0	0	33	0	0	29	60	19	5
<b>TOTAL COZUMEL</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>60</b>	<b>19</b>	<b>5</b>
<b>TOTAL MEXICO</b>			<b>61</b>	<b>10</b>	<b>0</b>	<b>62</b>	<b>10</b>	<b>2</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>48</b>	<b>63</b>	<b>19</b>	<b>65</b>
<b>MOROCCO</b>															
<b>AGADIR</b>	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
	THOMSON AIRWAYS LTD	S	9	0	0	89	11	0	0	0	0	5	0	0	0
<b>TOTAL AGADIR</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>12</b>	<b>8</b>
<b>TOTAL MOROCCO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>10</b>	<b>26</b>
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	BMIBABY LTD	S	94	0	0	83	7	9	1	0	0	8	0	0	0
	KLM	S	156	0	0	93	6	1	0	0	0	3	84	10	176
	KLM CITYHOPPER	S	204	0	0	93	3	2	2	0	0	4	79	14	182
<b>TOTAL AMSTERDAM</b>			<b>455</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>12</b>	<b>358</b>
<b>ROTTERDAM</b>	VLM (BELGIUM)	S	74	0	0	99	0	1	0	0	0	2	97	2	74
<b>TOTAL ROTTERDAM</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>2</b>	<b>74</b>
<b>TOTAL NETHERLANDS</b>			<b>529</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>10</b>	<b>432</b>
<b>NORWAY</b>															
<b>OSLO (GARDERMOEN)</b>	SAS	S	36	0	0	92	6	3	0	0	0	4	96	3	52
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>96</b>	<b>3</b>	<b>54</b>
<b>TOTAL NORWAY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>6</b>	<b>59</b>
<b>PAKISTAN</b>															
<b>ISLAMABAD</b>	AIR BLUE	S	34	0	0	50	29	12	3	6	0	28	44	49	62
	PAKISTAN INTL AIRLINES	S	34	0	0	59	24	18	0	0	0	15	65	23	49
<b>TOTAL ISLAMABAD</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>26</b>	<b>15</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>53</b>	<b>37</b>	<b>111</b>
<b>KARACHI</b>	PAKISTAN INTL AIRLINES	S	8	0	0	25	38	25	13	0	0	30	30	64	23
<b>TOTAL KARACHI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>64</b>	<b>23</b>
<b>LAHORE</b>	PAKISTAN INTL AIRLINES	S	17	0	0	94	0	6	0	0	0	7	56	30	18
<b>TOTAL LAHORE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>56</b>	<b>30</b>	<b>18</b>
<b>TOTAL PAKISTAN</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>23</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>41</b>	<b>152</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>AZORES PONTA DELGADA</b>	SATA	S	10	0	0	70	10	0	20	0	0	20	70	12	10
<b>TOTAL AZORES PONTA DELGADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>70</b>	<b>12</b>	<b>10</b>
<b>FARO</b>	JET2.COM LTD	S	62	0	0	81	11	3	5	0	0	13	84	9	61

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				Actual (7)	Plan (8)										
FARO	MONARCH AIRLINES	S	116	0	0	82	5	6	3	3	0	17	72	15	124
	THOMAS COOK AIRLINES LTD	C	26	0	0	96	4	0	0	0	2	59	29	46	
	THOMSON AIRWAYS LTD	C	46	0	0	87	2	2	9	0	0	12	69	18	36
<b>TOTAL FARO</b>			<b>250</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>19</b>	<b>325</b>
LISBON	BMIBABY LTD	S	18	0	0	83	11	6	0	0	8	89	7	18	
<b>TOTAL LISBON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>7</b>	<b>18</b>	
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>278</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>18</b>	<b>353</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMAS COOK AIRLINES LTD	C	10	0	0	70	0	10	20	0	40	75	15	8	
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	4	81	42	26	
<b>TOTAL FUNCHAL</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>36</b>	<b>34</b>	
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>36</b>	<b>34</b>	
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	62	0	0	63	23	11	2	0	2	37	74	14	62
<b>TOTAL DOHA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>74</b>	<b>14</b>	<b>62</b>
<b>TOTAL QATAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>74</b>	<b>14</b>	<b>62</b>
<b>SAUDI ARABIA</b>															
JEDDAH	SAUDI ARABIAN AIRLINES	S	10	0	0	70	30	0	0	0	7	100	4	14	
<b>TOTAL JEDDAH</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>4</b>	<b>14</b>	
RIYADH	SAUDI ARABIAN AIRLINES	S	8	0	0	88	13	0	0	0	6	50	9	4	
<b>TOTAL RIYADH</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>9</b>	<b>4</b>	
<b>TOTAL SAUDI ARABIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>5</b>	<b>18</b>	
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	28	0	0	79	18	4	0	0	10	60	15	62	
<b>TOTAL SINGAPORE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>15</b>	<b>66</b>	
<b>TOTAL SINGAPORE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>15</b>	<b>66</b>	
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	SKY EUROPE	S	42	0	2	31	5	26	24	14	68	58	38	62	
<b>TOTAL BRATISLAVA</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>5</b>	<b>26</b>	<b>24</b>	<b>14</b>	<b>68</b>	<b>58</b>	<b>38</b>	<b>62</b>	
KOSICE	SKY EUROPE	S	10	0	0	40	30	10	20	0	45	31	31	26	
<b>TOTAL KOSICE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>45</b>	<b>31</b>	<b>31</b>	<b>26</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>10</b>	<b>23</b>	<b>23</b>	<b>12</b>	<b>64</b>	<b>50</b>	<b>36</b>	<b>88</b>	
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	18	0	0	67	11	11	11	0	20	39	23	18	
<b>TOTAL LJUBLJANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>20</b>	<b>39</b>	<b>23</b>	<b>18</b>	
<b>TOTAL SLOVENIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>20</b>	<b>39</b>	<b>23</b>	<b>18</b>	

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>SPAIN</b>															
<b>ALICANTE</b>	BMIBABY LTD	S	26	0	0	58	19	4	12	8	0	35	63	32	64
	EASYJET AIRLINE COMPANY LTD	S	44	0	1	43	32	18	2	5	0	31	0	0	0
	JET2.COM LTD	S	60	0	1	57	18	15	10	0	0	20	61	36	62
	MONARCH AIRLINES	S	90	0	0	80	12	6	0	2	0	15	63	26	124
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	6	11	0	0	0	8	61	23	28
	THOMSON AIRWAYS LTD	C	44	0	0	93	5	0	2	0	0	4	73	10	26
<b>TOTAL ALICANTE</b>			<b>282</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>26</b>	<b>378</b>
<b>ALMERIA</b>	MONARCH AIRLINES	S	36	0	0	72	17	0	6	6	0	21	77	16	44
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	13	13	0	0	19	100	3	8
<b>TOTAL ALMERIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>2</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>14</b>	<b>52</b>
<b>BARCELONA</b>	BA CITYFLYER LTD	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	BMIBABY LTD	S	36	0	0	72	11	6	11	0	0	20	0	0	0
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	MONARCH AIRLINES	S	56	0	0	88	7	4	2	0	0	7	66	23	62
<b>TOTAL BARCELONA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>26</b>	<b>68</b>
<b>GERONA</b>	RYANAIR	S	36	0	0	58	22	19	0	0	0	15	81	7	36
	THOMAS COOK AIRLINES LTD	C	9	1	0	78	0	22	0	0	0	11	70	11	10
	THOMSON AIRWAYS LTD	C	18	0	0	83	11	6	0	0	0	7	83	8	18
<b>TOTAL GERONA</b>			<b>63</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>8</b>	<b>64</b>
<b>IBIZA</b>	JET2.COM LTD	S	71	0	0	58	20	17	4	1	0	25	34	34	62
	MONARCH AIRLINES	S	47	0	0	91	6	2	0	0	0	3	65	14	46
	THOMAS COOK AIRLINES LTD	C	34	0	0	91	3	0	6	0	0	8	73	54	48
	THOMSON AIRWAYS LTD	C	54	0	0	87	7	2	4	0	0	9	70	25	82
<b>TOTAL IBIZA</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>31</b>	<b>238</b>
<b>MAHON</b>	MONARCH AIRLINES	S	52	0	0	87	2	6	6	0	0	12	82	23	34
	THOMAS COOK AIRLINES LTD	C	26	0	0	85	8	4	4	0	0	7	43	68	40
	THOMSON AIRWAYS LTD	C	62	0	0	76	10	8	6	0	0	17	69	20	90
<b>TOTAL MAHON</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>35</b>	<b>183</b>
<b>MALAGA</b>	BMI BRITISH MIDLAND	C	12	0	0	33	17	8	33	8	0	60	0	0	0
	BMIBABY LTD	S	62	1	0	79	8	6	3	3	0	17	59	20	64
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	60	26	11	3	0	0	16	24	33	62
	JET2.COM LTD	S	61	1	1	49	16	10	15	7	3	76	60	18	62
	MONARCH AIRLINES	S	134	0	0	75	16	7	2	0	0	11	60	28	178
	THOMSON AIRWAYS LTD	C	54	0	0	80	13	4	2	2	0	13	63	32	40
<b>TOTAL MALAGA</b>			<b>385</b>	<b>2</b>	<b>1</b>	<b>68</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>58</b>	<b>26</b>	<b>499</b>
<b>MURCIA SAN JAVIER</b>	JET2.COM LTD	S	62	0	0	73	10	10	5	0	3	27	89	6	62
	MONARCH AIRLINES	S	46	0	0	98	0	2	0	0	0	4	77	10	62
<b>TOTAL MURCIA SAN JAVIER</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>83</b>	<b>8</b>	<b>124</b>
<b>PALMA DE MALLORCA</b>	BMIBABY LTD	S	62	0	0	73	18	8	2	0	0	14	26	37	62
	FLYBE LTD	C	10	0	0	100	0	0	0	0	0	4	0	0	0
	JET2.COM LTD	S	61	1	1	54	33	8	5	0	0	17	68	18	62
	MONARCH AIRLINES	S	115	0	1	65	15	8	8	2	3	34	54	32	124
	THOMAS COOK AIRLINES LTD	C	82	0	0	83	7	4	6	0	0	12	56	47	81

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
PALMA DE MALLORCA	THOMSON AIRWAYS LTD	C	188	0	0	81	9	8	1	1	0	9	55	31	204
<b>TOTAL PALMA DE MALLORCA</b>			<b>519</b>	<b>1</b>	<b>2</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>55</b>	<b>31</b>	<b>595</b>
REUS	THOMAS COOK AIRLINES LTD	C	24	0	0	88	4	4	0	0	4	20	85	8	34
	THOMSON AIRWAYS LTD	C	27	0	0	89	11	0	0	0	0	4	72	14	36
<b>TOTAL REUS</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>11</b>	<b>79</b>	<b>11</b>	<b>70</b>
VALENCIA	AIR NOSTRUM	C	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL VALENCIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>1896</b>	<b>4</b>	<b>5</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>27</b>	<b>2318</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	8	0	0	75	25	0	0	0	0	5	100	2	8
	MONARCH AIRLINES	S	44	0	0	75	16	9	0	0	0	10	46	21	26
	THOMAS COOK AIRLINES LTD	C	35	0	0	66	6	14	9	3	3	39	65	25	26
	THOMSON AIRWAYS LTD	C	28	0	0	93	0	0	7	0	0	7	75	33	44
	VIKING AIRLINES	C	8	0	0	50	0	0	50	0	0	49	0	0	0
<b>TOTAL ARRECIFE</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>63</b>	<b>29</b>	<b>156</b>
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	26	0	0	85	0	0	8	8	0	32	86	6	28
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	5	56	23	25
	VIKING AIRLINES	C	8	0	0	75	13	13	0	0	0	8	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>40</b>	<b>81</b>
LAS PALMAS	BMI BRITISH MIDLAND	C	19	0	0	11	11	32	42	5	0	70	0	0	0
	THOMAS COOK AIRLINES LTD	C	29	0	0	83	7	3	7	0	0	14	84	49	25
	THOMSON AIRWAYS LTD	C	29	0	0	86	0	3	10	0	0	16	58	29	45
<b>TOTAL LAS PALMAS</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>5</b>	<b>10</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>65</b>	<b>35</b>	<b>103</b>
SANTA CRUZ DE LA PALMA	THOMSON AIRWAYS LTD	C	8	0	0	75	13	0	13	0	0	24	75	7	8
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>75</b>	<b>7</b>	<b>8</b>
TENERIFE (SURREINA SOFIA)	BMI BRITISH MIDLAND	C	19	0	0	37	16	11	37	0	0	53	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	79	13	6	2	0	0	9	55	36	44
	JET2.COM LTD	S	27	0	0	78	11	4	0	7	0	28	56	20	18
	MONARCH AIRLINES	S	79	0	0	65	15	18	3	0	0	18	67	15	79
	THOMAS COOK AIRLINES LTD	C	33	0	0	88	12	0	0	0	0	4	47	31	38
	THOMSON AIRWAYS LTD	C	36	0	0	94	3	3	0	0	0	4	60	33	55
	VIKING AIRLINES	C	9	0	0	33	22	33	11	0	0	30	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>265</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>24</b>	<b>300</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>525</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>29</b>	<b>649</b>
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	72	0	0	93	0	3	4	0	0	7	91	5	70
<b>TOTAL GOTEBORG</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>5</b>	<b>70</b>
STOCKHOLM (ARLANDA)	SAS	S	58	0	0	86	5	3	5	0	0	9	90	6	62
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>6</b>	<b>62</b>
<b>TOTAL SWEDEN</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	<b>132</b>



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			Actual (7)	Plan (8)											
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	24	0	0	92	8	0	0	0	0	6	81	11	26
<b>TOTAL BASLE MULHOUSE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>11</b>	<b>26</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	13	11	0	0	0	10	0	0	0
<b>TOTAL GENEVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZURICH	HELVETIC AIRWAYS	S	50	0	0	82	18	0	0	0	0	7	0	0	0
	SWISS AIRLINES	S	136	0	0	69	23	7	0	1	0	14	69	12	186
<b>TOTAL ZURICH</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>12</b>	<b>186</b>
<b>TOTAL SWITZERLAND</b>			<b>272</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>12</b>	<b>212</b>
<b>TUNISIA</b>															
MONASTIR	KATHARGO AIRLINES	C	10	0	0	10	50	20	0	20	0	66	0	107	10
	THOMAS COOK AIRLINES LTD	C	28	0	0	75	14	0	11	0	0	13	89	29	18
	THOMSON AIRWAYS LTD	C	28	0	0	82	4	4	11	0	0	16	56	73	27
<b>TOTAL MONASTIR</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>5</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>65</b>	<b>55</b>
<b>TOTAL TUNISIA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>5</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>65</b>	<b>55</b>
<b>TURKEY</b>															
ANTALYA	BMI BRITISH MIDLAND	C	10	0	0	40	20	20	20	0	0	32	0	0	0
	JET2.COM LTD	C	8	0	0	88	13	0	0	0	0	5	50	21	8
	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	2	13	13	13	38	25	0	115	75	6	4
	ONUR AIR	C	8	0	0	100	0	0	0	0	0	3	40	27	15
	THOMAS COOK AIRLINES LTD	C	34	0	0	91	3	3	3	0	0	5	79	9	34
	THOMSON AIRWAYS LTD	C	17	0	0	88	6	0	6	0	0	11	34	30	29
<b>TOTAL ANTALYA</b>			<b>85</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>7</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>19</b>	<b>90</b>
BODRUM (MILAS)	ONUR AIR	C	56	0	0	88	9	2	2	0	0	6	38	48	69
	SAGA AIRLINES	C	48	1	0	67	10	10	0	4	8	70	0	0	0
	THOMAS COOK AIRLINES LTD	C	53	0	0	64	13	4	17	2	0	28	74	41	34
	THOMSON AIRWAYS LTD	C	37	0	0	81	14	0	0	5	0	19	62	18	47
<b>TOTAL BODRUM (MILAS)</b>			<b>194</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>30</b>	<b>56</b>	<b>35</b>	<b>158</b>
<b>DALAMAN</b>															
	BMI BRITISH MIDLAND	C	56	0	0	46	23	16	14	0	0	25	0	51	10
	EASYJET AIRLINE COMPANY LTD	S	28	0	0	61	18	7	7	7	0	36	0	0	0
	JET2.COM LTD	S	17	0	0	65	12	0	12	12	0	57	0	0	0
	JET2.COM LTD	C	2	0	0	50	0	50	0	0	0	17	63	12	8
	KIBRIS TURKISH AIRLINES - KTHY	S	10	0	0	20	30	50	0	0	0	35	50	32	14
	MONARCH AIRLINES	C	36	0	0	67	8	11	14	0	0	22	47	29	34
	ONUR AIR	C	67	0	0	76	13	3	4	3	0	16	43	81	89
	PEGASUS AIRLINES	C	28	0	0	75	7	4	4	11	0	29	0	0	0
	THOMAS COOK AIRLINES LTD	C	143	0	0	69	10	6	10	5	0	27	72	17	117
	THOMSON AIRWAYS LTD	C	73	0	0	85	8	5	1	0	0	7	60	29	80
<b>TOTAL DALAMAN</b>			<b>460</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>58</b>	<b>36</b>	<b>390</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	92	0	0	21	37	34	9	0	0	34	25	31	88
<b>TOTAL ISTANBUL</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>37</b>	<b>34</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>25</b>	<b>31</b>	<b>88</b>
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	26	0	0	77	8	8	0	8	0	23	58	36	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
IZMIR (ADNAM MENDERES)	THOMSON AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	14	44	112	9
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>21</b>	<b>53</b>	<b>53</b>	<b>40</b>
<b>TOTAL TURKEY</b>			<b>865</b>	<b>1</b>	<b>2</b>	<b>66</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>53</b>	<b>34</b>	<b>766</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	62	0	0	82	6	3	3	3	2	28	81	12	62
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>28</b>	<b>81</b>	<b>12</b>	<b>62</b>
DUBAI	EMIRATES	S	124	0	0	48	31	11	6	3	0	31	52	20	124
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>31</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>52</b>	<b>20</b>	<b>124</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>30</b>	<b>61</b>	<b>17</b>	<b>186</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	294	0	0	95	1	2	1	0	0	3	94	4	347
	EASTERN AIRWAYS	C	6	0	0	67	17	17	0	0	0	14	100	15	2
<b>TOTAL ABERDEEN</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>4</b>	<b>349</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	312	0	1	88	7	3	2	0	0	6	82	11	325
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>312</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>11</b>	<b>325</b>
BELFAST INTERNATIONAL	BMIBABY LTD	S	108	0	0	84	6	6	4	0	0	8	77	15	147
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>15</b>	<b>147</b>
EDINBURGH	BMI REGIONAL	S	221	0	0	95	3	1	1	0	0	3	93	3	282
	FLYBE LTD	S	143	0	1	92	3	2	2	1	0	6	90	6	272
<b>TOTAL EDINBURGH</b>			<b>365</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>5</b>	<b>554</b>
EXETER	FLYBE LTD	S	94	0	0	90	2	3	4	0	0	9	90	6	94
<b>TOTAL EXETER</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>6</b>	<b>94</b>
GATWICK	BMI REGIONAL	C	2	0	0	0	50	0	50	0	0	56	0	0	0
	BRITISH AIRWAYS PLC	S	298	0	0	80	9	7	4	0	0	11	77	11	346
<b>TOTAL GATWICK</b>			<b>300</b>	<b>4</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>11</b>	<b>348</b>
GLASGOW	BMI REGIONAL	S	40	0	0	90	8	3	0	0	0	3	94	4	184
	FLYBE LTD	S	146	0	0	95	2	2	1	1	0	5	82	12	156
<b>TOTAL GLASGOW</b>			<b>188</b>	<b>9</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>8</b>	<b>342</b>
GUERNSEY	AURIGNY AIR SERVICES	S	124	0	0	91	3	5	1	0	0	5	80	10	124
	FLYBE LTD	S	46	0	0	70	7	15	7	2	0	20	59	30	46
<b>TOTAL GUERNSEY</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>16</b>	<b>172</b>
HEATHROW	BMI BRITISH MIDLAND	S	340	0	2	88	5	5	2	0	0	7	77	13	396
	BRITISH AIRWAYS PLC	S	446	0	0	85	8	4	2	0	0	8	71	13	450
<b>TOTAL HEATHROW</b>			<b>786</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>13</b>	<b>846</b>
INVERNESS	FLYBE LTD	S	102	0	0	83	5	6	3	3	0	14	84	8	102
<b>TOTAL INVERNESS</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>8</b>	<b>102</b>
ISLE OF MAN	FLYBE LTD	S	257	0	1	89	4	4	3	0	0	9	68	20	276
<b>TOTAL ISLE OF MAN</b>			<b>257</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>20</b>	<b>276</b>
JERSEY	BMIBABY LTD	S	62	0	0	97	2	0	2	0	0	4	55	20	62

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				Actual (7)	Plan (8)										
JERSEY	FLYBE LTD	S	92	0	0	77	8	5	10	0	0	16	77	16	128
<b>TOTAL JERSEY</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>17</b>	<b>192</b>
LUTON	BMI REGIONAL	C	2	0	0	50	0	50	0	0	0	30	50	15	2
<b>TOTAL LUTON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>33</b>	<b>16</b>	<b>3</b>
NEWQUAY	AIR SOUTHWEST	S	31	0	0	71	3	6	19	0	0	25	100	8	4
	BMIBABY LTD	S	70	0	2	77	17	6	0	0	0	7	68	21	62
<b>TOTAL NEWQUAY</b>			<b>101</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>20</b>	<b>66</b>
NORWICH	FLYBE LTD	S	89	0	1	81	4	8	7	0	0	14	80	14	92
<b>TOTAL NORWICH</b>			<b>89</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>4</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>14</b>	<b>92</b>
PLYMOUTH	AIR SOUTHWEST	S	71	0	0	76	10	4	10	0	0	14	73	10	75
<b>TOTAL PLYMOUTH</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>10</b>	<b>75</b>
SOUTHAMPTON	BMI REGIONAL	C	2	0	0	50	0	50	0	0	0	28	0	0	0
	FLYBE LTD	S	204	0	2	81	9	5	4	0	0	11	82	10	268
<b>TOTAL SOUTHAMPTON</b>			<b>206</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>10</b>	<b>268</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3605</b>	<b>25</b>	<b>13</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>11</b>	<b>4547</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	62	0	0	97	2	2	0	0	0	2	73	16	62
<b>TOTAL ATLANTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>16</b>	<b>62</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	90	3	3	3	0	0	6	87	7	62
<b>TOTAL CHICAGO (O'HARE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>19</b>	<b>124</b>
LAS VEGAS	THOMAS COOK AIRLINES LTD	C	18	0	0	78	11	11	0	0	0	10	76	24	17
<b>TOTAL LAS VEGAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>16</b>	<b>43</b>
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	62	0	0	92	0	3	5	0	0	6	62	18	63
	PAKISTAN INTL AIRLINES	S	9	0	0	33	22	33	11	0	0	31	25	73	28
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>27</b>	<b>153</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	124	0	0	79	6	6	9	0	0	14	57	33	124
<b>TOTAL NEW YORK (NEWARK)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>57</b>	<b>33</b>	<b>124</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	91	0	0	85	7	5	3	0	0	9	56	32	82
<b>TOTAL ORLANDO</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>32</b>	<b>82</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	69	11	10	10	0	0	16	84	15	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>15</b>	<b>62</b>
SANFORD	MONARCH AIRLINES	C	9	0	0	44	22	22	11	0	0	25	15	107	20
	THOMAS COOK AIRLINES LTD	C	42	0	0	83	10	2	5	0	0	9	63	40	43
	THOMSON AIRWAYS LTD	C	27	0	0	81	11	0	0	7	0	23	59	21	29
<b>TOTAL SANFORD</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>37</b>	<b>137</b>
<b>TOTAL USA</b>			<b>568</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>27</b>	<b>787</b>
<b>TOTAL MANCHESTER</b>			<b>15588</b>	<b>43</b>	<b>32</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>21</b>	<b>18068</b>

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			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
SALZBURG	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	0	100	0	18
TOTAL SALZBURG			18	0	0	100	0	0	0	0	0	0	100	0	18
TOTAL AUSTRIA			18	0	0	100	0	0	0	0	0	0	100	1	28
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	52	0	0	85	13	2	0	0	0	5	65	17	48
TOTAL BRUSSELS			52	0	0	85	13	2	0	0	0	5	65	17	48
TOTAL BELGIUM			52	0	0	85	13	2	0	0	0	5	65	17	48
<b>BULGARIA</b>															
BURGAS	BH AIR	C	10	0	0	50	30	20	0	0	0	22	72	9	18
	BULGARIA AIR	C	8	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL BURGAS			18	0	0	72	17	11	0	0	0	13	82	6	28
VARNA	BH AIR	C	8	0	0	75	25	0	0	0	0	9	0	0	0
TOTAL VARNA			8	0	0	75	25	0	0	0	0	9	0	0	0
TOTAL BULGARIA			26	0	0	73	19	8	0	0	0	11	82	6	28
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	8	0	0	50	25	25	0	0	0	18	50	16	8
TOTAL TORONTO			8	0	0	50	25	25	0	0	0	18	50	16	8
TOTAL CANADA			8	0	0	50	25	25	0	0	0	18	50	16	8
<b>CROATIA</b>															
SPLIT	JET2.COM LTD	S	10	0	0	70	20	10	0	0	0	13	0	0	0
TOTAL SPLIT			10	0	0	70	20	10	0	0	0	13	0	0	0
TOTAL CROATIA			10	0	0	70	20	10	0	0	0	13	0	0	0
<b>CYPRUS</b>															
LARNACA	EUROCYPRIA AIRLINES LTD	C	20	0	0	55	40	5	0	0	0	17	15	29	20
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	6	6	11	0	0	16	50	38	8
	THOMSON AIRWAYS LTD	C	10	0	0	90	0	10	0	0	0	9	40	26	10
TOTAL LARNACA			48	0	0	71	19	6	4	0	0	15	29	30	38
PAPHOS	EUROCYPRIA AIRLINES LTD	C	8	0	0	50	0	50	0	0	0	22	50	37	8
	THOMAS COOK AIRLINES LTD	C	28	0	0	86	4	0	7	0	4	74	72	34	18
	THOMSON AIRWAYS LTD	C	18	0	0	89	6	6	0	0	0	7	50	17	18
TOTAL PAPHOS			54	0	0	81	4	9	4	0	2	44	65	24	52
TOTAL CYPRUS			102	0	0	76	11	8	4	0	1	30	50	27	90
<b>DENMARK</b>															
COPENHAGEN	CIMBER AIR A/S	S	52	0	0	98	2	0	0	0	0	3	79	20	84
TOTAL COPENHAGEN			52	0	0	98	2	0	0	0	0	3	79	20	84
TOTAL DENMARK			52	0	0	98	2	0	0	0	0	3	79	20	84

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			Actual (7)	Plan (8)											
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	6	0	0	0
	THOMSON AIRWAYS LTD	S	10	0	0	90	10	0	0	0	0	7	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>4</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>4</b>	<b>8</b>
<b>FRANCE</b>															
LIMOGES	FLYBE LTD	S	10	0	0	70	20	0	0	10	0	42	60	16	10
<b>TOTAL LIMOGES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>42</b>	<b>60</b>	<b>16</b>	<b>10</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	84	13	2	2	0	0	9	61	25	62
<b>TOTAL NICE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>25</b>	<b>62</b>
PARIS (CHARLES DE GAULLE)	BRIT AIR	S	166	0	0	94	1	4	1	0	0	5	82	8	163
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	87	0	5	6	2	0	13	63	17	62
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>10</b>	<b>225</b>
TARBES-LOURDES INTERNATIONAL	TITAN AIRWAYS LTD	C	4	0	0	50	0	50	0	0	0	31	0	64	1
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>42</b>	<b>4</b>
<b>TOTAL FRANCE</b>			<b>304</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>14</b>	<b>311</b>
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	92	0	0	90	8	0	2	0	0	6	85	6	102
<b>TOTAL DUSSELDORF</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>6</b>	<b>102</b>
HANOVER	TUIFLY (GERMANY)	S	26	0	0	92	0	0	0	8	0	20	86	14	28
<b>TOTAL HANOVER</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>20</b>	<b>86</b>	<b>14</b>	<b>28</b>
<b>TOTAL GERMANY</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>8</b>	<b>130</b>
<b>GREECE</b>															
CORFU	BMI BRITISH MIDLAND	C	10	0	0	70	30	0	0	0	0	8	0	0	0
	JET2.COM LTD	S	10	0	0	80	0	20	0	0	0	6	100	2	8
	THOMAS COOK AIRLINES LTD	C	17	0	0	76	6	0	12	0	6	35	78	20	18
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	94	10	17
<b>TOTAL CORFU</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>88</b>	<b>11</b>	<b>51</b>
HERAKLION	BMI BRITISH MIDLAND	C	8	0	0	50	25	13	13	0	0	29	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	0	6	0	0	6	53	75	20	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	6	50	19	8
<b>TOTAL HERAKLION</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>35</b>	<b>56</b>	<b>28</b>	<b>34</b>
KEFALLINIA	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>23</b>	<b>9</b>
KOS	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	0	38	0	0	41	100	0	9
<b>TOTAL KOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>100</b>	<b>0</b>	<b>9</b>
RHODES	BMI BRITISH MIDLAND	C	8	0	0	63	38	0	0	0	0	13	0	0	0
	JET2.COM LTD	S	8	0	0	75	25	0	0	0	0	5	88	11	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	25	25	0	0	36	50	42	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	63	8	8

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## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL RHODES			32	0	0	72	16	6	6	0	0	14	74	17	34
SALONIKA	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	7	75	8	8
TOTAL SALONIKA			10	0	0	90	10	0	0	0	0	7	75	8	8
SKIATHOS	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	4	0	0	0
TOTAL SKIATHOS			8	0	0	88	13	0	0	0	0	4	30	55	10
THIRA (SANTORINI)	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	13	25	0	0	33	0	0	0
TOTAL THIRA (SANTORINI)			8	0	0	63	0	13	25	0	0	33	0	0	0
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	18	0	0	94	6	0	0	0	0	2	75	7	8
	THOMSON AIRWAYS LTD	C	10	0	0	30	40	10	20	0	0	31	70	15	10
TOTAL ZAKINTHOS			28	0	0	71	18	4	7	0	0	12	64	16	36
TOTAL GREECE			181	0	0	77	10	5	7	0	1	19	71	18	191
IRISH REPUBLIC															
CORK	JET2.COM LTD	S	18	0	0	33	33	22	11	0	0	35	80	7	46
TOTAL CORK			18	0	0	33	33	22	11	0	0	35	80	7	46
DUBLIN	RYANAIR	S	80	0	0	70	24	6	0	0	0	11	54	21	126
TOTAL DUBLIN			80	0	0	70	24	6	0	0	0	11	53	22	129
TOTAL IRISH REPUBLIC			98	0	0	63	26	9	2	0	0	15	63	17	204
ITALY															
NAPLES	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	80	7	10
TOTAL NAPLES			8	0	0	100	0	0	0	0	0	1	40	54	20
PISA	JET2.COM LTD	S	20	0	0	70	15	15	0	0	0	12	60	15	20
TOTAL PISA			20	0	0	70	15	15	0	0	0	12	60	15	20
ROME (CIAMPINO)	EASYJET AIRLINE COMPANY LTD	S	36	0	0	83	6	3	8	0	0	14	58	23	36
TOTAL ROME (CIAMPINO)			36	1	0	83	6	3	8	0	0	14	58	23	36
VERONA VILLAFRANCA	THOMSON AIRWAYS LTD	C	18	0	0	89	0	11	0	0	0	5	50	18	18
TOTAL VERONA VILLAFRANCA			18	0	0	89	0	11	0	0	0	5	50	18	18
TOTAL ITALY			82	1	0	83	6	7	4	0	0	10	58	25	104
MALTA															
MALTA	AIR MALTA	C	8	0	0	63	38	0	0	0	0	12	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	19	0	0	95	5	0	0	0	0	3	0	0	0
TOTAL MALTA			27	0	0	85	15	0	0	0	0	6	75	10	8
TOTAL MALTA			27	0	0	85	15	0	0	0	0	6	75	10	8
MEXICO															
CANCUN	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	5	57	27	7
TOTAL CANCUN			9	0	0	89	11	0	0	0	0	5	42	234	12
TOTAL MEXICO			9	0	0	89	11	0	0	0	0	5	42	234	12
NETHERLANDS															

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
AMSTERDAM	KLM	S	124	0	0	98	2	0	0	0	0	2	91	6	124
	KLM CITYHOPPER	S	124	0	0	98	1	0	1	0	0	2	67	20	158
<b>TOTAL AMSTERDAM</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>14</b>	<b>283</b>
<b>TOTAL NETHERLANDS</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>14</b>	<b>284</b>
<b>NORWAY</b>															
STAVANGER	EASTERN AIRWAYS	S	40	0	2	90	0	5	5	0	0	7	95	3	38
	WIDEROE FLYVESELSKAP A/S	S	28	0	0	68	7	0	0	14	11	117	89	5	35
<b>TOTAL STAVANGER</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>52</b>	<b>92</b>	<b>4</b>	<b>73</b>
<b>TOTAL NORWAY</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>52</b>	<b>92</b>	<b>4</b>	<b>73</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	82	0	0	88	7	5	0	0	0	6	82	10	62
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	6	11	0	0	0	6	100	2	18
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	50	14	10
<b>TOTAL FARO</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>9</b>	<b>90</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>9</b>	<b>90</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	4	0	0	0
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>2</b>	<b>7</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>2</b>	<b>7</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	124	0	0	88	3	3	6	0	0	10	67	19	107
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	0	6	11	0	0	17	89	13	18
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	3	89	6	36
<b>TOTAL ALICANTE</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>15</b>	<b>162</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	74	6	15	5	0	0	16	79	15	62
<b>TOTAL BARCELONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>6</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>15</b>	<b>62</b>
GERONA	RYANAIR	S	36	0	0	89	8	3	0	0	0	5	97	4	36
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	0	90	4	10
<b>TOTAL GERONA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>96</b>	<b>4</b>	<b>46</b>
IBIZA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	61	11	28	0	0	0	14	72	30	18
	JET2.COM LTD	S	18	0	0	44	22	6	28	0	0	29	0	0	0
	THOMAS COOK AIRLINES LTD	C	28	0	0	89	4	0	7	0	0	9	86	15	28
	THOMSON AIRWAYS LTD	C	28	0	0	93	4	4	0	0	0	3	75	13	36
<b>TOTAL IBIZA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>17</b>	<b>82</b>
MAHON	EASYJET AIRLINE COMPANY LTD	S	10	0	0	50	20	30	0	0	0	18	90	6	10
	JET2.COM LTD	S	10	0	0	0	50	50	0	0	0	34	80	9	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	13	38	0	0	35	100	0	10
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	75	9	8
<b>TOTAL MAHON</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>19</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>87</b>	<b>6</b>	<b>38</b>
MALAGA	BMI BRITISH MIDLAND	C	10	0	0	10	10	10	70	0	0	81	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	116	0	0	79	10	7	3	0	0	10	82	9	97

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			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
MALAGA	JET2.COM LTD	S	38	0	0	82	11	5	3	0	0	10	67	13	36
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	4	78	7	18
<b>TOTAL MALAGA</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>10</b>	161
MURCIA SAN JAVIER	EASYJET AIRLINE COMPANY LTD	S	26	0	0	69	19	8	4	0	0	12	60	22	25
	JET2.COM LTD	S	62	0	0	98	0	0	2	0	0	3	85	6	61
<b>TOTAL MURCIA SAN JAVIER</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>11</b>	86
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	114	0	0	86	5	2	7	0	0	12	70	15	87
	JET2.COM LTD	S	62	0	0	90	2	5	3	0	0	8	73	11	62
	THOMAS COOK AIRLINES LTD	C	28	0	0	86	4	0	7	0	4	24	93	9	28
	THOMSON AIRWAYS LTD	C	53	1	0	89	6	2	4	0	0	7	78	8	64
<b>TOTAL PALMA DE MALLORCA</b>			<b>257</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>11</b>	242
REUS	THOMAS COOK AIRLINES LTD	C	18	0	0	78	0	6	17	0	0	24	80	13	10
	THOMSON AIRWAYS LTD	C	16	0	0	94	6	0	0	0	0	2	75	7	8
<b>TOTAL REUS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>10</b>	18
<b>TOTAL SPAIN</b>			<b>949</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>12</b>	897
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	8	0	0	88	0	13	0	0	0	7	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	100	2	9
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	3	9
<b>TOTAL ARRECIFE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>6</b>	27
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	0	75	33	8
<b>TOTAL FUERTEVENTURA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>33</b>	8
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	10	10	0	37	88	4	8
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	1	100	0	8
<b>TOTAL LAS PALMAS</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>88</b>	<b>4</b>	26
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	17	0	0	100	0	0	0	0	0	2	17	38	18
	THOMAS COOK AIRLINES LTD	C	16	1	0	81	6	6	6	0	0	9	82	20	17
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	61	17	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>59</b>	<b>24</b>	71
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>93</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>17</b>	132
<b>TUNISIA</b>															
MONASTIR	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	0	80	8	10
	THOMSON AIRWAYS LTD	C	10	0	0	80	0	10	10	0	0	13	60	10	10
<b>TOTAL MONASTIR</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>9</b>	20
<b>TOTAL TUNISIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>9</b>	20
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	0	2	41	75	17
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	75	22	8
<b>TOTAL ANTALYA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>55</b>	33
BODRUM (MILAS)	ONUR AIR	C	26	0	0	88	12	0	0	0	0	4	61	23	28
	THOMAS COOK AIRLINES LTD	C	19	0	0	100	0	0	0	0	0	1	50	32	8



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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BODRUM (MILAS)	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	56	19	9
<b>TOTAL BODRUM (MILAS)</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>20</b>	<b>55</b>
DALAMAN	ONUR AIR	C	34	0	0	82	12	6	0	0	8	68	11	28	
	THOMAS COOK AIRLINES LTD	C	46	1	0	91	4	0	4	0	9	93	11	28	
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	1	100	0	8	
<b>TOTAL DALAMAN</b>			<b>90</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>11</b>	<b>88</b>	
<b>TOTAL TURKEY</b>			<b>169</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>22</b>	<b>176</b>	
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	62	0	0	77	18	5	0	0	9	79	10	62	
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>10</b>	<b>62</b>	
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>10</b>	<b>62</b>	
<b>UNITED KINGDOM</b>															
ABERDEEN	EASTERN AIRWAYS	S	170	0	4	94	2	3	1	0	4	89	6	219	
<b>TOTAL ABERDEEN</b>			<b>170</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>6</b>	<b>219</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	78	0	0	99	1	0	0	0	3	86	14	86	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>14</b>	<b>86</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	140	0	0	94	4	1	1	0	4	78	12	174	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>12</b>	<b>174</b>	
BIRMINGHAM	EASTERN AIRWAYS	S	119	0	6	97	0	1	2	0	2	93	6	119	
<b>TOTAL BIRMINGHAM</b>			<b>119</b>	<b>0</b>	<b>6</b>	<b>97</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>6</b>	<b>119</b>	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	148	0	0	86	9	3	3	0	8	79	16	151	
<b>TOTAL BRISTOL</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>16</b>	<b>151</b>	
CARDIFF WALES	EASTERN AIRWAYS	S	79	0	6	94	5	0	1	0	2	90	8	80	
	FLYBE LTD	S	46	0	0	96	0	0	0	4	10	90	22	48	
<b>TOTAL CARDIFF WALES</b>			<b>125</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>90</b>	<b>13</b>	<b>128</b>	
EAST MIDLANDS INTERNATIONAL	BH AIR	C	2	0	0	100	0	0	0	0	3	0	0	0	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
EXETER	FLYBE LTD	S	72	0	0	78	10	6	7	0	13	59	21	78	
<b>TOTAL EXETER</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>21</b>	<b>78</b>	
GATWICK	FLYBE LTD	S	190	0	0	92	5	3	1	0	5	82	10	155	
<b>TOTAL GATWICK</b>			<b>191</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>10</b>	<b>155</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	302	0	0	88	6	4	1	0	6	75	12	331	
<b>TOTAL HEATHROW</b>			<b>302</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>12</b>	<b>331</b>	
ISLE OF MAN	EASTERN AIRWAYS	S	38	0	0	97	0	0	3	0	5	93	4	42	
	FLM AVIATION	S	8	0	0	100	0	0	0	0	1	0	0	0	
<b>TOTAL ISLE OF MAN</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>4</b>	<b>42</b>	
JERSEY	FLYBE LTD	S	46	0	0	65	28	4	2	0	14	64	24	36	
<b>TOTAL JERSEY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>28</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>24</b>	<b>36</b>	
NORWICH	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	6	0	0	0	

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			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL NORWICH			2	0	0	100	0	0	0	0	0	6	0	0	0
PLYMOUTH	AIR SOUTHWEST	S	58	0	2	84	5	3	3	3	0	16	85	7	62
TOTAL PLYMOUTH			58	0	2	84	5	3	3	3	0	16	85	7	62
SOUTHAMPTON	EASTERN AIRWAYS	S	94	0	4	86	5	5	3	0	0	8	85	9	156
	FLYBE LTD	S	164	0	0	89	6	3	2	0	0	7	75	14	150
TOTAL SOUTHAMPTON			258	0	4	88	6	4	2	0	0	7	80	11	306
STANSTED	EASYJET AIRLINE COMPANY LTD	S	114	0	0	86	5	5	3	1	0	9	74	20	170
TOTAL STANSTED			114	0	0	86	5	5	3	1	0	9	74	20	170
TOTAL UNITED KINGDOM			1872	1	22	90	5	3	2	0	0	6	81	12	2057
USA															
SANFORD	MONARCH AIRLINES	C	10	0	0	80	20	0	0	0	0	6	40	167	10
	THOMAS COOK AIRLINES LTD	C	4	0	0	50	50	0	0	0	0	11	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	4	50	21	10
TOTAL SANFORD			24	0	0	79	21	0	0	0	0	6	45	94	20
TOTAL USA			24	0	0	79	21	0	0	0	0	6	45	94	20
TOTAL NEWCASTLE			4729	5	24	87	6	4	3	0	0	9	76	14	5176

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			Actual (7)	Plan (8)											
<b>ALBANIA</b>															
TIRANA	ALBANIAN AIRLINES	S	22	0	6	64	9	9	9	9	0	33	61	15	28
TOTAL TIRANA			22	0	6	64	9	9	9	9	0	33	59	15	29
TOTAL ALBANIA			22	0	6	64	9	9	9	9	0	33	59	15	29
<b>AUSTRIA</b>															
GRAZ	RYANAIR	S	36	0	0	69	8	22	0	0	0	14	67	14	36
TOTAL GRAZ			36	0	0	69	8	22	0	0	0	14	67	14	36
KLAGENFURT	RYANAIR	S	26	0	0	77	8	15	0	0	0	11	65	19	26
TOTAL KLAGENFURT			26	0	0	77	8	15	0	0	0	11	65	19	26
LINZ	RYANAIR	S	36	0	0	94	6	0	0	0	0	4	94	3	36
TOTAL LINZ			36	0	0	94	6	0	0	0	0	4	94	3	36
SALZBURG	RYANAIR	S	62	0	0	81	6	11	2	0	0	10	72	14	123
TOTAL SALZBURG			62	0	0	81	6	11	2	0	0	10	72	14	123
TOTAL AUSTRIA			160	0	0	81	7	12	1	0	0	10	74	13	221
<b>BULGARIA</b>															
BURGAS	BH AIR	C	8	0	0	25	25	38	13	0	0	31	70	15	10
TOTAL BURGAS			8	0	0	25	25	38	13	0	0	31	85	8	20
TOTAL BULGARIA			8	0	0	25	25	38	13	0	0	31	77	10	22
<b>CROATIA</b>															
PULA	RYANAIR	S	34	0	0	88	9	3	0	0	0	6	81	11	26
TOTAL PULA			34	0	0	88	9	3	0	0	0	6	81	11	26
ZADAR	RYANAIR	S	38	0	0	76	18	5	0	0	0	9	69	12	26
TOTAL ZADAR			38	0	0	76	18	5	0	0	0	9	69	12	26
TOTAL CROATIA			73	0	0	82	14	4	0	0	0	8	75	11	52
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	36	0	0	64	28	8	0	0	0	13	26	30	34
	EUROCYPRIA AIRLINES LTD	C	10	0	0	80	0	20	0	0	0	8	60	31	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	56	39	9
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	70	11	10
TOTAL LARNACA			62	0	0	76	16	8	0	0	0	9	43	29	63
PAPHOS	EUROCYPRIA AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	0	0	0
	THOMSON AIRWAYS LTD	C	18	0	0	67	28	6	0	0	0	9	63	18	8
TOTAL PAPHOS			26	0	0	77	19	4	0	0	0	7	63	18	8
TOTAL CYPRUS			88	0	0	76	17	7	0	0	0	8	45	27	71
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	RYANAIR	S	62	0	0	92	5	3	0	0	0	4	74	15	70
TOTAL BRNO (TURANY)			62	0	0	92	5	3	0	0	0	4	74	15	70
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	124	0	0	89	6	3	2	0	0	7	76	12	124

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			Actual (7)	Plan (8)											
TOTAL PRAGUE			124	0	0	89	6	3	2	0	0	7	76	12	124
TOTAL CZECH REPUBLIC			186	0	0	90	6	3	1	0	0	6	75	13	194
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	104	0	0	79	13	7	1	0	0	9	86	7	104
TOTAL AARHUS (TIRSTRUP)			104	0	0	79	13	7	1	0	0	9	86	7	104
BILLUND	RYANAIR	S	124	0	0	81	6	9	3	0	0	11	77	14	62
TOTAL BILLUND			124	0	0	81	6	9	3	0	0	11	77	14	62
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	176	0	0	76	14	6	5	0	0	12	61	18	176
TOTAL COPENHAGEN			176	0	0	76	14	6	5	0	0	12	61	18	176
TOTAL DENMARK			404	0	0	78	12	7	3	0	0	11	71	14	342
<b>ESTONIA</b>															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	46	0	0	76	9	15	0	0	0	10	85	8	62
TOTAL TALLIN			46	0	0	76	9	15	0	0	0	10	85	8	62
TOTAL ESTONIA			46	0	0	76	9	15	0	0	0	10	85	8	62
<b>FAROE ISLANDS</b>															
VAGAR	ATLANTIC AIRWAYS	S	18	0	0	72	6	11	11	0	0	22	69	19	16
TOTAL VAGAR			18	0	0	72	6	11	11	0	0	22	69	19	16
TOTAL FAROE ISLANDS			18	0	0	72	6	11	11	0	0	22	69	19	16
<b>FINLAND</b>															
TAMPERE	RYANAIR	S	62	0	0	90	6	0	3	0	0	6	70	11	44
TOTAL TAMPERE			62	0	0	90	6	0	3	0	0	6	70	11	44
TOTAL FINLAND			63	0	0	90	6	0	3	0	0	6	70	11	44
<b>FRANCE</b>															
ANGOULEME	RYANAIR	S	27	0	0	93	4	0	0	4	0	11	62	24	26
TOTAL ANGOULEME			27	0	0	93	4	0	0	4	0	11	62	24	26
BERGERAC	RYANAIR	S	71	0	0	89	7	1	3	0	0	7	81	9	98
TOTAL BERGERAC			71	0	0	89	7	1	3	0	0	7	81	9	98
BIARRITZ	RYANAIR	S	63	0	0	79	14	5	0	2	0	11	81	9	62
TOTAL BIARRITZ			63	0	0	79	14	5	0	2	0	11	81	9	62
CARCASSONNE	RYANAIR	S	88	0	0	70	17	9	2	1	0	15	78	16	124
TOTAL CARCASSONNE			88	0	0	70	17	9	2	1	0	15	78	16	124
DINARD	RYANAIR	S	72	0	0	89	6	6	0	0	0	5	88	6	72
TOTAL DINARD			72	0	0	89	6	6	0	0	0	5	88	6	72
GRENOBLE	RYANAIR	S	36	0	0	94	3	3	0	0	0	3	100	2	36
TOTAL GRENOBLE			36	0	0	94	3	3	0	0	0	3	100	2	36
LA ROCHELLE	RYANAIR	S	46	0	0	91	4	4	0	0	0	5	78	12	100

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL LA ROCHELLE			46	0	0	91	4	4	0	0	0	5	78	12	100
LIMOGES	RYANAIR	S	80	0	0	69	15	14	3	0	0	13	95	3	62
TOTAL LIMOGES			80	0	0	69	15	14	3	0	0	13	95	3	62
LYON	EASYJET AIRLINE COMPANY LTD	S	62	0	0	79	10	10	2	0	0	10	60	22	85
TOTAL LYON			62	0	0	79	10	10	2	0	0	10	60	22	85
MARSEILLE	RYANAIR	S	62	0	0	79	5	13	3	0	0	11	92	4	62
TOTAL MARSEILLE			62	0	0	79	5	13	3	0	0	11	92	4	62
MONTPELLIER	RYANAIR	S	36	0	0	78	11	0	8	0	3	25	87	16	62
TOTAL MONTPELLIER			36	0	0	78	11	0	8	0	3	25	87	16	62
NICE	EASYJET AIRLINE COMPANY LTD	S	124	0	0	77	16	4	3	0	0	10	65	18	122
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL NICE			126	1	0	77	16	4	3	0	0	10	65	18	122
PAU	RYANAIR	S	46	0	0	80	13	4	0	2	0	11	90	6	62
TOTAL PAU			46	0	0	80	13	4	0	2	0	11	90	6	62
PERPIGNAN	RYANAIR	S	62	0	1	94	6	0	0	0	0	3	89	6	123
TOTAL PERPIGNAN			62	0	1	94	6	0	0	0	0	3	89	6	123
POITIERS	RYANAIR	S	36	0	0	89	6	6	0	0	0	5	95	3	62
TOTAL POITIERS			36	0	0	89	6	6	0	0	0	5	95	3	62
RODEZ	RYANAIR	S	62	0	1	81	6	10	3	0	0	11	69	16	62
TOTAL RODEZ			62	0	1	81	6	10	3	0	0	11	69	16	62
TARBES-LOURDES INTERNATIONAL	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	2	80	10	10
	RYANAIR	S	15	0	0	53	13	33	0	0	0	20	0	0	0
	TITAN AIRWAYS LTD	C	10	2	0	50	20	20	10	0	0	22	42	37	12
TOTAL TARBES-LOURDES INTERNATIONAL			28	2	0	54	14	29	4	0	0	20	59	25	22
TOULON / HYERES	RYANAIR	S	62	0	0	73	19	6	2	0	0	11	74	12	62
TOTAL TOULON / HYERES			62	0	0	73	19	6	2	0	0	11	74	12	62
TOURS	RYANAIR	S	62	0	0	89	5	5	0	2	0	10	82	6	62
TOTAL TOURS			62	0	0	89	5	5	0	2	0	10	82	6	62
TOTAL FRANCE			1127	5	2	81	10	7	2	0	0	10	80	11	1477
GERMANY															
ALTENBURG - WALLBURG	RYANAIR	S	62	0	0	87	5	2	6	0	0	8	84	17	62
TOTAL ALTENBURG - WALLBURG			62	0	0	87	5	2	6	0	0	8	84	17	62
BERLIN (SCHONEFELD)	RYANAIR	S	104	0	0	87	11	2	1	0	0	7	63	18	124
TOTAL BERLIN (SCHONEFELD)			104	0	0	87	11	2	1	0	0	7	63	18	124
BREMEN	RYANAIR	S	134	0	0	85	9	4	1	1	0	9	70	14	142
TOTAL BREMEN			134	0	0	85	9	4	1	1	0	9	70	14	142
COLOGNE BONN	GERMANWINGS	S	154	0	0	81	10	6	2	0	0	8	70	19	156
TOTAL COLOGNE BONN			154	0	0	81	10	6	2	0	0	8	69	19	157

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DUSSELDORF	AIR BERLIN	S	166	0	2	85	7	3	5	0	0	10	83	7	156
<b>TOTAL DUSSELDORF</b>			<b>166</b>	<b>1</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>7</b>	<b>156</b>
FRIEDRICHSHAFEN	RYANAIR	S	62	0	0	90	10	0	0	0	4	82	13	62	
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>13</b>	<b>62</b>	
HAHN	RYANAIR	S	232	0	0	81	14	5	0	0	8	79	10	214	
<b>TOTAL HAHN</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>10</b>	<b>214</b>	
HANOVER	AIR BERLIN	S	114	0	0	96	3	2	0	0	2	76	12	104	
<b>TOTAL HANOVER</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>12</b>	<b>104</b>	
KARLSRUHE/BADEN BADEN	RYANAIR	S	104	0	0	87	10	2	2	0	9	63	15	104	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>15</b>	<b>104</b>	
LUBECK	RYANAIR	S	104	0	0	92	5	1	2	0	6	65	13	96	
<b>TOTAL LUBECK</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>13</b>	<b>96</b>	
MEMMINGEN ALLGAU	RYANAIR	S	88	0	0	68	17	10	3	1	16	0	0	0	
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MUNICH	EASYJET AIRLINE COMPANY LTD	S	124	0	0	75	12	5	8	0	16	55	23	122	
<b>TOTAL MUNICH</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>20</b>	<b>226</b>	
MUNSTER-OSNABRUCK	AIR BERLIN	S	114	0	0	90	5	3	2	0	4	95	5	62	
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>5</b>	<b>64</b>	
NIEDERRHEIN	RYANAIR	S	124	0	0	81	12	4	2	0	8	88	6	124	
<b>TOTAL NIEDERRHEIN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>6</b>	<b>124</b>	
NUREMBERG	AIR BERLIN	S	94	0	0	95	3	2	0	0	3	88	6	104	
<b>TOTAL NUREMBERG</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>104</b>	
PADERBORN	AIR BERLIN	S	62	0	0	74	6	10	10	0	17	66	22	62	
<b>TOTAL PADERBORN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>6</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>22</b>	<b>62</b>	
STUTTGART	GERMANWINGS	S	104	0	0	94	4	2	0	0	3	63	13	104	
<b>TOTAL STUTTGART</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>63</b>	<b>13</b>	<b>104</b>	
ZWEIBRUKEN	RYANAIR	S	62	0	0	89	6	5	0	0	5	0	0	0	
<b>TOTAL ZWEIBRUKEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>2011</b>	<b>2</b>	<b>2</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>13</b>	<b>2071</b>	
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	186	0	0	88	7	4	1	0	7	73	11	124	
<b>TOTAL ATHENS</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>11</b>	<b>124</b>	
CORFU	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	0	0	13	99	0	0	0	
	THOMSON AIRWAYS LTD	C	17	0	0	76	18	6	0	0	6	83	17	18	
<b>TOTAL CORFU</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>36</b>	<b>85</b>	<b>15</b>	<b>26</b>	
HERAKLION	EUROCYPRIA AIRLINES LTD	C	16	0	0	56	25	13	6	0	16	72	11	18	
	THOMSON AIRWAYS LTD	C	18	0	0	78	22	0	0	0	7	0	0	0	
<b>TOTAL HERAKLION</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>24</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>11</b>	<b>18</b>	

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				Actual (7)	Plan (8)										
KEFALLINIA	THOMSON AIRWAYS LTD	C	10	0	0	80	0	0	20	0	0	19	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
KOS	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL KOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>8</b>
RHODES	BMI BRITISH MIDLAND	C	8	0	0	50	38	13	0	0	0	15	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	88	5	8
<b>TOTAL RHODES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>5</b>	<b>8</b>
THIRA (SANTORINI)	BMI BRITISH MIDLAND	C	8	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL THIRA (SANTORINI)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>16</b>	<b>7</b>
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	10	0	0	70	0	20	10	0	0	19	36	135	11
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	3	88	3	8
<b>TOTAL ZAKINTHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>79</b>	<b>19</b>
<b>TOTAL GREECE</b>			<b>299</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>19</b>	<b>212</b>
<b>IRISH REPUBLIC</b>															
CORK	RYANAIR	S	176	0	0	84	14	2	0	0	0	7	88	8	176
<b>TOTAL CORK</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>8</b>	<b>176</b>
DUBLIN	RYANAIR	S	452	0	0	77	14	7	1	0	0	12	54	23	562
<b>TOTAL DUBLIN</b>			<b>452</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>23</b>	<b>562</b>
IRELAND WEST AIRPORT KNOCK	RYANAIR	S	116	0	0	88	7	3	0	1	1	11	65	14	82
<b>TOTAL IRELAND WEST AIRPORT KNOCK</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>65</b>	<b>14</b>	<b>82</b>
KERRY COUNTY	RYANAIR	S	124	0	0	83	13	3	1	0	0	8	78	9	124
<b>TOTAL KERRY COUNTY</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>9</b>	<b>124</b>
SHANNON	RYANAIR	S	186	0	0	77	12	6	4	0	1	14	68	13	222
<b>TOTAL SHANNON</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>68</b>	<b>13</b>	<b>222</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1054</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>17</b>	<b>1166</b>
<b>ITALY</b>															
ALGHERO/SASSARI	RYANAIR	S	89	0	0	90	6	1	2	1	0	9	82	9	125
<b>TOTAL ALGHERO/SASSARI</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>9</b>	<b>125</b>
ANCONA	RYANAIR	S	62	0	0	81	11	8	0	0	0	9	61	18	62
<b>TOTAL ANCONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>18</b>	<b>62</b>
BARI (PALESE)	RYANAIR	S	62	0	0	63	16	21	0	0	0	15	74	15	53
<b>TOTAL BARI (PALESE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>15</b>	<b>53</b>
BERGAMO	RYANAIR	S	186	0	0	69	18	8	5	0	1	16	77	11	202
<b>TOTAL BERGAMO</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>77</b>	<b>11</b>	<b>202</b>
BOLOGNA	RYANAIR	S	62	0	0	76	15	6	3	0	0	13	0	0	0
<b>TOTAL BOLOGNA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRESCIA/MONTICHIARI	RYANAIR	S	62	0	0	68	18	11	3	0	0	14	61	15	62
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>15</b>	<b>62</b>

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BRINDISI	RYANAIR	S	34	0	0	71	24	6	0	0	0	11	54	20	26
<b>TOTAL BRINDISI</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>54</b>	<b>20</b>	<b>26</b>
GENOA	RYANAIR	S	62	0	0	81	16	3	0	0	0	8	50	20	62
<b>TOTAL GENOA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>20</b>	<b>62</b>
LAMETIA-TERME	RYANAIR	S	46	0	0	74	15	9	2	0	0	11	65	20	37
<b>TOTAL LAMETIA-TERME</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>20</b>	<b>37</b>
NAPLES	ADRIA AIRWAYS	C	2	0	0	0	50	50	0	0	0	42	0	0	0
	CSA CZECH AIRLINES	C	2	0	0	0	50	0	50	0	0	42	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	134	0	1	77	11	6	5	1	0	16	51	25	148
<b>TOTAL NAPLES</b>			<b>138</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>51</b>	<b>26</b>	<b>150</b>
PALERMO	RYANAIR	S	78	0	0	83	9	8	0	0	0	8	80	11	124
<b>TOTAL PALERMO</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>11</b>	<b>126</b>
PARMA	RYANAIR	S	36	0	0	67	17	17	0	0	0	14	47	37	36
<b>TOTAL PARMA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>47</b>	<b>37</b>	<b>36</b>
PERUGIA	RYANAIR	S	44	0	0	73	14	14	0	0	0	14	68	12	38
<b>TOTAL PERUGIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>12</b>	<b>38</b>
PESCARA	RYANAIR	S	62	0	0	87	6	3	2	2	0	11	92	6	62
<b>TOTAL PESCARA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>6</b>	<b>62</b>
PISA	RYANAIR	S	186	0	0	61	20	15	5	0	0	18	68	26	186
<b>TOTAL PISA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>26</b>	<b>186</b>
RIMINI	RYANAIR	S	26	0	0	65	15	12	8	0	0	15	52	30	27
<b>TOTAL RIMINI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>52</b>	<b>30</b>	<b>27</b>
ROME (CIAMPINO)	RYANAIR	S	212	0	0	84	8	5	1	0	0	11	70	13	310
<b>TOTAL ROME (CIAMPINO)</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>13</b>	<b>310</b>
TREVISO	RYANAIR	S	178	0	0	73	19	7	2	0	0	13	70	14	186
<b>TOTAL TREVISO</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>14</b>	<b>186</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	62	0	0	87	10	3	0	0	0	7	60	16	62
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>16</b>	<b>62</b>
TURIN	RYANAIR	S	62	0	0	76	23	2	0	0	0	9	47	25	62
<b>TOTAL TURIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>47</b>	<b>25</b>	<b>62</b>
<b>TOTAL ITALY</b>			<b>1751</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>17</b>	<b>1995</b>
LATVIA															
RIGA	RYANAIR	S	124	0	0	90	6	3	0	0	0	6	80	9	124
<b>TOTAL RIGA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>9</b>	<b>124</b>
<b>TOTAL LATVIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>9</b>	<b>124</b>
LITHUANIA															
KAUNAS	RYANAIR	S	98	0	0	88	12	0	0	0	0	6	81	9	88
<b>TOTAL KAUNAS</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>9</b>	<b>88</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
VILNIUS	STAR1 AIRLINES	S	36	0	0	81	19	0	0	0	0	9	0	0	0
TOTAL VILNIUS			36	0	0	81	19	0	0	0	0	9	19	38	27
TOTAL LITHUANIA			134	0	0	86	14	0	0	0	0	7	62	17	124
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	AIR ASIA	S	62	0	0	85	5	2	6	2	0	14	0	0	0
TOTAL KUALA LUMPUR (SEPANG)			62	0	0	85	5	2	6	2	0	14	0	0	0
TOTAL MALAYSIA			62	0	0	85	5	2	6	2	0	14	0	0	0
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	AIR ARABIA MAROC	S	36	0	0	44	28	19	0	0	8	63	0	0	0
TOTAL CASABLANCA MOHAMED V			36	0	0	44	28	19	0	0	8	63	0	0	0
TOTAL MOROCCO			36	0	0	44	28	19	0	0	8	63	0	0	0
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	176	0	0	85	9	6	1	0	0	8	69	17	176
TOTAL AMSTERDAM			176	0	0	85	9	6	1	0	0	8	69	17	176
EINDHOVEN	RYANAIR	S	104	0	0	92	4	2	2	0	0	6	86	11	104
TOTAL EINDHOVEN			104	0	0	92	4	2	2	0	0	6	86	11	104
TOTAL NETHERLANDS			280	0	0	88	7	4	1	0	0	7	75	15	280
<b>NIGERIA</b>															
LAGOS	AIR ITALY	C	2	0	0	0	0	100	0	0	0	40	0	0	0
TOTAL LAGOS			2	0	0	0	0	100	0	0	0	40	0	0	0
TOTAL NIGERIA			2	0	0	0	0	100	0	0	0	40	0	0	0
<b>NORWAY</b>															
HAUGESUND	RYANAIR	S	34	0	0	88	12	0	0	0	0	4	73	21	26
TOTAL HAUGESUND			34	0	0	88	12	0	0	0	0	4	73	21	26
SANDEFJORD(TORP)	RYANAIR	S	248	0	1	82	11	5	2	0	0	8	81	9	104
TOTAL SANDEFJORD(TORP)			248	0	1	82	11	5	2	0	0	8	81	9	104
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	26	0	0	100	0	0	0	0	0	5	54	13	26
TOTAL TRONDHEIM (VAERNES)			26	0	0	100	0	0	0	0	0	5	54	13	26
TOTAL NORWAY			308	0	1	84	10	4	1	0	0	7	79	11	384
<b>POLAND</b>															
BYDGOSZCZ	RYANAIR	S	62	0	0	94	5	0	2	0	0	6	71	15	62
TOTAL BYDGOSZCZ			62	0	0	94	5	0	2	0	0	6	71	15	62
GDANSK	RYANAIR	S	72	0	0	93	3	4	0	0	0	4	87	13	62
TOTAL GDANSK			72	0	0	93	3	4	0	0	0	4	87	13	62
KATOWICE	RYANAIR	S	62	0	0	95	0	2	3	0	0	6	0	0	0
TOTAL KATOWICE			62	0	0	95	0	2	3	0	0	6	81	41	48
KRAKOW	RYANAIR	S	124	0	0	85	6	8	1	1	0	9	72	15	124

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				Actual (7)	Plan (8)										
TOTAL KRAKOW			124	0	0	85	6	8	1	1	0	9	72	15	124
LODZ LUBLINEK	RYANAIR	S	62	0	0	81	6	10	3	0	0	11	52	21	62
TOTAL LODZ LUBLINEK			62	0	0	81	6	10	3	0	0	11	52	21	62
POZNAN	RYANAIR	S	80	0	0	79	4	13	4	1	0	15	63	21	62
TOTAL POZNAN			80	0	0	79	4	13	4	1	0	15	63	21	62
RZESZOW	RYANAIR	S	62	0	0	74	18	8	0	0	0	11	71	11	63
TOTAL RZESZOW			62	0	0	74	18	8	0	0	0	11	71	11	63
SZCZECIN (GOLENOW)	RYANAIR	S	36	0	0	92	3	0	6	0	0	8	81	8	54
TOTAL SZCZECIN (GOLENOW)			36	0	0	92	3	0	6	0	0	8	81	8	54
WROCLAW	RYANAIR	S	96	0	0	75	13	7	5	0	0	12	67	15	108
TOTAL WROCLAW			96	0	0	75	13	7	5	0	0	12	67	15	108
TOTAL POLAND			656	0	0	84	7	6	2	0	0	10	71	17	645
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	196	0	1	81	9	4	7	0	0	11	65	17	134
	RYANAIR	S	108	0	0	69	11	13	6	0	0	16	50	21	26
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	2	63	15	8
TOTAL FARO			314	0	1	77	10	7	6	0	0	12	63	17	188
OPORTO (PORTUGAL)	RYANAIR	S	124	0	0	69	14	10	6	0	0	16	54	23	124
TOTAL OPORTO (PORTUGAL)			124	0	0	69	14	10	6	0	0	16	54	23	124
TOTAL PORTUGAL(EXCLUDING MADEIRA)			438	0	1	75	11	8	6	0	0	14	59	20	312
PORTUGAL(MADEIRA)															
FUNCHAL	EASYJET AIRLINE COMPANY LTD	S	36	0	0	97	3	0	0	0	0	1	87	5	62
TOTAL FUNCHAL			36	0	0	97	3	0	0	0	0	1	87	5	62
TOTAL PORTUGAL(MADEIRA)			36	0	0	97	3	0	0	0	0	1	87	5	62
ROMANIA															
BUCHAREST (BANEASA)	BLUE AIR TRANSPORT AERIAN	S	26	0	0	77	15	8	0	0	0	8	39	28	18
TOTAL BUCHAREST (BANEASA)			26	0	0	77	15	8	0	0	0	8	39	28	18
TOTAL ROMANIA			26	0	0	77	15	8	0	0	0	8	39	28	18
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	124	0	0	58	21	12	8	1	0	23	60	16	124
TOTAL BRATISLAVA			124	0	0	58	21	12	8	1	0	23	60	16	124
TOTAL SLOVAK REPUBLIC			124	0	0	58	21	12	8	1	0	23	60	16	124
SLOVENIA															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	88	0	0	90	2	5	3	0	0	7	63	18	62
TOTAL LJUBLJANA			88	0	0	90	2	5	3	0	0	7	63	18	62
TOTAL SLOVENIA			88	0	0	90	2	5	3	0	0	7	63	18	62

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	196	0	0	80	9	6	5	0	0	10	69	20	258
	RYANAIR	S	98	0	0	88	8	3	1	0	0	5	93	8	98
<b>TOTAL ALICANTE</b>			<b>295</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>17</b>	<b>356</b>
ALMERIA	RYANAIR	S	44	0	0	82	9	7	2	0	0	9	81	6	62
<b>TOTAL ALMERIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>9</b>	<b>124</b>
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	62	0	0	48	29	13	10	0	0	23	44	22	62
<b>TOTAL ASTURIAS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>29</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>44</b>	<b>22</b>	<b>62</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	124	0	0	75	13	6	5	2	0	14	51	29	124
<b>TOTAL BARCELONA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>51</b>	<b>29</b>	<b>124</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	114	0	0	80	9	9	1	1	1	18	69	15	123
<b>TOTAL BILBAO</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>69</b>	<b>15</b>	<b>123</b>
GERONA	RYANAIR	S	170	0	0	75	9	12	4	1	0	15	72	19	268
<b>TOTAL GERONA</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>19</b>	<b>268</b>
GRANADA	RYANAIR	S	61	1	1	80	13	3	3	0	0	10	70	16	61
<b>TOTAL GRANADA</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>16</b>	<b>61</b>
IBIZA	EASYJET AIRLINE COMPANY LTD	S	161	0	0	73	8	5	14	1	0	19	63	23	124
	RYANAIR	S	26	0	0	62	19	15	4	0	0	17	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	6	75	40	8
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL IBIZA</b>			<b>213</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>23</b>	<b>142</b>
JEREZ	RYANAIR	S	62	0	0	94	2	2	3	0	0	6	95	3	62
<b>TOTAL JEREZ</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>3</b>	<b>62</b>
MADRID	RYANAIR	S	124	0	0	63	16	13	8	0	0	18	0	0	0
<b>TOTAL MADRID</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
MAHON	THOMAS COOK AIRLINES LTD	C	18	0	0	83	6	6	6	0	0	9	67	47	30
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	2	83	7	18
<b>TOTAL MAHON</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>33</b>	<b>49</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	195	0	6	74	15	5	6	0	0	13	77	13	207
	RYANAIR	S	62	0	0	90	3	2	5	0	0	8	0	0	0
<b>TOTAL MALAGA</b>			<b>257</b>	<b>2</b>	<b>6</b>	<b>78</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>13</b>	<b>207</b>
MURCIA SAN JAVIER	RYANAIR	S	124	0	0	92	6	1	1	0	0	4	65	13	124
<b>TOTAL MURCIA SAN JAVIER</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>13</b>	<b>124</b>
PALMA DE MALLORCA	AIR EUROPA	C	7	0	0	71	29	0	0	0	0	11	75	13	8
	BMI BRITISH MIDLAND	C	4	0	0	25	50	0	25	0	0	31	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	124	1	0	78	10	6	3	2	0	16	61	21	122
	JET2.COM LTD	C	10	0	0	70	20	10	0	0	0	9	70	11	10
	RYANAIR	S	90	0	0	70	13	14	2	0	0	14	67	13	92
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	75	26	16
	THOMSON AIRWAYS LTD	C	36	0	0	94	0	0	6	0	0	8	64	18	28

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL PALMA DE MALLORCA			279	1	0	77	11	8	3	1	0	13	63	18	287
REUS	RYANAIR	S	88	0	0	92	6	2	0	0	0	4	81	8	124
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	50	27	8
TOTAL REUS			96	0	0	93	5	2	0	0	0	4	81	9	140
SANTANDER	RYANAIR	S	62	0	0	81	13	2	5	0	0	10	90	4	62
TOTAL SANTANDER			62	0	0	81	13	2	5	0	0	10	90	4	62
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	62	0	0	84	5	11	0	0	0	9	97	4	62
TOTAL SANTIAGO DE COMPOSTELA (SPAIN)			62	0	0	84	5	11	0	0	0	9	97	4	62
SEVILLE	RYANAIR	S	98	0	0	86	2	8	3	0	1	14	81	6	98
TOTAL SEVILLE			98	0	0	86	2	8	3	0	1	14	81	6	98
VALENCIA	RYANAIR	S	124	0	0	84	10	4	2	0	0	9	60	22	124
TOTAL VALENCIA			124	0	0	84	10	4	2	0	0	9	62	20	186
VALLADOLID	RYANAIR	S	62	0	0	87	0	10	3	0	0	10	79	8	62
TOTAL VALLADOLID			62	0	0	87	0	10	3	0	0	10	79	8	62
ZARAGOZA	RYANAIR	S	46	0	0	61	24	15	0	0	0	15	54	19	46
TOTAL ZARAGOZA			46	0	0	61	24	15	0	0	0	15	54	19	46
TOTAL SPAIN			2515	4	7	79	10	7	4	0	0	12	71	16	2645
SPAIN(CANARY ISLANDS)															
ARRECIFE	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	75	29	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	75	10	8
TOTAL ARRECIFE			16	0	0	100	0	0	0	0	0	1	68	35	25
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	1	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	20	46	10
TOTAL FUERTEVENTURA			20	0	0	100	0	0	0	0	0	1	20	46	10
TENERIFE (SURREINA SOFIA)	RYANAIR	S	26	0	0	77	15	0	8	0	0	13	0	0	0
	THOMAS COOK AIRLINES LTD	C	12	0	0	100	0	0	0	0	0	1	40	35	10
	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	5	0	0	0
TOTAL TENERIFE (SURREINA SOFIA)			47	0	0	85	11	0	4	0	0	9	41	38	29
TOTAL SPAIN(CANARY ISLANDS)			83	0	0	92	6	0	2	0	0	5	53	34	73
SWEDEN															
GOTEBORG (SAVE)	RYANAIR	S	134	0	0	83	9	7	1	0	0	9	70	13	166
TOTAL GOTEBORG (SAVE)			134	0	0	83	9	7	1	0	0	9	70	13	166
STOCKHOLM (SKAVSTA)	RYANAIR	S	150	0	0	84	11	3	1	0	1	11	79	11	114
TOTAL STOCKHOLM (SKAVSTA)			150	0	0	84	11	3	1	0	1	11	79	11	114
VASTERAS	RYANAIR	S	62	0	0	66	18	16	0	0	0	14	88	6	78
TOTAL VASTERAS			62	0	0	66	18	16	0	0	0	14	88	6	78
TOTAL SWEDEN			346	0	0	80	12	7	1	0	0	11	77	11	359
SWITZERLAND															

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BASLE MULHOUSE	RYANAIR	S	26	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL BASLE MULHOUSE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>37</b>	<b>31</b>	<b>62</b>
<b>TOTAL SWITZERLAND</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>38</b>	<b>30</b>	<b>64</b>
<b>TUNISIA</b>															
MONASTIR	THOMAS COOK AIRLINES LTD	C	10	0	0	20	80	0	0	0	0	17	0	0	0
<b>TOTAL MONASTIR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TURKEY</b>															
ADANA	KIBRIS TURKISH AIRLINES - KTHY	S	14	0	0	43	21	14	21	0	0	28	42	33	19
<b>TOTAL ADANA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>21</b>	<b>14</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>42</b>	<b>33</b>	<b>19</b>
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	69	0	5	38	16	17	19	10	0	55	27	38	84
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	6	6	11	0	0	17	73	35	26
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL ANTALYA</b>			<b>95</b>	<b>0</b>	<b>5</b>	<b>51</b>	<b>13</b>	<b>14</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>43</b>	<b>37</b>	<b>38</b>	<b>118</b>
BODRUM (MILAS)	KIBRIS TURKISH AIRLINES - KTHY	S	17	0	3	41	24	18	6	12	0	47	20	59	10
	ONUR AIR	C	8	0	0	88	13	0	0	0	0	2	38	25	8
	PEGASUS AIRLINES	S	10	0	0	80	10	10	0	0	0	11	0	0	0
	THOMAS COOK AIRLINES LTD	C	20	0	0	85	5	5	5	0	0	8	71	29	7
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	3	56	17	9
<b>TOTAL BODRUM (MILAS)</b>			<b>64</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>46</b>	<b>30</b>	<b>41</b>
DALAMAN	KIBRIS TURKISH AIRLINES - KTHY	S	20	0	0	50	0	20	25	5	0	44	50	16	10
	THOMAS COOK AIRLINES LTD	C	32	0	0	88	3	3	6	0	0	8	50	44	32
	THOMSON AIRWAYS LTD	C	18	0	0	78	17	6	0	0	0	10	63	31	8
<b>TOTAL DALAMAN</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>6</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>59</b>	<b>32</b>	<b>58</b>
GAZIANTEP	KIBRIS TURKISH AIRLINES - KTHY	S	26	0	2	23	8	31	35	4	0	55	23	59	30
<b>TOTAL GAZIANTEP</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>8</b>	<b>31</b>	<b>35</b>	<b>4</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>59</b>	<b>30</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	62	0	0	44	37	16	3	0	0	21	35	26	63
<b>TOTAL ISTANBUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>37</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>38</b>	<b>25</b>	<b>68</b>
ISTANBUL (SABIHA GOKCEN)	KIBRIS TURKISH AIRLINES - KTHY	S	18	0	0	22	6	50	0	22	0	85	0	0	0
	PEGASUS AIRLINES	S	62	0	0	27	19	39	11	3	0	43	38	51	26
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>16</b>	<b>41</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>52</b>	<b>38</b>	<b>51</b>	<b>26</b>
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	24	0	0	54	21	4	21	0	0	36	58	17	26
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>4</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>58</b>	<b>17</b>	<b>26</b>
<b>TOTAL TURKEY</b>			<b>435</b>	<b>0</b>	<b>10</b>	<b>51</b>	<b>16</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>42</b>	<b>35</b>	<b>386</b>
<b>UNITED KINGDOM</b>															
BELFAST CITY (GEORGE BEST)	RYANAIR	S	246	0	2	88	6	4	1	1	0	7	92	7	238
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>246</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>7</b>	<b>238</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	237	0	0	78	11	6	3	1	0	14	70	15	274
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>237</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>15</b>	<b>274</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	62	0	0	84	8	5	2	2	0	12	83	7	113

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2009

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL CITY OF DERRY (EGLINTON)			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>7</b>	113
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	270	1	0	86	6	7	1	0	0	9	73	12	287
TOTAL EDINBURGH			<b>271</b>	<b>2</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>12</b>	287
GATWICK	EASYJET AIRLINE COMPANY LTD	S	2	0	0	50	50	0	0	0	0	14	0	32	1
TOTAL GATWICK			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>32</b>	1
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	210	0	0	89	5	2	1	2	0	9	85	8	265
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL GLASGOW			<b>212</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>9</b>	266
GUERNSEY	AURIGNY AIR SERVICES	S	62	0	0	89	2	5	5	0	0	10	68	15	62
TOTAL GUERNSEY			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>15</b>	62
JERSEY	AURIGNY AIR SERVICES	S	62	0	0	85	5	5	5	0	0	11	0	0	0
TOTAL JERSEY			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>11</b>	10
LIVERPOOL	BMI REGIONAL	C	2	0	0	50	50	0	0	0	0	20	0	0	0
TOTAL LIVERPOOL			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	0
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	114	0	0	86	4	5	4	1	0	8	75	19	170
TOTAL NEWCASTLE			<b>114</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>19</b>	170
NEWQUAY	RYANAIR	S	61	0	1	79	15	7	0	0	0	10	75	13	113
TOTAL NEWQUAY			<b>61</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>13</b>	113
PRESTWICK	RYANAIR	S	191	0	0	91	5	3	0	1	1	7	82	14	272
TOTAL PRESTWICK			<b>191</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>82</b>	<b>14</b>	272
TOTAL UNITED KINGDOM			<b>1524</b>	<b>3</b>	<b>3</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>12</b>	1923
TOTAL STANSTED			<b>14564</b>	<b>18</b>	<b>34</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>15</b>	15766

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
AALBORG																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	26	0	0	96	4	0	0	0	0	1	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	26	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL AALBORG</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>12</b>	<b>12</b>	
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR	S	A	52	0	0	87	8	6	0	0	0	5	90	5	52	
	STANSTED	RYANAIR	S	D	52	0	0	71	19	8	2	0	0	12	81	9	52	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>7</b>	<b>7</b>	
ABERDEEN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	164	0	2	90	5	2	2	0	0	5	69	17	178	
	HEATHROW	BMI BRITISH MIDLAND	S	D	164	0	1	91	4	2	2	0	0	4	80	11	174	
	BIRMINGHAM	BMI REGIONAL	S	A	67	0	0	99	1	0	0	0	0	1	0	0	0	
	BIRMINGHAM	BMI REGIONAL	S	D	67	0	0	97	0	1	1	0	0	4	0	0	0	
	MANCHESTER	BMI REGIONAL	S	A	147	0	0	94	1	3	2	0	0	3	94	5	173	
	MANCHESTER	BMI REGIONAL	S	D	147	0	0	97	1	2	0	0	0	2	94	3	174	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	190	0	0	90	5	2	3	0	0	7	71	15	200	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	190	0	0	86	8	3	3	0	0	7	80	11	200	
	MANCHESTER	EASTERN AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	1	100	15	1	
	MANCHESTER	EASTERN AIRWAYS	C	D	3	0	0	33	33	33	0	0	0	27	100	15	1	
	NEWCASTLE	EASTERN AIRWAYS	S	A	85	0	2	93	4	2	1	0	0	4	91	5	109	
	NEWCASTLE	EASTERN AIRWAYS	S	D	85	0	2	95	0	4	1	0	0	4	88	7	110	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	83	8	4	6	0	0	11	65	17	52	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	75	12	8	6	0	0	15	63	20	52	
	BIRMINGHAM	FLYBE LTD	S	A	65	0	0	86	0	3	9	0	2	18	81	13	73	
	BIRMINGHAM	FLYBE LTD	S	D	65	0	0	80	8	5	6	0	2	20	77	14	73	
	GATWICK	FLYBE LTD	S	A	73	0	0	85	8	5	0	1	0	10	76	13	83	
	GATWICK	FLYBE LTD	S	D	73	0	0	64	22	11	1	1	0	16	58	21	83	
<b>TOTAL ABERDEEN</b>					<b>1693</b>	<b>1</b>	<b>7</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>12</b>	<b>12</b>	
ABU DHABI INTERNATIONAL																		
	HEATHROW	ETIHAD AIRWAYS	S	A	93	0	0	92	4	0	3	0	0	6	84	8	76	
	HEATHROW	ETIHAD AIRWAYS	S	D	93	0	0	74	15	5	5	0	0	12	57	23	76	
	MANCHESTER	ETIHAD AIRWAYS	S	A	31	0	0	87	3	3	3	0	3	27	87	9	31	
	MANCHESTER	ETIHAD AIRWAYS	S	D	31	0	0	77	10	3	3	6	0	29	74	15	31	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>248</b>	<b>3</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>14</b>	<b>14</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ABUJA	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	0	3	3	0	0	7	84	16	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	3	10	0	0	0	6	52	19	31
<b>TOTAL ABUJA</b>					<b>62</b>	<b>2</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>18</b>	<b>18</b>
ACCRA	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	16	3	3	0	0	10	87	6	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	48	35	13	3	0	0	19	65	17	31
	GATWICK	GHANA INTERNATIONAL AIRLINES	S	A	23	0	0	78	13	4	4	0	0	9	59	23	27
	GATWICK	GHANA INTERNATIONAL AIRLINES	S	D	23	0	0	35	30	30	0	0	4	40	19	68	27
<b>TOTAL ACCRA</b>					<b>109</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>24</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>59</b>	<b>27</b>	<b>27</b>
ADANA	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	6	0	0	67	0	0	33	0	0	25	30	41	10
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	8	0	0	25	38	25	13	0	0	30	56	25	9
<b>TOTAL ADANA</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>21</b>	<b>14</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>42</b>	<b>33</b>	<b>33</b>
ADDIS ABABA	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	85	0	15	0	0	0	12	82	13	22
	HEATHROW	BMI BRITISH MIDLAND	S	D	14	0	0	64	7	21	7	0	0	17	45	23	22
	HEATHROW	ETHIOPIAN AIRLINES	S	A	27	0	0	74	4	11	11	0	0	20	41	32	27
	HEATHROW	ETHIOPIAN AIRLINES	S	D	27	0	0	48	26	7	19	0	0	30	50	29	26
<b>TOTAL ADDIS ABABA</b>					<b>81</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>11</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>54</b>	<b>25</b>	<b>25</b>
AGADIR	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	75	63	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	63	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	S	D	5	0	0	80	0	0	20	0	0	14	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	5	0	0	80	20	0	0	0	0	7	0	0	0
<b>TOTAL AGADIR</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>47</b>	<b>47</b>	<b>47</b>
AHMEDABAD																	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
AHMEDABAD																			
	HEATHROW	AIR INDIA		S A	31	0	0	65	10	13	6	6	0	27	21	62	14		
	HEATHROW	AIR INDIA		S D	31	0	0	74	6	13	3	3	0	21	60	20	15		
<b>TOTAL AHMEDABAD</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>24</b>	<b>41</b>	<b>41</b>	<b>41</b>		
AJACCIO																			
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	10	0	0	90	0	10	0	0	0	8	60	12	5		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	10	0	0	70	20	10	0	0	0	13	40	19	5		
<b>TOTAL AJACCIO</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>16</b>	<b>16</b>		
ALEPPO																			
	HEATHROW	BMI BRITISH MIDLAND		S A	14	0	0	100	0	0	0	0	0	3	100	1	14		
	HEATHROW	BMI BRITISH MIDLAND		S D	14	0	0	93	0	7	0	0	0	6	57	56	14		
<b>TOTAL ALEPPO</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>28</b>	<b>28</b>		
ALESUND																			
ALGHERO/SASSARI																			
	BIRMINGHAM	FLYBE LTD		C A	5	0	0	80	0	20	0	0	0	9	20	99	5		
	BIRMINGHAM	FLYBE LTD		C D	5	0	0	60	40	0	0	0	0	13	20	20	5		
	STANSTED	RYANAIR		S A	44	0	0	89	7	0	2	2	0	12	84	7	62		
	STANSTED	RYANAIR		S D	45	0	0	91	4	2	2	0	0	7	79	11	63		
	GATWICK	THOMSON AIRWAYS LTD		C A	5	0	0	100	0	0	0	0	0	0	40	11	5		
	GATWICK	THOMSON AIRWAYS LTD		C D	5	0	0	100	0	0	0	0	0	4	60	8	5		
<b>TOTAL ALGHERO/SASSARI</b>					<b>109</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>13</b>	<b>13</b>		
ALGIERS																			
	HEATHROW	AIR ALGERIE		S A	23	0	0	35	13	26	26	0	0	35	22	38	23		
	HEATHROW	AIR ALGERIE		S D	23	0	0	74	9	17	0	0	0	11	65	19	23		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	81	3	3	13	0	0	16	35	26	31		
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	74	16	3	6	0	0	13	55	15	31		
<b>TOTAL ALGIERS</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>44</b>	<b>24</b>	<b>24</b>		
ALICANTE																			
	BIRMINGHAM	BMIBABY LTD		S A	42	0	0	88	5	0	0	7	0	18	91	9	35		
	BIRMINGHAM	BMIBABY LTD		S D	42	0	0	81	7	5	2	5	0	24	86	14	36		
	MANCHESTER	BMIBABY LTD		S A	13	0	0	54	23	0	15	8	0	38	66	30	32		
	MANCHESTER	BMIBABY LTD		S D	13	0	0	62	15	8	8	8	0	33	59	33	32		
	GATWICK	BRITISH AIRWAYS PLC		S A	31	0	0	90	3	3	3	0	0	6	61	48	31		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
ALICANTE																		
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	94	6	0	0	0	0	3	74	9	31	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	11	0	11	0	0	18	89	13	9	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	11	0	11	0	0	16	67	12	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	139	1	0	75	9	10	6	0	0	13	72	19	138	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	139	0	0	76	9	6	8	0	0	15	73	19	139	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	10	6	6	0	0	14	67	13	33	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	68	16	10	6	0	0	18	73	10	33	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	67	1	0	81	4	7	4	3	0	16	68	14	68	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	67	0	0	78	9	3	7	3	0	20	57	19	67	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	41	23	27	0	9	0	42	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	1	45	41	9	5	0	0	19	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	87	5	3	5	0	0	9	72	15	53	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	89	2	3	6	0	0	10	63	22	54	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	98	0	0	80	7	8	5	0	0	11	66	22	129	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	98	0	0	81	10	4	5	0	0	10	71	19	129	
	EDINBURGH	FLYGLOBESPAN	S	A	22	0	0	91	9	0	0	0	0	4	76	32	25	
	EDINBURGH	FLYGLOBESPAN	S	D	22	0	0	64	27	9	0	0	0	11	84	31	25	
	GLASGOW	FLYGLOBESPAN	S	A	27	0	0	70	11	7	4	7	0	25	76	27	29	
	GLASGOW	FLYGLOBESPAN	S	D	27	0	0	74	7	7	4	7	0	26	86	20	29	
	MANCHESTER	JET2.COM LTD	S	A	30	0	0	70	13	7	10	0	0	15	71	34	31	
	MANCHESTER	JET2.COM LTD	S	D	30	0	1	43	23	23	10	0	0	26	52	39	31	
	BIRMINGHAM	MONARCH AIRLINES	S	A	31	0	0	94	3	0	3	0	0	4	100	1	40	
	BIRMINGHAM	MONARCH AIRLINES	S	D	31	0	0	90	3	3	3	0	0	7	85	6	41	
	GATWICK	MONARCH AIRLINES	S	A	50	0	0	78	14	6	2	0	0	9	47	46	57	
	GATWICK	MONARCH AIRLINES	S	D	50	0	0	82	10	4	4	0	0	8	58	44	57	
	LUTON	MONARCH AIRLINES	S	A	26	0	0	88	4	0	4	4	0	14	58	19	31	
	LUTON	MONARCH AIRLINES	S	D	26	0	0	92	0	0	4	4	0	14	61	33	31	
	MANCHESTER	MONARCH AIRLINES	S	A	45	0	0	82	13	2	0	2	0	13	71	23	62	
	MANCHESTER	MONARCH AIRLINES	S	D	45	0	0	78	11	9	0	2	0	18	55	29	62	
	BIRMINGHAM	RYANAIR	S	A	35	0	0	86	9	3	0	3	0	16	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	35	0	0	86	11	0	3	0	0	8	0	0	0	
	EDINBURGH	RYANAIR	S	A	22	0	0	100	0	0	0	0	0	1	89	30	18	
	EDINBURGH	RYANAIR	S	D	22	0	0	95	0	5	0	0	0	4	89	11	18	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
ALICANTE	GATWICK	RYANAIR	S	A	53	0	0	98	2	0	0	0	0	1	0	0	0
	GATWICK	RYANAIR	S	D	53	0	0	91	6	2	2	0	0	7	0	0	0
	STANSTED	RYANAIR	S	A	49	0	0	92	6	2	0	0	0	3	94	10	49
	STANSTED	RYANAIR	S	D	49	0	0	84	10	4	2	0	0	8	92	6	49
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	0	40	0	0	40	100	1	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	0	0	60	0	0	45	80	9	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	12	80	10	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	20	100	1	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	5	71	17	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	11	0	0	0	10	50	30	14
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	11	11	0	0	19	89	10	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	15	89	16	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	2	100	0	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	7	50	10	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	18	0	0	89	6	6	0	0	0	5	61	35	23
	GATWICK	THOMSON AIRWAYS LTD	C	D	18	0	0	94	6	0	0	0	0	4	57	36	23
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	4	6
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	3	6
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	22	0	0	91	5	0	5	0	0	6	77	6	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	22	0	0	95	5	0	0	0	0	3	69	14	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	2	89	4	18
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	4	89	9	18
<b>TOTAL ALICANTE</b>					<b>1989</b>	<b>2</b>	<b>2</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>21</b>	<b>21</b>
ALMATY	HEATHROW	AIR ASTANA	S	A	9	0	0	44	44	11	0	0	0	16	33	23	9
	HEATHROW	AIR ASTANA	S	D	9	0	0	56	0	33	11	0	0	25	44	34	9
<b>TOTAL ALMATY</b>					<b>18</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>39</b>	<b>28</b>	<b>28</b>
ALMERIA	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	10	0	6	0	0	8	87	6	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	6	3	0	0	0	5	87	9	31
	BIRMINGHAM	MONARCH AIRLINES	S	A	14	0	0	86	0	7	7	0	0	15	100	3	13
	BIRMINGHAM	MONARCH AIRLINES	S	D	14	0	0	71	14	0	14	0	0	26	69	14	13
	MANCHESTER	MONARCH AIRLINES	S	A	18	0	0	78	11	0	6	6	0	19	77	15	22

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					Actual (7)	Plan (8)												
ALMERIA																		
	MANCHESTER	MONARCH AIRLINES	S	D	18	0	0	67	22	0	6	6	0	23	77	17	22	
	STANSTED	RYANAIR	S	A	22	0	0	82	9	9	0	0	0	8	81	5	31	
	STANSTED	RYANAIR	S	D	22	0	0	82	9	5	5	0	0	9	81	7	31	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	15	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	12	100	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	26	100	6	4	
<b>TOTAL ALMERIA</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>9</b>	<b>9</b>	
ALTENBURG - WALLBURG																		
	EDINBURGH	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	1	0	0	0	
	EDINBURGH	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	2	0	0	0	
	STANSTED	RYANAIR	S	A	31	0	0	90	3	0	6	0	0	6	87	16	31	
	STANSTED	RYANAIR	S	D	31	0	0	84	6	3	6	0	0	10	81	18	31	
<b>TOTAL ALTENBURG - WALLBURG</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>17</b>	<b>17</b>	
AMMAN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	77	19	3	0	0	0	5	89	2	9	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	77	13	10	0	0	0	8	89	7	9	
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	97	3	0	0	0	0	3	77	20	31	
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	77	10	10	3	0	0	11	19	51	32	
<b>TOTAL AMMAN</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>57</b>	<b>29</b>	<b>29</b>	
AMRITSAR																		
	HEATHROW	AIR INDIA	S	A	31	0	0	87	6	6	0	0	0	6	67	11	18	
	HEATHROW	AIR INDIA	S	D	31	0	0	90	6	3	0	0	0	4	61	29	18	
<b>TOTAL AMRITSAR</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>13</b>	<b>13</b>	
AMSTERDAM																		
	LONDON CITY	BA CITYFLYER LTD	S	A	70	0	0	96	1	1	1	0	0	3	86	12	78	
	LONDON CITY	BA CITYFLYER LTD	S	D	70	0	0	96	1	1	1	0	0	3	61	21	79	
	HEATHROW	BMI BRITISH MIDLAND	S	A	113	0	1	90	7	1	2	0	0	5	65	19	211	
	HEATHROW	BMI BRITISH MIDLAND	S	D	115	0	0	92	3	3	2	0	0	5	72	16	212	
	BIRMINGHAM	BMIBABY LTD	S	A	57	0	0	88	0	2	0	2	9	41	84	8	57	
	BIRMINGHAM	BMIBABY LTD	S	D	57	0	0	82	9	2	5	2	0	15	63	15	57	
	MANCHESTER	BMIBABY LTD	S	A	47	0	0	89	4	6	0	0	0	4	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
AMSTERDAM																		
	MANCHESTER	BMIBABY LTD	S	D	47	0	0	77	11	11	2	0	0	11	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	111	0	0	86	11	1	2	0	0	5	76	14	116	116
	GATWICK	BRITISH AIRWAYS PLC	S	D	113	0	0	77	17	2	4	1	0	12	74	15	116	116
	HEATHROW	BRITISH AIRWAYS PLC	S	A	190	0	0	91	5	2	3	0	0	5	80	13	216	216
	HEATHROW	BRITISH AIRWAYS PLC	S	D	190	0	0	87	9	3	1	0	0	5	85	8	215	215
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	0	6	3	3	0	13	81	7	31	31
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	3	3	3	0	0	7	90	8	31	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	109	0	0	80	8	10	2	0	0	11	68	15	109	109
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	109	0	0	81	11	7	1	0	0	9	68	15	109	109
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	83	0	0	87	4	6	4	0	0	9	73	15	83	83
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	84	0	0	81	10	7	1	1	0	10	66	19	83	83
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	88	0	0	85	8	6	1	0	0	7	65	18	88	88
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	84	9	6	1	0	0	8	73	16	88	88
	BIRMINGHAM	KLM	S	A	92	1	1	96	4	0	0	0	0	2	94	4	93	93
	BIRMINGHAM	KLM	S	D	92	1	1	96	2	1	1	0	0	5	89	7	93	93
	EDINBURGH	KLM	S	A	93	0	0	91	8	1	0	0	0	5	92	6	95	95
	EDINBURGH	KLM	S	D	93	0	0	90	9	1	0	0	0	5	82	11	95	95
	GLASGOW	KLM	S	A	62	0	0	94	3	2	2	0	0	3	94	5	64	64
	GLASGOW	KLM	S	D	62	0	0	98	2	0	0	0	0	3	92	8	64	64
	HEATHROW	KLM	S	A	232	0	0	97	3	1	0	0	0	2	86	8	247	247
	HEATHROW	KLM	S	D	232	0	0	88	10	2	0	0	0	5	81	11	247	247
	MANCHESTER	KLM	S	A	78	0	0	95	4	1	0	0	0	2	91	6	88	88
	MANCHESTER	KLM	S	D	78	0	0	91	8	1	0	0	0	5	77	15	88	88
	NEWCASTLE	KLM	S	A	62	0	0	100	0	0	0	0	0	2	89	5	62	62
	NEWCASTLE	KLM	S	D	62	0	0	97	3	0	0	0	0	3	94	6	62	62
	BIRMINGHAM	KLM CITYHOPPER	S	A	52	0	0	96	2	2	0	0	0	2	70	13	56	56
	BIRMINGHAM	KLM CITYHOPPER	S	D	52	0	0	92	4	2	2	0	0	5	68	15	56	56
	EDINBURGH	KLM CITYHOPPER	S	A	57	0	0	88	9	4	0	0	0	5	75	14	55	55
	EDINBURGH	KLM CITYHOPPER	S	D	57	0	0	93	7	0	0	0	0	3	80	13	55	55
	GLASGOW	KLM CITYHOPPER	S	A	62	0	0	97	3	0	0	0	0	3	78	17	63	63
	GLASGOW	KLM CITYHOPPER	S	D	62	0	0	90	6	3	0	0	0	5	71	22	63	63
	MANCHESTER	KLM CITYHOPPER	S	A	102	0	0	93	3	2	2	0	0	3	86	8	91	91
	MANCHESTER	KLM CITYHOPPER	S	D	102	0	0	93	3	2	2	0	0	5	71	20	91	91

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
AMSTERDAM																		
	NEWCASTLE	KLM CITYHOPPER	S	A	62	0	0	98	2	0	0	0	0	1	68	18	79	
	NEWCASTLE	KLM CITYHOPPER	S	D	62	0	0	98	0	0	2	0	0	3	66	22	79	
	LONDON CITY	VLM (BELGIUM)	S	A	155	0	2	95	1	2	2	0	0	3	97	2	151	
	LONDON CITY	VLM (BELGIUM)	S	D	156	0	1	93	1	4	2	0	0	5	92	6	151	
<b>TOTAL AMSTERDAM</b>					<b>4026</b>	<b>3</b>	<b>7</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>12</b>	<b>12</b>	
ANCONA																		
	STANSTED	RYANAIR	S	A	31	0	0	74	16	10	0	0	0	12	58	19	31	
	STANSTED	RYANAIR	S	D	31	0	0	87	6	6	0	0	0	7	65	17	31	
<b>TOTAL ANCONA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>18</b>	<b>18</b>	
ANGOULEME																		
	STANSTED	RYANAIR	S	A	14	0	0	93	0	0	0	7	0	16	69	21	13	
	STANSTED	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	5	54	28	13	
<b>TOTAL ANGOULEME</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>62</b>	<b>24</b>	<b>24</b>	
ANKARA (ESENBOGA)																		
ANTALYA																		
	MANCHESTER	BMI BRITISH MIDLAND	C	A	5	0	0	0	20	40	40	0	0	55	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	83	13	0	4	0	0	8	67	14	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	74	17	4	4	0	0	11	54	23	13	
	MANCHESTER	JET2.COM LTD	C	A	4	0	0	75	25	0	0	0	0	4	50	22	4	
	MANCHESTER	JET2.COM LTD	C	D	4	0	0	100	0	0	0	0	0	5	50	19	4	
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	5	0	0	0	0	60	20	20	0	81	0	42	5	
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	5	0	1	0	40	40	20	0	0	61	20	34	5	
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	1	0	25	0	50	25	0	127	50	12	2	
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	1	25	0	25	25	25	0	103	100	0	2	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	36	0	1	25	19	19	22	14	0	68	9	50	43	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	33	0	4	52	12	15	15	6	0	40	46	26	41	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	44	33	0	22	0	0	29	20	77	5	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	56	11	0	22	0	11	109	0	157	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
ANTALYA	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	ONUR AIR	C	A	4	0	0	25	25	50	0	0	0	29	71	59	7
	GATWICK	ONUR AIR	C	D	4	0	0	25	25	50	0	0	0	29	63	16	8
	MANCHESTER	ONUR AIR	C	A	4	0	0	100	0	0	0	0	0	0	86	7	7
	MANCHESTER	ONUR AIR	C	D	4	0	0	100	0	0	0	0	0	6	0	44	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	7	88	6	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	22	11	11	0	0	21	56	22	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	36	0	0	78	3	3	17	0	0	19	52	58	21
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	36	0	0	78	3	6	14	0	0	23	27	58	22
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	7	55	22	11
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	13	80	17	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	94	0	6	0	0	0	3	82	6	17
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	0	0	88	6	0	6	0	0	6	76	11	17
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	2	38	80	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	2	44	71	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	0	11	0	0	15	77	31	13
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	11	11	0	0	20	69	40	13
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	17	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	13	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	62	23	0	15	0	0	27	50	33	22
	GATWICK	THOMSON AIRWAYS LTD	C	D	12	0	0	67	17	0	17	0	0	32	50	32	24
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	46	5
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	60	23	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	12	21	37	14
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	9	47	23	15
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	39	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	6	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL ANTALYA</b>					<b>447</b>	<b>2</b>	<b>8</b>	<b>70</b>	<b>10</b>	<b>7</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>48</b>	<b>35</b>	<b>35</b>
ANTIGUA	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	14	0	0	50	21	21	7	0	0	21	93	16	14

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ANTIGUA	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	92	0	0	8	0	0	7	50	17	14
<b>TOTAL ANTIGUA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>42</b>	<b>42</b>
ANTWERP	LONDON CITY	VLM (BELGIUM)	S	A	78	1	124	97	1	0	1	0	0	3	96	4	78
	LONDON CITY	VLM (BELGIUM)	S	D	79	0	124	99	1	0	0	0	0	1	94	4	79
	MANCHESTER	VLM (BELGIUM)	S	A	47	0	0	100	0	0	0	0	0	1	94	5	48
	MANCHESTER	VLM (BELGIUM)	S	D	47	0	0	100	0	0	0	0	0	0	92	4	48
<b>TOTAL ANTWERP</b>					<b>251</b>	<b>1</b>	<b>248</b>	<b>99</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>4</b>	<b>4</b>
ARRECIFE	GATWICK	BMI BRITISH MIDLAND	C	A	4	0	0	25	0	75	0	0	0	30	0	0	0
	GATWICK	BMI BRITISH MIDLAND	C	D	4	0	0	0	75	25	0	0	0	30	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	67	22	11	0	0	0	14	89	7	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	22	0	0	0	0	7	78	13	9
	EDINBURGH	FLYGLOBESPAN	S	A	5	0	0	80	20	0	0	0	0	9	100	0	2
	EDINBURGH	FLYGLOBESPAN	S	D	5	0	0	80	20	0	0	0	0	12	0	29	5
	GLASGOW	FLYGLOBESPAN	S	A	9	0	0	89	0	0	11	0	0	7	100	0	9
	GLASGOW	FLYGLOBESPAN	S	D	9	0	0	89	0	0	11	0	0	14	89	3	9
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	100	0	4	4
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	50	50	0	0	0	0	10	100	4	4
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	75	0	25	0	0	0	13	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	100	0	0	0	0	0	0	100	1	4
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	89	11	0	0	0	0	6	75	13	4
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	50	0	0	50	0	0	45	0	0	0
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	27	0	0	0
	GATWICK	MONARCH AIRLINES	S	A	21	0	0	81	5	10	5	0	0	11	75	6	8
	GATWICK	MONARCH AIRLINES	S	D	21	0	0	76	14	5	5	0	0	11	75	9	8
	LUTON	MONARCH AIRLINES	S	A	9	0	0	78	11	0	11	0	0	12	88	4	8
	LUTON	MONARCH AIRLINES	S	D	9	0	0	67	11	11	11	0	0	21	63	16	8
	MANCHESTER	MONARCH AIRLINES	S	A	22	0	0	82	9	9	0	0	0	9	62	18	13
	MANCHESTER	MONARCH AIRLINES	S	D	22	0	0	68	23	9	0	0	0	12	31	25	13
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	1	78	20	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	3	44	37	9



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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
ARRECIFE	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	1	62	51	13
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	11	0	0	0	5	38	113	13
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	78	21	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	2	25	43	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	71	0	24	0	6	0	33	77	19	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	61	11	6	17	0	6	44	54	31	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	100	0	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	3	100	5	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	75	26	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	75	32	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	13	80	7	10
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	78	0	11	11	0	0	25	60	16	10
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	92	0	8	0	0	5	77	13	26	
	GATWICK	THOMSON AIRWAYS LTD	C	D	14	0	0	79	7	14	0	0	11	65	17	26	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	4	100	2	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	8	75	7	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	75	11	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	1	75	7	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	93	0	0	7	0	6	68	57	22	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	93	0	0	7	0	8	82	10	22	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	1	100	4	5	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	1	100	2	4	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	3	75	10	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	75	10	4	
	GATWICK	VIKING AIRLINES	C	A	4	0	0	25	25	25	25	0	0	42	0	0	0
	GATWICK	VIKING AIRLINES	C	D	4	0	0	75	0	25	0	0	9	0	0	0	
	MANCHESTER	VIKING AIRLINES	C	A	4	0	0	50	0	0	50	0	0	57	0	0	0
	MANCHESTER	VIKING AIRLINES	C	D	4	0	0	50	0	0	50	0	0	42	0	0	0
<b>TOTAL ARRECIFE</b>					<b>418</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>23</b>	<b>23</b>
ARUBA	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	20	0	72	2
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	15	0	97	2	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	4	50	18	2	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ARUBA																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	1	50	21	2	
<b>TOTAL ARUBA</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>52</b>	<b>52</b>	
ASHKHABAD																		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	18	0	0	67	22	6	6	0	0	13	89	6	18	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	18	0	0	72	11	11	6	0	0	14	56	21	18	
	HEATHROW	TURKMENISTAN AIRLINES	S	A	9	0	0	56	33	11	0	0	0	13	56	22	9	
	HEATHROW	TURKMENISTAN AIRLINES	S	D	9	0	0	44	33	22	0	0	0	17	0	48	9	
<b>TOTAL ASHKHABAD</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>57</b>	<b>21</b>	<b>21</b>	
ASTURIAS																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	39	32	19	10	0	0	25	32	25	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	58	26	6	10	0	0	21	55	19	31	
<b>TOTAL ASTURIAS</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>30</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>44</b>	<b>22</b>	<b>22</b>	
ATHENS																		
	STANSTED	AEGEAN AIRLINES	S	A	93	0	0	92	3	3	1	0	0	5	94	4	62	
	STANSTED	AEGEAN AIRLINES	S	D	93	0	0	83	11	5	1	0	0	9	53	17	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	128	0	1	91	6	2	1	1	0	5	76	20	98	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	129	0	0	87	6	6	1	0	0	6	66	16	98	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	55	24	6	15	0	0	24	18	69	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	56	21	10	13	0	0	24	42	54	62	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	46	0	0	72	9	13	7	0	0	14	53	22	45	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	45	0	0	64	20	11	4	0	0	16	50	22	46	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	67	33	0	0	0	0	15	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	0	11	0	0	0	7	0	0	0	
	HEATHROW	OLYMPIC AIRLINES	S	A	94	0	0	53	27	16	4	0	0	20	58	18	93	
	HEATHROW	OLYMPIC AIRLINES	S	D	94	0	0	56	20	18	4	1	0	21	49	21	93	
	MANCHESTER	OLYMPIC AIRLINES	S	A	14	0	0	64	36	0	0	0	0	11	62	35	13	
	MANCHESTER	OLYMPIC AIRLINES	S	D	14	0	0	64	29	7	0	0	0	14	46	40	13	
<b>TOTAL ATHENS</b>					<b>892</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>25</b>	<b>25</b>	
ATLANTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	6	6	3	0	0	10	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	48	29	23	0	0	0	18	0	0	0	
	GATWICK	DELTA AIRLINES	S	A	31	0	0	81	10	0	10	0	0	13	73	18	60	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
ATLANTA																		
	GATWICK	DELTA AIRLINES	S	D	31	0	0	77	10	6	6	0	0	14	65	24	60	
	HEATHROW	DELTA AIRLINES	S	A	31	0	0	87	6	3	3	0	0	7	81	10	31	
	HEATHROW	DELTA AIRLINES	S	D	31	0	0	77	16	3	3	0	0	10	71	15	31	
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	97	0	3	0	0	0	2	74	14	31	
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	97	3	0	0	0	0	3	71	19	31	
<b>TOTAL ATLANTA</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>15</b>	<b>15</b>	
AUCKLAND INTERNATIONAL																		
	HEATHROW	AIR NEW ZEALAND LTD	S	A	62	0	0	94	0	5	0	2	0	8	65	28	62	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	62	0	0	85	11	3	0	0	0	6	77	20	62	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>24</b>	<b>24</b>	
AVIGNON																		
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	78	0	11	0	0	11	51	69	14	13	
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	78	11	11	0	0	0	11	77	8	13	
<b>TOTAL AVIGNON</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>31</b>	<b>73</b>	<b>11</b>	<b>11</b>	
AZORES PONTA DELGADA																		
	GATWICK	SATA	S	A	5	0	0	80	0	0	20	0	0	13	78	7	9	
	GATWICK	SATA	S	D	5	0	0	60	0	40	0	0	0	17	89	6	9	
	MANCHESTER	SATA	S	A	5	0	0	60	20	0	20	0	0	24	60	16	5	
	MANCHESTER	SATA	S	D	5	0	0	80	0	0	20	0	0	15	80	8	5	
<b>TOTAL AZORES PONTA DELGADA</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>5</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>8</b>	<b>8</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BACAU																		
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	9	0	0	67	22	11	0	0	0	13	0	0	0	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	9	0	0	44	33	22	0	0	0	21	0	0	0	
<b>TOTAL BACAU</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BAHRAIN																		
	HEATHROW	GULF AIR	S	A	93	0	0	74	17	8	1	0	0	11	56	19	93	
	HEATHROW	GULF AIR	S	D	93	0	1	72	17	6	4	0	0	13	74	13	93	
<b>TOTAL BAHRAIN</b>					<b>186</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>16</b>	<b>16</b>	
BAKU (HEYDER ALIYEV INT'L)																		
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	13	0	0	100	0	0	0	0	0	2	80	35	5	
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	13	0	0	92	0	8	0	0	0	3	60	37	5	
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	100	0	0	0	0	0	2	97	4	31	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	90	0	10	0	0	0	7	65	25	31	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>18</b>	<b>18</b>	
BALTIMORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	13	3	3	0	0	10	97	3	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	23	6	0	0	0	12	87	10	31	
<b>TOTAL BALTIMORE</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>7</b>	<b>7</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	90	0	3	3	3	0	13	100	1	31	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	31	0	0	74	16	6	0	3	0	15	77	8	31	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>5</b>	<b>5</b>	
BANGALORE (BENGALURU)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	6	3	3	0	0	6	90	3	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	52	26	10	13	0	0	24	52	18	31	
	HEATHROW	KINGFISHER AIRLINES	S	A	31	0	0	90	0	10	0	0	0	5	0	0	0	
	HEATHROW	KINGFISHER AIRLINES	S	D	31	0	0	94	0	6	0	0	0	2	0	0	0	
<b>TOTAL BANGALORE (BENGALURU)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>11</b>	<b>11</b>	
BANGKOK SUVARNABHUMI A																		
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	62	0	0	84	11	3	2	0	0	8	84	13	61	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	61	0	2	87	8	3	0	0	2	29	77	11	61	
<b>TOTAL BANGKOK SUVARNABHUMI AIRPORT</b>					<b>123</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>80</b>	<b>12</b>	<b>12</b>	
BANJUL																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BANJUL																		
	GATWICK	VIKING AIRLINES	C	A	8	0	0	38	38	25	0	0	0	23	0	0	0	
	GATWICK	VIKING AIRLINES	C	D	8	0	0	25	50	25	0	0	0	21	0	0	0	
<b>TOTAL BANJUL</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>44</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>65</b>	<b>65</b>	
BARCELONA																		
	LONDON CITY	BA CITYFLYER LTD	S	A	25	0	0	84	8	0	8	0	0	12	17	56	23	
	LONDON CITY	BA CITYFLYER LTD	S	D	26	0	0	85	4	8	4	0	0	8	50	35	26	
	BIRMINGHAM	BMIBABY LTD	S	A	23	0	0	74	9	13	4	0	0	12	59	32	32	
	BIRMINGHAM	BMIBABY LTD	S	D	23	0	0	87	4	4	4	0	0	12	69	15	32	
	MANCHESTER	BMIBABY LTD	S	A	18	0	0	72	11	6	11	0	0	18	0	0	0	
	MANCHESTER	BMIBABY LTD	S	D	18	0	0	72	11	6	11	0	0	21	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	71	6	13	8	2	0	19	49	21	93	
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	71	8	11	10	0	0	16	69	14	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	70	18	9	3	0	0	13	47	25	155	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	125	0	0	79	12	7	2	0	0	10	76	12	155	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	124	1	0	73	13	12	2	0	0	13	63	21	123	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	124	1	0	82	9	6	2	0	0	11	73	16	124	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	68	16	8	8	0	0	17	55	21	97	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	74	10	8	8	0	0	19	48	23	98	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	65	13	19	3	0	0	18	77	16	31	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	0	10	6	0	0	14	81	15	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	68	15	8	8	2	0	17	48	31	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	82	11	3	2	2	0	10	53	27	62	
	EDINBURGH	FLYGLOBESPAN	C	A	3	0	0	0	0	0	100	0	0	76	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	A	14	0	0	93	0	7	0	0	0	6	23	38	30	
	EDINBURGH	FLYGLOBESPAN	C	D	5	0	0	20	0	40	40	0	0	50	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	D	13	0	0	100	0	0	0	0	0	3	58	26	31	
	GLASGOW	FLYGLOBESPAN	S	A	4	0	0	75	0	0	25	0	0	38	37	42	30	
	GLASGOW	FLYGLOBESPAN	S	D	4	0	0	100	0	0	0	0	0	4	77	14	30	
	HEATHROW	IBERIA	S	A	93	0	0	85	8	5	2	0	0	8	49	23	122	
	HEATHROW	IBERIA	S	D	93	0	0	78	11	10	1	0	0	10	63	24	122	
	MANCHESTER	MONARCH AIRLINES	S	A	28	0	0	89	7	4	0	0	0	6	58	24	31	
	MANCHESTER	MONARCH AIRLINES	S	D	28	0	0	86	7	4	4	0	0	8	74	23	31	
<b>TOTAL BARCELONA</b>					<b>1354</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>22</b>	<b>22</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 2008					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BARI (PALESE)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	0	23	0	0	0	15	69	15	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	62	23	15	0	0	0	14	77	12	13	
	STANSTED	RYANAIR	S	A	31	0	0	55	19	26	0	0	0	17	65	18	26	
	STANSTED	RYANAIR	S	D	31	0	0	71	13	16	0	0	0	12	81	13	27	
<b>TOTAL BARI (PALESE)</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>15</b>	<b>15</b>	
BARRA																		
	GLASGOW	LOGANAIR	S	A	41	0	0	95	0	0	5	0	0	7	84	11	44	
	GLASGOW	LOGANAIR	S	D	43	0	0	79	9	7	5	0	0	11	86	11	44	
<b>TOTAL BARRA</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>11</b>	<b>11</b>	
BASLE MULHOUSE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	95	2	2	0	0	0	2	91	6	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	89	8	3	0	0	0	4	84	6	92	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	73	15	12	0	0	0	10	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	46	19	27	8	0	0	24	0	0	0	
	GATWICK	EASYJET SWITZERLAND	S	A	26	0	0	81	4	0	0	4	12	70	0	0	0	
	GATWICK	EASYJET SWITZERLAND	S	D	26	0	0	77	15	8	0	0	0	13	0	0	0	
	STANSTED	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	3	0	0	0	
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	2	0	0	0	
	LONDON CITY	SWISS AIRLINES	S	A	51	0	0	94	4	2	0	0	0	2	94	3	52	
	LONDON CITY	SWISS AIRLINES	S	D	51	0	0	90	8	2	0	0	0	4	90	4	52	
	MANCHESTER	SWISS AIRLINES	S	A	12	0	0	100	0	0	0	0	0	4	85	9	13	
	MANCHESTER	SWISS AIRLINES	S	D	12	0	0	83	17	0	0	0	0	7	77	14	13	
<b>TOTAL BASLE MULHOUSE</b>					<b>432</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>76</b>	<b>12</b>	<b>12</b>	
BASTIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	90	0	0	10	0	0	10	100	2	5	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	90	0	0	10	0	0	11	100	2	5	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	60	20	20	0	0	0	13	0	0	0	
	GATWICK	VIKING AIRLINES	C	A	5	0	0	80	20	0	0	0	0	7	0	0	0	
	GATWICK	VIKING AIRLINES	C	D	5	0	0	80	20	0	0	0	0	10	0	0	0	
<b>TOTAL BASTIA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>29</b>	<b>29</b>	
BEIJING																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
BEIJING																		
	HEATHROW	AIR CHINA	S	A	31	0	0	87	6	3	3	0	0	7	58	20	31	
	HEATHROW	AIR CHINA	S	D	31	0	0	94	6	0	0	0	0	2	81	12	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	1	94	3	3	0	0	0	5	55	15	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	23	6	0	0	0	12	68	19	31	
<b>TOTAL BEIJING</b>					<b>124</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>16</b>	<b>16</b>	
BEIRUT																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	23	0	0	96	4	0	0	0	0	2	93	2	14	
	HEATHROW	BMI BRITISH MIDLAND	S	D	19	0	0	89	5	5	0	0	0	7	69	13	13	
	HEATHROW	MEA	S	A	33	0	0	67	27	6	0	0	0	11	45	22	33	
	HEATHROW	MEA	S	D	31	0	0	74	16	6	3	0	0	12	44	24	32	
<b>TOTAL BEIRUT</b>					<b>106</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>55</b>	<b>18</b>	<b>18</b>	
BELFAST CITY (GEORGE BES)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	233	0	0	91	3	4	1	0	0	6	74	13	231	
	HEATHROW	BMI BRITISH MIDLAND	S	D	234	0	0	91	4	3	2	0	0	5	77	11	231	
	BIRMINGHAM	FLYBE LTD	S	A	133	1	1	88	4	3	4	2	0	10	77	16	146	
	BIRMINGHAM	FLYBE LTD	S	D	134	0	0	81	8	7	4	0	0	12	69	15	144	
	EDINBURGH	FLYBE LTD	S	A	99	0	0	87	4	7	2	0	0	6	86	11	107	
	EDINBURGH	FLYBE LTD	S	D	99	0	0	87	2	9	2	0	0	8	81	19	108	
	GATWICK	FLYBE LTD	S	A	104	0	0	91	3	4	2	0	0	6	86	9	109	
	GATWICK	FLYBE LTD	S	D	104	0	0	80	14	3	2	1	0	11	80	11	108	
	GLASGOW	FLYBE LTD	S	A	82	0	0	88	6	2	4	0	0	6	86	8	85	
	GLASGOW	FLYBE LTD	S	D	82	0	0	88	7	0	5	0	0	7	84	9	85	
	MANCHESTER	FLYBE LTD	S	A	156	0	0	88	7	2	3	0	0	6	81	12	162	
	MANCHESTER	FLYBE LTD	S	D	156	0	1	87	7	4	2	0	0	7	83	11	163	
	NEWCASTLE	FLYBE LTD	S	A	39	0	0	97	3	0	0	0	0	2	91	11	43	
	NEWCASTLE	FLYBE LTD	S	D	39	0	0	100	0	0	0	0	0	3	81	18	43	
	STANSTED	RYANAIR	S	A	123	0	1	90	4	3	1	2	0	8	92	9	119	
	STANSTED	RYANAIR	S	D	123	0	1	85	8	5	2	0	0	7	92	6	119	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>1940</b>	<b>2</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>12</b>	<b>12</b>	
BELFAST INTERNATIONAL																		
	HEATHROW	AER LINGUS	S	A	92	0	0	82	12	4	2	0	0	9	69	16	116	
	HEATHROW	AER LINGUS	S	D	92	0	0	78	13	8	1	0	0	9	76	13	116	
	BIRMINGHAM	BMIBABY LTD	S	A	56	0	0	89	5	4	2	0	0	7	69	17	71	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
BELFAST INTERNATIONAL																			
	BIRMINGHAM	BMIBABY LTD	S	D	56	0	0	77	16	5	2	0	0	12	63	20	71		
	MANCHESTER	BMIBABY LTD	S	A	54	0	0	87	2	7	4	0	0	8	77	15	73		
	MANCHESTER	BMIBABY LTD	S	D	54	0	0	81	9	6	4	0	0	9	77	15	74		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	80	0	0	91	4	4	1	0	0	6	78	12	88		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	80	0	0	91	4	3	1	1	0	7	82	9	88		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	109	0	0	68	13	9	9	0	1	20	71	16	122		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	109	0	0	62	12	15	11	0	0	22	60	22	122		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	88	0	0	83	9	6	2	0	0	8	80	11	88		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	86	7	6	1	0	0	7	81	10	88		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	103	0	0	76	10	7	7	1	0	16	74	16	115		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	104	0	0	67	11	13	9	0	0	18	58	24	115		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	70	0	0	97	1	0	1	0	0	3	80	10	87		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	70	0	0	91	6	1	1	0	0	5	75	15	87		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	118	0	0	79	12	5	3	2	0	13	69	15	137		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	119	0	0	76	11	7	4	1	1	16	72	14	137		
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1542</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>15</b>	<b>15</b>		
BELGRADE																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	0	0	3	0	7	77	19	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	3	0	0	3	0	9	87	17	31		
	HEATHROW	JATAIRWAYS	S	A	41	0	0	88	7	5	0	0	0	6	44	23	36		
	HEATHROW	JATAIRWAYS	S	D	41	0	0	76	15	7	2	0	0	12	44	29	36		
<b>TOTAL BELGRADE</b>					<b>144</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>23</b>	<b>23</b>		
BENBECULA																			
	GLASGOW	LOGANAIR	S	A	60	0	0	93	0	7	0	0	0	5	91	10	57		
	GLASGOW	LOGANAIR	S	D	60	0	0	92	3	3	2	0	0	6	89	8	57		
<b>TOTAL BENBECULA</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>9</b>	<b>9</b>		
BERGAMO																			
	LUTON	RYANAIR	S	A	31	0	0	58	23	19	0	0	0	16	68	23	62		
	LUTON	RYANAIR	S	D	31	0	0	58	26	13	3	0	0	16	68	14	62		
	MANCHESTER	RYANAIR	S	A	31	0	0	87	6	6	0	0	0	7	85	3	13		
	MANCHESTER	RYANAIR	S	D	31	0	0	74	16	10	0	0	0	10	77	10	13		
	STANSTED	RYANAIR	S	A	93	0	0	60	25	8	6	0	1	21	73	12	101		
	STANSTED	RYANAIR	S	D	93	0	0	77	12	8	3	0	0	11	80	9	101		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 2008					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BERGAMO																		
<b>TOTAL BERGAMO</b>						<b>310</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>13</b>	<b>13</b>
BERGEN																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	26	0	0	88	8	0	4	0	0	10	0	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	26	0	0	58	31	8	4	0	0	16	0	0	0	0
	GATWICK	SAS BRAATHENS	S	A	18	0	0	89	6	6	0	0	0	9	84	9	31	31
	GATWICK	SAS BRAATHENS	S	D	18	0	0	94	6	0	0	0	0	4	84	9	31	31
	EDINBURGH	WIDEROE FLYVESELSKAP A/S	S	A	7	0	0	86	0	14	0	0	0	9	60	18	5	5
	EDINBURGH	WIDEROE FLYVESELSKAP A/S	S	D	7	0	0	71	14	14	0	0	0	19	40	29	5	5
<b>TOTAL BERGEN</b>						<b>103</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>13</b>	<b>13</b>	<b>13</b>
BERGERAC																		
	BIRMINGHAM	FLYBE LTD	S	A	13	0	0	69	15	8	0	8	0	32	79	46	14	14
	BIRMINGHAM	FLYBE LTD	S	D	13	0	0	69	15	15	0	0	0	14	57	19	14	14
	EDINBURGH	FLYBE LTD	S	A	8	0	1	100	0	0	0	0	0	1	33	44	9	9
	EDINBURGH	FLYBE LTD	S	D	9	0	0	67	11	11	11	0	0	18	78	29	9	9
	GATWICK	FLYBE LTD	S	A	5	0	0	100	0	0	0	0	0	6	60	11	5	5
	GATWICK	FLYBE LTD	S	D	5	0	0	40	20	40	0	0	0	27	40	27	5	5
	LUTON	RYANAIR	S	A	14	0	0	100	0	0	0	0	0	1	0	0	0	0
	LUTON	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	3	0	0	0	0
	STANSTED	RYANAIR	S	A	35	0	0	86	9	3	3	0	0	7	82	8	49	49
	STANSTED	RYANAIR	S	D	36	0	0	92	6	0	3	0	0	6	80	9	49	49
<b>TOTAL BERGERAC</b>						<b>152</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>73</b>	<b>17</b>	<b>17</b>	<b>17</b>
BERLIN (SCHONEFELD)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	86	2	2	2	5	4	37	68	13	56	56
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	82	11	5	2	0	0	8	59	17	56	56
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	13	3	0	0	0	7	65	17	31	31
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	16	0	0	0	0	7	74	13	31	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	10	3	3	0	0	7	70	22	83	83
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	81	6	13	0	0	0	8	71	15	83	83
	EDINBURGH	RYANAIR	S	A	18	0	0	89	11	0	0	0	0	5	0	0	0	0
	EDINBURGH	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	4	0	0	0	0
	STANSTED	RYANAIR	S	A	52	0	0	88	10	2	0	0	0	5	65	15	62	62
	STANSTED	RYANAIR	S	D	52	0	0	85	12	2	2	0	0	9	61	20	62	62
<b>TOTAL BERLIN (SCHONEFELD)</b>						<b>378</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>17</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
BERLIN (TEGEL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	164	0	0	96	2	1	1	0	0	3	78	11	185	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	164	0	0	92	5	2	1	0	0	4	82	10	185	
	HEATHROW	LUFTHANSA	S	A	88	0	0	72	15	13	1	0	0	13	0	0	0	
	HEATHROW	LUFTHANSA	S	D	88	0	0	68	10	18	3	0	0	14	0	0	0	
<b>TOTAL BERLIN (TEGEL)</b>					<b>505</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>11</b>	<b>11</b>	
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	93	0	3	3	0	0	9	84	14	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	1	90	7	0	3	0	0	8	84	14	31	
<b>TOTAL BERMUDA</b>					<b>60</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>14</b>	<b>14</b>	
BERNE																		
BEZIERS																		
	LUTON	RYANAIR	S	A	13	0	0	85	8	0	8	0	0	9	0	0	0	
	LUTON	RYANAIR	S	D	13	0	0	85	15	0	0	0	0	7	0	0	0	
<b>TOTAL BEZIERS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>17</b>	<b>17</b>	
BIARRITZ																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	94	6	0	0	0	0	3	78	9	18	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	89	6	6	0	0	0	4	83	7	18	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	1	92	2	13	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	3	100	3	13	
	STANSTED	RYANAIR	S	A	32	0	0	75	16	6	0	3	0	16	81	9	31	
	STANSTED	RYANAIR	S	D	31	0	0	84	13	3	0	0	0	6	81	9	31	
<b>TOTAL BIARRITZ</b>					<b>125</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>7</b>	<b>7</b>	
BIGGIN HILL																		
BILBAO																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	79	9	7	2	2	2	27	72	14	61	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	81	9	11	0	0	0	10	66	16	62	
	HEATHROW	VUELING AIRLINES	S	A	31	0	0	94	6	0	0	0	0	4	0	0	0	
	HEATHROW	VUELING AIRLINES	S	D	31	0	0	87	10	3	0	0	0	5	0	0	0	
<b>TOTAL BILBAO</b>					<b>176</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>79</b>	<b>10</b>	<b>10</b>	
BILLUND																		
	EDINBURGH	CIMBER AIR A/S	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	EDINBURGH	CIMBER AIR A/S	C	D	5	0	0	80	0	0	20	0	0	15	100	4	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
BILLUND																		
	GATWICK	CIMBER AIR A/S	S	A	42	0	4	93	0	2	2	2	0	10	0	0	0	
	GATWICK	CIMBER AIR A/S	S	D	41	0	4	90	5	2	0	2	0	9	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	14	0	0	100	0	0	0	0	0	1	69	14	13	
	BIRMINGHAM	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	1	77	33	13	
	EDINBURGH	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	4	0	0	0	
	EDINBURGH	RYANAIR	S	D	13	0	0	69	23	8	0	0	0	11	0	0	0	
	STANSTED	RYANAIR	S	A	62	0	0	84	5	6	5	0	0	12	74	18	31	
	STANSTED	RYANAIR	S	D	62	0	0	79	8	11	2	0	0	10	81	11	31	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	36	0	0	92	6	3	0	0	0	7	0	0	0	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	D	36	0	0	97	0	3	0	0	0	3	0	0	0	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	46	0	0	91	7	2	0	0	0	5	84	7	45	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	47	0	0	98	0	2	0	0	0	2	93	3	44	
<b>TOTAL BILLUND</b>					<b>437</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>12</b>	<b>12</b>	
BIRMINGHAM																		
	EDINBURGH	BMIBABY LTD	S	A	31	0	0	94	6	0	0	0	0	3	89	9	56	
	EDINBURGH	BMIBABY LTD	S	D	31	0	0	90	10	0	0	0	0	7	75	16	56	
	GLASGOW	BMIBABY LTD	S	A	25	0	1	80	12	8	0	0	0	7	75	13	55	
	GLASGOW	BMIBABY LTD	S	D	25	0	1	80	12	4	4	0	0	8	77	13	53	
	NEWCASTLE	EASTERN AIRWAYS	S	A	59	0	3	98	0	0	2	0	0	2	95	5	59	
	NEWCASTLE	EASTERN AIRWAYS	S	D	60	0	3	97	0	2	2	0	0	3	92	7	60	
	EDINBURGH	FLYBE LTD	S	A	154	0	0	88	7	3	3	0	0	8	79	15	185	
	EDINBURGH	FLYBE LTD	S	D	154	0	0	90	5	3	3	0	0	8	77	15	184	
	GLASGOW	FLYBE LTD	S	A	132	0	0	89	8	2	1	0	0	4	81	10	144	
	GLASGOW	FLYBE LTD	S	D	132	0	0	92	4	3	1	0	0	5	87	11	144	
<b>TOTAL BIRMINGHAM</b>					<b>803</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>12</b>	<b>12</b>	
BISHKEK (FRUNZE)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	77	8	8	0	0	8	67	50	80	14	
	HEATHROW	BMI BRITISH MIDLAND	S	D	14	0	0	50	36	14	0	0	0	16	54	27	13	
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>41</b>	<b>52</b>	<b>54</b>	<b>54</b>	
BOA VISTA (RABIL)																		
	GATWICK	THOMSON AIRWAYS LTD	S	A	4	0	0	0	25	50	25	0	0	42	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	14	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	1	50	25	25	0	0	0	19	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BOA VISTA (RABIL)	MANCHESTER	THOMSON AIRWAYS LTD	S	D	5	0	0	80	0	0	0	20	0	57	0	0	0
<b>TOTAL BOA VISTA (RABIL)</b>					<b>17</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>18</b>	<b>18</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
BODRUM (MILAS)	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	19	0	1	79	5	11	5	0	0	12	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	74	11	5	5	0	5	41	0	0	0
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	9	0	1	33	11	33	11	11	0	56	20	63	5
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	8	0	2	50	38	0	0	13	0	38	20	54	5
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	67	11	0	22	0	0	19	50	13	4
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	80	10	0	10	0	0	11	75	14	4
	LUTON	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5
	LUTON	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	5	100	2	4
	BIRMINGHAM	ONUR AIR	C	A	13	0	0	92	0	8	0	0	0	3	64	31	14
	BIRMINGHAM	ONUR AIR	C	D	13	0	0	77	8	8	8	0	0	13	50	43	14
	GATWICK	ONUR AIR	C	A	30	0	0	87	7	0	7	0	0	12	70	29	27
	GATWICK	ONUR AIR	C	D	31	0	0	81	10	3	6	0	0	13	41	54	27
	GLASGOW	ONUR AIR	C	A	11	0	0	100	0	0	0	0	0	3	35	48	17
	GLASGOW	ONUR AIR	C	D	10	0	0	70	30	0	0	0	0	12	0	74	15
	LUTON	ONUR AIR	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	LUTON	ONUR AIR	C	D	4	0	0	25	50	25	0	0	0	21	0	0	0
	MANCHESTER	ONUR AIR	C	A	28	0	0	89	7	4	0	0	0	4	68	32	34
	MANCHESTER	ONUR AIR	C	D	28	0	0	86	11	0	4	0	0	8	9	63	35
	NEWCASTLE	ONUR AIR	C	A	13	0	0	92	8	0	0	0	0	3	79	18	14
	NEWCASTLE	ONUR AIR	C	D	13	0	0	85	15	0	0	0	0	5	43	28	14
	STANSTED	ONUR AIR	C	A	4	0	0	100	0	0	0	0	0	0	75	13	4
	STANSTED	ONUR AIR	C	D	4	0	0	75	25	0	0	0	0	4	0	38	4
	STANSTED	PEGASUS AIRLINES	S	A	5	0	0	80	0	20	0	0	0	13	0	0	0
	STANSTED	PEGASUS AIRLINES	S	D	5	0	0	80	20	0	0	0	0	8	0	0	0
	GATWICK	SAGA AIRLINES	C	A	19	0	0	53	16	5	16	11	0	54	0	0	0
	GATWICK	SAGA AIRLINES	C	D	20	0	0	55	0	10	25	10	0	66	0	0	0
	GLASGOW	SAGA AIRLINES	C	A	4	0	0	75	0	0	25	0	0	41	0	0	0
	GLASGOW	SAGA AIRLINES	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	SAGA AIRLINES	C	A	23	1	0	83	4	4	0	4	4	49	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
BODRUM (MILAS)																		
	MANCHESTER	SAGA AIRLINES	C	D	25	0	0	52	16	16	0	4	12	90	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	11	75	12	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	0	0	20	0	0	26	50	24	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	28	0	0	86	4	7	4	0	0	7	43	39	21	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	28	0	0	75	7	11	7	0	0	13	38	49	21	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	6	80	8	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	7	0	0	57	14	29	0	0	0	17	50	41	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	27	0	0	67	15	4	15	0	0	21	76	37	17	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	26	0	0	62	12	4	19	4	0	36	71	44	17	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	1	50	25	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	0	2	50	39	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	10	0	0	90	0	10	0	0	0	4	75	42	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	10	0	10	0	0	13	67	11	3	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	1	100	0	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	67	22	11	0	0	0	11	60	15	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	23	0	0	74	9	9	9	0	0	18	52	29	23	
	GATWICK	THOMSON AIRWAYS LTD	C	D	24	0	0	71	4	13	8	4	0	26	42	32	24	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	28	0	43	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	42	20	33	5	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	20	16	5	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	80	8	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	18	0	0	89	6	0	0	6	0	16	61	18	23	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	19	0	0	74	21	0	0	5	0	22	63	17	24	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	7	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	40	28	5	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	6	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	40	26	5	
<b>TOTAL BODRUM (MILAS)</b>					<b>707</b>	<b>1</b>	<b>4</b>	<b>78</b>	<b>9</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>53</b>	<b>33</b>	<b>33</b>	
BOLOGNA																		
	EDINBURGH	BLUE PANORAMA	C	A	3	0	0	33	67	0	0	0	0	16	0	0	0	
	EDINBURGH	BLUE PANORAMA	C	D	4	0	0	50	25	0	25	0	0	40	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	88	0	0	85	8	6	0	1	0	8	60	18	88	
	GATWICK	BRITISH AIRWAYS PLC	S	D	88	0	0	85	8	7	0	0	0	8	58	21	88	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BOLOGNA																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	22	33	44	0	0	0	31	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	89	11	0	0	0	5	0	0	0		
	EDINBURGH	RYANAIR	S	A	13	0	0	54	31	15	0	0	15	0	0	0		
	EDINBURGH	RYANAIR	S	D	13	0	0	38	38	23	0	0	21	0	0	0		
	STANSTED	RYANAIR	S	A	31	0	0	71	13	10	6	0	15	0	0	0		
	STANSTED	RYANAIR	S	D	31	0	0	81	16	3	0	0	11	0	0	0		
<b>TOTAL BOLOGNA</b>					<b>289</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>20</b>	<b>20</b>		
BORDEAUX																		
	MANCHESTER	BMIBABY LTD	S	A	28	0	0	89	4	4	4	0	7	38	41	32		
	MANCHESTER	BMIBABY LTD	S	D	28	0	0	93	4	4	0	0	6	28	42	32		
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	79	13	5	3	0	11	60	19	62		
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	85	11	2	2	0	8	68	16	62		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	44	0	0	89	7	0	2	2	8	42	22	43		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	44	0	0	84	7	7	2	0	9	45	22	44		
<b>TOTAL BORDEAUX</b>					<b>268</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>52</b>	<b>23</b>	<b>23</b>		
BOSTON																		
	HEATHROW	AMERICAN AIRLINES	S	A	75	0	0	85	1	5	7	1	12	97	5	61		
	HEATHROW	AMERICAN AIRLINES	S	D	74	0	0	62	28	4	3	3	21	85	8	61		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	92	3	2	2	0	4	90	7	93		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	71	17	6	3	2	17	69	12	93		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	81	3	10	6	0	11	84	6	31		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	77	6	10	6	0	13	74	13	31		
<b>TOTAL BOSTON</b>					<b>397</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>13</b>	<b>83</b>	<b>9</b>	<b>9</b>		
BOURNEMOUTH																		
	EDINBURGH	RYANAIR	S	A	31	0	0	58	23	13	6	0	20	0	0	0		
	EDINBURGH	RYANAIR	S	D	31	0	0	55	23	16	6	0	22	0	0	0		
<b>TOTAL BOURNEMOUTH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>23</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>		
BRATISLAVA																		
	BIRMINGHAM	RYANAIR	S	A	13	0	0	92	8	0	0	0	4	92	5	13		
	BIRMINGHAM	RYANAIR	S	D	13	0	0	46	54	0	0	0	12	46	13	13		
	EDINBURGH	RYANAIR	S	A	18	0	0	89	11	0	0	0	5	0	0	0		
	EDINBURGH	RYANAIR	S	D	18	0	0	83	17	0	0	0	6	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BRATISLAVA																		
	STANSTED	RYANAIR	S	A	62	0	0	52	26	13	8	2	0	26	58	18	62	
	STANSTED	RYANAIR	S	D	62	0	0	65	16	11	8	0	0	20	61	15	62	
	LUTON	SKY EUROPE	S	A	25	0	1	20	20	8	32	20	0	105	57	23	65	
	LUTON	SKY EUROPE	S	D	25	0	1	16	16	12	32	20	4	114	29	38	65	
	MANCHESTER	SKY EUROPE	S	A	21	0	1	33	5	33	14	14	0	62	65	34	31	
	MANCHESTER	SKY EUROPE	S	D	21	0	1	29	5	19	33	14	0	74	52	42	31	
<b>TOTAL BRATISLAVA</b>					<b>278</b>	<b>1</b>	<b>4</b>	<b>51</b>	<b>18</b>	<b>11</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>42</b>	<b>53</b>	<b>26</b>	<b>26</b>	
BREMEN																		
	EDINBURGH	RYANAIR	S	A	22	0	0	68	23	9	0	0	0	11	72	18	18	
	EDINBURGH	RYANAIR	S	D	22	0	0	100	0	0	0	0	0	3	78	21	18	
	MANCHESTER	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	1	85	13	13	
	MANCHESTER	RYANAIR	S	D	18	0	0	89	11	0	0	0	0	5	31	20	13	
	STANSTED	RYANAIR	S	A	67	0	0	91	7	0	0	1	0	7	79	12	71	
	STANSTED	RYANAIR	S	D	67	0	0	79	10	7	3	0	0	11	61	15	71	
<b>TOTAL BREMEN</b>					<b>214</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>15</b>	<b>15</b>	
BRESCIA/MONTICHIARI																		
	STANSTED	RYANAIR	S	A	31	0	0	71	13	10	6	0	0	14	71	11	31	
	STANSTED	RYANAIR	S	D	31	0	0	65	23	13	0	0	0	14	52	19	31	
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>51</b>	<b>17</b>	<b>17</b>	
BREST																		
	BIRMINGHAM	FLYBE LTD	S	A	9	0	0	78	0	22	0	0	0	9	74	22	19	
	BIRMINGHAM	FLYBE LTD	S	D	9	0	0	78	11	11	0	0	0	12	63	24	19	
	MANCHESTER	FLYBE LTD	S	A	13	0	0	85	0	8	8	0	0	12	69	21	13	
	MANCHESTER	FLYBE LTD	S	D	13	0	0	85	0	8	8	0	0	11	46	31	13	
	LUTON	RYANAIR	S	A	13	0	0	85	8	0	8	0	0	17	77	12	13	
	LUTON	RYANAIR	S	D	13	0	0	92	0	0	8	0	0	14	62	11	13	
<b>TOTAL BREST</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>3</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>21</b>	<b>21</b>	
BRIDGETOWN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	84	10	3	3	0	0	7	87	5	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	97	0	3	0	0	0	2	90	7	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	0	46	38	4	12	0	0	19	50	104	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	63	15	19	4	0	0	16	50	78	30	

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BRIDGETOWN																		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	10	0	1	60	20	10	10	0	0	17	75	14	4	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	10	0	1	70	20	10	0	0	13	80	12	5		
<b>TOTAL BRIDGETOWN</b>					<b>135</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>45</b>	<b>45</b>	
BRINDISI																		
	STANSTED	RYANAIR	S	A	17	0	0	59	35	6	0	0	13	38	23	13		
	STANSTED	RYANAIR	S	D	17	0	0	82	12	6	0	0	8	69	17	13		
<b>TOTAL BRINDISI</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>54</b>	<b>20</b>	<b>20</b>		
BRISTOL																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	78	0	0	76	12	9	4	0	11	59	20	88		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	78	0	0	72	15	6	6	0	14	53	22	88		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	73	0	0	86	4	5	4	0	9	49	21	73		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	73	0	0	81	7	8	4	0	12	48	25	73		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	74	0	0	89	7	1	3	0	6	85	14	75		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	74	0	0	82	11	4	3	0	9	72	17	76		
<b>TOTAL BRISTOL</b>					<b>450</b>	<b>5</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>20</b>	<b>20</b>		
BRNO (TURANY)																		
	STANSTED	RYANAIR	S	A	31	0	0	97	0	3	0	0	3	71	17	35		
	STANSTED	RYANAIR	S	D	31	0	0	87	10	3	0	0	5	77	13	35		
<b>TOTAL BRNO (TURANY)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>15</b>	<b>15</b>		
BRUSSELS																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	163	0	0	90	5	4	1	0	6	60	19	116		
	HEATHROW	BMI BRITISH MIDLAND	S	D	164	0	0	84	11	2	4	0	8	63	19	116		
	EDINBURGH	BMI REGIONAL	S	A	74	0	0	95	1	1	3	0	5	66	17	67		
	EDINBURGH	BMI REGIONAL	S	D	74	0	0	82	11	4	3	0	9	59	16	69		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	143	0	0	90	6	3	1	0	5	60	20	164		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	143	0	0	90	6	5	0	0	6	66	18	167		
	BIRMINGHAM	BRUSSELS AIRLINES	S	A	82	0	0	90	6	4	0	0	4	66	15	80		
	BIRMINGHAM	BRUSSELS AIRLINES	S	D	81	0	0	83	10	7	0	0	8	40	22	80		
	GATWICK	BRUSSELS AIRLINES	S	A	50	0	0	96	4	0	0	0	3	75	10	61		
	GATWICK	BRUSSELS AIRLINES	S	D	50	0	0	62	24	14	0	0	13	30	30	61		
	MANCHESTER	BRUSSELS AIRLINES	S	A	66	0	0	94	5	2	0	0	3	87	8	69		
	MANCHESTER	BRUSSELS AIRLINES	S	D	66	0	0	80	9	11	0	0	9	65	15	69		



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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BRUSSELS																		
	NEWCASTLE	BRUSSELS AIRLINES	S	A	26	0	0	73	23	4	0	0	0	7	63	16	24	
	NEWCASTLE	BRUSSELS AIRLINES	S	D	26	0	0	96	4	0	0	0	0	3	67	18	24	
	MANCHESTER	FLYBE LTD	S	A	26	0	0	88	4	4	4	0	0	10	34	41	50	
	MANCHESTER	FLYBE LTD	S	D	26	0	0	73	19	4	4	0	0	11	36	35	53	
<b>TOTAL BRUSSELS</b>					<b>1260</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>19</b>	<b>19</b>	
BUCHAREST (BANEASA)																		
	STANSTED	BLUE AIR TRANSPORT AERIAN	S	A	13	0	0	85	8	8	0	0	0	5	44	22	9	
	STANSTED	BLUE AIR TRANSPORT AERIAN	S	D	13	0	0	69	23	8	0	0	0	11	33	33	9	
	LUTON	WIZZ AIR	S	A	49	0	0	96	0	4	0	0	0	3	97	2	31	
	LUTON	WIZZ AIR	S	D	49	0	0	61	20	12	6	0	0	17	35	25	31	
<b>TOTAL BUCHAREST (BANEASA)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>16</b>	<b>16</b>	
BUCHAREST (OTOPENI)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	92	4	3	0	0	0	3	69	16	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	89	7	3	1	0	0	5	74	14	93	
	HEATHROW	TAROM	S	A	31	0	0	94	6	0	0	0	0	3	87	6	31	
	HEATHROW	TAROM	S	D	31	0	0	87	6	6	0	0	0	5	58	15	31	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>247</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>14</b>	<b>14</b>	
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	94	3	2	0	0	0	3	75	13	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	85	10	4	0	0	0	6	76	11	92	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	0	16	0	3	0	16	58	27	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	68	19	10	3	0	0	13	71	17	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	68	19	6	3	3	0	17	66	14	62	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	68	10	16	3	3	0	22	60	18	62	
	MANCHESTER	JET2.COM LTD	S	A	32	0	0	56	22	16	3	3	0	23	67	26	30	
	MANCHESTER	JET2.COM LTD	S	D	31	0	0	61	13	19	3	3	0	23	58	41	31	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	62	0	0	61	19	13	6	0	0	17	53	19	62	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	62	0	0	48	21	23	8	0	0	24	32	32	62	
	LUTON	WIZZ AIR	S	A	58	0	0	84	3	2	9	2	0	14	68	25	47	
	LUTON	WIZZ AIR	S	D	58	0	0	57	16	16	10	2	0	26	46	37	48	
<b>TOTAL BUDAPEST</b>					<b>675</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>21</b>	<b>21</b>	
BUENOS AIRES																		

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BUENOS AIRES	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	65	19	10	3	3	0	24	50	17	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	13	10	3	0	0	12	71	17	17
<b>TOTAL BUENOS AIRES</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>60</b>	<b>17</b>	<b>17</b>
BURGAS	BIRMINGHAM	BH AIR	C	A	9	0	0	100	0	0	0	0	0	4	60	14	5
	BIRMINGHAM	BH AIR	C	D	9	0	0	78	11	11	0	0	0	10	50	19	10
	EDINBURGH	BH AIR	C	A	7	0	0	100	0	0	0	0	0	3	60	55	10
	EDINBURGH	BH AIR	C	D	6	0	0	100	0	0	0	0	0	6	100	3	9
	GATWICK	BH AIR	C	A	5	0	0	60	40	0	0	0	0	13	78	8	9
	GATWICK	BH AIR	C	D	5	0	0	80	20	0	0	0	0	8	78	12	9
	GLASGOW	BH AIR	C	A	7	0	0	14	14	71	0	0	0	33	67	107	9
	GLASGOW	BH AIR	C	D	6	0	0	17	67	0	17	0	0	29	67	115	9
	MANCHESTER	BH AIR	C	A	14	0	0	71	21	7	0	0	0	10	67	31	18
	MANCHESTER	BH AIR	C	D	14	0	0	50	36	7	7	0	0	19	61	32	18
	NEWCASTLE	BH AIR	C	A	5	0	0	40	40	20	0	0	0	21	67	10	9
	NEWCASTLE	BH AIR	C	D	5	0	0	60	20	20	0	0	0	22	78	8	9
	STANSTED	BH AIR	C	A	4	0	0	0	50	25	25	0	0	43	60	17	5
	STANSTED	BH AIR	C	D	4	0	0	50	0	50	0	0	0	19	80	13	5
	NEWCASTLE	BULGARIA AIR	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	NEWCASTLE	BULGARIA AIR	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	1	25	43	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	1	50	29	4
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	0	20	20	0	0	30	50	42	4
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	40	0	20	0	0	40	50	25	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	52	25	77	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	0	20	0	44	25	108	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	40	58	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	9	40	70	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	5	78	12	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	22	0	0	0	12	44	15	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	4	10
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	80	6	10
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	13	64	18	14

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					Actual (7)	Plan (8)												
BURGAS																		
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	0	11	0	0	18	71	15	14	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	60	0	20	20	0	0	25	78	24	9	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	38	56	27	9	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	8	80	15	5	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	14	80	19	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	2	64	27	14	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	4	50	27	14	
	LUTON	WIZZ AIR	S	A	22	0	0	64	27	0	9	0	0	17	89	4	18	
	LUTON	WIZZ AIR	S	D	22	0	0	86	5	0	9	0	0	9	89	4	18	
<b>TOTAL BURGAS</b>					<b>270</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>26</b>	<b>26</b>	
BYDGOSZCZ																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	44	44	11	0	0	0	15	44	35	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	56	44	0	0	0	0	13	44	32	9	
	STANSTED	RYANAIR	S	A	31	0	0	90	6	0	3	0	0	7	74	15	31	
	STANSTED	RYANAIR	S	D	31	0	0	97	3	0	0	0	0	4	68	15	31	
<b>TOTAL BYDGOSZCZ</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>19</b>	<b>19</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CAGLIARI (ELMAS)																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	60	0	20	20	0	0	25	20	34	5	
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	60	40	0	0	0	0	10	80	4	5	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	69	23	8	0	0	0	10	36	32	14	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	93	7	0	0	0	0	6	57	19	14	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	71	20	9	0	0	0	10	58	58	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	60	20	14	6	0	0	18	87	15	31	
	EDINBURGH	RYANAIR	S	A	13	0	0	85	15	0	0	0	0	6	0	0	0	
	EDINBURGH	RYANAIR	S	D	13	0	0	77	23	0	0	0	0	10	0	0	0	
	MANCHESTER	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	5	0	0	0	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>151</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>32</b>	<b>32</b>	
CAIRO																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	84	6	10	0	0	0	7	42	30	31	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	84	3	10	3	0	0	10	58	21	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	0	3	0	0	5	94	5	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	10	23	0	0	0	14	55	20	31	
	HEATHROW	EGYPT AIR	S	A	35	0	0	51	26	17	6	0	0	23	61	16	31	
	HEATHROW	EGYPT AIR	S	D	35	0	0	37	31	29	3	0	0	26	23	41	31	
<b>TOTAL CAIRO</b>					<b>194</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>55</b>	<b>22</b>	<b>22</b>	
CALCUTTA																		
	HEATHROW	AIR INDIA	S	A	31	0	0	71	13	6	10	0	0	16	85	12	13	
	HEATHROW	AIR INDIA	S	D	31	0	0	94	0	3	3	0	0	4	83	11	12	
<b>TOTAL CALCUTTA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>11</b>	<b>11</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	53	0	0	79	9	8	4	0	0	10	73	17	62	
	HEATHROW	AIR CANADA	S	D	53	0	0	62	25	9	4	0	0	15	73	13	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	10	3	10	0	0	16	84	6	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	6	3	6	3	0	17	87	10	31	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	18	0	0	67	6	11	11	6	0	35	53	52	15	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	17	0	0	41	6	29	24	0	0	40	64	50	14	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	4	0	0	25	0	50	25	0	0	58	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	4	0	0	25	50	0	25	0	0	52	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	10	0	0	70	0	0	10	10	10	90	67	22	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: C

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CALGARY	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	56	11	0	11	22	0	77	60	16	10
<b>TOTAL CALGARY</b>					<b>230</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>73</b>	<b>21</b>	<b>21</b>
CALVI	MANCHESTER	FLYBE LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	16	5
	MANCHESTER	FLYBE LTD	C	D	5	0	0	20	80	0	0	0	0	19	60	26	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL CALVI</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>17</b>	<b>17</b>
CAMPBELTOWN	GLASGOW	LOGANAIR	S	A	38	1	0	92	0	5	3	0	0	6	83	7	41
	GLASGOW	LOGANAIR	S	D	40	0	0	95	0	3	3	0	0	7	80	9	41
<b>TOTAL CAMPBELTOWN</b>					<b>78</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>8</b>	<b>8</b>
CANCUN	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	1	100	2	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	6	67	17	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	0	50	0	103	100	4	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	5	50	27	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	67	17	0	17	0	0	20	89	7	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	62	8	8	23	0	0	38	56	24	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	5	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	9	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	18	0	0	78	6	11	6	0	0	10	59	26	17
	GATWICK	THOMSON AIRWAYS LTD	C	D	18	0	0	83	11	0	6	0	0	8	50	33	18
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	17	86	44	7
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	35	25	98	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	15	0	0	73	0	0	7	20	0	55	67	18	15
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	15	10	0	47	20	0	13	13	7	79	60	22	15
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	33	36	3
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	8	75	20	4
<b>TOTAL CANCUN</b>					<b>140</b>	<b>10</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>2</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>26</b>	<b>63</b>	<b>41</b>	<b>41</b>
CANNES																	
CAPE TOWN																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	10	3	0	0	3	20	87	6	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	16	0	0	0	3	40	58	19	31	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	31	0	0	87	13	0	0	0	5	73	24	30		
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	31	0	0	94	3	0	3	0	5	90	8	29		
<b>TOTAL CAPE TOWN</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>77</b>	<b>14</b>	<b>14</b>	
CARCASSONNE																		
	EDINBURGH	RYANAIR	S	A	13	0	0	92	0	0	0	8	0	15	0	0	0	
	EDINBURGH	RYANAIR	S	D	13	0	0	85	15	0	0	0	7	0	0	0		
	STANSTED	RYANAIR	S	A	44	0	0	68	16	11	2	2	0	20	76	17	62	
	STANSTED	RYANAIR	S	D	44	0	0	73	18	7	2	0	0	11	81	16	62	
<b>TOTAL CARCASSONNE</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>16</b>	<b>16</b>	
CARDIFF WALES																		
	EDINBURGH	BMIBABY LTD	S	A	51	0	0	94	2	4	0	0	0	3	93	5	57	
	EDINBURGH	BMIBABY LTD	S	D	51	0	0	78	18	4	0	0	0	8	82	9	57	
	NEWCASTLE	EASTERN AIRWAYS	S	A	40	0	3	90	8	0	3	0	0	3	93	8	41	
	NEWCASTLE	EASTERN AIRWAYS	S	D	39	0	3	97	3	0	0	0	0	1	87	8	39	
	EDINBURGH	FLYBE LTD	S	A	51	0	0	94	0	2	2	2	0	9	93	7	54	
	EDINBURGH	FLYBE LTD	S	D	51	0	0	92	6	2	0	0	0	4	89	10	56	
	NEWCASTLE	FLYBE LTD	S	A	23	0	0	96	0	0	0	4	0	10	88	26	24	
	NEWCASTLE	FLYBE LTD	S	D	23	0	0	96	0	0	0	4	0	10	92	18	24	
<b>TOTAL CARDIFF WALES</b>					<b>330</b>	<b>1</b>	<b>7</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>9</b>	<b>9</b>	
CASABLANCA MOHAMED V																		
	STANSTED	AIR ARABIA MAROC	S	A	18	0	0	44	33	11	0	0	11	77	0	0	0	
	STANSTED	AIR ARABIA MAROC	S	D	18	0	0	44	22	28	0	0	6	49	0	0	0	
	HEATHROW	ROYAL AIR MAROC	S	A	13	0	0	38	15	38	8	0	0	31	0	84	1	
	HEATHROW	ROYAL AIR MAROC	S	D	4	1	0	100	0	0	0	0	0	3	50	90	2	
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>53</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>23</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>51</b>	<b>33</b>	<b>88</b>	<b>88</b>	
CATANIA (FONTANAROSSA)																		
	GATWICK	AIR MALTA	S	A	4	0	0	100	0	0	0	0	0	2	100	2	5	
	GATWICK	AIR MALTA	S	D	16	0	0	88	6	6	0	0	0	5	76	9	17	
	GATWICK	BRITISH AIRWAYS PLC	S	A	44	0	0	86	5	7	2	0	0	7	77	16	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	44	0	0	86	7	5	2	0	0	9	81	13	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

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					Actual (7)	Plan (8)											
CATANIA (FONTANAROSSA)																	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	40	0	20	0	0	32	0	147	5
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	21	20	75	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	6	100	4	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	6	80	7	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	4	60	9	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	60	15	5
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>138</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>24</b>	<b>24</b>
CHANIA																	
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	75	8	0	8	8	0	39	75	8	8
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	83	0	0	8	0	8	42	38	23	8
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	88	13	0	0	0	0	3	50	16	4
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	75	13	13	0	0	0	9	25	21	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	75	6	8
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	38	20	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	45	63	9	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	48	50	15	8
	GATWICK	VIKING AIRLINES	C	A	4	0	0	75	25	0	0	0	0	8	0	0	0
	GATWICK	VIKING AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	VIKING AIRLINES	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0
	MANCHESTER	VIKING AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL CHANIA</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>65</b>	<b>11</b>	<b>11</b>
CHARLEROI																	
	MANCHESTER	RYANAIR	S	A	31	0	0	94	6	0	0	0	0	2	0	0	0
	MANCHESTER	RYANAIR	S	D	31	0	0	87	6	6	0	0	0	9	0	0	0
<b>TOTAL CHARLEROI</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
CHARLOTTE																	
	GATWICK	US AIRWAYS	S	A	31	0	0	55	16	10	13	6	0	43	68	40	31
	GATWICK	US AIRWAYS	S	D	31	0	0	55	10	16	13	6	0	38	61	44	31
<b>TOTAL CHARLOTTE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>41</b>	<b>65</b>	<b>42</b>	<b>42</b>
CHENNAI																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

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					Actual (7)	Plan (8)												
CHENNAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	96	0	0	4	0	0	3	91	6	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	70	17	9	4	0	0	15	65	18	23	
<b>TOTAL CHENNAI</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>12</b>	<b>12</b>	
CHICAGO (O'HARE)																		
	HEATHROW	AMERICAN AIRLINES	S	A	123	0	1	77	7	6	10	0	1	21	66	19	151	
	HEATHROW	AMERICAN AIRLINES	S	D	123	0	0	80	9	7	2	2	0	13	77	12	152	
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	84	3	6	6	0	0	10	77	12	31	
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	97	3	0	0	0	0	1	97	3	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	82	12	5	1	0	0	7	75	14	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	61	23	12	4	0	0	16	57	19	93	
	HEATHROW	UNITED AIRLINES	S	A	93	0	0	83	5	5	5	1	0	11	55	26	93	
	HEATHROW	UNITED AIRLINES	S	D	92	0	1	79	12	3	5	0	0	12	72	14	92	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	87	3	0	10	0	0	12	84	10	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	68	16	6	10	0	0	19	77	20	31	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>740</b>	<b>1</b>	<b>2</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>18</b>	<b>18</b>	
CHISINAU (KISHINEV)																		
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	A	8	0	0	75	13	13	0	0	0	11	0	0	0	
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	D	8	0	0	88	13	0	0	0	0	4	0	0	0	
<b>TOTAL CHISINAU (KISHINEV)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>11</b>	<b>56</b>	<b>56</b>	
CINCINNATI																		
	GATWICK	DELTA AIRLINES	S	A	26	0	0	88	0	4	4	4	0	12	90	17	31	
	GATWICK	DELTA AIRLINES	S	D	26	0	0	85	8	4	4	0	0	13	68	25	31	
<b>TOTAL CINCINNATI</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>21</b>	<b>21</b>	
CITY OF DERRY (EGLINTON)																		
	BIRMINGHAM	RYANAIR	S	A	31	0	0	90	6	3	0	0	0	4	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	31	0	0	84	13	0	3	0	0	8	0	0	0	
	LUTON	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	1	0	0	0	
	LUTON	RYANAIR	S	D	13	0	0	85	15	0	0	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	A	31	0	0	90	3	0	3	3	0	14	84	7	56	
	STANSTED	RYANAIR	S	D	31	0	0	77	13	10	0	0	0	9	82	7	57	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>150</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>11</b>	<b>11</b>	
CLEVELAND																		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 2008					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CLEVELAND																		
	HEATHROW	CONTINENTAL AIRLINES	S	A	30	0	1	97	0	0	3	0	0	5	0	0	0	
	HEATHROW	CONTINENTAL AIRLINES	S	D	31	0	0	84	3	6	6	0	0	15	0	0	0	
<b>TOTAL CLEVELAND</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>9</b>	<b>9</b>	
CLUJ NAPOCA																		
	LUTON	WIZZ AIR	S	A	26	0	0	100	0	0	0	0	0	2	94	4	18	
	LUTON	WIZZ AIR	S	D	26	0	0	58	31	12	0	0	0	17	78	16	18	
<b>TOTAL CLUJ NAPOCA</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>10</b>	<b>10</b>	
COLOGNE BONN																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	25	0	1	60	12	16	12	0	0	20	45	21	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	65	12	15	8	0	0	17	58	18	31	
	EDINBURGH	GERMANWINGS	S	A	23	0	1	100	0	0	0	0	0	4	65	24	23	
	EDINBURGH	GERMANWINGS	S	D	23	0	0	78	17	0	4	0	0	14	43	31	23	
	STANSTED	GERMANWINGS	S	A	77	0	0	81	12	5	3	0	0	9	67	20	78	
	STANSTED	GERMANWINGS	S	D	77	0	0	82	9	8	1	0	0	8	73	18	78	
	HEATHROW	LUFTHANSA	S	A	75	0	0	95	4	1	0	0	0	3	82	8	87	
	HEATHROW	LUFTHANSA	S	D	75	0	0	91	7	1	1	0	0	5	87	7	87	
	MANCHESTER	TUIFLY (GERMANY)	S	A	21	0	0	86	5	10	0	0	0	8	77	20	22	
	MANCHESTER	TUIFLY (GERMANY)	S	D	21	0	0	90	0	10	0	0	0	6	82	20	22	
<b>TOTAL COLOGNE BONN</b>					<b>443</b>	<b>1</b>	<b>2</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>16</b>	<b>16</b>	
COLOMBO																		
	HEATHROW	SRILANKAN AIRLINES	S	A	45	0	0	91	7	2	0	0	0	3	79	10	53	
	HEATHROW	SRILANKAN AIRLINES	S	D	45	0	0	84	7	9	0	0	0	7	60	16	53	
<b>TOTAL COLOMBO</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>68</b>	<b>15</b>	<b>15</b>	
COPENHAGEN																		
	EDINBURGH	BMI REGIONAL	S	A	52	0	0	96	4	0	0	0	0	2	88	10	78	
	EDINBURGH	BMI REGIONAL	S	D	52	0	0	96	0	4	0	0	0	3	96	4	78	
	GLASGOW	BMI REGIONAL	S	A	31	0	0	100	0	0	0	0	0	0	87	6	31	
	GLASGOW	BMI REGIONAL	S	D	31	0	0	100	0	0	0	0	0	2	61	16	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	159	0	0	95	3	1	1	0	0	4	78	11	175	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	159	0	0	84	13	1	2	0	0	7	79	12	176	
	EDINBURGH	CIMBER AIR A/S	S	A	9	0	0	89	11	0	0	0	0	5	0	0	0	
	EDINBURGH	CIMBER AIR A/S	S	D	9	0	0	56	33	11	0	0	0	14	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
COPENHAGEN	GATWICK	CIMBER AIR A/S	S	A	52	0	0	81	8	10	2	0	0	8	0	0	0
	GATWICK	CIMBER AIR A/S	S	D	52	0	0	94	4	2	0	0	0	3	0	0	0
	LONDON CITY	CIMBER AIR A/S	S	A	37	0	0	100	0	0	0	0	0	3	0	0	0
	LONDON CITY	CIMBER AIR A/S	S	D	37	0	0	97	3	0	0	0	0	3	0	0	0
	NEWCASTLE	CIMBER AIR A/S	S	A	26	0	0	100	0	0	0	0	0	3	79	21	42
	NEWCASTLE	CIMBER AIR A/S	S	D	26	0	0	96	4	0	0	0	0	3	79	19	42
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	75	12	8	6	0	0	15	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	71	13	10	6	0	0	16	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	88	0	0	73	17	6	5	0	0	14	56	22	88
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	78	11	6	5	0	0	10	66	15	88
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	100	0	0	0	0	0	1	0	0	0
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	89	11	0	0	0	0	3	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	52	0	0	87	10	2	2	0	0	8	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	52	0	1	85	8	4	2	0	2	15	0	0	0
	BIRMINGHAM	SAS	S	A	42	0	0	100	0	0	0	0	0	1	88	11	52
	BIRMINGHAM	SAS	S	D	42	0	0	95	2	2	0	0	0	3	73	15	52
	HEATHROW	SAS	S	A	157	0	0	89	7	4	0	0	0	5	70	14	200
	HEATHROW	SAS	S	D	156	0	0	89	6	3	1	1	0	7	80	9	199
	MANCHESTER	SAS	S	A	62	0	0	90	10	0	0	0	0	4	89	8	74
	MANCHESTER	SAS	S	D	62	0	0	94	6	0	0	0	0	4	80	10	74
<b>TOTAL COPENHAGEN</b>					<b>1655</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>12</b>	<b>12</b>
CORFU	NEWCASTLE	BMI BRITISH MIDLAND	C	A	5	0	0	40	60	0	0	0	0	14	0	0	0
	NEWCASTLE	BMI BRITISH MIDLAND	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	90	6	2	0	2	0	9	63	31	35
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	76	20	2	0	2	0	13	49	41	35
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	11	0	0	0	0	6	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	22	0	0	0	0	12	0	0	0
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	80	0	20	0	0	0	7	100	3	4
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	80	0	20	0	0	0	6	100	2	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	100	0	0	0	0	0	1	100	0	8
	BIRMINGHAM	MONARCH AIRLINES	C	D	10	0	0	100	0	0	0	0	0	2	100	4	8
	GATWICK	MONARCH AIRLINES	C	A	38	0	0	87	0	8	3	3	0	14	66	21	32

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
CORFU																		
	GATWICK	MONARCH AIRLINES	C	D	38	0	0	82	5	8	5	0	0	12	56	22	32	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	9	60	26	5	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	13	40	28	5	
	MANCHESTER	MONARCH AIRLINES	C	A	23	0	0	70	9	9	0	4	9	60	74	38	23	
	MANCHESTER	MONARCH AIRLINES	C	D	23	1	0	78	9	0	4	4	4	39	57	42	23	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	10	0	0	70	10	0	20	0	0	24	100	4	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	0	22	0	0	30	75	46	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	22	0	0	86	0	5	9	0	0	15	59	40	22	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	24	0	0	79	0	4	17	0	0	18	45	49	22	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	26	75	11	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	20	0	0	34	25	24	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	79	7	7	7	0	0	16	69	28	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	79	14	7	0	0	0	9	77	25	13	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	0	13	0	13	60	78	18	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	0	11	0	0	13	78	22	9	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	0	20	153	0	0	0	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	8	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	100	2	10	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	100	4	10	
	GATWICK	THOMSON AIRWAYS LTD	C	A	27	0	0	74	15	4	4	4	0	15	92	6	36	
	GATWICK	THOMSON AIRWAYS LTD	C	D	27	0	0	70	7	11	4	4	4	55	86	12	36	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	0	50	0	0	44	100	2	5	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	0	50	0	0	51	100	4	5	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	67	15	9	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	16	89	8	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	22	0	0	77	14	5	5	0	0	12	91	40	22	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	22	0	0	91	9	0	0	0	0	5	68	47	22	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	0	8	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	89	19	9	
	STANSTED	THOMSON AIRWAYS LTD	C	A	8	0	0	75	25	0	0	0	0	6	78	19	9	
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	7	89	15	9	
	GATWICK	VIKING AIRLINES	C	A	9	0	0	67	11	0	22	0	0	32	0	0	0	
	GATWICK	VIKING AIRLINES	C	D	10	0	0	90	10	0	0	0	0	7	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CORFU																		
	MANCHESTER	VIKING AIRLINES	C	A	10	0	0	50	10	20	20	0	0	40	0	0	0	
	MANCHESTER	VIKING AIRLINES	C	D	9	0	0	67	0	11	22	0	0	21	0	0	0	
<b>TOTAL CORFU</b>					<b>609</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>72</b>	<b>28</b>	<b>28</b>	
CORK																		
	EDINBURGH	AER ARANN	S	A	39	0	0	82	13	5	0	0	0	7	75	22	36	
	EDINBURGH	AER ARANN	S	D	39	0	0	82	5	10	3	0	0	9	72	26	36	
	BIRMINGHAM	AER LINGUS	S	A	20	0	0	95	0	5	0	0	0	3	77	19	22	
	BIRMINGHAM	AER LINGUS	S	D	20	0	0	85	10	5	0	0	0	7	59	31	22	
	HEATHROW	AER LINGUS	S	A	147	0	0	91	7	2	0	0	0	4	69	16	153	
	HEATHROW	AER LINGUS	S	D	147	0	1	92	5	2	1	0	0	4	79	11	153	
	MANCHESTER	AER LINGUS	S	A	20	0	0	75	10	15	0	0	0	11	65	18	17	
	MANCHESTER	AER LINGUS	S	D	20	0	0	65	20	15	0	0	0	13	61	23	18	
	MANCHESTER	BMIBABY LTD	S	A	22	0	0	68	9	14	9	0	0	19	41	39	29	
	MANCHESTER	BMIBABY LTD	S	D	22	0	0	77	5	9	9	0	0	17	24	51	29	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	33	33	22	11	0	0	36	78	9	23	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	33	33	22	11	0	0	34	83	6	23	
	GATWICK	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	0	84	7	31	
	GATWICK	RYANAIR	S	D	31	0	0	97	3	0	0	0	0	3	71	11	31	
	STANSTED	RYANAIR	S	A	88	0	0	80	18	2	0	0	0	8	85	9	88	
	STANSTED	RYANAIR	S	D	88	0	0	89	9	2	0	0	0	6	90	7	88	
<b>TOTAL CORK</b>					<b>753</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>17</b>	<b>17</b>	
COZUMEL																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	6	60	20	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	3	40	18	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	3	0	0	67	0	0	33	0	0	27	100	4	2	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	3	0	0	67	0	0	33	0	0	32	33	29	3	
<b>TOTAL COZUMEL</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>53</b>	<b>19</b>	<b>19</b>	
CUNAGUA (CAYO COCO)																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	0	0	25	50	25	289	50	61	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0	0	0	0	50	50	339	75	58	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	25	71	6	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	9	50	22	6	
<b>TOTAL CUNAGUA (CAYO COCO)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>19</b>	<b>165</b>	<b>56</b>	<b>29</b>	<b>29</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
DALAMAN	GATWICK	BMI BRITISH MIDLAND	C	A	13	0	0	62	23	8	8	0	0	15	0	0	0
	GATWICK	BMI BRITISH MIDLAND	C	D	13	0	0	38	23	23	15	0	0	28	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	80	0	0	20	0	0	19	60	25	5
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	60	20	0	20	0	0	22	60	26	5
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	80	20	0	0	0	0	6	40	32	5
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	0	8	60	19	5
	MANCHESTER	BMI BRITISH MIDLAND	C	A	28	0	0	46	18	14	21	0	0	31	0	53	5
	MANCHESTER	BMI BRITISH MIDLAND	C	D	28	0	0	46	29	18	7	0	0	20	0	50	5
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	53	23	17	7	0	0	21	76	11	21
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	42	26	19	13	0	0	24	48	23	21
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	71	14	0	7	7	0	32	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	50	21	14	7	7	0	41	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	A	10	0	0	60	10	30	0	0	0	17	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	10	0	0	50	20	10	20	0	0	26	0	0	0
	GATWICK	FLYGLOBESPAN	C	A	5	0	0	60	0	20	0	0	20	102	0	0	0
	GATWICK	FLYGLOBESPAN	C	D	5	0	0	0	40	20	20	0	20	127	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	FLYGLOBESPAN	S	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	FREEBIRD AIRLINES	C	A	13	0	0	85	8	0	0	0	8	65	100	0	4
	GATWICK	FREEBIRD AIRLINES	C	D	10	0	0	60	20	10	0	0	10	92	40	18	5
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	63	13	0	13	13	0	58	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	67	11	0	11	11	0	56	0	0	0
	BIRMINGHAM	KIBRIS TURKISH AIRLINES - KTHY	S	A	5	0	0	20	20	0	40	20	0	99	0	49	4
	BIRMINGHAM	KIBRIS TURKISH AIRLINES - KTHY	S	D	5	0	0	40	0	0	40	20	0	76	75	25	4
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	25	0	50	0	0	25	208	60	22	5
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	D	3	0	0	33	33	33	0	0	0	30	40	18	5
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	A	5	0	0	20	40	40	0	0	0	35	43	30	7
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	D	5	0	0	20	20	60	0	0	0	35	57	35	7
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	10	0	0	40	0	30	20	10	0	49	20	22	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
DALAMAN	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	10	0	0	60	0	10	30	0	0	38	80	10	5
	EDINBURGH	MONARCH AIRLINES	C	A	4	1	0	75	0	0	25	0	0	17	78	20	9
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	15	56	28	9
	GATWICK	MONARCH AIRLINES	C	A	47	0	0	83	2	4	4	6	0	20	56	34	25
	GATWICK	MONARCH AIRLINES	C	D	47	0	0	81	4	2	4	6	2	39	46	35	26
	LUTON	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	13	0	0	0
	LUTON	MONARCH AIRLINES	C	D	5	0	0	40	40	20	0	0	0	16	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	18	0	0	72	6	11	11	0	0	20	47	25	17
	MANCHESTER	MONARCH AIRLINES	C	D	18	0	0	61	11	11	17	0	0	25	47	32	17
	BIRMINGHAM	ONUR AIR	C	A	18	0	0	78	11	0	6	6	0	18	85	7	13
	BIRMINGHAM	ONUR AIR	C	D	18	0	0	78	6	6	6	6	0	24	46	24	13
	GATWICK	ONUR AIR	C	A	21	0	0	81	10	5	5	0	0	10	70	47	37
	GATWICK	ONUR AIR	C	D	21	0	0	71	14	10	5	0	0	13	44	65	39
	GLASGOW	ONUR AIR	C	A	7	0	0	57	43	0	0	0	0	14	55	75	11
	GLASGOW	ONUR AIR	C	D	6	0	0	33	33	33	0	0	0	23	40	101	10
	LUTON	ONUR AIR	C	A	4	0	0	75	25	0	0	0	0	6	100	6	4
	LUTON	ONUR AIR	C	D	4	0	0	75	0	25	0	0	0	12	50	11	4
	MANCHESTER	ONUR AIR	C	A	33	0	0	76	15	0	6	3	0	15	59	71	44
	MANCHESTER	ONUR AIR	C	D	34	0	0	76	12	6	3	3	0	17	27	91	45
	NEWCASTLE	ONUR AIR	C	A	17	0	0	88	6	6	0	0	0	7	93	3	14
	NEWCASTLE	ONUR AIR	C	D	17	0	0	76	18	6	0	0	0	10	43	19	14
	GATWICK	PEGASUS AIRLINES	C	A	14	0	0	71	7	7	7	7	0	33	100	0	1
	GATWICK	PEGASUS AIRLINES	C	D	13	0	0	69	15	0	15	0	0	22	0	0	0
	MANCHESTER	PEGASUS AIRLINES	C	A	14	0	0	86	0	7	0	7	0	18	0	0	0
	MANCHESTER	PEGASUS AIRLINES	C	D	14	0	0	64	14	0	7	14	0	41	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	33	0	0	82	0	3	6	9	0	29	81	14	27
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	33	0	0	64	12	3	6	15	0	45	74	22	27
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	70	0	0	76	6	4	13	1	0	19	45	66	58
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	70	0	0	67	11	4	14	3	0	26	31	72	59
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	22	0	0	77	9	0	14	0	0	12	69	13	16
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	21	0	0	71	5	5	19	0	0	20	56	32	16
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	71	0	0	69	7	8	10	6	0	27	78	14	59
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	72	0	0	69	13	4	10	4	0	26	66	21	58

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

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					Actual (7)	Plan (8)											
DALAMAN	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	24	0	0	96	0	0	4	0	0	6	93	11	14
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	22	1	0	86	9	0	5	0	0	12	93	11	14
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	16	0	0	88	6	0	6	0	0	7	44	63	16
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	16	0	0	88	0	6	6	0	0	10	56	24	16
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	13	0	0	85	15	0	0	0	0	5	77	10	13
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	14	0	0	100	0	0	0	0	0	3	67	15	12
	GATWICK	THOMSON AIRWAYS LTD	C	A	50	0	0	86	2	10	2	0	0	7	81	10	58
	GATWICK	THOMSON AIRWAYS LTD	C	D	51	0	0	78	6	10	6	0	0	13	54	19	54
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	1	9
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	12	88	5	8
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	1	4
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	2	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	35	0	0	86	9	3	3	0	0	6	66	24	41
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	38	0	0	84	8	8	0	0	0	8	54	34	39
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	1	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	0	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	78	22	0	0	0	0	8	75	24	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	13	50	37	4
<b>TOTAL DALAMAN</b>					<b>1443</b>	<b>2</b>	<b>1</b>	<b>72</b>	<b>10</b>	<b>7</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>32</b>	<b>32</b>
DALLAS/FORT WORTH	HEATHROW	AMERICAN AIRLINES	S	A	86	0	2	77	7	10	6	0	0	11	61	19	62
	HEATHROW	AMERICAN AIRLINES	S	D	87	0	1	64	17	15	3	0	0	16	82	13	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	0	10	3	0	0	9	87	7	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	10	16	10	0	0	18	65	14	31
<b>TOTAL DALLAS/FORT WORTH</b>					<b>235</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>10</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>14</b>	<b>14</b>
DAMASCUS	HEATHROW	BMI BRITISH MIDLAND	S	A	17	0	0	82	0	12	6	0	0	12	82	6	17
	HEATHROW	BMI BRITISH MIDLAND	S	D	17	0	0	82	12	6	0	0	0	8	82	11	17
	HEATHROW	SYRIANAIR	S	A	13	0	0	69	8	8	15	0	0	18	67	18	12
	HEATHROW	SYRIANAIR	S	D	13	0	0	54	31	0	15	0	0	20	69	13	13
<b>TOTAL DAMASCUS</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>11</b>	<b>11</b>
DAMMAM	HEATHROW	BMI BRITISH MIDLAND	S	A	14	0	0	86	0	7	7	0	0	11	93	5	14

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

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					Actual (7)	Plan (8)												
DAMMAM																		
	HEATHROW	BMI BRITISH MIDLAND	S	D	15	0	0	67	27	0	7	0	0	18	57	19	14	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	4	0	0	100	0	0	0	0	0	3	25	15	4	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	5	0	0	60	0	20	20	0	0	23	60	19	5	
<b>TOTAL DAMMAM</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>13</b>	<b>13</b>	
DAR-ES-SALAAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	8	0	0	3	85	7	13		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	79	14	0	7	0	10	92	6	13		
<b>TOTAL DAR-ES-SALAAM</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>6</b>	<b>6</b>		
DEAUVILLE																		
DEER LAKE (NEWFOUNDLAN																		
DELHI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	87	8	2	3	0	9	90	9	62		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	82	11	2	5	0	12	58	17	62		
	HEATHROW	JET AIRWAYS	S	A	31	0	0	71	13	13	3	0	12	58	26	31		
	HEATHROW	JET AIRWAYS	S	D	31	0	0	87	6	3	3	0	7	68	32	31		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	58	35	0	6	0	19	71	17	31		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	87	0	13	0	0	5	77	14	31		
<b>TOTAL DELHI</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>20</b>	<b>20</b>		
DENVER INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	10	6	3	0	9	77	11	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	55	16	26	3	0	22	74	11	31		
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	71	6	10	13	0	18	55	32	31		
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	71	19	6	3	0	12	50	17	30		
<b>TOTAL DENVER INTERNATIONAL</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>18</b>	<b>18</b>		
DETROIT																		
	HEATHROW	NORTHWEST AIRLINES	S	A	31	0	0	84	3	13	0	0	8	97	2	31		
	HEATHROW	NORTHWEST AIRLINES	S	D	31	0	0	71	13	0	16	0	20	81	10	31		
<b>TOTAL DETROIT</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>6</b>	<b>6</b>		
DHAKHA																		
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	16	0	1	31	0	13	38	13	6	137	35	75	20	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	16	0	1	31	19	25	13	6	6	104	5	68	21	
<b>TOTAL DHAKHA</b>					<b>32</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>9</b>	<b>19</b>	<b>25</b>	<b>9</b>	<b>6</b>	<b>120</b>	<b>34</b>	<b>51</b>	<b>51</b>	



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					Actual (7)	Plan (8)												
DINARD																		
	STANSTED	RYANAIR		S A	36	0	0	86	3	11	0	0	0	7	83	8	36	
	STANSTED	RYANAIR		S D	36	0	0	92	8	0	0	0	4	92	4	36		
<b>TOTAL DINARD</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>5</b>	<b>5</b>		
DJIBOUTI																		
	GATWICK	DAALLO AIRLINES		S A	8	0	0	63	0	38	0	0	18	43	23	7		
	GATWICK	DAALLO AIRLINES		S D	9	0	0	44	11	11	33	0	48	75	14	8		
<b>TOTAL DJIBOUTI</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>6</b>	<b>24</b>	<b>18</b>	<b>0</b>	<b>34</b>	<b>60</b>	<b>18</b>	<b>18</b>		
DNEPROPETROVSK																		
DOHA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	97	0	0	3	0	5	97	1	31		
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	26	48	23	3	0	25	52	18	31		
	GATWICK	QATAR AIRWAYS		S A	31	0	0	90	0	3	6	0	7	97	1	31		
	GATWICK	QATAR AIRWAYS		S D	31	0	0	39	45	16	0	0	19	68	14	31		
	HEATHROW	QATAR AIRWAYS		S A	124	0	0	79	9	8	3	1	11	85	11	124		
	HEATHROW	QATAR AIRWAYS		S D	124	0	0	78	15	3	3	0	10	69	21	124		
	MANCHESTER	QATAR AIRWAYS		S A	31	0	0	71	19	10	0	0	12	84	8	31		
	MANCHESTER	QATAR AIRWAYS		S D	31	0	0	55	26	13	3	0	62	65	19	31		
<b>TOTAL DOHA</b>					<b>434</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>14</b>	<b>14</b>		
DONCASTER SHEFFIELD																		
<b>TOTAL DONCASTER SHEFFIELD</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>		
DORTMUND																		
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	57	0	0	72	18	4	5	2	18	74	28	57		
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	57	0	0	81	11	5	4	0	12	49	25	57		
<b>TOTAL DORTMUND</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>15</b>	<b>55</b>	<b>27</b>	<b>27</b>		
DRESDEN																		
DUBAI																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	61	0	2	87	10	2	2	0	5	74	14	62		
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	82	10	8	0	0	8	71	15	62		
	BIRMINGHAM	EMIRATES		S A	62	1	0	84	13	2	2	0	7	47	20	62		
	BIRMINGHAM	EMIRATES		S D	62	0	0	48	23	18	10	2	27	37	30	62		
	GATWICK	EMIRATES		S A	93	1	1	86	6	4	2	1	9	77	10	93		
	GATWICK	EMIRATES		S D	94	0	0	72	18	6	2	1	13	67	15	93		

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																	MATCHED	UNMATCHED	
DUBAI																			
	GLASGOW	EMIRATES	S	A	31	0	0	68	19	10	3	0	0	14	58	16	31		
	GLASGOW	EMIRATES	S	D	31	0	0	29	58	13	0	0	0	21	42	20	31		
	HEATHROW	EMIRATES	S	A	154	0	1	66	20	12	1	0	1	16	64	13	153		
	HEATHROW	EMIRATES	S	D	154	1	1	61	21	15	3	1	0	17	58	19	153		
	MANCHESTER	EMIRATES	S	A	62	0	0	60	27	6	3	3	0	24	71	12	62		
	MANCHESTER	EMIRATES	S	D	62	0	0	37	34	16	10	3	0	37	32	28	62		
	NEWCASTLE	EMIRATES	S	A	31	0	0	90	10	0	0	0	0	4	100	2	31		
	NEWCASTLE	EMIRATES	S	D	31	0	0	65	26	10	0	0	0	13	58	17	31		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	84	10	3	3	0	0	8	42	29	31		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	84	3	6	6	0	0	11	77	13	31		
<b>TOTAL DUBAI</b>					<b>1052</b>	<b>4</b>	<b>5</b>	<b>68</b>	<b>19</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>17</b>	<b>17</b>		
DUBLIN																			
	BIRMINGHAM	AER LINGUS	S	A	79	0	0	87	8	4	1	0	0	6	65	17	93		
	BIRMINGHAM	AER LINGUS	S	D	79	0	0	81	9	8	1	1	0	13	49	24	93		
	EDINBURGH	AER LINGUS	S	A	57	0	0	84	11	4	2	0	0	8	81	9	31		
	EDINBURGH	AER LINGUS	S	D	57	0	0	81	12	5	2	0	0	9	81	9	31		
	GATWICK	AER LINGUS	S	A	143	0	0	85	9	5	1	0	0	7	74	11	109		
	GATWICK	AER LINGUS	S	D	143	0	0	79	14	3	3	1	0	12	60	16	109		
	GLASGOW	AER LINGUS	S	A	31	0	0	94	6	0	0	0	0	6	39	22	61		
	GLASGOW	AER LINGUS	S	D	31	0	0	81	13	3	0	3	0	14	43	23	61		
	HEATHROW	AER LINGUS	S	A	318	0	1	85	8	5	2	0	0	8	57	19	384		
	HEATHROW	AER LINGUS	S	D	318	0	0	87	8	3	2	0	0	6	79	12	383		
	MANCHESTER	AER LINGUS	S	A	88	0	0	84	7	7	2	0	0	7	69	12	88		
	MANCHESTER	AER LINGUS	S	D	88	0	0	81	9	7	3	0	0	10	66	14	87		
	HEATHROW	BMI BRITISH MIDLAND	S	A	179	0	0	92	4	3	1	0	0	4	52	25	208		
	HEATHROW	BMI BRITISH MIDLAND	S	D	179	0	0	87	10	3	0	0	0	6	65	17	208		
	LONDON CITY	CITY JET	S	A	118	0	0	97	1	1	2	0	0	2	85	7	123		
	LONDON CITY	CITY JET	S	D	117	0	0	97	1	3	0	0	0	2	74	12	117		
	EDINBURGH	NEOS SPA	C	D	4	0	0	50	0	25	25	0	0	33	0	0	0		
	BIRMINGHAM	RYANAIR	S	A	93	0	0	91	9	0	0	0	0	3	78	10	107		
	BIRMINGHAM	RYANAIR	S	D	93	0	0	82	13	3	1	0	1	12	64	19	107		
	EDINBURGH	RYANAIR	S	A	98	0	0	96	4	0	0	0	0	3	62	15	102		
	EDINBURGH	RYANAIR	S	D	98	0	0	87	12	1	0	0	0	6	60	18	102		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DUBLIN																		
	GATWICK	RYANAIR	S	A	186	0	0	80	12	7	2	0	0	10	35	35	186	
	GATWICK	RYANAIR	S	D	186	0	0	61	27	9	3	0	0	15	35	39	186	
	LUTON	RYANAIR	S	A	101	0	0	77	18	4	1	0	0	10	63	16	101	
	LUTON	RYANAIR	S	D	101	0	0	91	4	3	1	1	0	6	82	19	101	
	MANCHESTER	RYANAIR	S	A	104	0	0	90	9	0	1	0	0	7	65	16	130	
	MANCHESTER	RYANAIR	S	D	104	0	0	82	15	2	1	0	0	9	50	27	131	
	NEWCASTLE	RYANAIR	S	A	40	0	0	78	18	5	0	0	0	8	60	19	63	
	NEWCASTLE	RYANAIR	S	D	40	0	0	63	30	8	0	0	0	14	48	24	63	
	STANSTED	RYANAIR	S	A	226	0	0	73	17	8	1	0	0	12	48	27	281	
	STANSTED	RYANAIR	S	D	226	0	0	81	11	6	1	0	0	12	61	20	281	
<b>TOTAL DUBLIN</b>					<b>3730</b>	<b>6</b>	<b>2</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>19</b>	<b>19</b>	
DUBROVNIK																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	49	0	0	86	6	6	2	0	0	7	32	28	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	49	0	0	73	16	6	4	0	0	13	39	26	31	
	GATWICK	CROATIA AIRLINES	S	A	13	0	0	69	8	23	0	0	0	16	44	27	18	
	GATWICK	CROATIA AIRLINES	S	D	13	0	0	54	23	23	0	0	0	18	33	43	18	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	89	11	0	0	0	0	4	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	72	17	6	6	0	0	11	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	5	0	0	100	0	0	0	0	0	0	40	34	5	
	BIRMINGHAM	FLYBE LTD	S	D	5	0	0	100	0	0	0	0	0	9	40	36	5	
	EDINBURGH	FLYGLOBESPAN	S	A	4	0	0	100	0	0	0	0	0	1	75	8	4	
	EDINBURGH	FLYGLOBESPAN	S	D	4	0	0	100	0	0	0	0	0	9	75	11	4	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	2	20	159	5	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	4	40	161	5	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	20	0	20	0	0	22	40	22	5	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	0	20	20	0	0	21	100	6	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	80	8	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	6	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	7	80	32	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	5	80	31	5	
<b>TOTAL DUBROVNIK</b>					<b>218</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>54</b>	<b>29</b>	<b>29</b>	
DUNDEE																		
	LONDON CITY	CITY JET	S	A	97	0	0	96	3	1	0	0	0	2	89	6	97	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
DUNDEE																		
	LONDON CITY	CITY JET	S	D	97	0	0	98	1	1	0	0	0	1	91	4	96	
	BIRMINGHAM	LOGANAIR	S	A	46	0	0	98	0	2	0	0	0	1	91	3	64	
	BIRMINGHAM	LOGANAIR	S	D	46	0	0	98	0	2	0	0	0	2	92	4	60	
<b>TOTAL DUNDEE</b>					<b>286</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>5</b>	<b>5</b>	
DURHAM TEES VALLEY																		
DUSSELDORF																		
	STANSTED	AIR BERLIN	S	A	83	0	1	86	8	2	4	0	0	8	81	8	78	
	STANSTED	AIR BERLIN	S	D	83	0	1	84	6	4	6	0	0	11	85	6	78	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	148	0	1	91	6	1	1	0	0	5	81	9	170	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	149	0	0	93	2	3	2	0	0	6	83	8	169	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	78	0	0	86	4	9	1	0	0	8	92	4	92	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	78	0	0	74	12	10	4	0	0	12	87	7	92	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	46	0	0	93	4	0	2	0	0	4	90	4	51	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	46	0	0	87	11	0	2	0	0	8	80	8	51	
	BIRMINGHAM	FLYBE LTD	S	A	51	0	0	73	10	14	4	0	0	12	75	19	60	
	BIRMINGHAM	FLYBE LTD	S	D	51	0	1	67	10	20	4	0	0	16	69	15	61	
	GATWICK	FLYBE LTD	S	A	69	0	0	83	7	7	3	0	0	12	0	0	0	
	GATWICK	FLYBE LTD	S	D	70	0	0	81	13	4	1	0	0	9	0	0	0	
	MANCHESTER	FLYBE LTD	S	A	47	0	0	87	6	4	2	0	0	7	68	25	56	
	MANCHESTER	FLYBE LTD	S	D	47	0	0	77	13	9	2	0	0	10	79	11	56	
	EDINBURGH	JET2.COM LTD	S	A	18	0	0	67	22	11	0	0	0	12	0	0	0	
	EDINBURGH	JET2.COM LTD	S	D	18	0	0	78	17	6	0	0	0	11	0	0	0	
	HEATHROW	LUFTHANSA	S	A	114	0	0	96	3	1	0	0	0	2	74	10	121	
	HEATHROW	LUFTHANSA	S	D	114	0	0	93	4	3	0	0	0	4	86	8	121	
	LONDON CITY	LUFTHANSA CITY LINE	S	A	47	0	0	94	6	0	0	0	0	1	0	0	0	
	LONDON CITY	LUFTHANSA CITY LINE	S	D	47	0	0	94	6	0	0	0	0	3	0	0	0	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	88	0	0	84	11	5	0	0	0	8	83	10	104	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	87	0	0	83	13	5	0	0	0	7	86	9	104	
<b>TOTAL DUSSELDORF</b>					<b>1579</b>	<b>1</b>	<b>4</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>9</b>	<b>9</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
EAST MIDLANDS INTERNATI																		
	NEWCASTLE	BH AIR	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0	
	EDINBURGH	BMIBABY LTD	S	A	56	0	0	88	5	2	4	2	0	11	86	6	73	
	EDINBURGH	BMIBABY LTD	S	D	56	0	0	82	7	5	4	2	0	14	78	11	73	
	GLASGOW	BMIBABY LTD	S	A	45	0	0	91	7	0	0	2	0	7	83	16	64	
	GLASGOW	BMIBABY LTD	S	D	45	0	0	87	11	0	0	2	0	10	80	19	66	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>204</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>13</b>	<b>13</b>	
EDINBURGH																		
	LONDON CITY	BA CITYFLYER LTD	S	A	143	0	0	95	3	1	1	0	0	2	83	9	165	
	LONDON CITY	BA CITYFLYER LTD	S	D	145	0	0	90	3	4	3	0	0	6	70	20	166	
	HEATHROW	BMI BRITISH MIDLAND	S	A	229	0	0	91	6	2	1	0	0	5	65	16	230	
	HEATHROW	BMI BRITISH MIDLAND	S	D	229	0	0	88	7	3	2	0	0	5	79	12	230	
	MANCHESTER	BMI REGIONAL	S	A	110	0	0	97	1	2	0	0	0	2	91	4	141	
	MANCHESTER	BMI REGIONAL	S	D	111	0	0	93	5	1	2	0	0	4	95	3	141	
	BIRMINGHAM	BMIBABY LTD	S	A	31	0	0	100	0	0	0	0	0	1	89	9	56	
	BIRMINGHAM	BMIBABY LTD	S	D	31	0	0	81	16	3	0	0	0	7	80	14	56	
	GATWICK	BRITISH AIRWAYS PLC	S	A	124	0	0	71	12	13	2	2	0	17	82	8	175	
	GATWICK	BRITISH AIRWAYS PLC	S	D	124	0	0	77	10	10	2	2	0	14	80	8	175	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	253	0	0	88	8	4	1	0	0	6	71	15	299	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	253	0	0	87	7	5	2	0	0	7	81	10	298	
	LONDON CITY	CITY JET	S	A	152	0	0	96	2	1	1	0	0	2	89	6	152	
	LONDON CITY	CITY JET	S	D	150	1	0	99	0	0	1	0	0	1	88	5	154	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	97	0	0	68	14	11	5	1	0	16	71	14	114	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	97	0	0	72	9	13	5	0	0	15	76	12	114	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	109	0	1	86	7	6	1	0	0	7	75	10	120	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	109	0	0	81	13	5	1	1	0	9	64	14	118	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	135	1	0	84	7	7	2	1	0	10	72	12	143	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	135	0	0	87	4	7	1	0	0	7	74	12	144	
	BIRMINGHAM	FLYBE LTD	S	A	154	0	0	90	5	3	3	0	0	5	89	9	184	
	BIRMINGHAM	FLYBE LTD	S	D	154	0	0	84	10	3	3	0	0	10	74	17	184	
	MANCHESTER	FLYBE LTD	S	A	72	0	0	94	3	0	1	1	0	5	91	7	136	
	MANCHESTER	FLYBE LTD	S	D	71	0	1	89	4	4	3	0	0	6	90	6	136	
<b>TOTAL EDINBURGH</b>					<b>3223</b>	<b>5</b>	<b>2</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>11</b>	<b>11</b>	
EDMONTON																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
EDMONTON	HEATHROW	AIR CANADA	S	A	31	0	0	81	10	3	3	3	0	22	90	3	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	61	16	19	0	3	0	21	81	10	31	
<b>TOTAL EDMONTON</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>85</b>	<b>6</b>	<b>6</b>	
EINDHOVEN	STANSTED	RYANAIR	S	A	52	0	0	92	2	2	4	0	0	7	79	15	52	
	STANSTED	RYANAIR	S	D	52	0	0	92	6	2	0	0	0	5	92	7	52	
	LONDON CITY	VLM (BELGIUM)	S	A	39	0	0	97	0	0	3	0	0	3	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	39	0	0	95	3	0	3	0	0	3	0	0	0	
<b>TOTAL EINDHOVEN</b>					<b>182</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>8</b>	<b>8</b>	
EKATERINBURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	8	0	0	0	3	92	2	13	
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	92	8	0	0	0	0	4	85	7	13	
<b>TOTAL ENTEBBE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>4</b>	<b>4</b>	
ERBIL INTERNATIONAL																		
EXETER	EDINBURGH	FLYBE LTD	S	A	62	0	0	84	5	8	0	3	0	14	81	8	62	
	EDINBURGH	FLYBE LTD	S	D	62	0	0	68	23	10	0	0	0	11	69	14	62	
	GLASGOW	FLYBE LTD	S	A	35	0	0	91	6	0	3	0	0	7	90	8	52	
	GLASGOW	FLYBE LTD	S	D	35	0	0	94	3	0	3	0	0	5	81	12	52	
	MANCHESTER	FLYBE LTD	S	A	47	0	0	89	4	0	6	0	0	12	89	5	47	
	MANCHESTER	FLYBE LTD	S	D	47	0	0	91	0	6	2	0	0	5	91	6	47	
	NEWCASTLE	FLYBE LTD	S	A	36	0	0	81	8	6	6	0	0	11	62	17	39	
	NEWCASTLE	FLYBE LTD	S	D	36	0	0	75	11	6	8	0	0	14	56	24	39	
<b>TOTAL EXETER</b>					<b>360</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>11</b>	<b>11</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
FARMINGDALE																		
FARNBOROUGH																		
FARO																		
	GATWICK	AER LINGUS	S	A	64	0	0	67	20	9	3	0	0	14	0	0	0	0
	GATWICK	AER LINGUS	S	D	64	0	0	73	19	8	0	0	0	10	0	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	A	30	0	1	90	3	3	3	0	0	6	71	19	21	21
	BIRMINGHAM	BMIBABY LTD	S	D	31	0	0	77	6	13	3	0	0	11	52	25	21	21
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	71	6	11	11	0	0	19	71	12	58	58
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	61	18	13	8	0	0	19	74	12	58	58
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	160	0	0	82	9	5	3	1	0	12	76	15	163	163
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	160	0	0	74	16	6	4	0	0	13	64	18	163	163
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	77	0	8	15	0	0	25	69	14	13	13
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	46	31	23	0	0	0	21	46	18	13	13
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	61	0	2	87	5	8	0	0	0	5	82	8	62	62
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	90	5	5	0	0	0	5	65	15	62	62
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	41	0	0	83	10	7	0	0	0	7	77	12	31	31
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	41	0	0	93	5	2	0	0	0	5	87	8	31	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	98	0	1	78	11	5	6	0	0	12	61	16	67	67
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	98	0	0	84	7	2	7	0	0	10	69	17	67	67
	EDINBURGH	FLYGLOBESPAN	S	A	22	0	0	91	5	0	5	0	0	9	86	22	29	29
	EDINBURGH	FLYGLOBESPAN	S	D	22	0	0	91	5	0	5	0	0	10	72	31	29	29
	GLASGOW	FLYGLOBESPAN	S	A	23	0	0	87	4	0	4	4	0	15	83	15	29	29
	GLASGOW	FLYGLOBESPAN	S	D	23	0	0	78	13	4	0	4	0	17	69	27	29	29
	MANCHESTER	JET2.COM LTD	S	A	31	0	0	84	3	3	10	0	0	16	84	6	31	31
	MANCHESTER	JET2.COM LTD	S	D	31	0	0	77	19	3	0	0	0	10	83	12	30	30
	BIRMINGHAM	MONARCH AIRLINES	S	A	31	0	0	97	3	0	0	0	0	1	90	8	31	31
	BIRMINGHAM	MONARCH AIRLINES	S	D	31	0	0	97	3	0	0	0	0	3	90	9	31	31
	GATWICK	MONARCH AIRLINES	S	A	49	0	0	78	14	6	2	0	0	8	58	32	50	50
	GATWICK	MONARCH AIRLINES	S	D	49	0	0	86	4	8	2	0	0	8	50	35	50	50
	LUTON	MONARCH AIRLINES	S	A	19	0	0	89	0	5	5	0	0	9	81	16	27	27
	LUTON	MONARCH AIRLINES	S	D	19	0	0	84	11	0	5	0	0	8	74	19	27	27
	MANCHESTER	MONARCH AIRLINES	S	A	58	0	0	81	7	5	3	3	0	15	79	11	62	62
	MANCHESTER	MONARCH AIRLINES	S	D	58	0	0	83	3	7	3	3	0	18	65	20	62	62
	STANSTED	RYANAIR	S	A	54	0	0	59	17	17	7	0	0	20	38	26	13	13

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
FARO	STANSTED	RYANAIR	S	D	54	0	0	80	6	9	6	0	0	12	62	16	13
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	0	78	16	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	3	78	16	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	0	11	0	0	16	71	29	14
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	11	11	0	0	25	71	28	14
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	1	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	5	60	14	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	100	0	0	0	0	0	1	65	23	23
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	92	8	0	0	0	0	3	52	36	23
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	3	100	1	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	22	0	0	0	10	100	2	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	7	78	8	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	67	11	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	22	0	0	86	5	5	5	0	0	10	80	9	44
	GATWICK	THOMSON AIRWAYS LTD	C	D	22	0	0	91	5	5	0	0	0	8	68	15	44
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	67	62	9
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	56	67	9
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	100	0	9
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	0	78	9	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	23	0	0	87	0	4	9	0	0	12	67	17	18
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	23	0	0	87	4	0	9	0	0	12	72	19	18
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	40	18	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	60	9	5
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	4	50	16	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	75	14	4
	GATWICK	VIKING AIRLINES	C	A	5	0	0	40	40	0	0	20	0	53	0	0	0
	GATWICK	VIKING AIRLINES	C	D	5	0	0	80	0	0	20	0	0	38	0	0	0
<b>TOTAL FARO</b>					<b>1886</b>	<b>1</b>	<b>5</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>17</b>	<b>17</b>
FEZ	GATWICK	ATLAS BLUE	S	A	9	0	0	11	11	22	44	11	0	76	0	0	0
	GATWICK	ATLAS BLUE	S	D	9	0	0	67	11	0	11	11	0	34	0	0	0
<b>TOTAL FEZ</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>11</b>	<b>11</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>
FIGARI																	



ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 2008					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
FIGARI																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	8	40	47	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	10	60	25	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	5	80	24	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	8	60	19	5	
<b>TOTAL FIGARI</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>53</b>	<b>29</b>	<b>29</b>	
FLORENCE																		
	GATWICK	MERIDIANA AIR	S	A	60	0	2	73	10	7	10	0	0	16	82	11	76	
	GATWICK	MERIDIANA AIR	S	D	60	0	2	68	10	10	12	0	0	19	68	17	76	
<b>TOTAL FLORENCE</b>					<b>122</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>10</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>14</b>	<b>14</b>	
FORLI																		
	LUTON	WINDJET SPA	S	A	9	0	0	67	33	0	0	0	0	9	0	0	0	
	LUTON	WINDJET SPA	S	D	9	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL FORLI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>56</b>	<b>21</b>	<b>21</b>	
FORT LAUDERDALE																		
FRANKFURT MAIN																		
	LONDON CITY	BA CITYFLYER LTD	S	A	60	0	0	90	2	2	7	0	0	7	77	14	64	
	LONDON CITY	BA CITYFLYER LTD	S	D	60	0	0	82	5	7	7	0	0	12	70	18	66	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	161	0	0	91	5	2	1	0	0	6	74	13	202	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	161	0	0	91	4	4	1	0	0	5	84	10	201	
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	90	10	0	0	0	0	4	96	4	52	
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	84	10	3	3	0	0	10	78	12	54	
	MANCHESTER	FLYBE LTD	S	A	31	0	0	87	0	10	3	0	0	8	87	11	63	
	MANCHESTER	FLYBE LTD	S	D	31	0	0	77	13	6	3	0	0	10	87	10	63	
	BIRMINGHAM	LUFTHANSA	S	A	108	0	0	96	3	0	1	0	0	3	95	3	117	
	BIRMINGHAM	LUFTHANSA	S	D	108	0	0	94	4	2	1	0	0	6	91	6	117	
	EDINBURGH	LUFTHANSA	S	A	62	0	0	95	5	0	0	0	0	4	92	5	93	
	EDINBURGH	LUFTHANSA	S	D	62	0	0	94	5	2	0	0	0	4	81	10	93	
	HEATHROW	LUFTHANSA	S	A	291	0	0	86	9	4	1	0	0	7	69	14	289	
	HEATHROW	LUFTHANSA	S	D	290	0	1	88	7	5	1	0	0	5	81	9	290	
	MANCHESTER	LUFTHANSA	S	A	124	0	0	89	7	3	1	0	0	8	82	8	122	
	MANCHESTER	LUFTHANSA	S	D	124	0	0	90	9	1	1	0	0	6	92	5	121	
	LONDON CITY	LUFTHANSA CITY LINE	S	A	51	0	0	98	2	0	0	0	0	1	0	0	0	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FRANKFURT MAIN	LONDON CITY	LUFTHANSA CITY LINE		S D	51	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL FRANKFURT MAIN</b>					<b>1838</b>	<b>1</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>9</b>	<b>9</b>
FREDERICTON	GATWICK	AIR TRANSAT		S A	4	0	0	100	0	0	0	0	0	0	50	42	4
	GATWICK	AIR TRANSAT		S D	4	0	0	100	0	0	0	0	0	1	75	9	4
<b>TOTAL FREDERICTON</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>26</b>	<b>26</b>
FREETOWN	HEATHROW	BMI BRITISH MIDLAND		S A	18	0	1	50	22	28	0	0	0	20	82	6	17
	HEATHROW	BMI BRITISH MIDLAND		S D	17	0	0	88	6	6	0	0	0	7	44	26	18
<b>TOTAL FREETOWN</b>					<b>35</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>14</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>16</b>	<b>16</b>
FRIEDRICHSHAFEN	STANSTED	RYANAIR		S A	31	0	0	90	10	0	0	0	0	4	81	19	31
	STANSTED	RYANAIR		S D	31	0	0	90	10	0	0	0	0	4	84	7	31
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>13</b>	<b>13</b>
FUERTEVENTURA	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	5	0	0	80	20	0	0	0	0	3	75	15	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	5	0	0	80	0	20	0	0	0	10	44	54	9
	GATWICK	THOMAS COOK AIRLINES LTD		C A	13	0	0	85	8	8	0	0	0	4	57	37	14
	GATWICK	THOMAS COOK AIRLINES LTD		C D	13	0	0	85	0	15	0	0	0	11	46	29	13
	GLASGOW	THOMAS COOK AIRLINES LTD		C A	7	1	0	71	0	29	0	0	0	14	78	17	9
	GLASGOW	THOMAS COOK AIRLINES LTD		C D	9	0	0	67	0	0	33	0	0	28	44	33	9
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	13	0	0	85	0	0	8	8	0	27	93	3	14
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	13	0	0	85	0	0	8	8	0	37	79	10	14
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C A	5	0	0	100	0	0	0	0	0	0	75	31	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C D	4	0	0	100	0	0	0	0	0	1	75	35	4
	STANSTED	THOMAS COOK AIRLINES LTD		C A	5	0	0	100	0	0	0	0	0	1	0	0	0
	STANSTED	THOMAS COOK AIRLINES LTD		C D	5	0	0	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	2	67	10	9
	BIRMINGHAM	THOMSON AIRWAYS LTD		C D	4	0	0	75	0	25	0	0	0	11	33	21	9
	GATWICK	THOMSON AIRWAYS LTD		C A	13	0	0	85	8	8	0	0	0	8	71	24	17
	GATWICK	THOMSON AIRWAYS LTD		C D	13	0	0	77	8	8	8	0	0	12	53	33	17
	LUTON	THOMSON AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	0	100	1	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
FUERTEVENTURA	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	1	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	4	58	21	12
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	7	54	25	13
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	20	47	5
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	20	44	5
	GATWICK	VIKING AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	VIKING AIRLINES	C	D	4	0	0	25	75	0	0	0	0	22	0	0	0
	MANCHESTER	VIKING AIRLINES	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	VIKING AIRLINES	C	D	4	0	0	50	25	25	0	0	0	16	0	0	0
<b>TOTAL FUERTEVENTURA</b>					<b>183</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>35</b>	<b>35</b>
FUNCHAL	GATWICK	AIR PORTUGAL	S	A	31	0	0	74	13	13	0	0	0	9	55	15	22
	GATWICK	AIR PORTUGAL	S	D	31	0	0	71	23	6	0	0	0	10	59	17	22
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	70	20	10	0	0	0	12	77	22	22
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	80	10	0	10	0	0	13	50	36	22
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	100	0	0	0	0	0	0	94	2	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	94	6	0	0	0	0	2	81	9	31
	EDINBURGH	FLYGLOBESPAN	S	A	5	0	0	100	0	0	0	0	0	2	75	5	4
	EDINBURGH	FLYGLOBESPAN	S	D	5	0	0	80	20	0	0	0	0	7	100	4	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	3	100	0	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	40	0	0	0	18	100	2	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	34	75	7	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	20	0	0	47	75	24	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	12	100	4	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	11	75	6	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	2	88	5	8
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	9	88	4	8
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	40	60	0	0	0	0	14	50	15	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	3	85	36	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	4	77	47	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	9	0	0	0

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008				
			CHARTER/ SCHED	ARR/ DEP	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
FUNCHAL																	
<b>TOTAL FUNCHAL</b>					214	0	0	82	10	6	1	0	0	8	72	18	18

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 2008					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GALWAY																		
	EDINBURGH	AER ARANN	S	A	22	0	0	91	5	0	5	0	0	8	65	21	26	
	EDINBURGH	AER ARANN	S	D	22	0	0	91	5	0	5	0	0	8	65	18	26	
	LUTON	AER ARANN	S	A	80	0	0	89	3	6	1	1	0	8	82	12	84	
	LUTON	AER ARANN	S	D	80	0	0	83	6	9	1	1	0	12	75	15	84	
	MANCHESTER	AER ARANN	S	A	43	0	0	79	12	5	5	0	0	10	90	7	49	
	MANCHESTER	AER ARANN	S	D	43	0	0	84	5	7	5	0	0	8	78	12	49	
<b>TOTAL GALWAY</b>					<b>290</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>13</b>	<b>13</b>	
GANDER																		
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	124	0	0	75	12	10	2	2	0	14	78	8	175	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	124	0	0	69	17	7	6	1	0	16	83	7	175	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	123	0	0	76	15	7	2	0	0	10	83	8	143	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	123	0	0	79	14	5	2	0	1	13	88	6	143	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	149	0	0	76	12	8	4	0	0	12	73	13	173	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	149	0	0	83	6	6	5	0	0	10	82	9	173	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	97	0	0	74	8	12	5	0	0	14	77	13	114	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	97	0	0	61	15	16	6	1	0	20	68	16	114	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	78	0	0	78	5	8	9	0	0	14	70	16	88	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	78	0	0	69	13	8	10	0	0	16	70	16	88	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	50	50	0	0	0	0	14	0	32	1	
	NEWCASTLE	FLYBE LTD	S	A	95	0	0	92	4	2	2	0	0	5	82	8	77	
	NEWCASTLE	FLYBE LTD	S	D	95	0	0	92	5	3	0	0	0	5	82	12	78	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0	25	50	0	25	0	68	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	3	1	1	33	33	0	33	0	0	55	0	0	0	
<b>TOTAL GATWICK</b>					<b>1344</b>	<b>6</b>	<b>1</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>10</b>	<b>10</b>	
GAZIANTEP																		
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	15	0	0	7	7	40	40	7	0	71	31	56	16	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	11	0	2	45	9	18	27	0	0	34	14	62	14	
<b>TOTAL GAZIANTEP</b>					<b>26</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>8</b>	<b>31</b>	<b>35</b>	<b>4</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>59</b>	<b>59</b>	
GDANSK																		
	BIRMINGHAM	RYANAIR	S	A	8	0	0	63	13	25	0	0	0	13	100	0	13	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GDANSK																		
	BIRMINGHAM	RYANAIR	S	D	8	0	0	50	0	50	0	0	0	22	69	10	13	
	STANSTED	RYANAIR	S	A	36	0	0	92	3	6	0	0	3	90	11	31		
	STANSTED	RYANAIR	S	D	36	0	0	94	3	3	0	0	5	84	15	31		
	LUTON	WIZZ AIR	S	A	53	0	0	98	0	0	2	0	2	81	9	57		
	LUTON	WIZZ AIR	S	D	53	0	0	79	9	6	6	0	12	37	26	57		
<b>TOTAL GDANSK</b>					<b>194</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>15</b>	<b>15</b>		
GENEVA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	218	0	0	89	5	5	1	0	5	75	13	245		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	219	0	0	86	8	4	3	0	7	79	9	244		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	68	32	0	0	0	11	71	13	31		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	6	0	0	3	15	58	16	31		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	67	24	5	0	5	24	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	52	33	10	5	0	15	0	0	0		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	88	0	0	83	3	7	6	1	13	70	22	93		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	82	5	9	5	0	12	61	21	93		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	19	10	0	0	11	0	0	0		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	81	6	13	0	0	8	0	0	0		
	GATWICK	EASYJET SWITZERLAND	S	A	124	0	0	53	15	17	6	9	39	48	60	124		
	GATWICK	EASYJET SWITZERLAND	S	D	124	0	0	56	19	19	6	1	21	32	34	124		
	LONDON CITY	SWISS AIRLINES	S	A	134	0	0	93	3	1	2	0	4	89	5	180		
	LONDON CITY	SWISS AIRLINES	S	D	133	0	0	95	2	2	2	0	4	91	4	180		
<b>TOTAL GENEVA</b>					<b>1294</b>	<b>10</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>12</b>	<b>73</b>	<b>16</b>	<b>16</b>		
GENOA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	90	3	7	0	0	5	61	19	31		
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	87	10	3	0	0	5	61	19	31		
	STANSTED	RYANAIR	S	A	31	0	0	81	16	3	0	0	8	45	22	31		
	STANSTED	RYANAIR	S	D	31	0	0	81	16	3	0	0	9	55	18	31		
<b>TOTAL GENOA</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>56</b>	<b>20</b>	<b>20</b>		
GERONA																		
	BIRMINGHAM	RYANAIR	S	A	13	0	0	92	0	8	0	0	4	92	5	13		
	BIRMINGHAM	RYANAIR	S	D	13	0	0	85	8	8	0	0	9	85	10	13		
	GATWICK	RYANAIR	S	A	31	0	0	84	6	10	0	0	7	0	0	0		
	GATWICK	RYANAIR	S	D	31	0	0	68	16	13	3	0	13	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
GERONA	LUTON	RYANAIR	S	A	31	0	0	90	10	0	0	0	0	3	77	12	31	
	LUTON	RYANAIR	S	D	31	0	0	84	10	3	0	3	0	14	58	15	31	
	MANCHESTER	RYANAIR	S	A	18	0	0	72	11	17	0	0	0	11	89	5	18	
	MANCHESTER	RYANAIR	S	D	18	0	0	44	33	22	0	0	0	20	72	10	18	
	NEWCASTLE	RYANAIR	S	A	18	0	0	94	6	0	0	0	0	2	100	0	18	
	NEWCASTLE	RYANAIR	S	D	18	0	0	83	11	6	0	0	0	8	94	8	18	
	STANSTED	RYANAIR	S	A	85	0	0	72	12	12	4	1	0	17	69	25	134	
	STANSTED	RYANAIR	S	D	85	0	0	78	7	12	4	0	0	13	74	14	134	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	1	0	100	0	0	0	0	0	5	80	4	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	40	0	0	0	16	60	18	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	75	205	4	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	75	12	4	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	80	9	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	80	8	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	78	22	0	0	0	0	5	89	2	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	8	78	15	9	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	6	5	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	2	5	
<b>TOTAL GERONA</b>					<b>449</b>	<b>3</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>17</b>	<b>17</b>	
GIBRALTAR	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	90	0	3	6	0	0	11	42	26	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	90	10	0	0	0	0	4	71	13	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	56	29	10	4	2	0	21	71	21	69	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	90	6	2	2	0	0	7	61	25	70	
	LUTON	MONARCH AIRLINES	S	A	26	0	0	58	27	8	8	0	0	17	84	7	31	
	LUTON	MONARCH AIRLINES	S	D	27	0	0	81	11	7	0	0	0	9	77	9	31	
	MANCHESTER	MONARCH AIRLINES	S	A	13	0	0	46	23	15	8	8	0	46	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	D	13	0	0	85	15	0	0	0	0	5	0	0	0	
<b>TOTAL GIBRALTAR</b>					<b>245</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>19</b>	<b>19</b>	
GLASGOW	LONDON CITY	BA CITYFLYER LTD	S	A	79	0	0	97	1	1	0	0	0	1	85	7	89	
	LONDON CITY	BA CITYFLYER LTD	S	D	82	1	0	94	2	4	0	0	0	3	67	24	88	
	HEATHROW	BMI BRITISH MIDLAND	S	A	193	0	2	88	8	4	1	1	0	5	71	14	205	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					203	0	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
GLASGOW	HEATHROW	BMI BRITISH MIDLAND	S	D	203	0	0	89	5	5	0	0	0	5	72	16	205
	MANCHESTER	BMI REGIONAL	S	A	20	0	0	85	15	0	0	0	0	4	95	4	92
	MANCHESTER	BMI REGIONAL	S	D	20	0	0	95	0	5	0	0	0	3	93	4	92
	BIRMINGHAM	BMIBABY LTD	S	A	25	0	1	92	4	4	0	0	0	4	81	10	53
	BIRMINGHAM	BMIBABY LTD	S	D	25	0	1	80	16	0	4	0	0	10	69	18	55
	GATWICK	BRITISH AIRWAYS PLC	S	A	123	0	0	80	13	7	0	0	1	13	83	8	143
	GATWICK	BRITISH AIRWAYS PLC	S	D	123	0	0	78	12	7	2	0	0	10	84	7	143
	HEATHROW	BRITISH AIRWAYS PLC	S	A	218	0	0	85	9	4	2	0	0	7	73	13	274
	HEATHROW	BRITISH AIRWAYS PLC	S	D	218	0	0	84	10	3	2	0	0	7	77	10	273
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	78	0	0	73	9	9	9	0	0	15	69	16	88
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	78	0	0	72	9	9	10	0	0	17	68	17	88
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	123	0	0	89	5	5	1	1	0	7	80	9	128
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	123	0	0	76	12	9	2	1	0	13	75	12	128
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	105	0	0	89	6	2	1	3	0	10	83	9	133
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	105	0	0	90	5	3	1	2	0	8	86	8	132
	BIRMINGHAM	FLYBE LTD	S	A	132	0	0	96	1	3	0	0	0	2	92	7	144
	BIRMINGHAM	FLYBE LTD	S	D	132	0	0	88	10	2	1	0	0	7	77	13	144
	MANCHESTER	FLYBE LTD	S	A	73	0	0	96	1	1	0	1	0	4	86	10	78
	MANCHESTER	FLYBE LTD	S	D	73	0	0	93	3	3	1	0	0	5	78	14	78
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	0	0	33	33	0	94	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	39	0	0	0
<b>TOTAL GLASGOW</b>					<b>2370</b>	<b>15</b>	<b>4</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>11</b>	<b>11</b>
GOOSE BAY																	
GOTEBORG																	
	BIRMINGHAM	CITY AIRLINE	S	A	13	0	0	92	8	0	0	0	0	3	100	3	27
	BIRMINGHAM	CITY AIRLINE	S	D	13	0	0	85	8	0	8	0	0	8	93	5	27
	MANCHESTER	CITY AIRLINE	S	A	36	0	0	94	0	3	3	0	0	7	89	7	35
	MANCHESTER	CITY AIRLINE	S	D	36	0	0	92	0	3	6	0	0	8	94	2	35
	HEATHROW	SAS	S	A	55	0	0	93	4	0	4	0	0	5	79	16	56
	HEATHROW	SAS	S	D	55	0	0	96	0	0	4	0	0	4	77	16	56
<b>TOTAL GOTEBORG</b>					<b>208</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>10</b>	<b>10</b>
GOTEBORG (SAVE)																	
	STANSTED	RYANAIR	S	A	67	0	0	87	6	6	1	0	0	7	78	10	83



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
GOTEBORG (SAVE)	STANSTED	RYANAIR	S	D	67	0	0	79	12	7	1	0	0	10	63	16	83	
<b>TOTAL GOTEBORG (SAVE)</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>13</b>	<b>13</b>	
GRANADA	STANSTED	RYANAIR	S	A	30	1	1	83	10	3	3	0	0	9	77	12	30	
	STANSTED	RYANAIR	S	D	31	0	0	77	16	3	3	0	0	10	65	20	31	
<b>TOTAL GRANADA</b>					<b>61</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>16</b>	<b>16</b>	
GRAND CAYMAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	78	6	11	6	0	0	13	78	25	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	53	41	6	0	0	0	16	67	13	18	
<b>TOTAL GRAND CAYMAN</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>19</b>	<b>19</b>	
GRAZ	STANSTED	RYANAIR	S	A	18	0	0	72	11	17	0	0	0	12	67	15	18	
	STANSTED	RYANAIR	S	D	18	0	0	67	6	28	0	0	0	15	67	14	18	
<b>TOTAL GRAZ</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>14</b>	<b>14</b>	
GRENADA	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	2	75	20	4	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	5	100	2	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	25	50	0	0	58	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	0	0	75	25	0	0	50	40	39	5	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	0	50	25	25	0	0	43	25	26	4	
<b>TOTAL GRENADA</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>15</b>	<b>25</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>65</b>	<b>22</b>	<b>22</b>	
GRENOBLE	STANSTED	RYANAIR	S	A	18	0	0	94	6	0	0	0	0	1	100	0	18	
	STANSTED	RYANAIR	S	D	18	0	0	94	0	6	0	0	0	5	100	4	18	
<b>TOTAL GRENOBLE</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>2</b>	<b>2</b>	
GRONINGEN																		
GUERNSEY	GATWICK	AURIGNY AIR SERVICES	S	A	150	0	0	89	4	2	5	1	0	10	79	14	124	
	GATWICK	AURIGNY AIR SERVICES	S	D	150	0	0	84	7	3	5	1	0	12	65	26	124	
	MANCHESTER	AURIGNY AIR SERVICES	S	A	62	0	0	90	5	5	0	0	0	5	84	10	62	
	MANCHESTER	AURIGNY AIR SERVICES	S	D	62	0	0	92	2	5	2	0	0	5	76	11	62	
	STANSTED	AURIGNY AIR SERVICES	S	A	31	0	0	87	3	3	6	0	0	11	61	16	31	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
GUERNSEY	STANSTED	AURIGNY AIR SERVICES	S	D	31	0	0	90	0	6	3	0	0	9	74	13	31	
	BIRMINGHAM	FLYBE LTD	S	A	26	5	0	77	12	4	8	0	0	16	50	33	26	
	BIRMINGHAM	FLYBE LTD	S	D	23	0	0	96	4	0	0	0	0	4	52	29	25	
	GATWICK	FLYBE LTD	S	A	166	0	5	95	2	1	1	1	0	5	93	4	122	
	GATWICK	FLYBE LTD	S	D	165	0	6	92	4	2	2	0	0	6	87	6	122	
	MANCHESTER	FLYBE LTD	S	A	23	0	0	70	4	17	9	0	0	19	48	33	23	
	MANCHESTER	FLYBE LTD	S	D	23	0	0	70	9	13	4	4	0	22	70	27	23	
<b>TOTAL GUERNSEY</b>					<b>912</b>	<b>6</b>	<b>11</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>15</b>	<b>15</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
HAHN																		
	BIRMINGHAM	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	2	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	18	0	0	83	17	0	0	0	0	7	0	0	0	
	EDINBURGH	RYANAIR	S	A	18	0	0	78	17	6	0	0	0	10	85	7	13	
	EDINBURGH	RYANAIR	S	D	18	0	0	50	28	22	0	0	0	18	54	17	13	
	MANCHESTER	RYANAIR	S	A	31	0	0	87	3	3	6	0	0	11	0	0	0	
	MANCHESTER	RYANAIR	S	D	31	0	0	77	10	6	6	0	0	14	0	0	0	
	STANSTED	RYANAIR	S	A	116	0	0	85	11	3	0	0	0	7	88	5	107	
	STANSTED	RYANAIR	S	D	116	0	0	76	16	7	1	0	0	10	71	15	107	
<b>TOTAL HAHN</b>					<b>366</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	<b>10</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	30	0	1	83	0	0	10	0	7	67	77	17	31	
	HEATHROW	AIR CANADA	S	D	30	0	1	80	7	7	7	0	0	12	81	10	31	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	100	0	0	0	0	0	60	282	5		
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	3	40	40	5	
<b>TOTAL HALIFAX INT</b>					<b>68</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>35</b>	<b>76</b>	<b>33</b>	<b>33</b>	
HAMBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	93	2	3	1	1	0	7	77	11	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	90	4	5	1	0	0	6	85	8	124	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	73	4	15	4	4	0	26	77	12	26	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	77	12	8	4	0	0	14	73	18	26	
	BIRMINGHAM	FLYBE LTD	S	A	24	0	0	88	4	4	0	0	4	20	100	1	22	
	BIRMINGHAM	FLYBE LTD	S	D	24	0	0	75	25	0	0	0	0	9	86	9	22	
	HEATHROW	LUFTHANSA	S	A	82	0	0	89	7	4	0	0	0	5	77	9	93	
	HEATHROW	LUFTHANSA	S	D	81	0	1	85	9	6	0	0	0	6	88	9	93	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	51	0	0	98	0	0	2	0	0	3	88	4	49	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	51	0	0	94	4	0	2	0	0	2	92	3	49	
<b>TOTAL HAMBURG</b>					<b>615</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>9</b>	<b>9</b>	
HAMILTON (CANADA)																		
	EDINBURGH	FLYGLOBESPAN	S	A	4	0	0	100	0	0	0	0	0	2	75	11	4	
	EDINBURGH	FLYGLOBESPAN	S	D	4	0	0	50	25	0	25	0	0	26	75	10	4	
	GATWICK	FLYGLOBESPAN	S	A	5	0	0	60	0	20	0	0	20	101	78	10	9	
	GATWICK	FLYGLOBESPAN	S	D	5	0	0	20	20	0	20	40	0	121	100	3	9	
	GLASGOW	FLYGLOBESPAN	S	A	5	0	0	20	0	0	40	20	20	252	89	10	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
HAMILTON (CANADA)	GLASGOW	FLYGLOBESPAN		S D	5	0	0	20	0	0	40	20	20	297	67	16	9
<b>TOTAL HAMILTON (CANADA)</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>7</b>	<b>4</b>	<b>21</b>	<b>14</b>	<b>11</b>	<b>142</b>	<b>82</b>	<b>10</b>	<b>10</b>
HANOVER	BIRMINGHAM	AIR BERLIN		C A	9	0	0	89	11	0	0	0	0	3	0	0	0
	BIRMINGHAM	AIR BERLIN		C D	9	0	0	100	0	0	0	0	0	5	0	0	0
	STANSTED	AIR BERLIN		S A	57	0	0	96	4	0	0	0	0	1	79	14	52
	STANSTED	AIR BERLIN		S D	57	0	0	95	2	4	0	0	0	3	73	11	52
	HEATHROW	BMI BRITISH MIDLAND		S A	83	0	0	96	2	1	0	0	0	1	76	12	72
	HEATHROW	BMI BRITISH MIDLAND		S D	83	0	0	95	1	4	0	0	0	2	86	7	73
	BIRMINGHAM	FLYBE LTD		S A	31	0	0	81	6	3	6	3	0	20	52	36	25
	BIRMINGHAM	FLYBE LTD		S D	31	0	0	55	26	13	6	0	0	21	27	47	26
	MANCHESTER	FLYBE LTD		S A	25	0	0	88	8	0	4	0	0	5	71	25	24
	MANCHESTER	FLYBE LTD		S D	26	0	0	88	12	0	0	0	0	4	64	23	25
	NEWCASTLE	TUIFLY (GERMANY)		S A	13	0	0	92	0	0	0	8	0	18	86	15	14
	NEWCASTLE	TUIFLY (GERMANY)		S D	13	0	0	92	0	0	0	8	0	21	86	14	14
<b>TOTAL HANOVER</b>					<b>438</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>18</b>	<b>18</b>
HARARE	GATWICK	AIR ZIMBABWE		S A	9	0	4	56	22	11	11	0	0	22	23	93	13
	GATWICK	AIR ZIMBABWE		S D	9	0	5	33	33	11	22	0	0	35	27	44	11
<b>TOTAL HARARE</b>					<b>18</b>	<b>0</b>	<b>9</b>	<b>44</b>	<b>28</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>25</b>	<b>70</b>	<b>70</b>
HASSI MESSAOUD	GATWICK	MONARCH AIRLINES		C A	13	0	0	62	23	8	8	0	0	19	50	18	12
	GATWICK	MONARCH AIRLINES		C D	13	0	0	92	0	0	8	0	0	7	75	6	12
<b>TOTAL HASSI MESSAOUD</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>12</b>	<b>12</b>
HAUGESUND	EDINBURGH	RYANAIR		S A	9	0	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	RYANAIR		S D	9	0	0	89	11	0	0	0	0	4	0	0	0
	STANSTED	RYANAIR		S A	17	0	0	88	12	0	0	0	0	4	62	32	13
	STANSTED	RYANAIR		S D	17	0	0	88	12	0	0	0	0	4	85	10	13
<b>TOTAL HAUGESUND</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>21</b>	<b>21</b>
HAVANA	GATWICK	CUBANA		S A	4	0	0	50	0	25	25	0	0	49	60	82	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HAVANA																		
	GATWICK	CUBANA	S	D	4	0	0	0	0	50	0	25	25	428	0	128	5	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	33	22	22	22	0	0	34	25	41	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	11	33	0	44	11	0	75	44	25	9	
<b>TOTAL HAVANA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>19</b>	<b>19</b>	<b>27</b>	<b>8</b>	<b>4</b>	<b>111</b>	<b>33</b>	<b>60</b>	<b>60</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	229	0	0	83	12	3	2	0	0	7	71	15	230	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	229	0	0	84	10	3	2	0	0	7	72	15	230	
	GLASGOW	BMI BRITISH MIDLAND	S	A	203	0	0	86	7	6	0	0	0	6	67	19	205	
	GLASGOW	BMI BRITISH MIDLAND	S	D	193	0	0	85	8	6	1	1	0	7	72	14	207	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	173	0	1	90	5	3	2	0	0	6	76	14	201	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	167	0	1	87	5	7	2	0	0	7	78	12	195	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	253	0	0	84	9	6	2	0	0	8	73	13	298	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	253	0	0	86	8	4	2	0	0	8	77	13	299	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	218	0	0	83	10	5	2	0	0	8	72	13	273	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	218	0	0	82	9	6	3	0	0	9	81	10	274	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	223	0	0	82	11	4	3	0	0	9	62	16	226	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	223	0	0	88	5	4	2	0	0	7	80	9	224	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	151	0	0	91	3	4	2	0	0	5	76	11	165	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	151	0	0	85	9	5	1	0	0	6	75	13	166	
<b>TOTAL HEATHROW</b>					<b>2885</b>	<b>1</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>13</b>	<b>13</b>	
HELSINKI																		
	HEATHROW	BLUE 1	S	A	31	0	0	90	6	0	3	0	0	6	80	18	30	
	HEATHROW	BLUE 1	S	D	31	0	0	94	6	0	0	0	0	2	97	3	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	87	10	0	3	0	0	8	67	18	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	84	5	6	5	0	0	10	71	14	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	10	3	3	3	0	22	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	6	3	0	3	0	19	0	0	0	
	HEATHROW	FINNAIR	S	A	124	0	0	90	8	2	1	0	0	5	60	16	124	
	HEATHROW	FINNAIR	S	D	124	0	0	92	3	5	0	0	0	4	72	14	123	
	MANCHESTER	FINNAIR	S	A	57	0	0	72	23	4	2	0	0	11	78	10	83	
	MANCHESTER	FINNAIR	S	D	57	0	0	95	4	0	0	0	2	11	79	9	82	
<b>TOTAL HELSINKI</b>					<b>611</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>13</b>	<b>13</b>	
HERAKLION																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					AUG 2008						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
HERAKLION																		
	MANCHESTER	BMI BRITISH MIDLAND	C	A	8	0	0	38	38	25	0	0	0	18	0	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	D	8	0	0	75	25	0	0	0	0	9	0	0	0	0
	NEWCASTLE	BMI BRITISH MIDLAND	C	A	4	0	0	25	25	25	25	0	0	45	0	0	0	0
	NEWCASTLE	BMI BRITISH MIDLAND	C	D	4	0	0	75	25	0	0	0	0	13	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	79	15	4	2	0	0	10	43	27	40	40
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	71	19	8	2	0	0	13	20	39	40	40
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	50	50	0	0	0	0	16	44	38	9	9
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	63	25	13	0	0	0	13	11	52	9	9
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	9	0	0	78	22	0	0	0	0	10	0	33	5	5
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	8	1	0	38	38	25	0	0	0	20	50	32	4	4
	STANSTED	EUROCYPRIA AIRLINES LTD	C	A	8	0	0	50	25	25	0	0	0	16	78	7	9	9
	STANSTED	EUROCYPRIA AIRLINES LTD	C	D	8	0	0	63	25	0	13	0	0	17	67	15	9	9
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	100	0	0	0	0	0	4	0	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	12	1	0	100	0	0	0	0	0	0	92	2	13	13
	BIRMINGHAM	MONARCH AIRLINES	C	D	12	0	0	100	0	0	0	0	0	2	62	11	13	13
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	5	0	0	0	0
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	20	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	26	1	0	92	4	0	4	0	0	6	43	56	23	23
	GATWICK	MONARCH AIRLINES	C	D	24	0	0	71	13	17	0	0	0	11	39	64	23	23
	MANCHESTER	MONARCH AIRLINES	C	A	18	0	0	83	0	6	11	0	0	13	44	90	18	18
	MANCHESTER	MONARCH AIRLINES	C	D	16	0	0	81	6	0	13	0	0	19	58	38	19	19
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	0	88	16	8	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	1	75	27	8	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	20	0	0	95	0	0	0	0	5	18	64	38	25	25
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	20	0	0	90	5	0	0	0	5	23	40	53	25	25
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	13	13	0	0	20	44	131	9	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	0	25	13	0	0	35	33	131	9	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	20	1	0	85	0	0	15	0	0	13	83	41	24	24
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	20	0	0	70	15	0	15	0	0	21	77	35	26	26
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	0	0	13	99	75	16	4	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	13	0	0	0	8	75	24	4	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	13	0	0	92	0	8	0	0	0	4	79	9	14	14

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
HERAKLION	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	13	0	0	100	0	0	0	0	0	3	38	21	13
	GATWICK	THOMSON AIRWAYS LTD	C	A	22	0	0	82	0	5	9	5	0	18	77	19	31
	GATWICK	THOMSON AIRWAYS LTD	C	D	21	0	0	76	5	5	10	5	0	25	65	25	31
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	30	40	57	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	22	0	83	4
	LUTON	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	6	50	28	4
	LUTON	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	5	25	40	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	18	0	0	83	6	6	0	6	0	20	61	36	18
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	17	0	0	71	18	6	0	6	0	25	50	42	18
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	10	50	18	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	50	19	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	6	0	0	0
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	67	33	0	0	0	0	7	0	0	0
	GATWICK	VIKING AIRLINES	C	A	8	0	0	88	13	0	0	0	0	5	0	0	0
	GATWICK	VIKING AIRLINES	C	D	8	0	0	75	25	0	0	0	0	6	0	0	0
	MANCHESTER	VIKING AIRLINES	C	A	4	0	0	75	25	0	0	0	0	7	0	0	0
	MANCHESTER	VIKING AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL HERAKLION</b>					<b>607</b>	<b>4</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>36</b>	<b>36</b>
HOLGUIN (FRANK PAIS)	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	25	25	0	0	41	25	113	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	49	50	114	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	8	100	1	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	6	75	16	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	1	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	75	10	4
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>43</b>	<b>43</b>
HONG KONG (CHEP LAP KOK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	94	2	1	2	0	1	11	86	40	92
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	83	9	6	2	0	0	8	63	21	91
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	124	0	3	96	2	1	1	0	0	2	75	18	122
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	124	0	0	81	8	6	4	1	0	13	75	21	121
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	2	0	64	21	11	4	0	0	15	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	74	13	10	3	0	0	12	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
<b>HONG KONG (CHEP LAP KOK)</b>					<b>493</b>	<b>3</b>	<b>3</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>24</b>	<b>24</b>
<b>HOUSTON</b>																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	84	6	5	5	0	0	8	74	17	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	53	32	10	5	0	0	19	61	15	62
	HEATHROW	CONTINENTAL AIRLINES	S	A	62	0	0	81	10	5	5	0	0	12	89	22	62
	HEATHROW	CONTINENTAL AIRLINES	S	D	62	0	0	53	23	15	8	0	2	28	65	25	62
<b>TOTAL HOUSTON</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>19</b>	<b>19</b>
<b>HURGHADA</b>																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	11	0	0	0	0	5	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	33	33	33	0	0	0	26	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	FLYGLOBESPAN	S	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	25	0	0	25	106	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	0	25	0	25	123	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	11	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	11	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	9	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	19	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	13	0	0	10	0	75	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	13	13	0	0	21	40	49	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	13	0	0	0	10	78	8	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	0	13	0	0	13	100	3	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	10	0	42	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	20	29	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	0	100	0	0	0	0	22	0	48	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	20	31	5
	GATWICK	VIKING AIRLINES	C	A	8	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	VIKING AIRLINES	C	D	8	0	0	88	0	13	0	0	0	12	0	0	0
<b>TOTAL HURGHADA</b>					<b>115</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>51</b>	<b>26</b>	<b>26</b>
<b>HYDERABAD ( RAJIV GHANDI)</b>																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	2	2	100	0	0	0	0	0	1	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	41	36	23	0	0	0	19	0	0	0
<b>TOTAL HYDERABAD ( RAJIV GHANDI)</b>					<b>42</b>	<b>2</b>	<b>2</b>	<b>69</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>20</b>	<b>146</b>	<b>146</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
IBIZA	EDINBURGH	BMI BRITISH MIDLAND	C	A	5	0	0	60	40	0	0	0	0	7	80	11	5
	EDINBURGH	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	0	6	60	12	5
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	1	0	74	13	6	6	0	0	13	97	2	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	71	16	10	3	0	0	11	87	8	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	53	22	14	10	0	0	22	56	23	64
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	76	14	2	9	0	0	14	65	21	63
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	22	33	44	0	0	0	25	56	21	9
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	1	78	9	9
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	52	23	10	16	0	0	25	72	16	32
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	61	13	13	13	0	0	22	74	15	31
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	56	22	22	0	0	0	14	78	26	9
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	67	0	33	0	0	0	14	67	34	9
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	81	0	0	68	11	6	15	0	0	21	61	26	62
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	80	0	0	78	5	4	13	1	0	17	65	20	62
	GLASGOW	FLYGLOBESPAN	S	A	3	0	0	67	0	0	33	0	0	38	40	26	5
	GLASGOW	FLYGLOBESPAN	S	D	3	0	0	33	67	0	0	0	0	16	60	34	5
	EDINBURGH	JET2.COM LTD	S	A	7	0	0	71	14	14	0	0	0	13	0	0	0
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	78	22	0	0	0	0	7	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	36	0	0	64	11	19	3	3	0	23	45	30	31
	MANCHESTER	JET2.COM LTD	S	D	35	0	0	51	29	14	6	0	0	26	23	37	31
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	44	22	0	33	0	0	30	0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	44	22	11	22	0	0	27	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	19	0	0	100	0	0	0	0	0	1	100	1	23
	BIRMINGHAM	MONARCH AIRLINES	S	D	18	0	0	89	0	11	0	0	0	6	91	9	23
	GATWICK	MONARCH AIRLINES	S	A	23	0	0	91	4	0	4	0	0	8	48	55	23
	GATWICK	MONARCH AIRLINES	S	D	22	0	0	82	9	5	5	0	0	11	48	55	23
	MANCHESTER	MONARCH AIRLINES	S	A	24	0	0	96	4	0	0	0	0	1	78	10	23
	MANCHESTER	MONARCH AIRLINES	S	D	23	0	0	87	9	4	0	0	0	6	52	19	23
	STANSTED	RYANAIR	S	A	13	0	0	69	15	8	8	0	0	18	0	0	0
	STANSTED	RYANAIR	S	D	13	0	0	54	23	23	0	0	0	16	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	14	0	0	86	7	0	7	0	0	13	71	11	14
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	14	0	0	86	0	7	7	0	0	17	57	19	14
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	0	75	27	32

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
IBIZA	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	1	66	33	32
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	13	0	0	77	8	8	0	8	0	30	79	10	14
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	13	0	0	92	8	0	0	0	4	86	11	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	94	0	0	6	0	5	83	51	24	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	0	0	88	6	0	6	0	10	63	57	24	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	14	0	0	93	0	0	7	0	6	86	17	14	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	14	0	0	86	7	0	7	0	12	86	14	14	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	3	75	37	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	8	75	43	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	19	0	0	89	0	5	5	0	8	87	5	23	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	18	0	0	78	6	11	6	0	14	74	10	23	
	GATWICK	THOMSON AIRWAYS LTD	C	A	23	0	0	91	4	0	4	0	7	67	38	42	
	GATWICK	THOMSON AIRWAYS LTD	C	D	22	0	0	86	9	0	5	0	12	74	31	42	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	5	56	18	9	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	2	63	14	8	
	LUTON	THOMSON AIRWAYS LTD	C	A	13	0	0	92	0	8	0	0	7	94	2	18	
	LUTON	THOMSON AIRWAYS LTD	C	D	13	0	0	85	8	8	0	0	6	72	13	18	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	27	0	0	89	7	0	4	0	7	76	23	41	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	27	0	0	85	7	4	4	0	11	63	26	41	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	14	0	0	93	7	0	0	0	3	83	9	18	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	14	0	0	93	0	7	0	0	4	67	16	18	
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	1	0	0	0	
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	2	0	0	0	
<b>TOTAL IBIZA</b>					<b>1081</b>	<b>4</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>23</b>	<b>23</b>
ILHA DO SAL C.VERDE	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	5	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	2	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	S	A	5	0	0	80	20	0	0	0	12	56	36	9	
	GATWICK	THOMSON AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	7	89	35	9	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	0	0	75	0	25	0	38	75	8	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	1	75	8	4	
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>19</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>27</b>	<b>27</b>	
IMAM KHOMIENI																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
IMAM KHOMIENI																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	81	16	0	0	3	0	13	71	19	31	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	90	6	0	0	3	0	8	74	25	31	
	HEATHROW	IRAN AIR	S	A	18	0	0	56	0	33	11	0	0	25	0	68	18	
	HEATHROW	IRAN AIR	S	D	18	0	0	56	33	0	6	6	0	31	39	38	18	
	BIRMINGHAM	MAHAN AIR	S	A	14	0	0	14	7	29	36	14	0	77	0	0	0	
	BIRMINGHAM	MAHAN AIR	S	D	14	0	0	7	14	21	36	21	0	98	0	0	0	
<b>TOTAL IMAM KHOMIENI</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>13</b>	<b>10</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>33</b>	<b>53</b>	<b>33</b>	<b>33</b>	
INGOLSTADT-MANCHING																		
INNSBRUCK																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	67	0	11	11	11	0	34	33	41	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	0	11	11	0	0	22	33	26	9	
	BIRMINGHAM	FLYBE LTD	C	A	5	0	0	60	20	0	20	0	0	21	0	0	0	
	BIRMINGHAM	FLYBE LTD	C	D	5	0	0	20	20	20	40	0	0	59	0	0	0	
	EDINBURGH	FLYBE LTD	C	A	5	0	0	80	0	20	0	0	0	14	0	0	0	
	EDINBURGH	FLYBE LTD	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	40	55	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	0	63	5	
<b>TOTAL INNSBRUCK</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>4</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>23</b>	<b>23</b>	
INVERNESS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	48	39	10	3	0	0	16	71	15	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	52	32	13	3	0	0	16	77	10	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	86	6	6	3	0	0	8	69	23	54	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	86	3	3	8	0	0	12	64	17	55	
	BIRMINGHAM	FLYBE LTD	S	A	30	0	0	77	10	3	10	0	0	15	84	6	31	
	BIRMINGHAM	FLYBE LTD	S	D	30	0	0	70	17	7	7	0	0	16	71	8	31	
	GATWICK	FLYBE LTD	S	A	88	0	0	91	7	2	0	0	0	4	78	11	88	
	GATWICK	FLYBE LTD	S	D	88	0	0	80	11	7	2	0	0	10	68	17	88	
	MANCHESTER	FLYBE LTD	S	A	51	0	0	84	4	4	2	6	0	17	92	5	51	
	MANCHESTER	FLYBE LTD	S	D	51	0	0	82	6	8	4	0	0	10	76	11	51	
<b>TOTAL INVERNESS</b>					<b>473</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>12</b>	<b>12</b>	
IRELAND WEST AIRPORT KN																		
	GATWICK	AER LINGUS	S	A	31	0	0	94	3	3	0	0	0	3	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
IRELAND WEST AIRPORT KN																		
	GATWICK	AER LINGUS	S	D	31	0	0	87	6	6	0	0	0	8	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	A	31	0	0	74	13	6	0	6	0	20	78	14	27	
	BIRMINGHAM	BMIBABY LTD	S	D	31	0	0	74	10	10	0	6	0	25	61	19	31	
	MANCHESTER	BMIBABY LTD	S	A	31	0	1	29	32	29	10	0	0	28	71	25	35	
	MANCHESTER	BMIBABY LTD	S	D	30	0	1	50	20	23	7	0	0	23	61	17	36	
	LUTON	RYANAIR	S	A	31	0	0	84	6	10	0	0	0	7	80	8	30	
	LUTON	RYANAIR	S	D	31	0	0	84	10	6	0	0	0	7	61	13	31	
	STANSTED	RYANAIR	S	A	58	0	0	84	9	3	0	2	2	18	59	15	41	
	STANSTED	RYANAIR	S	D	58	0	0	91	5	3	0	0	0	5	71	13	41	
<b>TOTAL IRELAND WEST AIRPORT KNOCK</b>					<b>363</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>17</b>	<b>17</b>	
ISLAMABAD																		
	MANCHESTER	AIR BLUE	S	A	17	0	0	59	18	24	0	0	0	17	52	40	31	
	MANCHESTER	AIR BLUE	S	D	17	0	0	41	41	0	6	12	0	38	35	58	31	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	18	0	0	94	6	0	0	0	0	4	67	72	18	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	18	0	0	83	17	0	0	0	0	6	44	72	18	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	19	0	0	74	11	11	0	5	0	22	61	47	18	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	19	0	0	79	11	5	5	0	0	9	56	27	18	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	17	0	0	71	18	12	0	0	0	13	59	28	27	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	17	0	0	47	29	24	0	0	0	16	73	17	22	
<b>TOTAL ISLAMABAD</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>39</b>	<b>39</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	58	2	0	91	3	2	3	0	0	7	89	8	64	
	GLASGOW	LOGANAIR	S	D	58	2	0	90	7	0	3	0	0	8	83	12	64	
<b>TOTAL ISLAY</b>					<b>116</b>	<b>4</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>10</b>	<b>10</b>	
ISLE OF MAN																		
	LONDON CITY	AER ARANN	S	A	67	0	1	96	3	0	1	0	0	3	0	0	0	
	LONDON CITY	AER ARANN	S	D	67	0	1	96	0	3	1	0	0	3	0	0	0	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	34	0	0	100	0	0	0	0	0	0	100	0	60	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	33	0	1	100	0	0	0	0	0	0	98	4	61	
	NEWCASTLE	EASTERN AIRWAYS	S	A	19	0	0	100	0	0	0	0	0	0	95	1	21	
	NEWCASTLE	EASTERN AIRWAYS	S	D	19	0	0	95	0	0	5	0	0	9	90	6	21	
	NEWCASTLE	FLM AVIATION	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	FLM AVIATION	S	D	4	0	0	100	0	0	0	0	0	1	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
ISLE OF MAN																		
	BIRMINGHAM	FLYBE LTD	S	A	39	0	0	79	5	5	8	3	0	16	60	34	40	
	BIRMINGHAM	FLYBE LTD	S	D	39	0	0	74	15	0	10	0	0	16	62	40	42	
	GATWICK	FLYBE LTD	S	A	111	0	0	95	2	2	1	0	0	3	90	6	113	
	GATWICK	FLYBE LTD	S	D	111	0	1	89	5	4	3	0	0	6	89	10	113	
	LUTON	FLYBE LTD	S	A	30	0	1	93	3	3	0	0	0	2	82	13	45	
	LUTON	FLYBE LTD	S	D	30	0	1	87	13	0	0	0	0	5	80	15	45	
	MANCHESTER	FLYBE LTD	S	A	128	0	1	89	3	5	2	0	1	10	66	22	138	
	MANCHESTER	FLYBE LTD	S	D	129	0	0	89	5	2	4	0	0	7	70	17	138	
	EDINBURGH	LOGANAIR	S	A	29	0	0	79	10	10	0	0	0	9	94	6	31	
	EDINBURGH	LOGANAIR	S	D	29	0	0	79	10	7	3	0	0	12	94	7	31	
	GLASGOW	LOGANAIR	S	A	30	1	0	73	7	13	7	0	0	13	95	6	40	
	GLASGOW	LOGANAIR	S	D	31	0	0	77	6	13	3	0	0	13	90	8	40	
<b>TOTAL ISLE OF MAN</b>					<b>983</b>	<b>1</b>	<b>7</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>14</b>	<b>14</b>	
ISTANBUL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	94	3	2	1	0	0	4	72	11	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	85	10	2	2	1	0	10	73	11	93	
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	A	22	1	0	45	41	14	0	0	0	17	0	0	0	
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	D	22	0	0	5	32	55	9	0	0	37	0	0	0	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	93	0	0	49	25	19	6	0	0	21	49	20	93	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	93	0	0	55	20	16	9	0	0	20	46	24	93	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	46	0	0	35	33	28	4	0	0	28	36	24	44	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	46	0	0	7	41	39	13	0	0	41	14	39	44	
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	A	31	0	0	52	35	13	0	0	0	17	44	18	32	
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	D	31	0	0	35	39	19	6	0	0	24	26	33	31	
<b>TOTAL ISTANBUL</b>					<b>570</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>20</b>	<b>20</b>	
ISTANBUL (SABIHA GOKCEN)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	13	0	0	0	0	4	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	81	13	6	0	0	0	10	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ISTANBUL (SABIHA GOKCEN)		LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	10	3	10	0	0	17	71	13	31
		LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	6	0	10	0	0	18	77	12	31
		STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	9	0	0	22	0	56	0	22	0	91	0	0	0
		STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	9	0	0	22	11	44	0	22	0	79	0	0	0
		STANSTED	PEGASUS AIRLINES	S	A	31	0	0	32	16	35	13	3	0	43	31	49	13
		STANSTED	PEGASUS AIRLINES	S	D	31	0	0	23	23	42	10	3	0	43	46	53	13
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>						<b>204</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>13</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>64</b>	<b>24</b>	<b>24</b>
IZMIR (ADNAM MENDERES)		GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	78	9	4	9	0	0	15	93	5	14
		GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	70	13	4	13	0	0	24	57	17	14
		HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	10	0	0	80	0	0	20	0	0	25	29	36	14
		HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	9	0	0	78	11	0	11	0	0	16	46	23	13
		STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	12	0	0	50	25	8	17	0	0	33	62	17	13
		STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	12	0	0	58	17	0	25	0	0	40	54	16	13
		BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
		BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0
		GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	9	80	42	5
		GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	16	75	66	4
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	77	8	8	0	8	0	23	57	38	14
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	8	8	0	8	0	22	58	34	12
		GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	23	50	27	10
		GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	8	56	22	9
		MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	15	40	106	5
		MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	13	50	118	4
<b>TOTAL IZMIR (ADNAM MENDERES)</b>						<b>157</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>5</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>31</b>	<b>31</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
JEDDAH																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	14	0	0	50	21	21	7	0	0	21	94	72	16	
	HEATHROW	BMI BRITISH MIDLAND	S	D	14	0	0	86	7	0	7	0	0	14	63	37	16	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	87	4	0	4	0	4	20	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	86	5	5	5	0	0	8	0	0	0	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	30	1	0	70	17	7	7	0	0	16	58	22	31	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	31	0	0	77	16	3	3	0	0	8	74	15	31	
	MANCHESTER	SAUDI ARABIAN AIRLINES	S	A	5	0	0	80	20	0	0	0	0	3	100	0	7	
	MANCHESTER	SAUDI ARABIAN AIRLINES	S	D	5	0	0	60	40	0	0	0	0	11	100	8	7	
<b>TOTAL JEDDAH</b>					<b>144</b>	<b>3</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>74</b>	<b>27</b>	<b>27</b>	
JEREZ																		
	STANSTED	RYANAIR	S	A	31	0	0	94	0	3	3	0	0	7	97	2	31	
	STANSTED	RYANAIR	S	D	31	0	0	94	3	0	3	0	0	5	94	3	31	
<b>TOTAL JEREZ</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>3</b>	<b>3</b>	
JERSEY																		
	STANSTED	AURIGNY AIR SERVICES	S	A	31	0	0	81	10	6	3	0	0	13	0	0	0	
	STANSTED	AURIGNY AIR SERVICES	S	D	31	0	0	90	0	3	6	0	0	9	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	94	3	0	3	0	0	8	55	23	31	
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	100	0	0	0	0	0	1	55	18	31	
	GATWICK	BRITISH AIRWAYS PLC	S	A	155	0	0	82	8	7	3	0	0	9	78	10	160	
	GATWICK	BRITISH AIRWAYS PLC	S	D	155	0	0	82	9	6	3	0	0	10	83	8	160	
	BIRMINGHAM	FLYBE LTD	S	A	43	21	0	60	9	16	9	2	2	40	71	25	45	
	BIRMINGHAM	FLYBE LTD	S	D	72	0	0	67	10	14	8	1	0	23	55	28	47	
	EDINBURGH	FLYBE LTD	S	A	36	0	0	89	3	6	3	0	0	7	89	10	36	
	EDINBURGH	FLYBE LTD	S	D	36	0	0	83	11	0	6	0	0	8	83	21	36	
	GATWICK	FLYBE LTD	S	A	174	0	0	89	5	5	1	0	0	5	84	10	170	
	GATWICK	FLYBE LTD	S	D	174	0	0	84	10	4	2	0	0	8	75	12	170	
	GLASGOW	FLYBE LTD	S	A	10	0	0	80	10	10	0	0	0	8	20	55	10	
	GLASGOW	FLYBE LTD	S	D	10	0	0	90	10	0	0	0	0	7	40	36	10	
	LUTON	FLYBE LTD	S	A	18	0	0	100	0	0	0	0	0	2	0	0	0	
	LUTON	FLYBE LTD	S	D	18	0	0	89	6	6	0	0	0	5	0	0	0	
	MANCHESTER	FLYBE LTD	S	A	46	0	0	76	4	7	13	0	0	19	80	14	64	
	MANCHESTER	FLYBE LTD	S	D	46	0	0	78	11	4	7	0	0	14	75	18	64	
	NEWCASTLE	FLYBE LTD	S	A	23	0	0	48	43	9	0	0	0	18	78	18	18	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
JERSEY																		
	NEWCASTLE	FLYBE LTD	S	D	23	0	0	83	13	0	4	0	0	9	50	29	18	
	LONDON CITY	VLM (BELGIUM)	S	A	21	0	0	100	0	0	0	0	0	0	85	6	26	
	LONDON CITY	VLM (BELGIUM)	S	D	21	0	0	95	0	5	0	0	0	2	85	7	26	
<b>TOTAL JERSEY</b>					<b>1205</b>	<b>24</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>14</b>	<b>14</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	85	0	0	86	8	5	0	1	0	9	94	6	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	82	8	6	4	0	0	9	69	17	62	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	62	0	0	77	13	5	2	0	3	35	73	42	60	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	62	0	0	90	5	0	5	0	0	7	83	10	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	48	32	10	6	3	0	29	68	40	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	97	0	3	0	0	0	2	81	11	31	
<b>TOTAL JOHANNESBURG</b>					<b>355</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>79</b>	<b>20</b>	<b>20</b>	
JONKOPING																		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2008				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
KALAMATA																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	20	40	40	0	0	0	26	0	71	5	
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	0	6	40	25	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	20	0	39	0	82	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	0	20	0	44	0	61	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	20	26	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	5	20	32	5	
	GATWICK	VIKING AIRLINES	C	A	10	0	0	80	20	0	0	0	0	6	0	0	0	
	GATWICK	VIKING AIRLINES	C	D	10	0	0	90	10	0	0	0	0	10	0	0	0	
	MANCHESTER	VIKING AIRLINES	C	A	5	0	0	20	20	20	40	0	0	45	0	0	0	
	MANCHESTER	VIKING AIRLINES	C	D	5	0	0	20	20	20	40	0	0	48	0	0	0	
<b>TOTAL KALAMATA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>33</b>	<b>37</b>	<b>37</b>	
KALININGRAD																		
KANO																		
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	15	23	31	31	0	0	56	7	80	14	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	85	8	8	0	0	0	9	36	39	14	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	0	0	25	38	25	13	0	0	30	56	55	9	
<b>TOTAL KARACHI</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>21</b>	<b>21</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>25</b>	<b>62</b>	<b>62</b>	
KARLSRUHE/BADEN BADEN																		
	STANSTED	RYANAIR	S	A	52	0	0	90	6	2	2	0	0	7	58	15	52	
	STANSTED	RYANAIR	S	D	52	0	0	83	13	2	2	0	0	10	69	14	52	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>15</b>	<b>15</b>	
KARUP																		
<b>TOTAL KARUP</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>20</b>	<b>20</b>	
KATOWICE																		
	BIRMINGHAM	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	2	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	18	0	0	94	6	0	0	0	0	5	0	0	0	
	STANSTED	RYANAIR	S	A	31	0	0	94	0	3	3	0	0	5	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	97	0	0	3	0	0	7	0	0	0	
	LUTON	WIZZ AIR	S	A	57	0	0	86	9	2	4	0	0	7	79	44	56	
	LUTON	WIZZ AIR	S	D	57	0	0	49	19	25	7	0	0	24	53	47	55	
<b>TOTAL KATOWICE</b>					<b>212</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>44</b>	<b>44</b>	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 2008					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
KAUNAS																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	RYANAIR	S	D	9	0	0	78	22	0	0	0	0	9	0	0	0	0
	LUTON	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	3	0	0	0	0
	LUTON	RYANAIR	S	D	13	0	0	92	0	8	0	0	0	8	0	0	0	0
	STANSTED	RYANAIR	S	A	49	0	0	98	2	0	0	0	0	4	84	8	44	44
	STANSTED	RYANAIR	S	D	49	0	0	78	22	0	0	0	0	8	77	10	44	44
<b>TOTAL KAUNAS</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>10</b>	<b>10</b>	<b>10</b>
KAVALLA																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	6	80	8	5	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	16	100	6	5	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	12	100	4	5	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	6	5	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	10	5	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	13	80	14	5	5
<b>TOTAL KAVALLA</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>8</b>	<b>8</b>	<b>8</b>
KEFALLINIA																		
	GATWICK	BMI BRITISH MIDLAND	C	A	5	0	0	60	0	20	20	0	0	47	40	14	5	5
	GATWICK	BMI BRITISH MIDLAND	C	D	5	0	0	60	0	20	0	20	0	54	80	13	5	5
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	60	20	20	0	0	0	14	0	29	5	5
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	0	4	80	8	5	5
	MANCHESTER	BMI BRITISH MIDLAND	C	A	15	0	0	40	33	13	13	0	0	32	20	50	5	5
	MANCHESTER	BMI BRITISH MIDLAND	C	D	15	0	0	73	13	0	13	0	0	23	60	22	5	5
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	60	30	10	0	0	0	15	43	64	14	14
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	100	0	0	0	0	0	3	64	53	14	14
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	15	4	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	14	4	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	22	0	0	0	0	5	78	14	9	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	1	56	18	9	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	6	75	8	8	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	11	0	0	0	8	78	8	9	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	88	13	8	8

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2008			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
KEFALLINIA																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	88	6	8	
	GATWICK	THOMSON AIRWAYS LTD	C	A	17	0	0	82	6	0	12	0	0	15	72	15	18	
	GATWICK	THOMSON AIRWAYS LTD	C	D	17	0	0	76	18	0	0	6	0	16	61	19	18	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	17	0	0	94	6	0	0	0	0	2	46	22	13	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	17	0	0	94	6	0	0	0	0	3	54	30	13	
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	18	0	0	0	
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	20	0	0	0	
	GATWICK	VIKING AIRLINES	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	VIKING AIRLINES	C	D	5	0	0	60	40	0	0	0	0	10	0	0	0	
<b>TOTAL KEFALLINIA</b>					<b>220</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>59</b>	<b>29</b>	<b>29</b>	
KEFLAVIK																		
	GATWICK	ASTRAEUS LTD	S	A	45	0	0	60	22	4	11	2	0	24	0	0	0	
	GATWICK	ASTRAEUS LTD	S	D	44	0	0	57	14	14	9	5	2	52	0	0	0	
	GLASGOW	ICELANDAIR	S	A	2	0	0	100	0	0	0	0	0	8	77	29	13	
	GLASGOW	ICELANDAIR	S	D	2	0	0	50	50	0	0	0	0	15	62	36	13	
	HEATHROW	ICELANDAIR	S	A	62	0	0	92	6	2	0	0	0	4	74	13	62	
	HEATHROW	ICELANDAIR	S	D	62	0	0	89	5	6	0	0	0	4	73	13	62	
	MANCHESTER	ICELANDAIR	S	A	9	0	0	89	0	11	0	0	0	4	89	8	9	
	MANCHESTER	ICELANDAIR	S	D	9	0	0	89	0	11	0	0	0	6	78	13	9	
<b>TOTAL KEFLAVIK</b>					<b>236</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>26</b>	<b>26</b>	
KERRY COUNTY																		
	LUTON	RYANAIR	S	A	18	0	0	94	6	0	0	0	0	3	100	0	13	
	LUTON	RYANAIR	S	D	18	0	0	89	6	6	0	0	0	5	100	3	13	
	STANSTED	RYANAIR	S	A	62	0	0	92	3	3	2	0	0	7	85	7	62	
	STANSTED	RYANAIR	S	D	62	0	0	74	23	3	0	0	0	9	71	12	62	
<b>TOTAL KERRY COUNTY</b>					<b>160</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>10</b>	<b>10</b>	
KHARTOUM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	22	0	0	95	0	5	0	0	0	3	71	112	17	
	HEATHROW	BMI BRITISH MIDLAND	S	D	23	0	0	65	22	4	9	0	0	14	17	38	18	
<b>TOTAL KHARTOUM</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>43</b>	<b>74</b>	<b>74</b>	
KIEV																		
KIEV (BORISPOL)																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
KIEV (BORISPOL)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	22	0	0	59	27	9	5	0	0	18	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	22	0	0	86	0	14	0	0	0	11	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	13	6	3	0	0	11	16	49	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	10	6	0	0	0	8	55	22	31	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	31	0	0	84	16	0	0	0	0	6	58	26	45	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	31	0	0	77	6	13	3	0	0	12	27	38	45	
	LUTON	WIZZ AIR UKRAINE	S	A	18	0	0	33	33	33	0	0	0	24	0	0	0	
	LUTON	WIZZ AIR UKRAINE	S	D	18	0	0	61	39	0	0	0	0	12	0	0	0	
<b>TOTAL KIEV (BORISPOL)</b>					<b>205</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>39</b>	<b>34</b>	<b>34</b>	
KINGSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	46	31	23	0	0	0	18	46	26	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	54	31	15	0	0	0	14	69	14	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	0	13	38	25	25	0	102	0	146	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	33	11	22	33	0	0	51	0	66	8	
<b>TOTAL KINGSTON</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>23</b>	<b>23</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>39</b>	<b>34</b>	<b>56</b>	<b>56</b>	
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	A	83	0	0	90	6	2	0	1	0	6	90	7	81	
	EDINBURGH	LOGANAIR	S	D	83	0	0	96	2	1	0	0	0	4	86	9	81	
	GLASGOW	LOGANAIR	S	A	31	0	0	65	26	10	0	0	0	12	94	10	31	
	GLASGOW	LOGANAIR	S	D	31	0	0	77	19	3	0	0	0	10	81	13	31	
<b>TOTAL KIRKWALL</b>					<b>228</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>9</b>	<b>9</b>	
KLAGENFURT																		
	STANSTED	RYANAIR	S	A	13	0	0	54	15	31	0	0	0	21	46	26	13	
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	1	85	11	13	
<b>TOTAL KLAGENFURT</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>19</b>	<b>19</b>	
KOS																		
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	25	25	25	25	0	0	37	0	55	5	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	75	0	25	0	0	0	16	20	43	5	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	67	11	0	11	11	0	38	23	61	13	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	67	0	11	11	11	0	51	8	73	13	
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	100	0	0	0	0	0	0	33	41	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
KOS	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	100	0	0	0	0	0	6	22	31	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	60	10	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	5	25	27	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	0	0	100	0	0	0	0	1	58	55	12	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	25	0	0	0	11	50	56	12	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	24	40	30	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	43	50	47	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	0	0	88	0	0	6	0	47	89	20	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	0	0	76	18	0	6	0	13	63	33	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	50	0	49	100	0	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	34	100	0	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	8	78	8	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	9	78	10	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	77	15	8	0	0	8	41	46	22	
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	77	15	8	0	0	7	36	51	22	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	69	23	0	8	0	15	18	53	17	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	62	23	8	8	0	23	0	57	17	
	GATWICK	VIKING AIRLINES	C	A	21	1	0	38	33	14	10	0	5	51	0	0	
	GATWICK	VIKING AIRLINES	C	D	22	0	0	18	18	45	18	0	0	42	0	0	
	MANCHESTER	VIKING AIRLINES	C	A	8	0	0	13	63	13	13	0	0	29	0	0	
	MANCHESTER	VIKING AIRLINES	C	D	8	0	0	25	25	38	13	0	0	38	0	0	
<b>TOTAL KOS</b>					<b>236</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>43</b>	<b>39</b>	<b>39</b>
KOSICE	LUTON	SKY EUROPE	S	A	13	0	0	54	23	0	15	0	8	49	94	8	18
	LUTON	SKY EUROPE	S	D	14	0	0	50	7	14	21	0	7	82	28	28	18
	MANCHESTER	SKY EUROPE	S	A	5	0	0	60	20	0	20	0	0	36	38	26	13
	MANCHESTER	SKY EUROPE	S	D	5	0	0	20	40	20	20	0	0	54	23	36	13
<b>TOTAL KOSICE</b>					<b>37</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>19</b>	<b>8</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>60</b>	<b>48</b>	<b>23</b>	<b>23</b>
KRAKOW	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	87	10	3	0	0	5	85	9	27	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	94	6	0	0	0	3	70	12	27	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	71	14	14	0	0	12	100	1	14	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KRAKOW	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	100	0	0	0	0	0	4	100	1	14
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	10	10	0	0	0	11	58	17	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	55	42	3	0	0	0	14	55	21	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	1	87	3	6	0	0	3	17	77	16	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	19	3	6	0	0	12	68	19	31
	BIRMINGHAM	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	3	0	0	0
	EDINBURGH	RYANAIR	S	A	13	0	0	38	54	8	0	0	0	16	0	0	0
	EDINBURGH	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	4	0	0	0
	STANSTED	RYANAIR	S	A	62	0	0	84	3	10	2	2	0	11	74	15	62
	STANSTED	RYANAIR	S	D	62	0	0	85	8	6	0	0	0	8	69	16	62
<b>TOTAL KRAKOW</b>					<b>400</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>19</b>	<b>19</b>
KRASNODAR																	
KRISTIANSUND (KUERNBER)																	
KUALA LUMPUR (SEPANG)	STANSTED	AIR ASIA	S	A	31	0	0	87	3	3	6	0	0	10	0	0	0
	STANSTED	AIR ASIA	S	D	31	0	0	84	6	0	6	3	0	18	0	0	0
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS	S	A	62	0	0	90	2	3	5	0	0	8	89	9	62
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS	S	D	62	0	0	69	15	6	10	0	0	17	42	23	62
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>16</b>	<b>16</b>
KUWAIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	100	0	0	0	0	0	1	94	10	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	10	10	0	0	0	10	60	16	30
	HEATHROW	KUWAIT AIRWAYS	S	A	34	0	2	47	24	21	9	0	0	24	50	27	36
	HEATHROW	KUWAIT AIRWAYS	S	D	34	0	1	53	24	18	6	0	0	21	39	33	36
<b>TOTAL KUWAIT</b>					<b>130</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>22</b>	<b>22</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
LA CORUNA																		
	HEATHROW	VUELING AIRLINES		S A	31	0	0	71	13	16	0	0	0	13	0	0	0	
	HEATHROW	VUELING AIRLINES		S D	31	0	0	84	6	3	6	0	0	10	0	0	0	
<b>TOTAL LA CORUNA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>7</b>	<b>7</b>	
LA ROCHELLE																		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	22	0	0	86	5	5	5	0	0	10	55	34	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	22	0	0	95	0	0	5	0	0	6	81	11	32	
	BIRMINGHAM	FLYBE LTD		S A	14	0	0	93	7	0	0	0	0	5	50	37	20	
	BIRMINGHAM	FLYBE LTD		S D	14	0	0	71	14	14	0	0	0	14	45	43	20	
	GLASGOW	FLYBE LTD		S A	5	0	0	80	20	0	0	0	0	6	40	22	5	
	GLASGOW	FLYBE LTD		S D	5	0	0	60	40	0	0	0	0	16	40	17	5	
	MANCHESTER	FLYBE LTD		S A	9	0	0	44	56	0	0	0	0	17	67	18	12	
	MANCHESTER	FLYBE LTD		S D	9	0	0	100	0	0	0	0	0	2	75	17	12	
	EDINBURGH	JET2.COM LTD		S A	9	0	0	89	0	11	0	0	0	7	11	30	9	
	EDINBURGH	JET2.COM LTD		S D	9	0	0	100	0	0	0	0	0	2	100	6	9	
	STANSTED	RYANAIR		S A	23	0	0	87	4	9	0	0	0	8	74	18	50	
	STANSTED	RYANAIR		S D	23	0	0	96	4	0	0	0	0	2	82	7	50	
<b>TOTAL LA ROCHELLE</b>					<b>164</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>20</b>	<b>20</b>	
LAGOS																		
	HEATHROW	ARIK AIR		S A	31	0	0	71	23	3	3	0	0	12	0	0	0	
	HEATHROW	ARIK AIR		S D	31	0	0	97	0	3	0	0	0	3	0	0	0	
	HEATHROW	BELLVIEW AIRLINES (NIGERIA)		S A	18	0	0	0	17	28	44	11	0	96	15	43	27	
	HEATHROW	BELLVIEW AIRLINES (NIGERIA)		S D	18	0	0	6	6	50	33	6	0	63	52	22	27	
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	90	6	0	3	0	0	5	87	4	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	39	16	29	16	0	0	31	10	38	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	31	0	0	84	3	3	10	0	0	12	77	16	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	31	0	0	58	23	16	3	0	0	17	77	17	31	
<b>TOTAL LAGOS</b>					<b>224</b>	<b>2</b>	<b>0</b>	<b>61</b>	<b>12</b>	<b>15</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>56</b>	<b>27</b>	<b>27</b>	
LAHORE																		
	GLASGOW	PAKISTAN INTL AIRLINES		S A	9	0	0	56	22	0	11	11	0	49	78	12	9	
	GLASGOW	PAKISTAN INTL AIRLINES		S D	9	0	0	44	22	11	11	11	0	52	22	25	9	
	HEATHROW	PAKISTAN INTL AIRLINES		S A	13	0	0	69	23	8	0	0	0	13	69	28	13	
	HEATHROW	PAKISTAN INTL AIRLINES		S D	13	1	0	69	23	8	0	0	0	11	38	41	13	
	MANCHESTER	PAKISTAN INTL AIRLINES		S A	9	0	0	100	0	0	0	0	0	4	67	21	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LAHORE	MANCHESTER	PAKISTAN INTL AIRLINES		S D	8	0	0	88	0	13	0	0	0	9	44	39	9
<b>TOTAL LAHORE</b>					<b>61</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>29</b>	<b>29</b>
LAMETIA-TERME	STANSTED	RYANAIR		S A	23	0	0	52	30	13	4	0	0	18	42	31	19
	STANSTED	RYANAIR		S D	23	0	0	96	0	4	0	0	0	4	89	9	18
<b>TOTAL LAMETIA-TERME</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>20</b>	<b>20</b>
LARNACA	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	71	19	3	3	3	0	16	48	18	31
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	87	0	6	3	3	0	15	77	10	31
	BIRMINGHAM	CYPRUS AIRWAYS		S A	8	0	0	75	25	0	0	0	0	7	62	35	13
	BIRMINGHAM	CYPRUS AIRWAYS		S D	8	0	0	50	38	13	0	0	0	16	8	54	13
	HEATHROW	CYPRUS AIRWAYS		S A	79	0	0	70	16	13	1	0	0	14	39	33	79
	HEATHROW	CYPRUS AIRWAYS		S D	79	0	0	72	20	5	3	0	0	12	29	35	79
	MANCHESTER	CYPRUS AIRWAYS		S A	22	0	0	73	14	9	5	0	0	18	32	44	22
	MANCHESTER	CYPRUS AIRWAYS		S D	22	0	0	36	36	14	14	0	0	29	9	72	22
	STANSTED	CYPRUS AIRWAYS		S A	18	0	0	78	22	0	0	0	0	7	41	23	17
	STANSTED	CYPRUS AIRWAYS		S D	18	0	0	50	33	17	0	0	0	18	12	38	17
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	17	0	0	76	12	6	6	0	0	10	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	17	0	0	59	29	12	0	0	0	14	0	0	0
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD		C A	5	0	0	80	20	0	0	0	0	7	60	43	5
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD		C D	5	0	0	0	0	80	20	0	0	49	20	76	5
	GATWICK	EUROCYPRIA AIRLINES LTD		C A	14	0	0	43	29	7	14	0	7	58	21	68	14
	GATWICK	EUROCYPRIA AIRLINES LTD		C D	14	0	0	43	21	21	7	0	7	59	0	80	14
	LUTON	EUROCYPRIA AIRLINES LTD		C A	5	0	0	20	0	20	60	0	0	64	0	0	0
	LUTON	EUROCYPRIA AIRLINES LTD		C D	5	0	0	20	20	0	60	0	0	66	0	0	0
	MANCHESTER	EUROCYPRIA AIRLINES LTD		C A	22	0	0	59	18	23	0	0	0	16	41	22	17
	MANCHESTER	EUROCYPRIA AIRLINES LTD		C D	22	0	0	27	27	45	0	0	0	28	0	38	17
	NEWCASTLE	EUROCYPRIA AIRLINES LTD		C A	10	0	0	50	50	0	0	0	0	15	30	24	10
	NEWCASTLE	EUROCYPRIA AIRLINES LTD		C D	10	0	0	60	30	10	0	0	0	19	0	34	10
	STANSTED	EUROCYPRIA AIRLINES LTD		C A	5	0	0	80	0	20	0	0	0	8	60	33	5
	STANSTED	EUROCYPRIA AIRLINES LTD		C D	5	0	0	80	0	20	0	0	0	8	60	30	5
	BIRMINGHAM	MONARCH AIRLINES		S A	9	0	0	67	22	0	11	0	0	14	0	0	0
	BIRMINGHAM	MONARCH AIRLINES		S D	9	0	0	56	44	0	0	0	0	14	0	0	0



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
LARNACA																		
	GATWICK	MONARCH AIRLINES	S	A	26	0	0	85	12	0	4	0	0	11	17	48	18	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	7	25	25	4	
	GATWICK	MONARCH AIRLINES	S	D	26	0	0	81	15	0	4	0	0	14	47	26	17	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	9	75	4	4	
	LUTON	MONARCH AIRLINES	S	A	36	0	0	86	0	6	6	3	0	16	41	44	22	
	LUTON	MONARCH AIRLINES	S	D	35	0	0	83	3	6	6	3	0	19	64	32	22	
	MANCHESTER	MONARCH AIRLINES	S	A	22	0	0	59	27	5	9	0	0	20	38	38	21	
	MANCHESTER	MONARCH AIRLINES	S	D	22	0	0	73	9	14	5	0	0	19	55	28	22	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	13	0	0	92	0	8	0	0	0	4	38	20	13	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	13	0	0	92	0	8	0	0	0	8	77	12	13	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	20	0	0	80	0	10	5	5	0	22	35	75	17	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	20	0	0	85	0	0	15	0	0	23	39	61	18	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	0	25	0	0	39	43	31	7	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	14	0	14	0	0	30	63	13	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	57	7	21	14	0	0	36	65	95	17	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	64	14	7	14	0	0	27	83	7	18	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	0	11	0	0	21	50	40	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	11	11	0	0	12	50	35	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	60	38	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	50	41	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	33	33	22	11	0	0	30	33	23	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	67	11	11	11	0	0	24	67	15	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	23	0	0	65	22	4	9	0	0	19	14	54	22	
	GATWICK	THOMSON AIRWAYS LTD	C	D	23	0	0	83	4	4	9	0	0	16	35	41	23	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	10	40	28	5	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	12	100	5	5	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	16	40	53	5	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	40	29	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	92	8	0	0	0	0	6	18	34	17	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	92	8	0	0	0	0	3	44	29	18	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	12	0	47	5	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	80	5	5	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	60	15	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LARNACA	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	80	6	5
<b>TOTAL LARNACA</b>					<b>928</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>43</b>	<b>34</b>	<b>34</b>
LAS PALMAS	GATWICK	BMI BRITISH MIDLAND	C	A	4	0	0	0	25	25	50	0	0	84	0	0	0
	GATWICK	BMI BRITISH MIDLAND	C	D	5	0	0	0	20	20	40	20	0	99	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	A	9	0	0	11	0	33	44	11	0	86	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	D	10	0	0	10	20	30	40	0	0	54	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	57	21	21	0	0	0	17	65	23	17
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	71	21	7	0	0	0	14	65	23	17
	EDINBURGH	FLYGLOBESPAN	S	A	5	0	0	40	20	40	0	0	0	22	40	77	5
	EDINBURGH	FLYGLOBESPAN	S	D	5	0	0	80	0	20	0	0	0	15	50	21	4
	GLASGOW	FLYGLOBESPAN	S	A	9	0	0	78	22	0	0	0	0	7	67	48	9
	GLASGOW	FLYGLOBESPAN	S	D	10	0	0	90	10	0	0	0	0	6	78	47	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	3	89	3	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	78	15	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	15	0	0	87	0	7	0	7	0	16	44	77	18
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	15	0	0	87	0	0	7	7	0	24	35	89	20
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	13	78	7	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	10	0	0	90	0	0	10	0	0	19	89	9	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	86	7	0	7	0	0	11	92	42	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	80	7	7	7	0	0	17	77	56	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	28	100	0	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	0	20	0	46	75	8	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	10	0	0	80	10	0	10	0	0	12	75	7	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	10	0	0	80	10	0	10	0	0	15	75	14	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	23	0	0	83	4	9	4	0	0	12	70	17	23
	GATWICK	THOMSON AIRWAYS LTD	C	D	24	0	0	79	13	4	0	4	0	14	77	16	22
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	100	0	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	2	4
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	10	100	2	4
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	18	100	3	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	86	0	7	7	0	0	16	70	25	23
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	15	0	0	87	0	0	13	0	0	17	45	33	22

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LAS PALMAS																		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	0	4	
<b>TOTAL LAS PALMAS</b>					<b>309</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>69</b>	<b>29</b>	<b>29</b>	
LAS VEGAS																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	2	75	33	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	22	22	0	0	0	18	78	16	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	77	6	6	10	0	0	15	19	68	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	61	10	19	10	0	0	25	23	65	31	
<b>TOTAL LAS VEGAS</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>44</b>	<b>46</b>	<b>46</b>	
LEEDS BRADFORD																		
	EDINBURGH	BMI REGIONAL	S	A	35	0	0	94	0	3	3	0	0	5	96	2	53	
	EDINBURGH	BMI REGIONAL	S	D	34	0	0	100	0	0	0	0	0	1	100	1	57	
	GLASGOW	BMI REGIONAL	S	A	40	0	0	95	0	3	3	0	0	4	95	4	57	
	GLASGOW	BMI REGIONAL	S	D	39	0	0	97	0	3	0	0	0	2	98	3	53	
	GATWICK	FLYBE LTD	S	A	70	0	0	81	9	4	4	1	0	15	0	0	0	
	GATWICK	FLYBE LTD	S	D	70	0	0	81	9	6	4	0	0	10	0	0	0	
<b>TOTAL LEEDS BRADFORD</b>					<b>289</b>	<b>2</b>	<b>3</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>6</b>	<b>6</b>	
LEIPZIG																		
LEMNOS																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	40	0	0	0	18	60	42	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	20	20	0	0	33	20	58	5	
	GATWICK	VIKING AIRLINES	C	D	4	0	0	25	0	25	25	0	25	183	0	0	0	
<b>TOTAL LEMNOS</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>7</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>40</b>	<b>50</b>	<b>50</b>	
LIBERIA																		
LIEGE																		
LIMOGES																		
	NEWCASTLE	FLYBE LTD	S	A	5	0	0	80	0	0	0	20	0	72	60	12	5	
	NEWCASTLE	FLYBE LTD	S	D	5	0	0	60	40	0	0	0	0	11	60	20	5	
	EDINBURGH	RYANAIR	S	A	8	1	1	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	4	0	0	0	
	LUTON	RYANAIR	S	A	13	0	0	92	0	8	0	0	0	4	0	0	0	
	LUTON	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	1	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LIMOGES																		
	STANSTED	RYANAIR		S A	40	0	0	75	8	15	3	0	0	12	97	2	31	
	STANSTED	RYANAIR		S D	40	0	0	63	23	13	3	0	0	15	94	4	31	
<b>TOTAL LIMOGES</b>					<b>133</b>	<b>3</b>	<b>1</b>	<b>77</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>5</b>	<b>5</b>	
LINZ																		
	STANSTED	RYANAIR		S A	18	0	0	94	6	0	0	0	0	4	94	3	18	
	STANSTED	RYANAIR		S D	18	0	0	94	6	0	0	0	0	4	94	3	18	
<b>TOTAL LINZ</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>3</b>	<b>3</b>	
LISBON																		
	GATWICK	AIR PORTUGAL		S A	22	0	0	86	5	5	5	0	0	9	71	11	31	
	GATWICK	AIR PORTUGAL		S D	22	0	0	82	5	9	5	0	0	12	68	9	31	
	HEATHROW	AIR PORTUGAL		S A	164	0	0	77	14	4	4	1	0	12	58	17	154	
	HEATHROW	AIR PORTUGAL		S D	164	0	0	76	12	7	5	1	0	14	66	18	155	
	MANCHESTER	BMIBABY LTD		S A	9	0	0	78	11	11	0	0	0	9	100	1	9	
	MANCHESTER	BMIBABY LTD		S D	9	0	0	89	11	0	0	0	0	6	78	13	9	
	HEATHROW	BRITISH AIRWAYS PLC		S A	124	0	0	77	11	8	3	0	0	10	66	16	93	
	HEATHROW	BRITISH AIRWAYS PLC		S D	124	0	0	77	13	8	2	0	0	9	84	9	93	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	42	23	19	16	0	0	28	65	17	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	48	10	35	6	0	0	26	70	15	30	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	62	0	0	61	15	16	8	0	0	21	47	26	62	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	62	0	0	74	16	6	3	0	0	13	48	25	62	
<b>TOTAL LISBON</b>					<b>824</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>18</b>	<b>18</b>	
LIVERPOOL																		
<b>TOTAL LIVERPOOL</b>					<b>2</b>	<b>3</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>100</b>	<b>1</b>	<b>1</b>	
LJUBLJANA																		
	GATWICK	ADRIA AIRWAYS		S A	32	0	0	81	3	9	6	0	0	11	50	22	32	
	GATWICK	ADRIA AIRWAYS		S D	32	0	0	81	9	6	3	0	0	8	50	23	32	
	MANCHESTER	ADRIA AIRWAYS		S A	9	0	0	67	11	11	11	0	0	19	44	19	9	
	MANCHESTER	ADRIA AIRWAYS		S D	9	0	0	67	11	11	11	0	0	20	33	27	9	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	44	0	0	89	2	5	5	0	0	8	55	21	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	44	0	0	91	2	5	2	0	0	7	71	14	31	
<b>TOTAL LJUBLJANA</b>					<b>170</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>54</b>	<b>20</b>	<b>20</b>	
LODZ LUBLINEK																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
LODZ LUBLINEK																		
	EDINBURGH	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	8	0	0	0	
	EDINBURGH	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	A	31	0	0	87	6	3	3	0	0	8	61	17	31	
	STANSTED	RYANAIR	S	D	31	0	0	74	6	16	3	0	0	15	42	26	31	
<b>TOTAL LODZ LUBLINEK</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>52</b>	<b>21</b>	<b>21</b>	
LONDON CITY																		
	EDINBURGH	BA CITYFLYER LTD	S	A	145	0	0	91	3	4	2	0	0	4	71	18	164	
	EDINBURGH	BA CITYFLYER LTD	S	D	143	0	0	93	5	1	1	0	0	5	71	16	167	
	GLASGOW	BA CITYFLYER LTD	S	A	82	1	0	94	4	2	0	0	0	2	74	17	89	
	GLASGOW	BA CITYFLYER LTD	S	D	78	1	0	94	4	3	0	0	0	3	76	13	91	
	EDINBURGH	CITY JET	S	A	152	0	0	97	2	0	1	0	0	2	81	8	154	
	EDINBURGH	CITY JET	S	D	153	0	0	97	1	1	1	0	0	3	80	10	153	
<b>TOTAL LONDON CITY</b>					<b>753</b>	<b>3</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>12</b>	<b>12</b>	
LOS ANGELES INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	90	3	0	6	0	0	6	49	26	61	
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	87	3	6	3	0	0	8	70	12	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	87	6	4	1	1	0	9	62	16	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	51	27	15	5	2	0	25	45	23	93	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	94	0	3	3	0	0	6	71	17	31	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	100	0	0	0	0	0	2	77	12	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	90	0	5	2	2	2	15	61	20	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	58	24	8	6	2	2	28	45	30	62	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>434</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>20</b>	<b>20</b>	
LUANDA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	60	0	40	0	0	0	19	20	16	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	50	0	0	50	0	0	49	80	4	5	
<b>TOTAL LUANDA</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>50</b>	<b>10</b>	<b>10</b>	
LUBECK																		
	STANSTED	RYANAIR	S	A	52	0	0	92	4	2	2	0	0	5	69	12	48	
	STANSTED	RYANAIR	S	D	52	0	0	92	6	0	2	0	0	6	60	14	48	
<b>TOTAL LUBECK</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>13</b>	<b>13</b>	
LUSAKA																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LUSAKA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	0	0	15	8	0	30	77	15	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	54	38	8	0	0	0	16	77	8	13	
<b>TOTAL LUSAKA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>77</b>	<b>12</b>	<b>12</b>	
LUTON																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	109	0	0	81	14	4	1	1	0	9	69	12	118	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	109	0	0	78	15	6	1	0	0	9	68	14	120	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	123	0	0	74	12	11	2	1	0	14	74	14	128	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	123	0	0	90	3	5	1	1	0	6	80	9	128	
<b>TOTAL LUTON</b>					<b>476</b>	<b>4</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>12</b>	<b>12</b>	
LUXEMBOURG																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	44	0	0	80	9	7	5	0	0	9	79	9	47	
	GATWICK	BRITISH AIRWAYS PLC	S	D	44	0	0	84	2	9	5	0	0	9	77	10	47	
	LONDON CITY	LUXAIR	S	A	79	0	0	96	1	3	0	0	0	2	94	3	72	
	LONDON CITY	LUXAIR	S	D	79	0	0	96	3	1	0	0	0	2	93	5	72	
	LONDON CITY	VLM (BELGIUM)	S	A	65	0	0	92	6	2	0	0	0	2	96	2	76	
	LONDON CITY	VLM (BELGIUM)	S	D	65	0	0	97	2	2	0	0	0	2	97	2	76	
<b>TOTAL LUXEMBOURG</b>					<b>376</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>5</b>	<b>5</b>	
LUXOR																		
	HEATHROW	EGYPT AIR	S	A	5	0	0	80	0	0	20	0	0	22	0	35	4	
	HEATHROW	EGYPT AIR	S	D	5	0	0	80	0	20	0	0	0	12	50	10	4	
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	90	0	0	0	10	0	19	38	44	8	
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	90	0	0	0	10	0	21	50	37	8	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	3	0	40	4	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	22	25	25	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	46	100	0	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	25	0	25	0	65	75	9	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	38	26	8	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	10	8	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	22	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	75	34	4	
<b>TOTAL LUXOR</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>29</b>	<b>29</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
LYON	MANCHESTER	BMI REGIONAL	S	A	22	0	0	95	0	0	5	0	0	5	90	3	31	
	MANCHESTER	BMI REGIONAL	S	D	22	0	0	95	0	0	5	0	0	4	94	3	31	
	BIRMINGHAM	BRIT AIR	S	A	4	0	0	100	0	0	0	0	0	1	94	4	51	
	BIRMINGHAM	BRIT AIR	S	D	4	0	0	75	0	25	0	0	0	13	92	5	51	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	1	91	4	2	2	0	0	5	71	18	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	85	8	5	2	0	0	6	76	13	92	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	57	0	1	77	7	5	5	5	0	21	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	72	14	7	7	0	0	15	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	74	10	13	3	0	0	13	57	25	42	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	10	6	0	0	0	7	63	19	43	
<b>TOTAL LYON</b>					<b>413</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>12</b>	<b>12</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MADRID	GATWICK	AIR EUROPA	S	A	62	0	0	92	6	0	2	0	0	4	0	0	0
	GATWICK	AIR EUROPA	S	D	62	0	0	84	11	2	3	0	0	8	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	A	39	0	0	95	3	3	0	0	0	2	91	10	43
	LONDON CITY	BA CITYFLYER LTD	S	D	38	0	0	82	8	8	3	0	0	8	59	26	44
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	65	19	10	6	0	0	16	55	18	62
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	84	10	3	3	0	0	9	60	17	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	152	0	1	66	24	7	3	0	0	14	65	23	155
	HEATHROW	BRITISH AIRWAYS PLC	S	D	153	0	0	75	10	12	3	0	0	13	66	18	154
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	65	13	3	16	3	0	26	29	44	38
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	55	23	3	16	3	0	33	29	52	38
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	109	0	0	72	4	3	9	11	1	41	76	18	106
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	109	0	1	64	20	5	10	1	0	19	62	22	106
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	89	8	2	2	0	0	6	56	23	61
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	84	13	2	2	0	0	8	51	26	61
	EDINBURGH	FLYGLOBESPAN	C	A	5	0	0	0	0	80	0	0	20	115	0	0	0
	EDINBURGH	FLYGLOBESPAN	C	D	5	0	0	40	40	0	20	0	0	31	0	0	0
	HEATHROW	IBERIA	S	A	239	0	1	77	13	9	1	0	0	9	58	21	243
	HEATHROW	IBERIA	S	D	239	0	0	72	16	9	2	0	0	12	68	18	243
	HEATHROW	IBERIA	C	D	2	0	0	50	0	0	50	0	0	39	0	0	0
	GATWICK	RYANAIR	S	A	31	0	0	58	19	13	6	3	0	25	0	0	0
	GATWICK	RYANAIR	S	D	31	0	0	35	26	29	6	3	0	36	0	0	0
	STANSTED	RYANAIR	S	A	62	0	0	69	15	13	3	0	0	13	0	0	0
	STANSTED	RYANAIR	S	D	62	0	0	56	18	13	13	0	0	23	0	0	0
<b>TOTAL MADRID</b>					<b>1651</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>22</b>	<b>22</b>
MAHON	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	69	13	8	10	0	0	18	55	34	49
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	65	17	13	6	0	0	17	54	30	48
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	85	15	0	0	0	0	7	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	77	23	0	0	0	0	11	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	60	20	20	0	0	0	14	100	3	5
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	40	20	40	0	0	0	22	80	9	5
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	75	0	0	25	0	0	34	0	0	0
	EDINBURGH	JET2.COM LTD	S	D	2	0	0	100	0	0	0	0	0	4	0	0	0



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
MAHON																		
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	0	60	40	0	0	0	33	80	9	5	
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	0	40	60	0	0	0	35	80	10	5	
	BIRMINGHAM	MONARCH AIRLINES	S	A	21	0	0	100	0	0	0	0	0	94	4	18		
	BIRMINGHAM	MONARCH AIRLINES	S	D	21	0	0	100	0	0	0	0	3	67	13	18		
	GATWICK	MONARCH AIRLINES	S	A	21	0	0	76	14	5	5	0	11	71	28	14		
	GATWICK	MONARCH AIRLINES	S	D	21	0	0	86	5	0	10	0	11	64	32	14		
	LUTON	MONARCH AIRLINES	S	A	26	0	0	88	8	0	4	0	7	83	33	18		
	LUTON	MONARCH AIRLINES	S	D	26	0	0	85	0	8	8	0	13	72	39	18		
	MANCHESTER	MONARCH AIRLINES	S	A	26	0	0	85	4	4	8	0	14	82	21	17		
	MANCHESTER	MONARCH AIRLINES	S	D	26	0	0	88	0	8	4	0	11	82	26	17		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	11	11	0	17	73	15	15		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	11	0	0	4	73	17	15		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	77	8	0	0	8	46	80	27	15		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	85	0	0	0	8	53	67	34	15		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	16	60	46	10		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	11	11	0	23	50	52	10		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	85	15	0	0	0	4	50	60	20		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	85	0	8	8	0	10	35	75	20		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	26	100	0	5		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	43	100	0	5		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	5	67	54	15		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	0	11	0	12	67	40	15		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	12	89	8	9		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	0	11	0	13	78	11	9		
	GATWICK	THOMSON AIRWAYS LTD	C	A	35	0	0	89	6	6	0	0	5	84	5	49		
	GATWICK	THOMSON AIRWAYS LTD	C	D	35	0	0	83	14	3	0	0	7	73	12	49		
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	78	32	9		
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	56	37	9		
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	7	78	11	9		
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	0	11	0	12	78	15	9		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	31	0	0	84	6	3	6	0	14	78	14	45		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	31	0	0	68	13	13	6	0	20	60	25	45		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	75	8	4		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
MAHON	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	11	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	89	4	9
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	3	78	11	9
<b>TOTAL MAHON</b>					<b>654</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>24</b>	<b>24</b>
MALAGA	GATWICK	AER LINGUS	S	A	93	0	0	88	6	2	3	0	0	8	0	0	0
	GATWICK	AER LINGUS	S	D	93	0	0	84	9	5	2	0	0	10	0	0	0
	BIRMINGHAM	BLUE LINE	C	D	2	0	0	0	0	0	100	0	0	155	0	0	0
	GATWICK	BLUE LINE	C	D	2	0	0	0	0	0	100	0	0	88	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	A	6	0	0	17	17	0	50	17	0	95	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	D	6	0	0	50	17	17	17	0	0	26	0	0	0
	NEWCASTLE	BMI BRITISH MIDLAND	C	A	5	0	0	0	20	20	60	0	0	75	0	0	0
	NEWCASTLE	BMI BRITISH MIDLAND	C	D	5	0	0	20	0	0	80	0	0	88	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	A	54	0	0	93	6	2	0	0	0	3	53	32	53
	BIRMINGHAM	BMIBABY LTD	S	D	53	0	0	91	6	2	2	0	0	8	57	32	53
	MANCHESTER	BMIBABY LTD	S	A	31	1	0	77	13	3	3	3	0	15	53	24	32
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	81	3	10	3	3	0	18	66	16	32
	GATWICK	BRITISH AIRWAYS PLC	S	A	93	0	0	80	9	4	6	0	1	19	63	16	62
	GATWICK	BRITISH AIRWAYS PLC	S	D	93	0	0	75	12	6	5	1	0	15	66	17	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	58	39	3	0	0	0	11	77	21	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	100	0	0	0	0	0	0	77	17	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	217	0	1	76	8	11	4	1	0	14	68	21	226
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	218	1	0	76	10	9	5	0	0	15	69	22	226
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	63	26	7	4	0	0	14	41	28	29
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	96	4	0	0	0	0	3	79	14	29
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	107	0	1	74	7	12	6	2	0	16	59	24	108
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	108	0	0	72	10	12	4	2	0	18	62	21	108
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	39	42	13	6	0	0	22	23	38	31
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	81	10	10	0	0	0	10	26	27	31
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	78	9	9	5	0	0	10	83	10	48
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	81	12	5	2	0	0	9	82	8	49
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	97	0	6	74	18	2	6	0	0	14	73	15	104
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	98	0	0	74	13	7	5	0	0	13	82	10	103

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MALAGA	EDINBURGH	FLYGLOBESPAN	S	A	27	0	0	70	11	19	0	0	0	15	52	30	29
	EDINBURGH	FLYGLOBESPAN	S	D	27	0	0	100	0	0	0	0	0	2	69	13	29
	GLASGOW	FLYGLOBESPAN	S	A	27	0	0	67	19	7	7	0	0	15	72	25	29
	GLASGOW	FLYGLOBESPAN	S	D	27	0	0	93	4	4	0	0	0	4	79	24	29
	MANCHESTER	JET2.COM LTD	S	A	30	1	1	50	20	7	13	7	3	98	52	20	31
	MANCHESTER	JET2.COM LTD	S	D	31	0	0	48	13	13	16	6	3	55	68	16	31
	NEWCASTLE	JET2.COM LTD	S	A	19	0	0	74	11	11	5	0	0	15	44	23	18
	NEWCASTLE	JET2.COM LTD	S	D	19	0	0	89	11	0	0	0	0	5	89	3	18
	BIRMINGHAM	MONARCH AIRLINES	S	A	30	0	1	73	23	0	3	0	0	11	87	6	54
	BIRMINGHAM	MONARCH AIRLINES	S	D	31	0	0	97	3	0	0	0	0	5	83	10	54
	GATWICK	MONARCH AIRLINES	S	A	58	0	2	59	22	9	10	0	0	22	51	48	79
	GATWICK	MONARCH AIRLINES	S	D	58	0	1	71	12	9	9	0	0	16	57	37	75
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	58	55	12
	LUTON	MONARCH AIRLINES	S	A	38	0	0	74	16	5	3	3	0	17	86	10	59
	LUTON	MONARCH AIRLINES	S	D	36	0	0	86	8	6	0	0	0	7	88	8	59
	MANCHESTER	MONARCH AIRLINES	S	A	67	0	0	70	16	12	1	0	0	13	58	28	89
	MANCHESTER	MONARCH AIRLINES	S	D	67	0	0	79	15	3	3	0	0	10	62	28	89
	BIRMINGHAM	RYANAIR	S	A	36	0	0	75	11	11	3	0	0	9	0	0	0
	BIRMINGHAM	RYANAIR	S	D	36	0	0	81	11	6	3	0	0	10	0	0	0
	EDINBURGH	RYANAIR	S	A	18	0	0	78	11	6	6	0	0	16	0	0	0
	EDINBURGH	RYANAIR	S	D	18	0	0	78	11	6	6	0	0	17	0	0	0
	STANSTED	RYANAIR	S	A	31	0	0	90	0	0	10	0	0	11	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	90	6	3	0	0	0	6	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	27	80	5	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	31	20	19	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	4	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	60	10	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	26	0	0	96	0	0	4	0	0	5	68	33	40
	GATWICK	THOMSON AIRWAYS LTD	C	D	26	0	0	88	8	0	4	0	0	9	76	19	41
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	80	8	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	2	5
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	67	11	0	22	0	0	26	88	15	17
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	72	28	18

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MALAGA																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	27	0	0	70	19	7	0	4	0	18	60	38	20	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	27	0	0	89	7	0	4	0	0	8	65	26	20	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	5	78	8	9	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	78	6	9	
<b>TOTAL MALAGA</b>					<b>2635</b>	<b>6</b>	<b>13</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>21</b>	<b>21</b>	
MALE INTERNATIONAL																		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	0	40	20	0	0	28	14	58	7	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	21	22	77	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	75	10	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	6	100	6	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	36	100	3	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	16	75	16	4	
<b>TOTAL MALE INTERNATIONAL</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>7</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>52</b>	<b>43</b>	<b>43</b>	
MALMO																		
MALTA																		
	BIRMINGHAM	AIR MALTA	S	A	13	0	0	85	0	8	8	0	0	12	77	9	13	
	BIRMINGHAM	AIR MALTA	S	D	13	0	0	77	8	8	8	0	0	17	69	13	13	
	GATWICK	AIR MALTA	S	A	71	0	0	89	7	1	3	0	0	7	86	7	66	
	GATWICK	AIR MALTA	S	D	59	0	0	92	3	2	3	0	0	6	63	14	54	
	GLASGOW	AIR MALTA	S	A	5	0	0	100	0	0	0	0	0	3	88	3	8	
	GLASGOW	AIR MALTA	S	D	5	0	0	60	40	0	0	0	0	11	63	11	8	
	HEATHROW	AIR MALTA	S	A	71	0	0	85	10	3	3	0	0	7	79	7	67	
	HEATHROW	AIR MALTA	S	D	71	0	1	79	10	7	4	0	0	9	69	12	67	
	MANCHESTER	AIR MALTA	S	A	35	0	1	63	17	11	6	3	0	24	56	23	36	
	MANCHESTER	AIR MALTA	S	D	35	0	1	54	17	17	9	3	0	30	36	31	36	
	NEWCASTLE	AIR MALTA	C	A	4	0	0	50	50	0	0	0	0	11	0	0	0	
	NEWCASTLE	AIR MALTA	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	58	19	10	13	0	0	21	74	13	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	58	19	10	13	0	0	22	94	5	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	44	0	0	89	7	5	0	0	0	5	76	13	45	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	44	0	0	80	14	7	0	0	0	9	71	21	45	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	90	5	5	0	0	0	6	61	22	31	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	76	19	5	0	0	0	7	58	16	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
MALTA																		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	100	0	0	0	0	0	0	0	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	11	0	0	0	0	7	0	0	0	0
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0	0
	EDINBURGH	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	5	0	0	0	0
	LUTON	RYANAIR	S	A	31	0	0	94	3	0	3	0	0	3	87	5	31	31
	LUTON	RYANAIR	S	D	31	0	0	87	6	3	3	0	0	6	65	13	31	31
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	4	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	6	4	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	100	0	3	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	12	75	7	4	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	25	75	4	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	8	75	14	4	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	2	75	15	4	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	25	37	4	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	8	8
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	88	7	8	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	40	100	1	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	44	100	6	4	4
<b>TOTAL MALTA</b>					<b>732</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>14</b>
MANCHESTER																		
	GATWICK	BMI BRITISH MIDLAND	C	A	3	0	0	0	33	67	0	0	0	44	0	0	0	0
	GATWICK	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	167	0	1	84	7	7	1	0	0	7	74	14	194	194
	HEATHROW	BMI BRITISH MIDLAND	S	D	173	0	3	91	6	2	1	0	0	4	81	12	200	200
	EDINBURGH	BMI REGIONAL	S	A	111	0	0	95	2	1	2	0	0	4	94	3	141	141
	EDINBURGH	BMI REGIONAL	S	D	110	0	0	98	0	2	0	0	0	2	92	5	141	141
	GLASGOW	BMI REGIONAL	S	A	20	0	0	95	0	5	0	0	0	2	93	4	92	92
	GLASGOW	BMI REGIONAL	S	D	20	0	0	95	0	5	0	0	0	2	92	5	92	92
	GATWICK	BRITISH AIRWAYS PLC	S	A	149	0	0	82	7	6	5	0	0	11	77	12	173	173
	GATWICK	BRITISH AIRWAYS PLC	S	D	149	0	0	82	7	8	3	0	0	10	80	10	173	173
	HEATHROW	BRITISH AIRWAYS PLC	S	A	223	0	0	89	4	5	2	0	0	6	73	13	224	224

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 2008					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MANCHESTER																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	223	0	0	85	9	4	3	0	0	7	80	10	226	
	EDINBURGH	FLYBE LTD	S	A	71	0	1	87	4	6	3	0	0	7	91	5	136	
	EDINBURGH	FLYBE LTD	S	D	72	0	0	90	6	1	1	1	0	7	88	10	136	
	GLASGOW	FLYBE LTD	S	A	73	0	0	93	4	1	1	0	0	4	77	15	78	
	GLASGOW	FLYBE LTD	S	D	73	0	0	90	5	3	0	1	0	8	86	12	78	
<b>TOTAL MANCHESTER</b>					<b>1646</b>	<b>11</b>	<b>5</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>9</b>	<b>9</b>	
MARRAKESH																		
	GATWICK	ATLAS BLUE	S	A	18	0	0	83	6	0	6	6	0	17	73	30	22	
	GATWICK	ATLAS BLUE	S	D	18	0	0	28	28	11	28	6	0	55	68	31	22	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	74	13	6	6	0	0	13	74	10	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	68	10	13	10	0	0	19	74	13	31	
	HEATHROW	ROYAL AIR MAROC	S	A	30	0	1	43	13	30	13	0	0	30	57	18	30	
	HEATHROW	ROYAL AIR MAROC	S	D	30	0	1	53	20	17	10	0	0	20	76	12	29	
	LUTON	RYANAIR	S	A	18	0	0	94	6	0	0	0	0	3	89	19	18	
	LUTON	RYANAIR	S	D	18	0	0	94	6	0	0	0	0	5	94	4	18	
<b>TOTAL MARRAKESH</b>					<b>194</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>13</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>16</b>	<b>16</b>	
MARSA ALAM																		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	24	25	34	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	26	50	22	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	11	0	28	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	15	75	11	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	25	0	75	0	0	0	31	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	0	50	25	25	0	0	59	0	0	0	
<b>TOTAL MARSA ALAM</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>8</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>38</b>	<b>24</b>	<b>24</b>	
MARSEILLE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	79	16	3	2	0	0	8	82	8	62	
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	84	10	6	0	0	0	7	89	7	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	67	15	10	8	0	0	17	59	31	44	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	67	15	10	8	0	0	16	64	27	44	
	BIRMINGHAM	RYANAIR	S	A	14	0	0	86	14	0	0	0	0	3	100	1	13	
	BIRMINGHAM	RYANAIR	S	D	14	0	0	79	21	0	0	0	0	9	100	1	13	
	EDINBURGH	RYANAIR	S	A	9	0	0	89	0	0	11	0	0	17	100	2	9	
	EDINBURGH	RYANAIR	S	D	9	0	0	78	11	0	11	0	0	23	78	7	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
MARSEILLE																		
	GATWICK	RYANAIR	S	A	31	0	0	90	6	3	0	0	0	3	0	0	0	0
	GATWICK	RYANAIR	S	D	31	0	0	87	6	6	0	0	0	7	0	0	0	0
	MANCHESTER	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	1	89	4	9	9
	MANCHESTER	RYANAIR	S	D	9	0	0	78	11	11	0	0	0	7	100	1	9	9
	STANSTED	RYANAIR	S	A	31	0	0	87	3	6	3	0	0	7	97	1	31	31
	STANSTED	RYANAIR	S	D	31	0	0	71	6	19	3	0	0	14	87	7	31	31
<b>TOTAL MARSEILLE</b>					<b>390</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>11</b>	<b>11</b>	<b>11</b>
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD	S	A	20	0	0	80	15	5	0	0	0	7	81	8	31	31
	HEATHROW	AIR MAURITIUS LTD	S	D	20	0	0	65	25	10	0	0	0	12	77	15	31	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	93	0	7	0	0	0	6	62	10	13	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	62	23	8	8	0	0	19	57	19	14	14
<b>TOTAL MAURITIUS</b>					<b>67</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>14</b>
MELBOURNE																		
	HEATHROW	QANTAS	S	A	59	0	1	73	3	8	14	0	2	39	69	81	62	62
	HEATHROW	QANTAS	S	D	61	0	0	84	8	7	0	2	0	11	68	16	62	62
<b>TOTAL MELBOURNE</b>					<b>120</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>6</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>69</b>	<b>49</b>	<b>49</b>	<b>49</b>
MEMMINGEN ALLGAU																		
	STANSTED	RYANAIR	S	A	44	0	0	52	25	16	5	2	0	23	0	0	0	0
	STANSTED	RYANAIR	S	D	44	0	0	84	9	5	2	0	0	10	0	0	0	0
<b>TOTAL MEMMINGEN ALLGAU</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
MEXICO CITY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	67	17	6	11	0	0	18	50	25	18	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	56	11	28	6	0	0	28	67	22	18	18
	GATWICK	MEXICANA	S	A	18	0	0	78	6	17	0	0	0	11	0	0	0	0
	GATWICK	MEXICANA	S	D	18	0	0	61	17	22	0	0	0	15	0	0	0	0
<b>TOTAL MEXICO CITY</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>23</b>	<b>23</b>	<b>23</b>
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	36	0	0	47	25	22	3	3	0	28	47	35	36	36
	HEATHROW	AMERICAN AIRLINES	S	D	36	0	0	75	11	14	0	0	0	10	81	9	36	36
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	1	76	15	2	3	5	0	21	74	16	62	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	63	19	15	3	0	0	18	69	14	62	62

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MIAMI INTERNATIONAL	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	94	3	0	3	0	0	3	97	2	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	65	26	10	0	0	0	12	68	16	31
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>258</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>16</b>	<b>16</b>
MIKONOS	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	67	22	0	11	0	0	17	71	13	14
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	44	39	6	11	0	0	24	21	38	14
	MANCHESTER	VIKING AIRLINES	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL MIKONOS</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>28</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>20</b>	<b>20</b>
MILAN (LINATE)	HEATHROW	ALITALIA (CAI)	S	A	114	0	5	87	4	5	4	0	0	8	0	0	0
	HEATHROW	ALITALIA (CAI)	S	D	114	0	2	82	9	5	4	0	0	9	0	0	0
	LONDON CITY	ALITALIA (CAI)	S	A	2	0	0	0	50	50	0	0	0	37	0	0	0
	LONDON CITY	ALITALIA (CAI)	S	D	2	0	0	50	0	50	0	0	0	31	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	0	92	1	6	2	0	0	5	73	13	124
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	0	90	3	4	2	0	0	6	80	9	124
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	61	16	16	6	0	0	19	45	30	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	52	26	16	6	0	0	22	52	26	31
<b>TOTAL MILAN (LINATE)</b>					<b>540</b>	<b>1</b>	<b>7</b>	<b>84</b>	<b>6</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>13</b>	<b>13</b>
MILAN (MALPENSA)	HEATHROW	BRITISH AIRWAYS PLC	S	A	125	0	0	90	5	4	1	0	0	5	74	13	124
	HEATHROW	BRITISH AIRWAYS PLC	S	D	125	0	0	89	8	3	0	0	0	5	86	8	124
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	13	6	0	0	0	8	77	11	31
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	13	10	0	0	0	9	65	18	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	88	0	0	86	5	7	2	0	0	9	82	11	88
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	82	10	6	2	0	0	9	64	20	88
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	85	4	0	4	8	0	24	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	88	0	0	4	8	0	22	0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	77	16	3	3	0	0	10	88	12	48
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	90	6	0	3	0	0	9	81	11	48
	MANCHESTER	FLYBE LTD	S	A	40	0	0	65	23	10	3	0	0	13	73	23	52
	MANCHESTER	FLYBE LTD	S	D	40	0	0	85	10	0	5	0	0	10	58	27	52
	HEATHROW	LUFTHANSA	S	A	120	0	0	78	10	9	2	2	0	14	0	0	0
	HEATHROW	LUFTHANSA	S	D	120	0	0	73	13	8	3	3	0	16	0	0	0



ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MILAN (MALPENSA)	EDINBURGH	NEOS SPA	C	A	3	0	0	67	0	0	33	0	0	32	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>					<b>926</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>15</b>	<b>15</b>
MINHAD AFB																	
MINNEAPOLIS-ST PAUL	HEATHROW	NORTHWEST AIRLINES	S	A	31	0	0	100	0	0	0	0	0	97	1	31	
	HEATHROW	NORTHWEST AIRLINES	S	D	31	0	0	94	3	3	0	0	3	87	6	31	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>3</b>	<b>3</b>	
MINSK INT'L	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	13	0	0	85	8	0	8	0	13	21	31	14	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	13	0	0	46	23	23	8	0	24	29	28	14	
	MANCHESTER	BELAVIA (BELARUSSIAN AIRLINES)	S	A	5	0	0	60	20	20	0	0	14	50	38	4	
	MANCHESTER	BELAVIA (BELARUSSIAN AIRLINES)	S	D	5	0	0	80	20	0	0	0	8	0	100	4	
<b>TOTAL MINSK INT'L</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>24</b>	<b>38</b>	<b>38</b>	
MITILINI	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	16	25	53	4	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	17	50	47	4	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	4	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	40	20	0	0	16	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	6	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	75	9	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	75	13	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	2	50	19	4	
<b>TOTAL MITILINI</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>59</b>	<b>26</b>	<b>26</b>	
MOMBASA	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	4	0	162	4	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	3	25	72	4	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	20	0	40	40	0	65	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	0	75	0	25	0	36	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	9	50	12	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	5	50	17	4	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MOMBASA	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	16	75	8	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	15	100	1	4
<b>TOTAL MOMBASA</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>45</b>	<b>45</b>
MONASTIR	GATWICK	KATHARGO AIRLINES	C	A	5	0	0	20	0	40	20	20	0	106	40	30	5
	GATWICK	KATHARGO AIRLINES	C	D	5	0	0	20	0	40	20	20	0	104	40	89	5
	MANCHESTER	KATHARGO AIRLINES	C	A	5	0	0	20	60	0	0	20	0	60	0	99	5
	MANCHESTER	KATHARGO AIRLINES	C	D	5	0	0	0	40	40	0	20	0	71	0	116	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	6	60	16	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	40	19	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	77	0	15	0	8	0	34	33	95	12
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	92	0	0	8	0	0	8	23	108	13
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	0	100	2	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	0	11	0	11	52	80	7	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	64	21	0	14	0	0	16	89	28	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	86	7	0	7	0	0	9	89	31	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	8	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	80	8	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	80	0	0	0	0	18	0	0	0
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	80	0	0	0	0	16	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	67	22	11	0	0	0	13	67	10	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	56	22	22	0	0	0	15	44	14	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	18	0	0	94	0	0	6	0	0	8	92	3	13
	GATWICK	THOMSON AIRWAYS LTD	C	D	18	0	0	83	11	0	6	0	0	14	86	4	14
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	14	50	17	4
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	5	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	86	0	7	7	0	0	14	54	75	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	79	7	0	14	0	0	19	57	71	14
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	12	60	12	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	13	60	9	5
<b>TOTAL MONASTIR</b>					<b>224</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>38</b>	<b>38</b>
MONTEGO BAY	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	24	50	91	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MONTEGO BAY																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	7	50	113	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	1	75	13	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	40	0	20	0	0	26	80	5	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	0	25	25	0	82	50	19	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	0	25	25	0	87	75	14	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	17	67	27	6	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	50	16	6	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	86	7	7	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	83	9	6	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	22	11	44	11	11	0	60	22	89	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	33	11	0	44	11	0	65	44	26	9	
<b>TOTAL MONTEGO BAY</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>15</b>	<b>10</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>36</b>	<b>59</b>	<b>36</b>	<b>36</b>	
MONTPELLIER																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	86	3	6	3	3	0	13	87	6	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	81	11	6	3	0	0	11	77	11	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	77	0	8	0	0	15	90	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	46	15	15	23	0	0	28	0	0	0	
	STANSTED	RYANAIR	S	A	18	0	0	78	6	0	11	0	6	39	84	28	31	
	STANSTED	RYANAIR	S	D	18	0	0	78	17	0	6	0	0	10	90	3	31	
<b>TOTAL MONTPELLIER</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>24</b>	<b>85</b>	<b>12</b>	<b>12</b>	
MONTREAL (DORVAL)																		
	HEATHROW	AIR CANADA	S	A	31	0	0	81	10	6	3	0	0	9	68	26	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	77	13	10	0	0	0	10	65	24	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	10	3	0	0	0	5	84	11	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	13	6	0	0	0	9	71	20	31	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	80	0	0	20	0	0	16	22	120	9	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	5	0	0	80	0	0	20	0	0	18	40	114	10	
<b>TOTAL MONTREAL (DORVAL)</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>32</b>	<b>32</b>	
MOSCOW (DOMODEDOVO)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	61	0	1	95	3	2	0	0	0	2	61	25	31	
	HEATHROW	BMI BRITISH MIDLAND	S	D	62	0	1	90	8	2	0	0	0	4	90	11	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	76	0	0	91	1	4	4	0	0	6	70	14	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	75	0	0	80	11	9	0	0	0	8	75	12	88	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MOSCOW (DOMODEDOVO)																		
	HEATHROW	TRANSAERO AIRLINES	S	A	62	0	0	74	3	8	15	0	0	17	58	21	31	
	HEATHROW	TRANSAERO AIRLINES	S	D	62	0	0	87	8	0	3	2	0	11	55	24	31	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>398</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>16</b>	<b>16</b>	
MOSCOW (SHEREMETYEVO)																		
	HEATHROW	AEROFLOT	S	A	89	0	0	87	8	4	1	0	0	7	46	23	91	
	HEATHROW	AEROFLOT	S	D	89	0	0	85	10	3	1	0	0	6	71	15	91	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>179</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>59</b>	<b>19</b>	<b>19</b>	
MOSCOW (VNUKOVO)																		
MUMBAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	81	8	6	5	0	0	11	84	10	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	76	13	10	2	0	0	11	74	13	62	
	HEATHROW	JET AIRWAYS	S	A	62	0	0	90	6	2	2	0	0	4	71	10	62	
	HEATHROW	JET AIRWAYS	S	D	62	0	0	82	10	8	0	0	0	8	79	11	62	
	HEATHROW	KINGFISHER AIRLINES	S	A	31	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	KINGFISHER AIRLINES	S	D	31	0	0	97	3	0	0	0	0	2	0	0	0	
<b>TOTAL MUMBAI</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>15</b>	<b>15</b>	
MUNICH																		
	GATWICK	AER LINGUS	S	A	61	0	0	87	10	2	0	2	0	10	0	0	0	
	GATWICK	AER LINGUS	S	D	62	0	0	89	6	3	2	0	0	5	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	187	0	0	94	3	3	0	0	0	3	76	13	208	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	187	0	0	91	7	2	1	0	0	4	79	8	207	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	74	16	10	0	0	0	9	58	17	31	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	13	0	0	0	0	5	68	16	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	3	6	13	0	0	16	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	10	3	10	0	0	14	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	76	13	3	8	0	0	16	56	24	61	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	74	11	6	8	0	0	17	54	23	61	
	BIRMINGHAM	LUFTHANSA	S	A	7	0	0	86	0	14	0	0	0	7	100	2	7	
	BIRMINGHAM	LUFTHANSA	S	D	7	0	0	86	14	0	0	0	0	9	57	19	7	
	HEATHROW	LUFTHANSA	S	A	213	0	0	88	7	5	0	0	0	6	67	14	212	
	HEATHROW	LUFTHANSA	S	D	212	0	0	88	8	3	0	0	0	5	83	8	211	
	MANCHESTER	LUFTHANSA	S	A	87	0	0	84	6	9	1	0	0	8	87	7	94	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
MUNICH	MANCHESTER	LUFTHANSA	S	D	87	0	0	87	7	5	1	0	0	7	89	7	94	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	73	0	0	97	3	0	0	0	0	1	85	8	78	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	72	0	0	89	8	3	0	0	0	7	85	9	78	
	LONDON CITY	LUFTHANSA CITY LINE	S	A	42	0	0	93	5	2	0	0	0	3	89	6	82	
	LONDON CITY	LUFTHANSA CITY LINE	S	D	42	0	0	93	5	2	0	0	0	3	84	8	80	
<b>TOTAL MUNICH</b>					<b>1587</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>11</b>	<b>11</b>	
MUNSTER-OSNABRUCK	STANSTED	AIR BERLIN	S	A	57	0	0	89	7	2	2	0	0	4	97	5	31	
	STANSTED	AIR BERLIN	S	D	57	0	0	91	4	4	2	0	0	4	94	5	31	
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>4</b>	<b>4</b>	
MURCIA SAN JAVIER	BIRMINGHAM	BMIBABY LTD	S	A	31	0	0	100	0	0	0	0	0	85	8	27		
	BIRMINGHAM	BMIBABY LTD	S	D	31	0	0	90	6	3	0	0	0	6	59	20	27	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	89	3	6	3	0	0	7	58	18	36	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	72	14	11	3	0	0	12	44	19	36	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	77	15	8	0	0	0	7	75	11	12	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	62	23	8	8	0	0	17	46	32	13	
	EDINBURGH	JET2.COM LTD	S	A	31	0	0	81	16	3	0	0	0	7	89	18	27	
	EDINBURGH	JET2.COM LTD	S	D	31	0	0	68	19	10	3	0	0	12	70	28	27	
	MANCHESTER	JET2.COM LTD	S	A	31	0	0	77	10	6	3	0	3	22	87	7	31	
	MANCHESTER	JET2.COM LTD	S	D	31	0	0	68	10	13	6	0	3	32	90	6	31	
	NEWCASTLE	JET2.COM LTD	S	A	31	0	0	97	0	0	3	0	0	5	83	6	30	
	NEWCASTLE	JET2.COM LTD	S	D	31	0	0	100	0	0	0	0	0	2	87	7	31	
	BIRMINGHAM	MONARCH AIRLINES	S	A	17	0	0	100	0	0	0	0	0	0	94	12	31	
	BIRMINGHAM	MONARCH AIRLINES	S	D	17	0	0	94	0	6	0	0	0	4	81	17	31	
	GATWICK	MONARCH AIRLINES	S	A	22	0	0	95	5	0	0	0	0	2	77	12	31	
	GATWICK	MONARCH AIRLINES	S	D	22	0	0	91	5	5	0	0	0	5	68	16	31	
	MANCHESTER	MONARCH AIRLINES	S	A	23	0	0	96	0	4	0	0	0	5	77	12	31	
	MANCHESTER	MONARCH AIRLINES	S	D	23	0	0	100	0	0	0	0	0	4	77	9	31	
	BIRMINGHAM	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	17	0	0	82	18	0	0	0	0	6	0	0	0	
	LUTON	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	1	87	4	31	
	LUTON	RYANAIR	S	D	31	0	0	97	3	0	0	0	0	3	87	5	31	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
MURCIA SAN JAVIER	STANSTED	RYANAIR	S	A	62	0	0	89	10	0	2	0	0	4	56	17	62	
	STANSTED	RYANAIR	S	D	62	0	0	95	3	2	0	0	0	4	74	9	62	
<b>TOTAL MURCIA SAN JAVIER</b>					<b>690</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>13</b>	<b>13</b>	
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	6	3	3	0	0	6	90	5	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	16	10	0	0	0	12	61	26	31	
	HEATHROW	OMAN AIR	S	A	31	0	0	97	0	3	0	0	0	1	0	0	0	
	HEATHROW	OMAN AIR	S	D	31	0	0	97	3	0	0	0	0	1	0	0	0	
<b>TOTAL MUSCAT</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>16</b>	<b>16</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
NAIROBI	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	3	0	3	0	0	5	74	11	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	42	32	23	3	0	0	23	61	15	31
	HEATHROW	KENYA AIRWAYS	S	A	45	0	0	82	0	4	4	9	0	29	83	9	41
	HEATHROW	KENYA AIRWAYS	S	D	45	0	0	84	4	2	4	4	0	17	63	16	41
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	94	3	0	3	0	0	4	90	4	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	71	6	13	6	3	0	21	77	16	31
<b>TOTAL NAIROBI</b>					<b>215</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>12</b>	<b>12</b>
NANTES	LONDON CITY	CITY JET	S	A	56	0	0	91	0	9	0	0	0	3	0	0	0
	LONDON CITY	CITY JET	S	D	56	0	0	89	5	4	2	0	0	5	0	0	0
<b>TOTAL NANTES</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>12</b>	<b>12</b>
NAPLES	GATWICK	BRITISH AIRWAYS PLC	S	A	93	0	0	74	13	9	3	0	1	15	43	24	93
	GATWICK	BRITISH AIRWAYS PLC	S	D	93	0	0	84	6	4	5	0	0	11	70	12	93
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	61	19	16	3	0	0	18	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	10	6	0	0	0	10	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	67	0	1	72	12	7	7	1	0	23	42	30	74
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	67	0	0	82	10	4	3	0	0	9	61	20	74
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	100	6	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7	60	26	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	8	80	10	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	1	20	72	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	50	0	0	0	22	60	62	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	100	0	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	2	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	85	0	15	0	0	0	7	86	12	14
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	85	15	0	0	0	0	6	93	12	14
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	80	15	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	80	16	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	77	8	8	8	0	0	11	70	10	10
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	85	0	15	0	0	0	11	70	11	10
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	80	4	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	80	10	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
NAPLES																	
<b>TOTAL NAPLES</b>					<b>482</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>24</b>	<b>24</b>
NASSAU																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	3	0	0	100	0	0	0	0	0	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	3	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL NASSAU</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>5</b>	<b>5</b>
NDJAMENA																	
NEW YORK (JF KENNEDY)																	
	HEATHROW	AMERICAN AIRLINES	S	A	149	0	0	81	5	8	5	1	0	12	67	22	149
	HEATHROW	AMERICAN AIRLINES	S	D	150	0	0	80	9	9	3	0	0	10	74	14	148
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	84	0	6	6	3	0	18	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	81	6	10	0	3	0	18	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	185	0	0	78	5	8	9	0	0	15	68	21	242
	HEATHROW	BRITISH AIRWAYS PLC	S	D	185	0	0	75	14	8	4	0	0	13	62	17	242
	EDINBURGH	DELTA AIRLINES	S	A	31	0	0	81	6	13	0	0	0	8	55	27	31
	EDINBURGH	DELTA AIRLINES	S	D	31	0	0	90	0	3	6	0	0	13	65	26	31
	HEATHROW	DELTA AIRLINES	S	A	62	0	0	56	18	11	13	2	0	27	61	32	61
	HEATHROW	DELTA AIRLINES	S	D	63	0	0	90	5	2	3	0	0	5	90	9	61
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	90	0	3	6	0	0	7	65	16	31
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	94	0	3	3	0	0	5	59	19	32
	HEATHROW	KUWAIT AIRWAYS	S	A	12	0	0	92	0	0	8	0	0	6	71	29	14
	HEATHROW	KUWAIT AIRWAYS	S	D	12	0	1	25	25	50	0	0	0	30	46	58	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	33	22	33	11	0	0	31	36	88	14
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	92	1	1	61	13	16	8	2	0	27	49	30	124
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	93	0	0	73	14	10	3	0	0	12	73	16	124
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1198</b>	<b>1</b>	<b>2</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>22</b>	<b>22</b>
NEW YORK (NEWARK)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	90	2	2	4	1	0	10	67	13	88
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	72	13	13	1	0	0	12	78	16	88
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	31	0	0	74	10	16	0	0	0	10	48	33	31
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	31	0	0	84	10	3	3	0	0	8	68	38	31
	EDINBURGH	CONTINENTAL AIRLINES	S	A	62	0	0	56	6	23	13	0	2	30	40	61	62
	EDINBURGH	CONTINENTAL AIRLINES	S	D	62	0	0	71	11	6	10	2	0	19	58	43	62



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
NEW YORK (NEWARK)																		
	GLASGOW	CONTINENTAL AIRLINES	S	A	31	0	0	65	10	16	6	3	0	21	45	38	31	
	GLASGOW	CONTINENTAL AIRLINES	S	D	31	0	0	74	10	10	6	0	0	17	39	56	31	
	HEATHROW	CONTINENTAL AIRLINES	S	A	93	0	0	59	16	12	12	0	1	24	44	28	62	
	HEATHROW	CONTINENTAL AIRLINES	S	D	92	0	1	62	17	13	5	0	2	24	55	28	62	
	MANCHESTER	CONTINENTAL AIRLINES	S	A	62	0	0	79	6	5	10	0	0	14	52	34	62	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	62	0	0	79	6	6	8	0	0	14	63	32	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	79	11	6	3	0	0	7	44	34	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	69	15	8	8	0	0	16	71	19	62	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>859</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>11</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>58</b>	<b>30</b>	<b>30</b>	
NEWBURGH/USA																		
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	151	0	0	90	6	3	1	0	0	5	71	16	166	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	151	0	0	91	5	2	2	0	0	5	80	10	166	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	60	0	20	97	0	2	2	0	0	3	93	6	60	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	59	0	20	98	0	0	2	0	0	2	90	7	60	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	86	2	5	5	2	0	11	76	15	85	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	86	7	5	2	0	0	6	74	23	85	
	GATWICK	FLYBE LTD	S	A	95	0	0	95	3	2	0	0	0	3	73	14	78	
	GATWICK	FLYBE LTD	S	D	95	0	0	89	5	3	2	0	0	6	76	12	78	
<b>TOTAL NEWCASTLE</b>					<b>726</b>	<b>5</b>	<b>40</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>14</b>	<b>14</b>	
NEWQUAY																		
	GATWICK	AIR SOUTHWEST	S	D	93	0	0	89	5	5	0	0	0	5	89	6	90	
	LONDON CITY	AIR SOUTHWEST	S	A	46	0	0	80	4	2	13	0	0	14	0	0	0	
	LONDON CITY	AIR SOUTHWEST	S	D	46	0	0	85	2	0	13	0	0	12	0	0	0	
	MANCHESTER	AIR SOUTHWEST	S	A	31	0	0	71	3	6	19	0	0	25	100	8	4	
	BIRMINGHAM	BMIBABY LTD	S	A	14	0	0	93	7	0	0	0	0	1	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	14	0	0	86	14	0	0	0	0	8	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	35	0	1	80	14	6	0	0	0	6	68	21	31	
	MANCHESTER	BMIBABY LTD	S	D	35	0	1	74	20	6	0	0	0	9	68	21	31	
	EDINBURGH	FLYBE LTD	S	A	22	0	0	91	0	0	9	0	0	10	93	4	29	
	EDINBURGH	FLYBE LTD	S	D	22	0	0	86	9	0	5	0	0	13	83	8	29	
	GATWICK	FLYBE LTD	S	A	85	0	0	92	1	0	5	2	0	13	0	0	0	
	GATWICK	FLYBE LTD	S	D	86	0	0	72	16	1	8	2	0	21	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
NEWQUAY	STANSTED	RYANAIR	S	A	30	0	1	77	17	7	0	0	0	10	71	14	56
	STANSTED	RYANAIR	S	D	31	0	0	81	13	6	0	0	0	10	79	11	57
<b>TOTAL NEWQUAY</b>					<b>590</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>13</b>	<b>13</b>
NICE	GATWICK	AER LINGUS	S	A	60	0	0	90	2	3	5	0	0	8	0	0	0
	GATWICK	AER LINGUS	S	D	60	0	0	83	8	5	2	2	0	11	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	A	35	17	0	89	3	9	0	0	0	6	49	28	43
	LONDON CITY	BA CITYFLYER LTD	S	D	53	0	0	96	4	0	0	0	0	2	48	32	44
	BIRMINGHAM	BMIBABY LTD	S	A	31	0	0	94	3	3	0	0	0	5	68	15	31
	BIRMINGHAM	BMIBABY LTD	S	D	31	0	0	81	19	0	0	0	0	8	71	16	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	203	0	0	87	7	4	2	0	0	8	48	23	186
	HEATHROW	BRITISH AIRWAYS PLC	S	D	203	0	0	85	8	4	2	0	0	7	68	16	185
	LONDON CITY	CITY JET	S	A	26	5	0	100	0	0	0	0	0	2	77	8	31
	LONDON CITY	CITY JET	S	D	31	0	0	97	0	3	0	0	0	2	87	6	31
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	85	15	0	0	0	0	5	69	11	13
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	0	8	0	0	0	4	54	18	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	124	0	0	58	21	15	6	0	0	18	56	22	132
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	124	0	0	70	15	10	5	0	0	13	66	18	132
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	93	1	0	75	13	8	4	0	0	13	36	32	123
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	93	1	0	73	14	9	4	0	0	13	54	26	124
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	16	0	3	0	0	11	48	30	31
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	10	3	0	0	0	7	74	20	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	77	15	3	5	0	0	12	61	21	61
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	76	18	5	2	0	0	9	69	15	61
	EDINBURGH	FLYGLOBESPAN	S	A	8	0	0	75	0	13	13	0	0	19	65	21	20
	EDINBURGH	FLYGLOBESPAN	S	D	8	0	0	75	13	0	13	0	0	22	75	17	20
	MANCHESTER	JET2.COM LTD	S	A	31	0	0	42	23	16	13	6	0	46	58	26	31
	MANCHESTER	JET2.COM LTD	S	D	31	0	0	32	23	26	13	6	0	48	45	30	31
<b>TOTAL NICE</b>					<b>1460</b>	<b>42</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>22</b>	<b>22</b>
NIEDERRHEIN	BIRMINGHAM	RYANAIR	S	A	18	0	0	89	0	6	6	0	0	7	0	0	0
	BIRMINGHAM	RYANAIR	S	D	18	0	0	83	6	0	11	0	0	13	0	0	0
	EDINBURGH	RYANAIR	S	A	31	0	0	81	16	3	0	0	0	6	78	12	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						AUG 2008			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
NIEDERRHEIN																		
	EDINBURGH	RYANAIR	S	D	31	0	0	74	16	6	3	0	0	11	78	19	9	
	MANCHESTER	RYANAIR	S	A	31	0	0	90	6	0	3	0	0	4	0	0	0	
	MANCHESTER	RYANAIR	S	D	31	0	0	81	13	3	3	0	0	10	0	0	0	
	STANSTED	RYANAIR	S	A	62	0	0	90	5	3	2	0	0	4	92	4	62	
	STANSTED	RYANAIR	S	D	62	0	0	73	19	5	3	0	0	12	84	9	62	
<b>TOTAL NIEDERRHEIN</b>					<b>284</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>7</b>	<b>7</b>	
NIMES																		
	LUTON	RYANAIR	S	A	31	0	0	94	3	3	0	0	0	3	94	5	31	
	LUTON	RYANAIR	S	D	31	0	0	94	3	3	0	0	0	4	87	7	31	
<b>TOTAL NIMES</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>6</b>	<b>6</b>	
NORWICH																		
	EDINBURGH	FLYBE LTD	S	A	51	0	0	88	6	4	0	2	0	7	92	10	51	
	EDINBURGH	FLYBE LTD	S	D	51	0	0	88	4	6	0	2	0	9	73	15	51	
	MANCHESTER	FLYBE LTD	S	A	44	0	1	84	2	9	5	0	0	11	85	16	46	
	MANCHESTER	FLYBE LTD	S	D	45	0	0	78	7	7	9	0	0	17	76	12	46	
<b>TOTAL NORWICH</b>					<b>193</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>13</b>	<b>13</b>	
NUREMBERG																		
	STANSTED	AIR BERLIN	S	A	47	0	0	96	4	0	0	0	0	4	90	5	52	
	STANSTED	AIR BERLIN	S	D	47	0	0	94	2	4	0	0	0	3	85	7	52	
<b>TOTAL NUREMBERG</b>					<b>95</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>6</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 2008						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
OLBIA																			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	45	0	0	58	24	11	7	0	0	21	57	25	44		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	45	0	0	84	9	4	2	0	0	9	70	18	44		
	EDINBURGH	JET2.COM LTD	S	A	5	0	0	40	60	0	0	0	0	14	0	0	0		
	EDINBURGH	JET2.COM LTD	S	D	5	0	0	100	0	0	0	0	0	2	0	0	0		
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	40	20	40	0	0	0	20	0	0	0		
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	40	20	40	0	0	0	26	0	0	0		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	1	44	33	9		
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	1	89	12	9		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	7	60	26	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	12	100	4	5		
<b>TOTAL OLBIA</b>					<b>139</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>26</b>	<b>26</b>		
OPORTO (PORTUGAL)																			
	GATWICK	AIR PORTUGAL	S	A	62	0	0	71	13	13	2	2	0	15	63	21	62		
	GATWICK	AIR PORTUGAL	S	D	62	0	0	69	19	8	3	0	0	12	48	27	62		
	HEATHROW	AIR PORTUGAL	S	A	31	0	0	90	3	3	3	0	0	6	61	15	31		
	HEATHROW	AIR PORTUGAL	S	D	31	0	0	84	0	10	6	0	0	13	65	16	31		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	2	89	4	9		
	BIRMINGHAM	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	5	89	5	9		
	STANSTED	RYANAIR	S	A	62	0	0	74	10	10	6	0	0	15	58	23	62		
	STANSTED	RYANAIR	S	D	62	0	0	65	18	11	6	0	0	18	50	24	62		
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>328</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>21</b>	<b>21</b>		
ORLANDO																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	45	0	0	76	16	4	4	0	0	13	67	24	43		
	GATWICK	BRITISH AIRWAYS PLC	S	D	44	0	0	86	2	9	0	2	0	12	77	16	44		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	67	0	0	67	9	15	7	0	1	21	53	44	60		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	64	0	2	52	14	16	19	0	0	29	16	74	62		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	46	0	0	91	2	4	2	0	0	5	73	21	41		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	45	0	0	78	11	7	4	0	0	13	39	42	41		
<b>TOTAL ORLANDO</b>					<b>311</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>9</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>52</b>	<b>40</b>	<b>40</b>		
OSAKA (KANSAI)																			
OSLO (GARDERMOEN)																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	90	5	5	0	0	0	5	77	11	123		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
OSLO (GARDERMOEN)	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	86	9	4	1	0	0	6	73	13	124	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	22	0	0	77	9	14	0	0	0	12	92	9	13	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	22	0	0	64	18	18	0	0	0	14	62	22	13	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	78	0	0	92	4	1	3	0	0	7	85	9	26	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	78	0	0	78	13	6	1	1	0	13	62	27	26	
	HEATHROW	SAS	S	A	150	0	0	97	3	1	0	0	0	2	81	9	150	
	HEATHROW	SAS	S	D	150	0	0	90	7	1	1	1	0	5	85	8	150	
	MANCHESTER	SAS	S	A	18	0	0	94	0	6	0	0	0	3	100	3	26	
	MANCHESTER	SAS	S	D	18	0	0	89	11	0	0	0	0	5	92	3	26	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>790</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>10</b>	<b>10</b>	
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	31	0	0	81	10	0	3	3	3	42	61	77	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	77	13	6	3	0	0	12	81	11	31	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	100	0	0	0	0	0	0	75	17	4	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	5	0	0	60	40	0	0	0	0	8	75	9	4	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>66</b>	<b>47</b>	<b>47</b>	
OXFORD (KIDLINGTON)																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 2008					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PADERBORN																		
	BIRMINGHAM	AIR BERLIN	C	A	5	0	0	100	0	0	0	0	0	5	60	19	5	
	BIRMINGHAM	AIR BERLIN	C	D	5	0	0	80	20	0	0	0	0	8	80	8	5	
	MANCHESTER	AIR BERLIN	S	A	13	0	0	100	0	0	0	0	0	0	64	19	14	
	MANCHESTER	AIR BERLIN	S	D	13	0	0	85	8	8	0	0	0	6	50	23	14	
	STANSTED	AIR BERLIN	S	A	31	0	0	74	10	6	10	0	0	17	71	21	31	
	STANSTED	AIR BERLIN	S	D	31	0	0	74	3	13	10	0	0	16	61	22	31	
<b>TOTAL PADERBORN</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>21</b>	<b>21</b>	
PALANGA																		
PALERMO																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	67	17	6	11	0	0	17	59	25	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	72	17	6	6	0	0	14	67	24	18	
	STANSTED	RYANAIR	S	A	39	0	0	82	5	13	0	0	0	10	74	13	62	
	STANSTED	RYANAIR	S	D	39	0	0	85	13	3	0	0	0	7	85	8	62	
<b>TOTAL PALERMO</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>15</b>	<b>15</b>	
PALMA DE MALLORCA																		
	EDINBURGH	AIR EUROPA	C	A	4	0	0	50	50	0	0	0	0	13	0	0	0	
	EDINBURGH	AIR EUROPA	C	D	5	0	0	60	40	0	0	0	0	12	0	0	0	
	STANSTED	AIR EUROPA	C	A	4	0	0	75	25	0	0	0	0	9	75	15	4	
	STANSTED	AIR EUROPA	C	D	3	0	0	67	33	0	0	0	0	12	75	11	4	
	HEATHROW	BMI BRITISH MIDLAND	S	A	40	0	0	83	13	3	3	0	0	10	56	20	36	
	HEATHROW	BMI BRITISH MIDLAND	S	D	40	0	0	88	5	3	3	3	0	9	75	11	36	
	STANSTED	BMI BRITISH MIDLAND	C	A	2	0	0	0	50	0	50	0	0	52	0	0	0	
	STANSTED	BMI BRITISH MIDLAND	C	D	2	0	0	50	50	0	0	0	0	11	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	A	31	0	0	81	13	6	0	0	0	7	81	9	31	
	BIRMINGHAM	BMIBABY LTD	S	D	31	0	0	87	13	0	0	0	0	7	87	6	31	
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	65	16	16	3	0	0	19	16	45	31	
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	81	19	0	0	0	0	9	35	29	31	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	52	32	3	13	0	0	23	94	7	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	84	6	3	6	0	0	13	87	6	31	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	80	0	10	10	0	0	20	30	26	10	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	90	0	10	0	0	0	8	50	17	10	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	133	1	1	59	21	11	9	0	0	20	54	25	134	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	134	0	0	69	15	11	5	0	0	17	73	19	134	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
PALMA DE MALLORCA																		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	67	22	0	11	0	0	20	80	9	10	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	0	0	11	0	0	14	80	5	10	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	72	0	0	78	11	8	3	0	0	9	58	23	72	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	72	0	0	79	10	8	3	0	0	10	54	28	71	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	82	9	2	7	0	0	12	79	14	43	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	89	2	2	7	0	0	11	61	17	44	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	1	0	74	11	8	3	3	0	19	62	22	60	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	82	8	5	3	2	0	12	61	20	62	
	BIRMINGHAM	FLYBE LTD	C	A	5	0	0	80	0	20	0	0	0	18	0	0	0	
	BIRMINGHAM	FLYBE LTD	C	D	5	0	0	60	20	0	20	0	0	24	0	0	0	
	MANCHESTER	FLYBE LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	FLYBE LTD	C	D	5	0	0	100	0	0	0	0	0	8	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	A	31	0	0	74	3	23	0	0	0	13	93	5	28	
	EDINBURGH	FLYGLOBESPAN	S	D	31	0	0	84	6	3	6	0	0	9	89	5	28	
	GLASGOW	FLYGLOBESPAN	S	A	31	0	0	71	10	10	6	3	0	22	71	19	31	
	GLASGOW	FLYGLOBESPAN	S	D	31	0	0	52	29	6	10	3	0	29	55	25	31	
	MANCHESTER	JET2.COM LTD	S	A	30	1	1	60	27	7	7	0	0	15	71	16	31	
	MANCHESTER	JET2.COM LTD	S	D	31	0	0	48	39	10	3	0	0	19	65	20	31	
	NEWCASTLE	JET2.COM LTD	S	A	31	0	0	90	0	6	3	0	0	7	77	8	31	
	NEWCASTLE	JET2.COM LTD	S	D	31	0	0	90	3	3	3	0	0	8	68	14	31	
	STANSTED	JET2.COM LTD	C	A	5	0	0	60	20	20	0	0	0	13	60	14	5	
	STANSTED	JET2.COM LTD	C	D	5	0	0	80	20	0	0	0	0	4	80	8	5	
	BIRMINGHAM	MONARCH AIRLINES	S	A	36	0	0	92	0	3	3	3	0	12	94	4	36	
	BIRMINGHAM	MONARCH AIRLINES	S	D	36	0	0	86	8	0	3	3	0	16	92	7	36	
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	100	0	0	0	0	0	4	53	32	15	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	64	22	14	
	LUTON	MONARCH AIRLINES	S	A	19	0	0	47	21	21	5	0	5	42	68	20	31	
	LUTON	MONARCH AIRLINES	S	D	19	0	0	63	16	11	5	0	5	34	81	16	31	
	MANCHESTER	MONARCH AIRLINES	S	A	57	0	1	61	18	9	7	2	4	39	47	36	62	
	MANCHESTER	MONARCH AIRLINES	S	D	58	0	0	69	12	7	9	2	2	30	61	29	62	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	3	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	RYANAIR	S	A	13	0	0	85	15	0	0	0	0	4	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
PALMA DE MALLORCA																		
	EDINBURGH	RYANAIR	S	D	13	0	0	85	8	8	0	0	0	10	0	0	0	0
	STANSTED	RYANAIR	S	A	45	0	0	64	20	13	2	0	0	15	67	15	46	46
	STANSTED	RYANAIR	S	D	45	0	0	76	7	16	2	0	0	12	67	11	46	46
	GATWICK	SPANAIR	C	A	5	0	0	100	0	0	0	0	0	5	0	0	0	0
	GATWICK	SPANAIR	C	D	5	0	0	60	0	40	0	0	0	15	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	19	0	0	79	0	11	5	5	0	23	77	20	31	31
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	19	0	0	74	11	5	0	11	0	30	71	21	31	31
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	28	0	0	86	0	7	7	0	0	15	52	45	31	31
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	27	0	0	78	7	4	11	0	0	20	45	48	31	31
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	18	0	0	94	0	0	0	6	0	12	68	26	19	19
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	18	0	0	89	6	6	0	0	0	5	56	33	18	18
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	41	0	0	83	7	2	7	0	0	12	58	40	40	40
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	41	0	0	83	7	5	5	0	0	12	54	55	41	41
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	14	0	0	86	0	0	7	0	7	36	86	17	14	14
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	14	0	0	86	7	0	7	0	0	11	100	0	14	14
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	36	8	8
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	16	8	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	41	0	0	85	10	0	5	0	0	9	70	10	50	50
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	41	0	0	93	2	2	2	0	0	7	76	11	50	50
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	17	50	27	4	4
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	3	4	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	86	0	0	79	9	6	6	0	0	12	60	24	126	126
	GATWICK	THOMSON AIRWAYS LTD	C	D	86	0	0	88	5	3	3	0	0	8	65	21	126	126
	GLASGOW	THOMSON AIRWAYS LTD	C	A	21	0	0	86	5	5	0	0	5	30	53	20	34	34
	GLASGOW	THOMSON AIRWAYS LTD	C	D	20	0	0	95	0	0	0	0	5	26	79	15	34	34
	LUTON	THOMSON AIRWAYS LTD	C	A	32	1	0	94	6	0	0	0	0	4	80	12	40	40
	LUTON	THOMSON AIRWAYS LTD	C	D	33	0	0	94	3	0	3	0	0	5	83	13	40	40
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	94	0	0	76	12	11	1	1	0	12	48	36	102	102
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	94	0	0	87	6	5	1	0	0	7	63	26	102	102
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	26	1	0	85	4	4	8	0	0	11	69	11	32	32
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	27	0	0	93	7	0	0	0	0	3	88	5	32	32
	STANSTED	THOMSON AIRWAYS LTD	C	A	18	0	0	89	0	0	11	0	0	13	64	16	14	14
	STANSTED	THOMSON AIRWAYS LTD	C	D	18	0	0	100	0	0	0	0	0	2	64	20	14	14



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PALMA DE MALLORCA	GATWICK	VIKING AIRLINES	C	A	5	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	VIKING AIRLINES	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>					<b>2538</b>	<b>6</b>	<b>3</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>21</b>	<b>21</b>
PAMPLONA																	
PAPHOS	GATWICK	BMI BRITISH MIDLAND	C	A	5	0	0	60	40	0	0	0	0	10	0	0	0
	GATWICK	BMI BRITISH MIDLAND	C	D	3	0	0	0	33	33	33	0	0	59	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	75	0	25	0	0	0	9	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	D	5	0	0	20	40	40	0	0	0	29	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	87	6	3	3	0	0	7	61	23	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	68	16	10	6	0	0	17	68	22	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	1	0	79	10	6	5	0	0	12	56	32	61
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	60	23	13	5	0	0	18	47	39	62
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	44	33	15	7	0	0	23	43	29	30
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	44	33	19	4	0	0	22	40	28	30
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	100	0	0	5
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	15	0	22	5
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	10	50	35	4
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	25	0	75	0	0	0	33	50	38	4
	STANSTED	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	A	4	0	0	25	25	50	0	0	0	30	100	3	1
	EDINBURGH	FLYGLOBESPAN	S	D	4	0	0	50	25	25	0	0	0	19	75	10	4
	GLASGOW	FLYGLOBESPAN	S	A	9	0	0	67	11	22	0	0	0	12	67	36	9
	GLASGOW	FLYGLOBESPAN	S	D	7	0	1	57	43	0	0	0	0	14	67	36	9
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	89	11	0	0	0	0	3	89	11	9
	BIRMINGHAM	MONARCH AIRLINES	C	D	9	0	0	89	0	11	0	0	0	11	67	19	9
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	43	36	14	0	0	7	44	29	105	14
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	43	36	14	0	0	7	49	13	97	15
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	75	0	25	0	0	0	13	25	27	4
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	63	25	13	0	0	0	13	0	29	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	100	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	17	100	2	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
PAPHOS	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	6	67	22	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	0	11	0	0	14	56	27	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	20	0	0	27	80	20	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	20	0	0	38	40	16	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	79	0	14	7	0	0	12	65	50	17
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	69	23	0	8	0	0	16	67	53	18
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	14	0	0	86	0	0	7	0	7	134	67	32	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	14	0	0	86	7	0	7	0	0	14	78	36	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	13	0	0	85	8	0	0	0	8	60	46	19	13
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	13	0	0	100	0	0	0	0	0	3	43	24	14
	GATWICK	THOMSON AIRWAYS LTD	C	A	27	0	0	74	7	4	11	4	0	25	31	48	39
	GATWICK	THOMSON AIRWAYS LTD	C	D	27	0	0	63	0	30	4	4	0	27	43	46	40
	GLASGOW	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	13	74	8
	GLASGOW	THOMSON AIRWAYS LTD	C	D	9	0	0	67	22	11	0	0	0	12	63	13	8
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	78	0	11	11	0	0	15	56	24	9
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	78	0	22	0	0	0	11	56	21	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	22	0	0	50	23	23	0	5	0	26	26	59	31
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	22	0	0	59	9	23	5	5	0	29	45	48	31
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	8	33	19	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	6	67	15	9
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	67	22	11	0	0	0	9	50	25	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	67	33	0	0	0	0	9	75	12	4
	GATWICK	VIKING AIRLINES	C	A	5	0	0	20	40	20	20	0	0	32	0	0	0
	GATWICK	VIKING AIRLINES	C	D	5	0	0	60	20	0	0	0	20	129	0	0	0
	MANCHESTER	VIKING AIRLINES	C	A	5	0	0	0	0	40	60	0	0	71	0	0	0
	MANCHESTER	VIKING AIRLINES	C	D	4	0	0	0	25	50	25	0	0	55	0	0	0
<b>TOTAL PAPHOS</b>					<b>676</b>	<b>2</b>	<b>1</b>	<b>67</b>	<b>14</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>52</b>	<b>37</b>	<b>37</b>
PARIS (CHARLES DE GAULLE)	HEATHROW	AIR FRANCE	S	A	217	0	0	76	14	9	1	0	0	11	49	21	217
	HEATHROW	AIR FRANCE	S	D	217	0	0	89	6	4	1	0	0	5	87	8	217
	MANCHESTER	AIR FRANCE	S	A	128	0	0	92	2	4	2	1	0	7	79	10	125
	MANCHESTER	AIR FRANCE	S	D	128	0	0	91	6	3	0	0	0	6	70	13	125
	NEWCASTLE	BRIT AIR	S	A	83	0	0	94	0	5	1	0	0	5	88	6	82

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
PARIS (CHARLES DE GAULLE)																		
	NEWCASTLE	BRIT AIR	S	D	83	0	0	94	2	2	1	0	0	5	75	9	81	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	235	0	0	91	6	3	0	0	4	77	11	278		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	235	0	0	88	7	4	0	0	6	76	12	279		
	BIRMINGHAM	CITY JET	S	A	170	0	0	93	2	2	3	0	5	95	3	169		
	BIRMINGHAM	CITY JET	S	D	169	0	0	94	2	1	2	1	6	92	5	168		
	EDINBURGH	CITY JET	S	A	124	0	0	88	6	4	2	0	7	91	5	124		
	EDINBURGH	CITY JET	S	D	124	0	0	85	10	3	2	0	9	74	11	124		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	3	3	3	3	13	48	17	31		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	3	0	3	3	13	65	12	31		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	100	0	0	0	0	2	71	12	31		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	45	42	13	0	0	16	65	13	31		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	102	0	0	77	8	12	2	1	14	68	16	112		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	102	0	0	80	10	8	2	0	9	79	11	112		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	0	6	6	0	11	52	22	31		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	0	3	6	3	16	74	11	31		
	BIRMINGHAM	FLYBE LTD	S	A	53	0	0	68	13	17	2	0	15	74	14	87		
	BIRMINGHAM	FLYBE LTD	S	D	53	0	0	79	11	6	4	0	14	67	19	87		
	GLASGOW	FLYBE LTD	S	A	47	0	0	83	6	4	4	2	14	89	10	47		
	GLASGOW	FLYBE LTD	S	D	47	0	0	91	4	0	4	0	6	85	9	47		
	MANCHESTER	FLYBE LTD	S	A	84	0	1	79	12	6	4	0	10	61	20	96		
	MANCHESTER	FLYBE LTD	S	D	85	0	0	85	9	4	2	0	9	64	18	96		
	MANCHESTER	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	A	27	0	0	89	4	7	0	0	8	96	5	27		
	MANCHESTER	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	D	27	0	0	89	4	7	0	0	6	81	7	27		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>2727</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>11</b>	<b>11</b>		
PARIS (LE BOURGET)																		
PARIS (ORLY)																		
	LONDON CITY	CITY JET	S	A	66	14	0	98	2	0	0	0	0	96	3	78		
	LONDON CITY	CITY JET	S	D	67	14	0	97	1	0	1	0	2	86	8	83		
<b>TOTAL PARIS (ORLY)</b>					<b>133</b>	<b>28</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>6</b>	<b>6</b>		
PARMA																		
	STANSTED	RYANAIR	S	A	18	0	0	61	22	17	0	0	15	33	53	18		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

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					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
PARMA	STANSTED	RYANAIR	S	D	18	0	0	72	11	17	0	0	0	13	61	21	18	
<b>TOTAL PARMA</b>					<b>36</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>47</b>	<b>37</b>	<b>37</b>	
PAU	STANSTED	RYANAIR	S	A	22	0	0	82	9	5	0	5	0	15	87	6	31	
	STANSTED	RYANAIR	S	D	24	0	0	79	17	4	0	0	0	8	94	6	31	
<b>TOTAL PAU</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>6</b>	<b>6</b>	
PERPIGNAN	MANCHESTER	BMIBABY LTD	S	A	27	0	0	89	7	4	0	0	0	5	78	8	27	
	MANCHESTER	BMIBABY LTD	S	D	27	0	0	89	7	4	0	0	0	6	63	14	27	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	100	0	9		
	BIRMINGHAM	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	3	22	26	9	
	STANSTED	RYANAIR	S	A	31	0	1	94	6	0	0	0	0	3	89	6	62	
	STANSTED	RYANAIR	S	D	31	0	0	94	6	0	0	0	0	3	89	7	61	
<b>TOTAL PERPIGNAN</b>					<b>134</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>8</b>	<b>8</b>	
PERUGIA	STANSTED	RYANAIR	S	A	22	0	0	68	14	18	0	0	0	14	58	16	19	
	STANSTED	RYANAIR	S	D	22	0	0	77	14	9	0	0	0	13	79	8	19	
<b>TOTAL PERUGIA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>12</b>	<b>12</b>	
PESCARA	STANSTED	RYANAIR	S	A	31	0	0	94	3	0	0	3	0	13	90	5	31	
	STANSTED	RYANAIR	S	D	31	0	0	81	10	6	3	0	0	10	94	6	31	
<b>TOTAL PESCARA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>6</b>	<b>6</b>	
PHILADELPHIA INTERNATION	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	73	16	10	2	0	0	11	61	17	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	65	21	10	5	0	0	18	68	12	62	
	BIRMINGHAM	US AIRWAYS	S	A	23	0	0	78	13	9	0	0	0	7	0	0	0	
	BIRMINGHAM	US AIRWAYS	S	D	23	0	0	87	0	13	0	0	0	7	0	0	0	
	GATWICK	US AIRWAYS	S	A	32	0	0	84	0	6	3	6	0	20	74	19	31	
	GATWICK	US AIRWAYS	S	D	32	0	0	81	3	9	6	0	0	14	77	8	31	
	GLASGOW	US AIRWAYS	S	A	31	0	0	68	13	10	10	0	0	21	64	27	22	
	GLASGOW	US AIRWAYS	S	D	31	0	0	90	0	3	3	0	3	20	77	15	22	
	HEATHROW	US AIRWAYS	S	A	30	0	1	77	10	3	7	3	0	18	84	15	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 2008					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	US AIRWAYS	S	D	30	0	2	73	13	7	3	3	0	20	45	38	31	
	MANCHESTER	US AIRWAYS	S	A	31	0	0	65	16	10	10	0	0	17	87	13	31	
	MANCHESTER	US AIRWAYS	S	D	31	0	0	74	6	10	10	0	0	15	81	18	31	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>418</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>18</b>	<b>18</b>	
PHOENIX																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	85	0	11	4	0	0	9	48	33	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	56	33	11	0	0	0	13	48	30	27	
<b>TOTAL PHOENIX</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>48</b>	<b>31</b>	<b>31</b>	
PISA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	93	0	0	61	19	16	3	0	0	17	59	17	93	
	GATWICK	BRITISH AIRWAYS PLC	S	D	93	0	0	80	11	6	3	0	0	12	62	15	93	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	17	36	31	17	0	0	35	58	24	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	61	19	17	3	0	0	16	66	17	62	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	61	16	16	6	0	0	20	45	39	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	58	16	19	6	0	0	21	68	19	31	
	EDINBURGH	JET2.COM LTD	S	A	14	0	0	43	29	14	14	0	0	26	44	22	9	
	EDINBURGH	JET2.COM LTD	S	D	14	0	0	71	21	7	0	0	0	11	56	17	9	
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	61	22	17	0	0	0	17	44	26	18	
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	72	28	0	0	0	0	10	28	25	18	
	NEWCASTLE	JET2.COM LTD	S	A	10	0	0	50	20	30	0	0	0	20	40	24	10	
	NEWCASTLE	JET2.COM LTD	S	D	10	0	0	90	10	0	0	0	0	4	80	7	10	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	6	86	3	14	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	67	33	0	0	0	0	12	79	28	14	
	EDINBURGH	RYANAIR	S	A	13	0	0	54	15	8	15	0	8	51	69	9	13	
	EDINBURGH	RYANAIR	S	D	13	0	0	85	8	0	0	0	8	34	15	36	13	
	STANSTED	RYANAIR	S	A	93	0	0	52	23	19	6	0	0	22	69	37	93	
	STANSTED	RYANAIR	S	D	93	0	0	70	17	10	3	0	0	15	68	15	93	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	12	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	10	80	8	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	11	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL PISA</b>					<b>654</b>	<b>3</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>61</b>	<b>21</b>	<b>21</b>	
PLYMOUTH																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
PLYMOUTH																		
	GATWICK	AIR SOUTHWEST	S	A	123	0	1	78	11	8	2	0	0	11	79	11	128	
	GATWICK	AIR SOUTHWEST	S	D	30	0	1	73	3	17	7	0	0	18	69	13	36	
	GLASGOW	AIR SOUTHWEST	S	A	31	0	0	55	26	16	3	0	0	19	58	15	31	
	GLASGOW	AIR SOUTHWEST	S	D	31	0	0	71	13	13	3	0	0	15	65	15	31	
	MANCHESTER	AIR SOUTHWEST	S	A	20	0	0	75	15	5	5	0	0	14	65	14	23	
	MANCHESTER	AIR SOUTHWEST	S	D	51	0	0	76	8	4	12	0	0	14	77	8	52	
	NEWCASTLE	AIR SOUTHWEST	S	A	29	0	2	86	3	3	3	3	0	15	81	8	31	
	NEWCASTLE	AIR SOUTHWEST	S	D	29	0	0	83	7	3	3	3	0	17	90	7	31	
<b>TOTAL PLYMOUTH</b>					<b>346</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>11</b>	<b>11</b>	
POITIERS																		
	BIRMINGHAM	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	0	92	4	13	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	3	92	2	13	
	EDINBURGH	RYANAIR	S	A	6	3	3	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	2	0	0	0	
	STANSTED	RYANAIR	S	A	18	0	0	94	0	6	0	0	0	3	90	4	31	
	STANSTED	RYANAIR	S	D	18	0	0	83	11	6	0	0	0	7	100	1	31	
<b>TOTAL POITIERS</b>					<b>77</b>	<b>3</b>	<b>3</b>	<b>95</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>3</b>	<b>3</b>	
PORLAMAR																		
PORT OF SPAIN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	69	15	8	8	0	0	15	43	21	14	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	69	15	8	8	0	0	19	92	8	13	
<b>TOTAL PORT OF SPAIN</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>15</b>	<b>15</b>	
PORTO SANTO																		
POZNAN																		
	EDINBURGH	RYANAIR	S	A	13	0	0	46	38	15	0	0	0	17	0	0	0	
	EDINBURGH	RYANAIR	S	D	13	0	0	38	46	15	0	0	0	20	0	0	0	
	STANSTED	RYANAIR	S	A	40	0	0	75	5	18	0	3	0	19	55	28	31	
	STANSTED	RYANAIR	S	D	40	0	0	83	3	8	8	0	0	12	71	15	31	
	LUTON	WIZZ AIR	S	A	26	0	0	96	0	4	0	0	0	2	97	2	31	
	LUTON	WIZZ AIR	S	D	26	0	0	77	8	8	8	0	0	16	42	24	31	
<b>TOTAL POZNAN</b>					<b>158</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>16</b>	<b>16</b>	
PRAGUE																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PRAGUE	MANCHESTER	BMIBABY LTD	S	A	18	0	0	72	11	11	6	0	0	13	35	45	34
	MANCHESTER	BMIBABY LTD	S	D	18	0	0	56	17	22	6	0	0	21	29	52	34
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	96	2	2	0	0	2	80	9	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	90	6	3	1	0	5	79	9	92	
	HEATHROW	CSA CZECH AIRLINES	S	A	80	0	0	93	4	3	1	0	4	70	12	87	
	HEATHROW	CSA CZECH AIRLINES	S	D	80	0	0	98	1	1	0	0	2	83	9	88	
	MANCHESTER	CSA CZECH AIRLINES	S	A	26	0	0	88	12	0	0	0	4	92	5	62	
	MANCHESTER	CSA CZECH AIRLINES	S	D	26	0	0	69	31	0	0	0	13	69	15	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	69	19	10	2	0	13	58	28	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	77	17	4	2	0	9	53	28	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	85	10	2	3	0	9	73	14	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	92	3	5	0	0	4	79	9	62	
	EDINBURGH	JET2.COM LTD	S	A	21	0	0	48	29	24	0	0	19	43	24	23	
	EDINBURGH	JET2.COM LTD	S	D	21	0	0	95	5	0	0	0	5	74	13	23	
	BIRMINGHAM	RYANAIR	S	A	22	0	0	100	0	0	0	0	1	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	22	0	0	91	9	0	0	0	5	0	0	0	
	LUTON	SKY EUROPE	S	A	30	0	1	77	7	13	3	0	13	77	13	62	
	LUTON	SKY EUROPE	S	D	30	0	1	47	17	27	10	0	27	50	19	62	
	LUTON	WIZZ AIR	S	A	26	0	0	96	4	0	0	0	2	0	0	0	
	LUTON	WIZZ AIR	S	D	26	0	0	81	12	4	0	4	20	0	0	0	
<b>TOTAL PRAGUE</b>					<b>922</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>17</b>	<b>17</b>	
PRESTWICK	STANSTED	RYANAIR	S	A	93	0	0	89	6	2	0	1	1	11	79	15	136
	STANSTED	RYANAIR	S	D	98	0	0	93	4	3	0	0	4	85	12	136	
<b>TOTAL PRESTWICK</b>					<b>191</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>82</b>	<b>14</b>	<b>14</b>	
PREVEZA	GATWICK	BMI BRITISH MIDLAND	C	A	5	0	0	60	0	20	20	0	0	26	60	20	5
	GATWICK	BMI BRITISH MIDLAND	C	D	5	0	0	20	40	20	20	0	0	40	60	12	5
	MANCHESTER	BMI BRITISH MIDLAND	C	A	5	0	0	20	20	40	20	0	0	42	20	33	5
	MANCHESTER	BMI BRITISH MIDLAND	C	D	5	0	0	40	40	0	20	0	0	26	80	9	5
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	70	20	10	0	0	8	10	110	10	
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	90	0	10	0	0	6	40	95	10	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	0	20	0	40	0	115	33	41	6

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PREVEZA	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	0	20	40	0	40	0	140	17	31	6
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	40	66	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	1	40	73	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	1	100	2	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	5	80	14	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	15	0	0	100	0	0	0	0	0	0	69	10	
	GATWICK	THOMSON AIRWAYS LTD	C	D	15	0	0	80	20	0	0	0	5	0	78	10	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	2	60	44	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	12	40	53	5	
	GATWICK	VIKING AIRLINES	C	A	5	0	0	80	20	0	0	0	5	0	0	0	
	GATWICK	VIKING AIRLINES	C	D	5	0	0	100	0	0	0	0	2	0	0	0	
<b>TOTAL PREVEZA</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>40</b>	<b>40</b>
PRISTINA	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	100	0	0	0	0	0	85	11	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	83	6	11	0	0	10	54	23	13	
<b>TOTAL PRISTINA</b>					<b>37</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>17</b>	<b>17</b>	
PROVIDENCIALES	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	100	0	0	0	0	0	100	1	3	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	80	20	0	0	0	8	80	5	5	
<b>TOTAL PROVIDENCIALES</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>3</b>	<b>3</b>	
PUERTO PLATA	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	22	0	11	0	11	73	88	9	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	10	0	10	0	20	56	22	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	66	75	11	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	25	37	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	0	0	86	14	0	0	0	11	56	41	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	0	0	14	33	44	70	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	11	0	22	2	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	12	100	7	2	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	75	22	8	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	3	78	29	9	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	100	0	2	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	8	0	44	2	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
PUERTO PLATA																			
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	0	0	11	0	23	63	14	8		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	75	0	0	13	13	0	38	75	19	8		
<b>TOTAL PUERTO PLATA</b>					<b>73</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>26</b>	<b>63</b>	<b>27</b>	<b>27</b>		
PUERTO VALLARTA																			
PULA																			
	MANCHESTER	BMI BRITISH MIDLAND	C	A	5	0	0	80	20	0	0	0	0	11	0	0	0		
	MANCHESTER	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0		
	GATWICK	CROATIA AIRLINES	S	A	5	0	0	100	0	0	0	0	0	0	0	0	0		
	GATWICK	CROATIA AIRLINES	S	D	5	0	0	100	0	0	0	0	0	5	0	0	0		
	STANSTED	RYANAIR	S	A	17	0	0	88	12	0	0	0	0	4	77	11	13		
	STANSTED	RYANAIR	S	D	17	0	0	88	6	6	0	0	0	8	85	10	13		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	5	4		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	0	0	25	93	50	130	4		
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	0	0	25	100	100	4	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	21	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	50	34	4		
<b>TOTAL PULA</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>14</b>	<b>78</b>	<b>26</b>	<b>26</b>		
PUNTA CANA																			
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	79	75	11	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	0	0	25	110	75	11	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	6	60	26	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	33	50	19	4		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	2	0	0	0	100	0	0	0	0	24	100	6	2		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	2	0	0	0	50	50	0	0	0	44	100	4	2		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	13	63	12	8		
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	11	83	8	6		
	GLASGOW	THOMSON AIRWAYS LTD	C	A	3	0	0	67	0	0	33	0	0	27	0	0	0		
	GLASGOW	THOMSON AIRWAYS LTD	C	D	3	0	0	33	0	0	67	0	0	57	0	0	0		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	17	17	6		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	67	22	11	0	0	0	14	43	17	7		
<b>TOTAL PUNTA CANA</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>29</b>	<b>58</b>	<b>15</b>	<b>15</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
RABAT																		
RALEIGH																		
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	94	3	3	0	0	0	2	74	17	31	
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	68	23	6	3	0	0	14	68	16	31	
<b>TOTAL RALEIGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>17</b>	<b>17</b>	
RENNES																		
	EDINBURGH	FLYBE LTD	S	A	9	0	0	89	11	0	0	0	0	3	80	11	5	
	EDINBURGH	FLYBE LTD	S	D	9	0	0	89	0	11	0	0	0	7	100	2	5	
	MANCHESTER	FLYBE LTD	S	A	18	0	0	78	6	11	6	0	0	10	83	28	18	
	MANCHESTER	FLYBE LTD	S	D	18	0	0	83	6	11	0	0	0	9	78	10	18	
<b>TOTAL RENNES</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>14</b>	<b>14</b>	
REUS																		
	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	3	0	0	67	33	0	0	0	0	9	0	0	0	
	BIRMINGHAM	BMI BRITISH MIDLAND	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	8	100	6	4	
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	12	100	6	4	
	BIRMINGHAM	RYANAIR	S	A	22	0	0	95	0	5	0	0	0	2	76	18	17	
	BIRMINGHAM	RYANAIR	S	D	22	0	0	86	5	9	0	0	0	9	12	42	17	
	LUTON	RYANAIR	S	A	31	0	0	90	3	3	3	0	0	5	87	13	31	
	LUTON	RYANAIR	S	D	31	0	0	84	10	6	0	0	0	6	87	7	31	
	STANSTED	RYANAIR	S	A	44	0	0	98	2	0	0	0	0	2	87	7	62	
	STANSTED	RYANAIR	S	D	44	0	0	86	9	5	0	0	0	6	76	10	62	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	89	13	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	78	17	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	2	80	16	10	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	2	70	26	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	11	0	0	73	9	9	9	0	0	18	64	64	11	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	12	0	0	83	0	0	17	0	0	20	56	75	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	92	0	0	0	0	8	34	94	4	16	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	83	8	8	0	0	0	6	78	12	18	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	11	11	0	0	20	80	9	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	0	22	0	0	29	80	17	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	1	0	100	0	0	0	0	0	0	93	4	14	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	2	71	14	14	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
REUS																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	16	0	0	88	13	0	0	0	0	6	78	10	27	
	GATWICK	THOMSON AIRWAYS LTD	C	D	16	0	0	81	19	0	0	0	0	6	67	17	27	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	0	13	0	0	14	63	33	8	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	8	50	33	8	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	13	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	21	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	92	8	0	0	0	0	2	83	12	18	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	86	14	0	0	0	0	5	61	17	18	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	3	100	0	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	2	50	14	4	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	24	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	50	29	4	
<b>TOTAL REUS</b>					<b>424</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>15</b>	<b>15</b>	
RHODES																		
	NEWCASTLE	BMI BRITISH MIDLAND	C	A	4	0	0	50	50	0	0	0	0	19	0	0	0	
	NEWCASTLE	BMI BRITISH MIDLAND	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
	STANSTED	BMI BRITISH MIDLAND	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0	
	STANSTED	BMI BRITISH MIDLAND	C	D	4	0	0	25	50	25	0	0	0	24	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	50	44	6	0	0	0	15	39	27	18	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	39	39	22	0	0	0	19	17	38	18	
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	0	100	9	4	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	50	50	0	0	0	0	10	75	13	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	100	0	0	0	0	0	3	100	4	9	
	BIRMINGHAM	MONARCH AIRLINES	C	D	9	0	0	78	0	22	0	0	0	10	67	12	9	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	67	55	3	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	67	63	3	
	GATWICK	MONARCH AIRLINES	C	A	18	0	0	94	0	0	6	0	0	5	39	88	18	
	GATWICK	MONARCH AIRLINES	C	D	18	0	0	89	6	0	6	0	0	8	44	94	18	
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	85	8	8	0	0	0	6	86	10	14	
	MANCHESTER	MONARCH AIRLINES	C	D	13	0	0	62	15	23	0	0	0	16	57	28	14	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
RHODES	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	15	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	16	1	0	81	6	0	13	0	0	15	71	13	17
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	0	76	12	0	12	0	0	20	59	20	17
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	1	0	67	0	0	0	33	0	66	25	39	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	0	60	25	50	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	92	0	0	8	0	0	8	100	0	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	75	17	0	8	0	0	13	92	7	12
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	50	0	0	0	24	50	39	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	49	50	46	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	75	24	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	7	50	28	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	22	0	0	95	0	5	0	0	0	2	64	20	22
	GATWICK	THOMSON AIRWAYS LTD	C	D	22	0	0	91	0	9	0	0	0	7	50	29	22
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	75	6	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	9	75	11	4
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	5	20	39	5
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	12	20	48	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	18	0	0	89	11	0	0	0	0	3	55	19	22
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	18	0	0	89	0	6	6	0	0	10	45	25	22
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	5	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	11	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	10	4
	GATWICK	VIKING AIRLINES	C	A	9	0	0	67	11	22	0	0	0	17	0	0	0
	GATWICK	VIKING AIRLINES	C	D	9	0	0	44	22	33	0	0	0	19	0	0	0
	MANCHESTER	VIKING AIRLINES	C	A	5	0	0	0	40	60	0	0	0	34	0	0	0
	MANCHESTER	VIKING AIRLINES	C	D	5	0	0	20	40	20	20	0	0	31	0	0	0
<b>TOTAL RHODES</b>					<b>398</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>26</b>	<b>26</b>
RIGA	GATWICK	AIR BALTIC	S	A	49	0	0	73	20	2	4	0	0	12	55	24	31
	GATWICK	AIR BALTIC	S	D	49	0	0	73	14	8	4	0	0	15	19	38	31
	STANSTED	RYANAIR	S	A	62	0	0	84	11	5	0	0	0	8	76	11	62
	STANSTED	RYANAIR	S	D	62	0	0	97	2	2	0	0	0	4	84	8	62

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 2008					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
RIGA																		
<b>TOTAL RIGA</b>					<b>222</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>17</b>	<b>17</b>	
RIMINI																		
	STANSTED	RYANAIR	S	A	13	0	0	54	15	23	8	0	0	19	43	40	14	
	STANSTED	RYANAIR	S	D	13	0	0	77	15	0	8	0	0	12	62	19	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	100	3	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	75	13	4		
<b>TOTAL RIMINI</b>					<b>34</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>24</b>	<b>24</b>	
RIO DE JANEIRO (GALEAO)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	46	15	31	8	0	0	27	77	10	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	93	7	0	0	0	0	5	50	18	14	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>14</b>	<b>14</b>	
RIYADH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	91	5	0	0	5	0	14	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	81	10	5	5	0	0	9	0	0	0	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	19	0	0	84	5	11	0	0	0	8	84	21	19	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	18	1	0	94	6	0	0	0	0	6	72	12	18	
	MANCHESTER	SAUDI ARABIAN AIRLINES	S	A	4	0	0	100	0	0	0	0	0	100	0	2		
	MANCHESTER	SAUDI ARABIAN AIRLINES	S	D	4	0	0	75	25	0	0	0	0	12	0	18	2	
<b>TOTAL RIYADH</b>					<b>88</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>16</b>	<b>16</b>	
RODEZ																		
	STANSTED	RYANAIR	S	A	31	0	0	81	3	10	6	0	0	14	61	21	31	
	STANSTED	RYANAIR	S	D	31	0	1	81	10	10	0	0	0	8	77	11	31	
<b>TOTAL RODEZ</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>6</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>16</b>	<b>16</b>	
ROME (CIAMPINO)																		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	83	6	6	6	0	0	14	56	22	18	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	83	6	0	11	0	0	15	61	24	18	
	EDINBURGH	RYANAIR	S	A	18	0	0	22	50	28	0	0	0	26	0	0	0	
	EDINBURGH	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	A	106	0	0	82	8	7	1	1	1	15	64	16	155	
	STANSTED	RYANAIR	S	D	106	0	0	87	8	4	1	0	0	7	77	10	155	
<b>TOTAL ROME (CIAMPINO)</b>					<b>284</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>15</b>	<b>15</b>	
ROME (FIUMICINO)																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
ROME (FIUMICINO)	HEATHROW	ALITALIA (CAI)	S	A	155	0	0	74	15	11	1	0	0	10	0	0	0
	HEATHROW	ALITALIA (CAI)	S	D	155	0	0	75	14	8	2	0	0	11	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	88	0	0	77	14	3	6	0	0	11	48	24	93
	GATWICK	BRITISH AIRWAYS PLC	S	D	88	0	0	66	13	14	8	0	0	19	68	15	93
	HEATHROW	BRITISH AIRWAYS PLC	S	A	173	0	0	80	14	3	2	0	0	8	55	21	155
	HEATHROW	BRITISH AIRWAYS PLC	S	D	173	0	0	86	11	2	1	0	0	6	74	12	155
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	24	18	42	15	2	0	40	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	74	16	6	3	0	0	11	0	0	0
	MANCHESTER	ITALI AIRLINES	C	D	2	0	0	0	50	0	50	0	0	74	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	23	0	0	17	26	43	9	4	0	42	35	40	23
	MANCHESTER	JET2.COM LTD	S	D	23	0	0	83	17	0	0	0	0	6	39	32	23
<b>TOTAL ROME (FIUMICINO)</b>					<b>1005</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>21</b>	<b>21</b>
ROSKILDE																	
ROTTERDAM	LUTON	TRANSAVIA	S	A	55	0	0	95	2	2	2	0	0	3	0	0	0
	LUTON	TRANSAVIA	S	D	55	0	0	95	4	2	0	0	0	3	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	A	114	0	3	98	1	1	0	0	0	1	94	3	114
	LONDON CITY	VLM (BELGIUM)	S	D	113	0	4	100	0	0	0	0	0	0	89	6	114
	MANCHESTER	VLM (BELGIUM)	S	A	37	0	0	97	0	3	0	0	0	3	97	3	36
	MANCHESTER	VLM (BELGIUM)	S	D	37	0	0	100	0	0	0	0	0	1	97	2	38
<b>TOTAL ROTTERDAM</b>					<b>411</b>	<b>0</b>	<b>7</b>	<b>98</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>5</b>	<b>5</b>
RYGGE																	
RZESZOW	BIRMINGHAM	RYANAIR	S	A	9	0	0	89	0	0	11	0	0	9	56	19	9
	BIRMINGHAM	RYANAIR	S	D	9	0	0	78	11	0	11	0	0	16	89	10	9
	LUTON	RYANAIR	S	A	9	0	0	78	22	0	0	0	0	7	0	0	0
	LUTON	RYANAIR	S	D	9	0	0	89	0	11	0	0	0	9	0	0	0
	STANSTED	RYANAIR	S	A	31	0	0	81	10	10	0	0	0	8	81	8	31
	STANSTED	RYANAIR	S	D	31	0	0	68	26	6	0	0	0	14	63	14	32
<b>TOTAL RZESZOW</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>12</b>	<b>12</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
SALONIKA	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	84	6	6	3	0	0	11	63	14	27	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	87	6	3	3	0	0	11	48	19	27	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	94	0	6	0	0	0	4	100	4	22	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	83	11	6	0	0	0	8	73	13	22	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	14	33	66	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	18	33	63	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	0	50	120	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	11	0	0	0	8	75	55	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	75	9	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	4	50	16	8	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	7	63	20	8	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	12	63	22	8	
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	7	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	1	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	18	63	19	8	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	0	11	0	0	22	63	22	8	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	9	75	8	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	75	8	4	
	GATWICK	VIKING AIRLINES	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL SALONIKA</b>					<b>205</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>25</b>	<b>25</b>	
SALVADOR																		
SALZBURG																		
	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	100	0	0	0	0	0	5	100	2	5	
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	60	20	20	0	0	0	17	80	7	5	
	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	83	4	9	4	0	0	10	96	11	23	
	GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	74	17	9	0	0	0	9	70	20	23	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	22	0	0	0	0	9	0	0	0	
	STANSTED	RYANAIR	S	A	31	0	0	81	6	10	3	0	0	10	75	12	61	
	STANSTED	RYANAIR	S	D	31	0	0	81	6	13	0	0	0	10	69	16	62	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	19	56	12	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	11	44	19	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	78	12	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

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					Actual (7)	Plan (8)												
SALZBURG																		
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	3	78	19	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	56	32	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	6	44	41	9	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	100	0	9	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	1	100	0	9	
<b>TOTAL SALZBURG</b>					<b>200</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>14</b>	<b>14</b>	
SAMANA (EL CATEY)																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	50	14	2	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	12	50	24	2	
<b>TOTAL SAMANA (EL CATEY)</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>19</b>	<b>19</b>	
SAMOS																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	15	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	10	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	VIKING AIRLINES	C	A	4	0	0	0	25	25	25	0	25	181	0	0	0	
<b>TOTAL SAMOS</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>42</b>	<b>71</b>	<b>29</b>	<b>29</b>	
SAN DIEGO																		
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	92	5	2	2	0	0	6	74	10	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	61	24	10	5	0	0	17	66	14	62	
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	89	5	5	0	0	2	11	65	20	62	
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	79	10	6	3	2	0	13	69	18	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	71	16	3	6	3	0	20	74	17	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	77	10	6	6	0	0	16	74	23	31	
<b>TOTAL SAN FRANCISCO</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>16</b>	<b>16</b>	
SANAA																		
	HEATHROW	YEMENIA	S	A	9	0	0	89	0	11	0	0	0	6	78	28	9	
	HEATHROW	YEMENIA	S	D	9	0	0	89	11	0	0	0	0	7	33	60	9	
<b>TOTAL SANAA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>56</b>	<b>44</b>	<b>44</b>	
SANDEFJORD(TORP)																		
	BIRMINGHAM	RYANAIR	S	A	13	0	0	77	15	8	0	0	0	9	92	6	13	



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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SANDEFJORD(TORP)																		
	BIRMINGHAM	RYANAIR		S D	13	0	0	85	8	8	0	0	0	7	38	19	13	
	STANSTED	RYANAIR		S A	124	0	0	83	10	6	2	0	0	7	87	8	52	
	STANSTED	RYANAIR		S D	124	0	1	81	12	5	2	0	0	9	75	11	52	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>274</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>10</b>	<b>10</b>	
SANFORD																		
	GLASGOW	FLYGLOBESPAN		S A	18	2	2	22	6	0	33	28	11	200	67	70	27	
	GLASGOW	FLYGLOBESPAN		S D	17	2	2	18	12	6	29	35	0	135	56	116	27	
	GATWICK	MONARCH AIRLINES		C A	9	0	0	100	0	0	0	0	0	1	0	157	10	
	GATWICK	MONARCH AIRLINES		C D	9	0	0	56	22	11	11	0	0	21	11	108	9	
	MANCHESTER	MONARCH AIRLINES		C A	5	0	0	60	0	20	20	0	0	23	30	93	10	
	MANCHESTER	MONARCH AIRLINES		C D	4	0	0	25	50	25	0	0	0	28	0	121	10	
	NEWCASTLE	MONARCH AIRLINES		C A	5	0	0	100	0	0	0	0	0	3	40	194	5	
	NEWCASTLE	MONARCH AIRLINES		C D	5	0	0	60	40	0	0	0	0	9	40	139	5	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	14	0	0	100	0	0	0	0	0	0	79	20	14	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	13	0	0	69	8	8	15	0	0	18	43	52	14	
	GLASGOW	THOMAS COOK AIRLINES LTD		C A	5	0	0	80	0	20	0	0	0	6	100	0	11	
	GLASGOW	THOMAS COOK AIRLINES LTD		C D	5	0	0	60	20	0	0	20	0	65	70	22	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	21	0	0	81	5	5	10	0	0	12	73	33	22	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	21	0	0	86	14	0	0	0	0	7	52	47	21	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C D	2	0	0	0	100	0	0	0	0	22	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD		C A	5	0	0	80	0	0	0	20	0	37	100	3	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	9	100	9	5	
	GATWICK	THOMSON AIRWAYS LTD		C A	14	0	0	86	0	7	7	0	0	8	70	31	10	
	GATWICK	THOMSON AIRWAYS LTD		C D	13	0	0	54	23	8	15	0	0	27	44	18	9	
	GLASGOW	THOMSON AIRWAYS LTD		C A	4	0	0	75	0	0	25	0	0	38	60	22	5	
	GLASGOW	THOMSON AIRWAYS LTD		C D	4	0	0	50	50	0	0	0	0	15	60	31	5	
	MANCHESTER	THOMSON AIRWAYS LTD		C A	13	0	0	92	0	0	0	8	0	18	71	18	14	
	MANCHESTER	THOMSON AIRWAYS LTD		C D	14	0	0	71	21	0	0	7	0	28	47	24	15	
	NEWCASTLE	THOMSON AIRWAYS LTD		C A	5	0	0	100	0	0	0	0	0	0	80	11	5	
	NEWCASTLE	THOMSON AIRWAYS LTD		C D	5	0	0	80	20	0	0	0	0	8	20	30	5	
<b>TOTAL SANFORD</b>					<b>236</b>	<b>4</b>	<b>4</b>	<b>69</b>	<b>11</b>	<b>4</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>38</b>	<b>58</b>	<b>50</b>	<b>50</b>	
SANTA CLARA																		

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SANTA CLARA																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	33	0	33	0	0	41	50	18	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	32	100	10	2	
<b>TOTAL SANTA CLARA</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>75</b>	<b>14</b>	<b>14</b>	
SANTA CRUZ DE LA PALMA																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	100	0	4		
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	5	100	2	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	3	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	48	50	11	4	
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>4</b>	<b>4</b>	
SANTANDER																		
	STANSTED	RYANAIR	S	A	31	0	0	74	19	0	6	0	0	11	90	3	31	
	STANSTED	RYANAIR	S	D	31	0	0	87	6	3	3	0	0	9	90	4	31	
<b>TOTAL SANTANDER</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>4</b>	<b>4</b>	
SANTIAGO DE COMPOSTELA																		
	STANSTED	RYANAIR	S	A	31	0	0	84	3	13	0	0	0	9	100	3	31	
	STANSTED	RYANAIR	S	D	31	0	0	84	6	10	0	0	0	8	94	5	31	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>97</b>	<b>4</b>	<b>4</b>	
SAO PAULO (GUARULHOS)																		
	HEATHROW	TAM LINHAS AEREAS	S	A	31	0	0	71	19	6	3	0	0	10	69	16	32	
	HEATHROW	TAM LINHAS AEREAS	S	D	31	0	0	100	0	0	0	0	0	94	3	31		
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>10</b>	<b>10</b>	
SARAJEVO																		
SARMELLEK/BALATON																		
SEATTLE (TACOMA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	56	21	14	7	0	2	42	56	24	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	60	16	17	7	0	0	18	58	18	57	
<b>TOTAL SEATTLE (TACOMA)</b>					<b>115</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>68</b>	<b>15</b>	<b>15</b>	
SEOUL (INCHEON)																		
	HEATHROW	ASIANA AIRLINES	S	A	21	0	0	81	10	5	5	0	0	9	50	24	22	
	HEATHROW	ASIANA AIRLINES	S	D	21	0	0	95	0	0	5	0	0	4	82	12	22	
	HEATHROW	KOREAN AIR	S	A	31	0	0	94	3	3	0	0	0	4	48	17	31	
	HEATHROW	KOREAN AIR	S	D	31	0	0	90	10	0	0	0	0	4	84	9	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
SEOUL (INCHEON)																		
<b>TOTAL SEOUL (INCHEON)</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>15</b>	<b>15</b>	
SEVILLE																		
	STANSTED	RYANAIR	S	A	49	0	0	84	2	8	4	0	2	20	80	6	49	
	STANSTED	RYANAIR	S	D	49	0	0	88	2	8	2	0	0	9	82	7	49	
	HEATHROW	VUELING AIRLINES	S	A	18	0	0	83	6	6	6	0	0	11	0	0	0	
	HEATHROW	VUELING AIRLINES	S	D	18	0	0	72	0	17	11	0	0	21	0	0	0	
<b>TOTAL SEVILLE</b>					<b>135</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>2</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>84</b>	<b>7</b>	<b>7</b>	
SEYCHELLES																		
	HEATHROW	AIR SEYCHELLES	S	A	9	0	0	11	22	44	22	0	0	41	38	57	8	
	HEATHROW	AIR SEYCHELLES	S	D	9	0	0	78	11	0	11	0	0	17	100	2	9	
<b>TOTAL SEYCHELLES</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>17</b>	<b>22</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>72</b>	<b>26</b>	<b>26</b>	
SHANGHAI (PU DONG)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	0	0	80	0	15	5	0	0	13	18	35	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	20	0	0	70	10	10	10	0	0	18	74	11	23	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	23	23	35	19	0	0	35	48	24	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	68	13	19	0	0	0	14	71	10	31	
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>13</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>60</b>	<b>19</b>	<b>19</b>	
SHANNON																		
	HEATHROW	AER LINGUS	S	A	52	0	0	88	8	4	0	0	0	5	0	0	0	
	HEATHROW	AER LINGUS	S	D	52	0	0	94	4	2	0	0	0	3	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	2	88	11	26	
	BIRMINGHAM	RYANAIR	S	D	31	0	0	87	10	3	0	0	0	7	85	8	26	
	EDINBURGH	RYANAIR	S	A	31	0	0	81	13	6	0	0	0	7	67	9	18	
	EDINBURGH	RYANAIR	S	D	31	0	0	42	26	26	6	0	0	20	67	12	18	
	GATWICK	RYANAIR	S	A	62	0	0	89	6	3	0	0	2	11	89	6	62	
	GATWICK	RYANAIR	S	D	62	0	0	81	5	11	2	0	2	15	74	11	62	
	MANCHESTER	RYANAIR	S	A	18	0	0	61	39	0	0	0	0	11	92	5	26	
	MANCHESTER	RYANAIR	S	D	18	0	0	78	17	0	6	0	0	12	73	11	26	
	STANSTED	RYANAIR	S	A	93	0	0	70	17	6	5	0	1	17	75	11	111	
	STANSTED	RYANAIR	S	D	93	0	0	84	6	6	3	0	0	10	61	14	111	
<b>TOTAL SHANNON</b>					<b>576</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>77</b>	<b>10</b>	<b>10</b>	
SHARM EL SHEIKH (OPHIRA)																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	89	6	0	6	0	0	7	100	0	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	33	39	28	0	0	0	23	33	22	9	
	EDINBURGH	FLYGLOBESPAN	S	A	4	0	0	25	0	50	0	25	0	70	75	62	4	
	EDINBURGH	FLYGLOBESPAN	S	D	4	0	0	25	50	25	0	0	0	24	100	7	3	
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	20	40	40	0	0	0	28	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	40	20	40	0	0	0	22	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	27	0	0	63	4	15	11	7	0	40	27	141	15	
	GATWICK	MONARCH AIRLINES	C	D	27	0	0	56	11	7	19	7	0	50	13	164	16	
	MANCHESTER	MONARCH AIRLINES	C	A	17	0	0	88	6	0	6	0	0	6	0	100	5	
	MANCHESTER	MONARCH AIRLINES	C	D	17	0	0	88	6	0	6	0	0	11	25	101	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	22	0	22	0	0	21	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	10	0	0	50	10	20	20	0	0	35	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	19	0	0	79	5	0	16	0	0	16	75	40	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	19	0	0	58	21	0	21	0	0	35	63	51	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	21	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	7	75	14	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	10	0	10	0	0	15	75	10	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	20	10	0	0	0	11	69	19	13	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	12	1	0	67	8	17	0	8	0	38	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	13	0	0	77	0	15	0	8	0	30	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	S	A	31	0	0	77	10	6	3	3	0	17	56	16	9	
	GATWICK	THOMSON AIRWAYS LTD	S	D	31	0	0	77	10	6	3	3	0	16	44	15	9	
	GLASGOW	THOMSON AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	15	0	0	0	
	GLASGOW	THOMSON AIRWAYS LTD	S	D	4	0	0	50	50	0	0	0	0	12	0	0	0	
	LUTON	THOMSON AIRWAYS LTD	S	A	5	0	0	100	0	0	0	0	0	0	50	34	4	
	LUTON	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	3	75	39	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	26	0	0	77	19	4	0	0	0	6	50	115	10	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	26	0	0	62	19	19	0	0	0	17	20	34	5	
	NEWCASTLE	THOMSON AIRWAYS LTD	S	A	5	0	0	80	20	0	0	0	0	10	0	0	0	
	NEWCASTLE	THOMSON AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	VIKING AIRLINES	C	A	22	0	0	55	9	18	18	0	0	27	0	0	0	

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	VIKING AIRLINES	C	D	23	0	0	57	35	0	9	0	0	19	0	0	0	
	MANCHESTER	VIKING AIRLINES	C	A	18	0	0	28	22	28	22	0	0	44	0	0	0	
	MANCHESTER	VIKING AIRLINES	C	D	19	0	0	42	21	21	16	0	0	38	0	0	0	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>483</b>	<b>2</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>58</b>	<b>36</b>	<b>36</b>	
SIMFEROPOL																		
SINGAPORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	1	86	4	0	4	0	7	60	90	6	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	83	7	7	0	0	3	50	77	10	31	
	HEATHROW	SINGAPORE AIRLINES	S	A	93	0	0	83	11	3	3	0	10	75	25	93		
	HEATHROW	SINGAPORE AIRLINES	S	D	93	0	0	89	5	1	3	1	0	10	66	23	93	
	MANCHESTER	SINGAPORE AIRLINES	S	A	14	0	0	86	14	0	0	0	4	90	7	31		
	MANCHESTER	SINGAPORE AIRLINES	S	D	14	0	0	71	21	7	0	0	16	29	22	31		
<b>TOTAL SINGAPORE</b>					<b>272</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>71</b>	<b>19</b>	<b>19</b>	
SKIATHOS																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	20	25	5		
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	88	13	0	0	0	2	40	26	5		
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	75	0	13	13	0	20	20	47	5		
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	63	25	0	13	0	24	0	58	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	75	83	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	7	50	108	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	2	100	0	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	3	0	0	0		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	7	0	0	0		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	2	0	0	0		
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	50	25	0	25	0	40	72	19	18		
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	50	13	13	25	0	55	67	19	18		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	63	0	25	13	0	24	92	7	13		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	63	25	0	13	0	27	46	23	13		
	GATWICK	VIKING AIRLINES	C	A	8	1	0	88	0	13	0	0	9	0	0	0		
	MANCHESTER	VIKING AIRLINES	C	A	4	0	0	25	25	50	0	0	28	0	0	0		
<b>TOTAL SKIATHOS</b>					<b>104</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>53</b>	<b>35</b>	<b>35</b>	

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
SKOVDE																		
SLIGO																		
SOFIA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	36	0	0	89	8	3	0	0	0	5	56	17	36	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	36	0	0	97	0	3	0	0	0	2	94	3	36	
	HEATHROW	BULGARIA AIR	S	A	30	0	0	67	27	3	3	0	0	12	38	20	21	
	HEATHROW	BULGARIA AIR	S	D	30	0	0	67	17	10	7	0	0	18	62	16	21	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	16	6	3	0	3	24	68	12	44	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	10	3	6	0	3	25	64	15	44	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	56	33	11	0	0	0	13	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	67	22	11	0	0	0	12	0	0	0	
	LUTON	WIZZ AIR	S	A	31	0	0	94	0	3	3	0	0	4	32	36	31	
	LUTON	WIZZ AIR	S	D	31	0	0	42	29	23	6	0	0	25	61	13	31	
<b>TOTAL SOFIA</b>					<b>274</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>60</b>	<b>20</b>	<b>20</b>	
SOUTHAMPTON																		
	NEWCASTLE	EASTERN AIRWAYS	S	A	47	0	2	87	4	4	4	0	0	8	83	9	78	
	NEWCASTLE	EASTERN AIRWAYS	S	D	47	0	2	85	6	6	2	0	0	8	87	10	78	
	EDINBURGH	FLYBE LTD	S	A	129	0	0	90	5	3	2	0	0	6	76	10	143	
	EDINBURGH	FLYBE LTD	S	D	129	0	0	88	9	2	1	0	0	6	73	18	143	
	GLASGOW	FLYBE LTD	S	A	104	0	0	92	2	3	3	0	0	6	80	13	114	
	GLASGOW	FLYBE LTD	S	D	104	0	0	90	6	3	0	1	0	9	79	12	114	
	MANCHESTER	FLYBE LTD	S	A	102	0	1	81	7	7	5	0	0	11	86	10	134	
	MANCHESTER	FLYBE LTD	S	D	102	0	1	81	12	4	3	0	0	10	79	10	134	
	NEWCASTLE	FLYBE LTD	S	A	82	0	0	90	5	4	1	0	0	6	81	14	75	
	NEWCASTLE	FLYBE LTD	S	D	82	0	0	88	7	2	2	0	0	7	69	14	75	
<b>TOTAL SOUTHAMPTON</b>					<b>932</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>12</b>	<b>12</b>	
SPLIT																		
	GATWICK	CROATIA AIRLINES	S	A	13	0	0	77	15	0	0	8	0	30	8	63	13	
	GATWICK	CROATIA AIRLINES	S	D	12	0	0	75	17	0	0	8	0	36	8	65	13	
	HEATHROW	CROATIA AIRLINES	S	A	5	0	0	80	20	0	0	0	0	8	20	58	5	
	HEATHROW	CROATIA AIRLINES	S	D	5	0	0	40	20	40	0	0	0	21	40	38	5	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	73	4	10	13	0	0	16	47	18	36	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	69	17	6	8	0	0	17	67	13	36	
	BIRMINGHAM	FLYBE LTD	S	A	5	0	0	80	0	0	20	0	0	19	0	78	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SPLIT																		
	BIRMINGHAM	FLYBE LTD	S	D	5	0	0	60	20	20	0	0	0	21	0	62	5	
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	100	0	0	0	0	0	4	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	40	40	20	0	0	0	23	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	60	22	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	4	80	25	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	0	83	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	4	0	84	5	
<b>TOTAL SPLIT</b>					<b>171</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>38</b>	<b>37</b>	<b>37</b>	
ST JOHNS																		
ST KITTS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	80	20	0	0	0	0	6	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	60	40	0	0	0	0	12	0	0	0	
<b>TOTAL ST KITTS</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ST LUCIA (HEWANORRA)																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	14	0	0	43	21	29	7	0	0	23	38	50	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	77	8	8	8	0	0	13	57	50	14	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>47</b>	<b>47</b>	
ST PETERSBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	6	0	6	0	0	10	61	14	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	90	3	0	6	0	0	9	71	11	31	
	GATWICK	ROSSIYA ROSSIISKIE AVALINII	S	A	14	0	0	71	7	14	7	0	0	18	48	49	21	
	GATWICK	ROSSIYA ROSSIISKIE AVALINII	S	D	13	0	0	77	8	8	8	0	0	14	57	51	21	
	HEATHROW	ROSSIYA ROSSIISKIE AVALINII	S	A	5	0	0	80	20	0	0	0	0	10	0	58	5	
	HEATHROW	ROSSIYA ROSSIISKIE AVALINII	S	D	5	0	0	100	0	0	0	0	0	4	0	58	5	
<b>TOTAL ST PETERSBURG</b>					<b>99</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>55</b>	<b>30</b>	<b>30</b>	
STANSTED																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	135	0	0	82	9	8	1	0	0	7	73	14	144	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	135	0	0	79	11	7	2	1	0	11	71	12	143	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	105	0	0	90	5	3	1	2	0	8	83	8	132	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	105	0	0	90	4	3	1	3	0	12	83	8	133	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	86	7	5	2	0	0	5	75	22	85	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	86	4	5	4	2	0	12	73	18	85	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
STANSTED																	
<b>TOTAL STANSTED</b>					<b>595</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>12</b>	<b>12</b>
STAVANGER																	
	NEWCASTLE	EASTERN AIRWAYS	S	A	20	0	1	90	0	10	0	0	0	5	100	1	19
	NEWCASTLE	EASTERN AIRWAYS	S	D	20	0	1	90	0	0	10	0	0	9	89	5	19
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	22	0	0	82	18	0	0	0	0	7	69	13	26
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	22	0	0	64	23	14	0	0	0	13	69	16	26
	HEATHROW	SAS	S	A	52	0	0	96	4	0	0	0	0	2	89	6	57
	HEATHROW	SAS	S	D	52	0	0	90	6	0	4	0	0	8	79	11	57
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	A	14	0	0	57	0	0	0	21	21	210	94	3	18
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	D	14	0	0	79	14	0	0	7	0	24	82	6	17
<b>TOTAL STAVANGER</b>					<b>216</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>83</b>	<b>8</b>	<b>8</b>
STOCKHOLM (ARLANDA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	147	0	0	92	5	2	1	0	0	5	77	12	164
	HEATHROW	BRITISH AIRWAYS PLC	S	D	146	0	0	84	8	5	2	1	0	9	74	14	164
	EDINBURGH	SAS	S	A	9	0	0	89	11	0	0	0	0	6	92	5	13
	EDINBURGH	SAS	S	D	9	0	0	78	22	0	0	0	0	6	92	6	13
	HEATHROW	SAS	S	A	136	0	0	90	5	4	1	0	0	6	66	14	161
	HEATHROW	SAS	S	D	135	0	0	88	8	2	1	0	0	5	80	16	161
	MANCHESTER	SAS	S	A	29	0	0	86	3	3	7	0	0	10	87	8	31
	MANCHESTER	SAS	S	D	29	0	0	86	7	3	3	0	0	7	94	4	31
	GATWICK	VIKING AIRLINES	C	A	9	0	0	11	11	22	44	11	0	112	0	0	0
	GATWICK	VIKING AIRLINES	C	D	9	0	0	44	11	22	11	11	0	49	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>659</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>14</b>	<b>14</b>
STOCKHOLM (SKAVSTA)																	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	8	50	18	18
	BIRMINGHAM	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	3	56	16	18
	EDINBURGH	RYANAIR	S	A	18	0	0	94	6	0	0	0	0	6	0	0	0
	EDINBURGH	RYANAIR	S	D	18	0	0	94	6	0	0	0	0	5	0	0	0
	STANSTED	RYANAIR	S	A	75	0	0	87	8	3	1	0	1	14	84	13	57
	STANSTED	RYANAIR	S	D	75	0	0	81	15	3	1	0	0	7	74	10	57
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>212</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>13</b>	<b>13</b>
STORNOWAY																	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
STORNOWAY																		
	EDINBURGH	LOGANAIR	S	A	77	0	0	94	4	0	3	0	0	6	91	7	76	
	EDINBURGH	LOGANAIR	S	D	78	0	0	79	10	8	3	0	0	10	90	9	73	
	GLASGOW	LOGANAIR	S	A	108	0	0	93	3	4	0	1	0	6	75	18	121	
	GLASGOW	LOGANAIR	S	D	108	0	0	92	6	3	0	0	0	6	76	16	122	
<b>TOTAL STORNOWAY</b>					<b>371</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>14</b>	<b>14</b>	
STRASBOURG																		
STUTTART																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	92	4	2	1	0	0	3	89	8	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	90	8	1	1	0	0	5	91	7	91	
	BIRMINGHAM	FLYBE LTD	S	A	42	0	0	74	10	5	10	2	0	19	89	6	56	
	BIRMINGHAM	FLYBE LTD	S	D	42	0	0	67	7	14	10	2	0	26	82	10	56	
	STANSTED	GERMANWINGS	S	A	52	0	0	96	4	0	0	0	0	2	69	12	52	
	STANSTED	GERMANWINGS	S	D	52	0	0	92	4	4	0	0	0	4	58	14	52	
	HEATHROW	LUFTHANSA	S	A	64	0	0	88	8	3	2	0	0	8	86	9	58	
	HEATHROW	LUFTHANSA	S	D	64	0	0	89	3	6	2	0	0	7	86	12	58	
	MANCHESTER	TUIFLY (GERMANY)	S	A	22	0	0	91	5	5	0	0	0	3	95	4	22	
	MANCHESTER	TUIFLY (GERMANY)	S	D	22	0	0	82	9	9	0	0	0	7	91	6	22	
<b>TOTAL STUTTART</b>					<b>544</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>9</b>	<b>9</b>	
SUMBURGH																		
	EDINBURGH	LOGANAIR	S	A	74	0	0	92	3	4	0	1	0	7	86	14	57	
	EDINBURGH	LOGANAIR	S	D	75	0	0	87	11	1	1	0	0	6	82	14	57	
	GLASGOW	LOGANAIR	S	A	31	0	0	87	6	6	0	0	0	6	84	6	31	
	GLASGOW	LOGANAIR	S	D	31	0	0	90	10	0	0	0	0	5	84	9	31	
<b>TOTAL SUMBURGH</b>					<b>211</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>12</b>	<b>12</b>	
SYDNEY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	76	16	6	2	0	0	10	61	13	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	85	6	5	3	0	0	9	75	17	61	
	HEATHROW	QANTAS	S	A	57	0	0	84	11	2	2	2	0	11	33	94	57	
	HEATHROW	QANTAS	S	D	57	0	0	68	12	12	5	0	2	26	58	70	57	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	94	3	3	0	0	0	3	81	42	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	94	3	3	0	0	0	2	74	14	31	
<b>TOTAL SYDNEY</b>					<b>300</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>43</b>	<b>43</b>	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							AUG 2008		
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SZCZECIN (GOLENOW)	STANSTED	RYANAIR	S	A	18	0	0	94	0	0	6	0	0	7	89	5	27
	STANSTED	RYANAIR	S	D	18	0	0	89	6	0	6	0	0	10	74	11	27
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>8</b>	<b>8</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 2008					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TABA																		
	MANCHESTER	JET2.COM LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	0
	MANCHESTER	JET2.COM LTD	C	D	5	0	0	80	20	0	0	0	0	11	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	80	20	0	0	0	0	4	33	46	9	
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	70	10	20	0	0	0	11	33	35	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	29	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	33	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	25	75	0	0	0	0	18	25	35	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	15	25	27	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	15	0	67	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	15	25	40	4	
<b>TOTAL TABA</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>36</b>	<b>36</b>	<b>36</b>	
TAIPEI																		
	HEATHROW	EVA AIR	S	A	26	0	0	85	15	0	0	0	0	6	93	8	27	
	HEATHROW	EVA AIR	S	D	26	0	0	92	4	4	0	0	0	4	52	31	27	
<b>TOTAL TAIPEI</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>20</b>	<b>20</b>	
TALLIN																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	78	9	13	0	0	0	8	84	8	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	74	9	17	0	0	0	11	87	8	31	
	GATWICK	ESTONIAN AIR	S	A	9	0	0	67	22	11	0	0	0	10	32	39	34	
	GATWICK	ESTONIAN AIR	S	D	9	0	0	78	0	22	0	0	0	11	36	34	33	
<b>TOTAL TALLIN</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>23</b>	<b>23</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	86	0	9	5	0	0	10	96	3	23	
	GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	87	4	4	4	0	0	10	78	9	23	
<b>TOTAL TAMPA</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>2</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>6</b>	<b>6</b>	
TAMPERE																		
	STANSTED	RYANAIR	S	A	31	0	0	97	0	0	3	0	0	4	73	9	22	
	STANSTED	RYANAIR	S	D	31	0	0	84	13	0	3	0	0	7	68	13	22	
<b>TOTAL TAMPERE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>11</b>	<b>11</b>	
TANGIERS (IBN BATUTA)																		
	GATWICK	ATLAS BLUE	S	A	9	0	0	44	11	22	22	0	0	33	0	0	0	
	GATWICK	ATLAS BLUE	S	D	9	0	0	44	11	33	11	0	0	31	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TANGIERS (IBN BATUTA)					<b>19</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>16</b>	<b>26</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>54</b>	<b>18</b>	<b>18</b>
TARBES-LOURDES INTERNA																	
	MANCHESTER	FLYBE LTD	C	A	6	0	0	50	33	17	0	0	0	15	0	0	0
	MANCHESTER	FLYBE LTD	C	D	4	0	0	50	25	25	0	0	0	26	0	0	0
	STANSTED	RYANAIR	S	A	8	0	0	38	13	50	0	0	0	25	0	0	0
	STANSTED	RYANAIR	S	D	7	0	0	71	14	14	0	0	0	14	0	0	0
	MANCHESTER	TITAN AIRWAYS LTD	C	A	2	0	0	0	50	0	50	0	0	48	0	35	1
	NEWCASTLE	TITAN AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	31	0	0	0
	NEWCASTLE	TITAN AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	31	0	64	1
	STANSTED	TITAN AIRWAYS LTD	C	A	6	0	0	50	33	0	17	0	0	20	33	49	6
	STANSTED	TITAN AIRWAYS LTD	C	D	4	2	0	50	0	50	0	0	0	26	50	24	6
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>45</b>	<b>2</b>	<b>0</b>	<b>51</b>	<b>18</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>35</b>	<b>36</b>	<b>36</b>
TASHKENT																	
	HEATHROW	UZBEKISTAN AIRLINES	S	A	8	0	0	25	25	25	25	0	0	48	44	20	9
	HEATHROW	UZBEKISTAN AIRLINES	S	D	8	0	0	25	0	38	38	0	0	53	11	49	9
<b>TOTAL TASHKENT</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>31</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>35</b>	<b>35</b>
TATRY-POPRAD																	
	LUTON	SKY EUROPE	S	A	13	0	0	62	23	8	8	0	0	24	83	7	18
	LUTON	SKY EUROPE	S	D	12	0	0	58	17	17	8	0	0	20	50	19	18
<b>TOTAL TATRY-POPRAD</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>13</b>	<b>13</b>
TBILISI																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	18	0	0	78	17	0	6	0	0	9	88	4	8
	HEATHROW	BMI BRITISH MIDLAND	S	D	17	0	0	59	12	24	6	0	0	19	78	19	9
<b>TOTAL TBILISI</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>12</b>	<b>12</b>
TEL AVIV																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	62	0	0	79	13	6	0	0	2	13	84	8	31
	HEATHROW	BMI BRITISH MIDLAND	S	D	62	0	0	50	24	19	5	0	2	25	32	31	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	65	18	13	5	0	0	13	60	18	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	85	5	6	3	0	0	8	74	12	62
	HEATHROW	EL AL	S	A	48	0	0	88	4	4	4	0	0	10	68	12	47
	HEATHROW	EL AL	S	D	49	0	0	73	18	4	4	0	0	12	70	14	47
	LUTON	EL AL	S	A	26	0	0	88	8	0	4	0	0	8	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TEL AVIV																		
	LUTON	EL AL	S	D	26	0	0	58	35	4	4	0	0	19	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	3	0	0	0	33	67	0	0	0	36	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	0	25	75	0	0	0	34	0	0	0	
<b>TOTAL TEL AVIV</b>					<b>404</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>20</b>	<b>20</b>	
TENERIFE (NORTE LOS ROD																		
TENERIFE (SURREINA SOFIA																		
	GATWICK	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	0	100	0	0	108	0	0	0	
	GATWICK	BMI BRITISH MIDLAND	C	D	4	0	0	25	0	0	75	0	0	93	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	A	10	0	0	40	20	10	30	0	0	57	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	9	0	0	33	11	11	44	0	0	47	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	10	3	0	0	0	5	70	26	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	74	23	3	0	0	0	12	50	30	30	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	10	6	3	0	0	11	55	40	22	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	16	6	0	0	0	7	55	32	22	
	EDINBURGH	FLYGLOBESPAN	S	A	4	0	0	50	0	25	25	0	0	52	60	29	5	
	EDINBURGH	FLYGLOBESPAN	S	D	4	0	0	75	25	0	0	0	0	8	20	48	5	
	GLASGOW	FLYGLOBESPAN	S	A	31	0	0	94	6	0	0	0	0	2	90	16	31	
	GLASGOW	FLYGLOBESPAN	S	D	31	2	0	97	3	0	0	0	0	4	81	23	31	
	MANCHESTER	JET2.COM LTD	S	A	14	0	0	79	14	0	0	7	0	22	33	28	9	
	MANCHESTER	JET2.COM LTD	S	D	13	0	0	77	8	8	0	8	0	34	78	13	9	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	100	0	0	0	0	0	1	22	43	9	
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	100	0	0	0	0	0	3	11	32	9	
	BIRMINGHAM	MONARCH AIRLINES	S	A	22	0	0	91	5	5	0	0	0	5	83	12	18	
	BIRMINGHAM	MONARCH AIRLINES	S	D	22	0	0	59	27	14	0	0	0	14	72	24	18	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	13	80	33	5	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	80	34	5	
	GATWICK	MONARCH AIRLINES	S	A	25	0	0	76	16	8	0	0	0	9	48	21	27	
	GATWICK	MONARCH AIRLINES	S	D	25	0	0	84	4	12	0	0	0	8	67	41	27	
	LUTON	MONARCH AIRLINES	S	A	27	0	0	85	7	7	0	0	0	5	79	12	24	
	LUTON	MONARCH AIRLINES	S	D	27	0	0	81	7	11	0	0	0	10	72	36	25	
	MANCHESTER	MONARCH AIRLINES	S	A	40	0	0	68	13	18	3	0	0	18	64	13	39	
	MANCHESTER	MONARCH AIRLINES	S	D	39	0	0	62	18	18	3	0	0	19	70	16	40	
	STANSTED	RYANAIR	S	A	13	0	0	92	0	0	8	0	0	8	0	0	0	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
TENERIFE (SURREINA SOFIA)	STANSTED	RYANAIR	S	D	13	0	0	62	31	0	8	0	0	18	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	0	33	0	0	0	14	90	12	10
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	0	0	38	0	0	31	70	44	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	16	0	0	81	0	19	0	0	0	7	44	46	18
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	16	0	0	75	13	13	0	0	0	9	39	51	18
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	12	0	0	83	8	0	8	0	0	13	50	42	14
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	11	0	0	91	0	0	9	0	0	7	50	54	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	94	6	0	0	0	0	3	63	23	19
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	81	19	0	0	0	0	6	32	39	19
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	1	0	88	0	13	0	0	0	7	88	19	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	0	13	0	0	11	78	22	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	6	0	0	100	0	0	0	0	0	2	40	40	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	1	40	29	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	0	89	2	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	4	89	7	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	21	0	0	76	5	0	19	0	0	31	78	15	27
	GATWICK	THOMSON AIRWAYS LTD	C	D	20	0	0	75	0	5	15	5	0	34	67	19	27
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	4	78	32	9
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	56	37	9
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	19	60	77	5
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	60	0	20	20	0	0	33	60	73	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	19	0	0	95	0	5	0	0	0	4	63	33	27
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	17	0	0	94	6	0	0	0	0	4	57	34	28
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	56	19	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	67	14	9
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	8	0	0	0
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	VIKING AIRLINES	C	A	9	0	0	89	0	11	0	0	0	7	0	0	0
	GATWICK	VIKING AIRLINES	C	D	8	0	0	38	63	0	0	0	0	14	0	0	0
	MANCHESTER	VIKING AIRLINES	C	A	5	0	0	20	20	40	20	0	0	37	0	0	0
	MANCHESTER	VIKING AIRLINES	C	D	4	0	0	50	25	25	0	0	0	21	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>816</b>	<b>3</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>29</b>	<b>29</b>

TETERBORO

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
THIRA (SANTORINI)																			
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	0	5	0	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	0	
	STANSTED	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0	
	STANSTED	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	12	0	1	17	50	17	17	0	0	34	0	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	46	23	23	8	0	0	26	0	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	50	62	4	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	10	50	74	4	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	12	4	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	23	4	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	25	0	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	42	0	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	9	63	11	8	8	
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	63	25	13	0	0	0	11	63	12	8	8	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	63	20	8	8	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	5	50	31	8	8	
<b>TOTAL THIRA (SANTORINI)</b>					<b>89</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>21</b>	<b>21</b>	<b>21</b>	
TIMISOARA																			
	LUTON	WIZZ AIR	S	A	18	0	0	89	11	0	0	0	0	6	0	0	0	0	
	LUTON	WIZZ AIR	S	D	18	0	0	50	28	17	6	0	0	22	0	0	0	0	
<b>TOTAL TIMISOARA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TIRANA																			
	STANSTED	ALBANIAN AIRLINES	S	A	11	0	3	73	9	9	0	9	0	24	71	11	14	14	
	STANSTED	ALBANIAN AIRLINES	S	D	11	0	3	55	9	9	18	9	0	41	50	19	14	14	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	84	6	3	6	0	0	8	77	8	22	22	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	71	19	3	6	0	0	12	36	19	22	22	
<b>TOTAL TIRANA</b>					<b>84</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>12</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>58</b>	<b>14</b>	<b>14</b>	<b>14</b>	
TIREE																			
	GLASGOW	LOGANAIR	S	A	24	1	0	92	4	4	0	0	0	5	58	19	26	26	
	GLASGOW	LOGANAIR	S	D	25	0	0	96	4	0	0	0	0	3	69	14	26	26	
<b>TOTAL TIREE</b>					<b>49</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>17</b>	<b>17</b>	<b>17</b>	
TIVAT																			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TIVAT																		
	GATWICK	MONTENEGRO AIRLINES	S	A	13	0	0	85	15	0	0	0	0	7	78	8	9	
	GATWICK	MONTENEGRO AIRLINES	S	D	13	0	0	46	31	8	15	0	0	25	0	45	9	
<b>TOTAL TIVAT</b>					<b>26</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>39</b>	<b>26</b>	<b>26</b>	
TOBAGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	0	11	11	0	0	17	56	18	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	56	22	0	22	0	0	24	78	12	9	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	50	0	25	0	0	46	0	0	0	
<b>TOTAL TOBAGO</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>5</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>59</b>	<b>15</b>	<b>15</b>	
TOKYO (NARITA)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	87	10	0	3	0	0	8	77	10	31	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	97	3	0	0	0	0	1	81	10	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	71	13	16	0	0	0	13	63	17	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	55	29	16	0	0	0	15	58	19	62	
	HEATHROW	JAPAN AIRLINES	S	A	62	1	0	94	3	2	0	2	0	6	84	10	31	
	HEATHROW	JAPAN AIRLINES	S	D	62	0	0	82	13	2	2	2	0	11	71	22	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	61	39	0	0	0	0	11	97	3	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	94	0	6	0	0	0	5	87	10	31	
<b>TOTAL TOKYO (NARITA)</b>					<b>310</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>14</b>	<b>14</b>	
TORONTO																		
	HEATHROW	AIR CANADA	S	A	125	0	0	74	10	6	6	2	2	31	69	21	124	
	HEATHROW	AIR CANADA	S	D	124	1	1	69	15	4	7	2	2	32	68	27	124	
	HEATHROW	AIR INDIA	S	A	31	0	0	90	6	3	0	0	0	3	0	0	0	
	HEATHROW	AIR INDIA	S	D	31	0	0	81	10	10	0	0	0	8	0	0	0	
	EDINBURGH	AIR TRANSAT	S	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	EDINBURGH	AIR TRANSAT	S	D	4	0	0	75	25	0	0	0	0	6	0	0	0	
	GATWICK	AIR TRANSAT	S	A	22	0	0	91	5	0	5	0	0	5	72	26	39	
	GATWICK	AIR TRANSAT	S	D	22	0	0	86	5	5	5	0	0	10	67	30	39	
	HEATHROW	AIR TRANSAT	S	A	10	0	0	90	0	0	10	0	0	7	100	2	10	
	HEATHROW	AIR TRANSAT	S	D	10	0	0	70	10	20	0	0	0	12	60	49	10	
	NEWCASTLE	AIR TRANSAT	S	A	4	0	0	50	25	25	0	0	0	19	50	15	4	
	NEWCASTLE	AIR TRANSAT	S	D	4	0	0	50	25	25	0	0	0	18	50	17	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	69	18	6	5	2	0	17	83	10	76	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	42	37	18	3	0	0	20	71	15	75	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TORONTO																		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	56	0	11	33	0	0	39	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	9	0	0	78	11	0	0	11	0	42	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	19	0	0	74	0	0	5	21	0	69	60	87	10	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	17	0	0	71	12	6	0	12	0	37	50	149	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	23	0	0	83	0	4	9	4	0	21	63	39	27	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	23	0	0	78	4	0	13	4	0	32	70	27	27	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	35	0	0	80	9	3	3	6	0	20	78	30	32	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	36	0	0	78	6	3	8	6	0	28	68	23	31	
<b>TOTAL TORONTO</b>					<b>686</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>24</b>	<b>69</b>	<b>28</b>	<b>28</b>	
TOULON / HYERES																		
	STANSTED	RYANAIR	S	A	31	0	0	77	16	6	0	0	0	9	77	11	31	
	STANSTED	RYANAIR	S	D	31	0	0	68	23	6	3	0	0	14	71	13	31	
<b>TOTAL TOULON / HYERES</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>12</b>	<b>12</b>	
TOULOUSE (BLAGNAC)																		
	MANCHESTER	BMIBABY LTD	S	A	13	0	0	92	0	8	0	0	0	3	0	0	0	
	MANCHESTER	BMIBABY LTD	S	D	12	0	1	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	95	0	5	0	0	0	4	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	89	6	3	2	0	0	6	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	83	0	0	75	16	6	4	0	0	12	44	27	80	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	83	0	0	84	8	4	4	0	0	10	45	24	80	
	BIRMINGHAM	FLYBE LTD	S	A	9	0	0	44	11	22	22	0	0	31	75	24	8	
	BIRMINGHAM	FLYBE LTD	S	D	9	0	0	33	0	56	11	0	0	34	63	34	8	
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	67	11	11	0	11	0	31	22	31	9	
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	89	0	11	0	0	0	11	67	12	9	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>351</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>18</b>	<b>18</b>	
TOURS																		
	STANSTED	RYANAIR	S	A	31	0	0	90	3	3	0	3	0	13	84	5	31	
	STANSTED	RYANAIR	S	D	31	0	0	87	6	6	0	0	0	8	81	6	31	
<b>TOTAL TOURS</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>6</b>	<b>6</b>	
TRAPANI																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	4	78	13	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	22	56	22	0	0	0	22	78	9	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TRAPANI																		
	LUTON	RYANAIR	S	A	13	0	0	85	0	8	8	0	0	11	0	0	0	
	LUTON	RYANAIR	S	D	13	0	0	69	15	0	15	0	0	22	0	0	0	
<b>TOTAL TRAPANI</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>11</b>	<b>11</b>	
TREVISO																		
	STANSTED	RYANAIR	S	A	89	0	0	70	20	8	2	0	0	14	71	15	93	
	STANSTED	RYANAIR	S	D	89	0	0	76	17	6	1	0	0	12	69	13	93	
<b>TOTAL TREVISO</b>					<b>178</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>14</b>	<b>14</b>	
TRIESTE (RONCHI DEI LEGIO)																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	5	33	80	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	89	0	11	0	0	0	6	67	33	9	
	STANSTED	RYANAIR	S	A	31	0	0	84	13	3	0	0	0	6	45	21	31	
	STANSTED	RYANAIR	S	D	31	0	0	90	6	3	0	0	0	7	74	12	31	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>80</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>58</b>	<b>26</b>	<b>26</b>	
TRIPOLI																		
	GATWICK	AFRIQIYAH AIRWAYS	S	A	31	0	0	0	23	23	52	3	0	74	0	182	31	
	GATWICK	AFRIQIYAH AIRWAYS	S	D	31	0	0	16	13	26	42	3	0	64	0	199	32	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	6	6	3	0	0	10	77	9	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	10	6	3	0	0	10	74	8	31	
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	9	0	0	78	22	0	0	0	0	5	33	22	9	
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	9	0	0	89	11	0	0	0	0	6	33	25	9	
	MANCHESTER	LIBYAN ARAB AIRLINES	S	A	22	0	0	50	9	32	9	0	0	24	23	35	13	
	MANCHESTER	LIBYAN ARAB AIRLINES	S	D	22	0	0	18	27	45	9	0	0	34	23	53	13	
<b>TOTAL TRIPOLI</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>15</b>	<b>19</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>35</b>	<b>83</b>	<b>83</b>	
TROMSOE																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	89	11	0	0	0	0	7	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	9	0	1	44	22	11	11	0	11	69	0	0	0	
<b>TOTAL TROMSOE</b>					<b>18</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>38</b>	<b>61</b>	<b>14</b>	<b>14</b>	
TRONDHEIM (VAERNES)																		
	STANSTED	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	100	0	0	0	0	0	5	38	14	13	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	100	0	0	0	0	0	5	69	13	13	
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>54</b>	<b>13</b>	<b>13</b>	
TUNIS																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
TUNIS	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	68	10	13	10	0	0	19	39	30	23
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	77	10	6	6	0	0	16	61	15	23
	HEATHROW	TUNISAIR	S	A	18	0	0	11	39	33	17	0	0	35	16	49	19
	HEATHROW	TUNISAIR	S	D	18	0	0	17	28	28	28	0	0	39	5	63	19
<b>TOTAL TUNIS</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>18</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>32</b>	<b>38</b>	<b>38</b>
TURIN	GATWICK	BRITISH AIRWAYS PLC	S	A	59	0	0	86	2	10	2	0	0	6	35	36	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	58	0	0	83	5	9	3	0	0	10	32	31	31
	STANSTED	RYANAIR	S	A	31	0	0	77	23	0	0	0	0	9	32	35	31
	STANSTED	RYANAIR	S	D	31	0	0	74	23	3	0	0	0	10	61	15	31
<b>TOTAL TURIN</b>					<b>179</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>40</b>	<b>30</b>	<b>30</b>

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2008					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
					Actual (7)	Plan (8)													
URALSK																			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
VAGAR																			
	STANSTED	ATLANTIC AIRWAYS	S	A	9	0	0	67	11	11	11	0	0	24	86	6	7		
	STANSTED	ATLANTIC AIRWAYS	S	D	9	0	0	78	0	11	11	0	0	20	56	29	9		
<b>TOTAL VAGAR</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>19</b>	<b>19</b>		
VALENCIA																			
	LUTON	AIR EUROPA	C	D	2	0	0	50	50	0	0	0	0	11	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	68	10	18	2	2	2	26	64	19	45		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	74	13	10	2	2	0	14	73	17	45		
	STANSTED	RYANAIR	S	A	62	0	0	87	8	3	2	0	0	6	68	20	62		
	STANSTED	RYANAIR	S	D	62	0	0	81	11	5	3	0	0	12	52	24	62		
<b>TOTAL VALENCIA</b>					<b>257</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>18</b>	<b>18</b>		
VALLADOLID																			
	STANSTED	RYANAIR	S	A	31	0	0	87	0	10	3	0	0	11	81	8	31		
	STANSTED	RYANAIR	S	D	31	0	0	87	0	10	3	0	0	9	77	7	31		
<b>TOTAL VALLADOLID</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>8</b>	<b>8</b>		
VANCOUVER																			
	HEATHROW	AIR CANADA	S	A	39	0	1	74	8	15	3	0	0	15	73	9	62		
	HEATHROW	AIR CANADA	S	D	40	0	0	70	13	5	10	0	3	28	65	17	62		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	88	11	2	0	0	0	6	76	9	58		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	64	24	9	3	0	0	16	48	22	58		
	GATWICK	FLYGLOBESPAN	S	A	3	0	0	0	0	0	100	0	0	136	33	112	9		
	GATWICK	FLYGLOBESPAN	S	D	3	0	1	33	33	33	0	0	0	20	0	149	9		
	GLASGOW	FLYGLOBESPAN	S	A	5	0	0	20	0	0	40	20	20	223	0	370	9		
	GLASGOW	FLYGLOBESPAN	S	D	4	0	0	0	25	50	25	0	0	45	33	178	9		
	MANCHESTER	FLYGLOBESPAN	S	A	5	0	0	40	0	40	0	20	0	86	11	78	9		
	MANCHESTER	FLYGLOBESPAN	S	D	4	0	0	50	0	50	0	0	0	25	0	133	9		
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	23	0	0	74	4	9	9	4	0	29	64	23	14		
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	22	0	0	45	9	23	18	5	0	47	57	51	14		
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	4	0	1	100	0	0	0	0	0	5	75	10	4		
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	4	0	0	25	50	0	0	25	0	63	25	20	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	10	0	0	50	30	0	20	0	0	29	70	9	10		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	33	11	11	33	11	0	67	36	28	11		
<b>TOTAL VANCOUVER</b>					<b>290</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>13</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>57</b>	<b>47</b>	<b>47</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 2008					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
VARADERO																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	23	25	21	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	4	75	20	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	3	100	0	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	18	100	7	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	23	67	5	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	50	8	2	
<b>TOTAL VARADERO</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>11</b>	<b>11</b>	
VARNA																		
	MANCHESTER	BH AIR	C	A	4	0	0	25	50	25	0	0	0	29	90	5	10	
	MANCHESTER	BH AIR	C	D	4	0	0	50	25	0	25	0	0	24	80	12	10	
	NEWCASTLE	BH AIR	C	A	3	0	0	67	33	0	0	0	0	6	0	0	0	
	NEWCASTLE	BH AIR	C	D	5	0	0	80	20	0	0	0	0	10	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	83	11	6	0	0	0	6	11	45	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	72	17	11	0	0	0	12	33	35	9	
	GATWICK	BULGARIA AIR	S	A	18	0	0	72	17	0	11	0	0	16	88	9	17	
	GATWICK	BULGARIA AIR	S	D	18	0	0	78	11	0	11	0	0	13	65	17	17	
	LUTON	WIZZ AIR	S	A	9	0	0	56	11	33	0	0	0	16	0	0	0	
	LUTON	WIZZ AIR	S	D	9	0	0	78	22	0	0	0	0	8	0	0	0	
<b>TOTAL VARNA</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>26</b>	<b>26</b>	
VASTERAS																		
	STANSTED	RYANAIR	S	A	31	0	0	71	13	16	0	0	0	15	90	5	39	
	STANSTED	RYANAIR	S	D	31	0	0	61	23	16	0	0	0	14	87	6	39	
<b>TOTAL VASTERAS</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>6</b>	<b>6</b>	
VENICE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	94	0	0	3	0	3	43	45	24	31	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	87	6	3	3	0	0	8	77	12	31	
	GATWICK	BRITISH AIRWAYS PLC	S	A	124	0	0	87	4	7	2	0	0	7	74	14	120	
	GATWICK	BRITISH AIRWAYS PLC	S	D	124	0	0	77	11	9	3	0	0	12	69	14	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	35	0	0	89	6	6	0	0	0	5	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	35	0	0	83	6	9	3	0	0	8	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	61	0	1	69	13	8	10	0	0	18	55	23	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	66	19	10	5	0	0	16	61	17	62	
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	22	56	11	11	0	0	27	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
VENICE	EDINBURGH	JET2.COM LTD	S	D	9	0	0	22	44	33	0	0	0	25	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	3	20	138	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	0	20	128	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	0	0	40	0	0	51	20	27	5
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	0	0	20	20	0	58	60	19	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	10	80	6	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	4	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	9	80	7	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	0	5
<b>TOTAL VENICE</b>					<b>557</b>	<b>2</b>	<b>1</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>18</b>	<b>18</b>
VERONA VILLAFRANCA	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	76	8	10	5	0	2	34	74	13	61
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	81	6	10	3	0	0	11	81	12	62
	MANCHESTER	FLYBE LTD	C	A	5	0	0	80	0	20	0	0	0	9	0	0	0
	MANCHESTER	FLYBE LTD	C	D	5	0	0	80	20	0	0	0	0	10	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	4	78	10	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	0	89	4	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	18	0	0	56	11	17	11	6	0	38	33	48	18
	GATWICK	THOMSON AIRWAYS LTD	C	D	18	0	0	72	11	6	6	6	0	31	50	37	18
	GLASGOW	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	3	33	20	9
	GLASGOW	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	0	78	7	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	18	0	0	61	11	11	11	0	6	37	15	43	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	18	0	0	78	17	0	0	6	0	26	54	26	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	6	33	22	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	4	67	15	9
<b>TOTAL VERONA VILLAFRANCA</b>					<b>260</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>60</b>	<b>23</b>	<b>23</b>
VIENNA	GATWICK	AER LINGUS	S	A	31	0	0	90	0	6	3	0	0	8	0	0	0
	GATWICK	AER LINGUS	S	D	31	0	0	65	23	6	3	3	0	21	0	0	0
	HEATHROW	AUSTRIAN AIRLINES	S	A	110	0	0	95	3	1	2	0	0	4	76	12	98
	HEATHROW	AUSTRIAN AIRLINES	S	D	110	0	0	88	7	2	3	0	0	6	80	12	99
	HEATHROW	AUSTRIAN ARROWS	S	A	14	0	0	100	0	0	0	0	0	1	65	14	51
	HEATHROW	AUSTRIAN ARROWS	S	D	14	0	0	64	21	14	0	0	0	9	54	21	50

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
VIENNA	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	91	5	3	0	1	0	6	78	11	124
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	88	5	5	2	1	0	8	75	11	124
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	74	13	10	3	0	0	12	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	10	10	3	0	0	14	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	74	13	10	3	0	0	10	84	9	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	74	16	6	3	0	0	9	68	15	31
	BIRMINGHAM	LAUDA-AIR	C	A	3	0	0	100	0	0	0	0	0	2	0	0	0
	BIRMINGHAM	LAUDA-AIR	C	D	3	0	0	0	100	0	0	0	0	24	0	0	0
	EDINBURGH	NIKI	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	NIKI	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0
<b>TOTAL VIENNA</b>					<b>700</b>	<b>3</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>12</b>	<b>12</b>
VIGO	HEATHROW	VUELING AIRLINES	S	A	13	0	0	69	23	8	0	0	0	12	0	0	0
	HEATHROW	VUELING AIRLINES	S	D	13	0	0	85	8	0	8	0	0	10	0	0	0
<b>TOTAL VIGO</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>7</b>	<b>7</b>
VILNIUS	STANSTED	STAR1 AIRLINES	S	A	18	0	0	72	28	0	0	0	0	13	0	0	0
	STANSTED	STAR1 AIRLINES	S	D	18	0	0	89	11	0	0	0	0	6	0	0	0
<b>TOTAL VILNIUS</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>35</b>	<b>27</b>	<b>27</b>
VOLOS	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	VIKING AIRLINES	C	D	4	0	0	100	0	0	0	0	0	11	0	0	0
<b>TOTAL VOLOS</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
WARSAW	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	87	8	3	2	0	0	7	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	94	5	2	0	0	0	4	0	0	0
	HEATHROW	LOT-POLISH AIRLINES	S	A	88	0	0	88	8	2	2	0	0	9	58	18	93
	HEATHROW	LOT-POLISH AIRLINES	S	D	88	0	0	90	7	0	2	1	0	7	68	14	93
	LUTON	WIZZ AIR	S	A	75	0	0	85	8	4	3	0	0	8	66	14	71
	LUTON	WIZZ AIR	S	D	75	0	0	67	16	11	7	0	0	16	46	27	71
<b>TOTAL WARSAW</b>					<b>450</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>59</b>	<b>19</b>	<b>19</b>
WASHINGTON (DULLES)	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	79	10	4	7	0	0	12	83	8	107
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	57	27	14	2	0	0	16	73	13	106
	HEATHROW	UNITED AIRLINES	S	A	124	1	1	63	19	10	7	0	0	17	81	10	124
	HEATHROW	UNITED AIRLINES	S	D	124	0	0	83	10	3	2	2	0	11	76	13	123
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	47	0	0	85	4	2	9	0	0	12	89	7	61
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	46	0	0	74	17	4	4	0	0	11	66	20	61
<b>TOTAL WASHINGTON (DULLES)</b>					<b>526</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>11</b>	<b>11</b>
WATERFORD	BIRMINGHAM	AER ARANN	S	A	22	0	0	86	9	0	0	5	0	12	100	0	26
	BIRMINGHAM	AER ARANN	S	D	22	0	0	91	5	0	0	5	0	13	96	2	26
	LUTON	AER ARANN	S	A	62	0	0	89	6	0	0	5	0	13	84	5	80
	LUTON	AER ARANN	S	D	62	0	0	82	8	2	2	6	0	20	86	6	81
	MANCHESTER	AER ARANN	S	A	22	0	0	68	18	9	0	5	0	22	100	2	26
	MANCHESTER	AER ARANN	S	D	22	0	0	59	14	23	0	5	0	23	96	2	26
<b>TOTAL WATERFORD</b>					<b>212</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>90</b>	<b>4</b>	<b>4</b>
WESTHAMPTON BEACH (FS)																	
WHITE PLAINS																	
WICK	EDINBURGH	LOGANAIR	S	A	21	0	0	95	5	0	0	0	0	2	90	13	21
	EDINBURGH	LOGANAIR	S	D	21	0	0	100	0	0	0	0	0	2	90	5	21
<b>TOTAL WICK</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>10</b>	<b>10</b>
WINDHOEK																	
WINNIPEG																	
WROCLAW																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						AUG 2008			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
WROCLAW																		
	EDINBURGH	RYANAIR	S	A	9	0	0	89	0	11	0	0	0	5	0	0	0	
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	A	48	0	0	73	15	6	6	0	0	12	72	13	54	
	STANSTED	RYANAIR	S	D	48	0	0	77	10	8	4	0	0	12	61	16	54	
	LUTON	WIZZ AIR	S	A	18	0	0	83	6	11	0	0	0	9	61	15	18	
	LUTON	WIZZ AIR	S	D	18	0	0	56	22	11	11	0	0	21	44	19	18	
<b>TOTAL WROCLAW</b>					<b>150</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>15</b>	<b>15</b>	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2008					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
					Actual (7)	Plan (8)													
YEREVAN																			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 2008				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ZADAR	EDINBURGH	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	2	0	0	0
	EDINBURGH	RYANAIR	S	D	9	0	0	78	11	11	0	0	0	11	0	0	0
	STANSTED	RYANAIR	S	A	19	0	0	89	5	5	0	0	0	8	85	7	13
	STANSTED	RYANAIR	S	D	19	0	0	63	32	5	0	0	0	11	54	17	13
<b>TOTAL ZADAR</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>12</b>	<b>12</b>
ZAGREB	GATWICK	CROATIA AIRLINES	S	A	18	0	0	50	33	17	0	0	0	19	0	30	22
	GATWICK	CROATIA AIRLINES	S	D	19	0	0	37	37	16	11	0	0	23	5	33	22
	HEATHROW	CROATIA AIRLINES	S	A	35	0	0	69	20	9	3	0	0	15	34	32	35
	HEATHROW	CROATIA AIRLINES	S	D	35	0	0	60	26	11	3	0	0	15	49	35	35
	LUTON	WIZZ AIR	S	A	13	0	0	92	0	8	0	0	0	3	85	9	13
	LUTON	WIZZ AIR	S	D	13	0	0	92	8	0	0	0	0	8	92	6	13
<b>TOTAL ZAGREB</b>					<b>140</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>22</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>38</b>	<b>28</b>	<b>28</b>
ZAKINTHOS	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	50	0	25	25	0	0	40	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	75	0	25	0	0	0	18	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	4	60	9	5
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	7	100	6	4
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	18	100	3	4
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	18	100	3	4
	GATWICK	MONARCH AIRLINES	C	A	23	0	0	65	17	9	9	0	0	16	59	82	17
	GATWICK	MONARCH AIRLINES	C	D	23	0	0	65	17	13	4	0	0	15	72	77	18
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	4	25	54	4
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	8	0	46	4
	MANCHESTER	MONARCH AIRLINES	C	A	14	0	0	57	21	14	7	0	0	21	44	15	9
	MANCHESTER	MONARCH AIRLINES	C	D	14	0	0	57	14	21	7	0	0	22	44	111	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	13	0	0	100	0	0	0	0	0	0	57	21	14
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	13	0	0	100	0	0	0	0	0	3	38	25	13
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	22	0	0	68	9	0	18	5	0	34	39	65	23
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	22	0	0	64	5	9	14	9	0	44	43	68	23
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	0	11	0	0	15	50	19	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	33	11	11	0	0	30	22	28	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	22	0	0	68	9	9	14	0	0	20	35	30	23

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
ZAKINTHOS	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	22	0	0	64	5	5	23	5	0	35	50	25	22
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	1	75	4	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	3	75	10	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	13	17	125	6
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	20	0	0	25	60	148	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	1	0	100	0	0	0	0	0	2	100	1	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	7	78	13	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	27	0	0	56	15	19	11	0	0	22	59	25	32
	GATWICK	THOMSON AIRWAYS LTD	C	D	27	0	0	70	11	15	4	0	0	12	65	20	31
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	40	60	0	0	0	0	18	20	27	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	40	22	5
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	0	25	25	50	0	0	66	80	57	5
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	25	25	25	25	0	0	41	80	60	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	50	21	14	14	0	0	25	45	24	22
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	64	7	21	7	0	0	21	65	16	23
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	40	40	0	20	0	0	28	60	18	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	20	40	20	20	0	0	34	80	11	5
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	75	5	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4
	GATWICK	VIKING AIRLINES	C	A	5	0	0	0	0	40	60	0	0	67	0	0	0
	GATWICK	VIKING AIRLINES	C	D	5	0	0	60	0	40	0	0	0	18	0	0	0
	MANCHESTER	VIKING AIRLINES	C	A	5	0	0	0	0	60	40	0	0	76	0	0	0
	MANCHESTER	VIKING AIRLINES	C	D	5	0	0	0	20	60	20	0	0	60	0	0	0
<b>TOTAL ZAKINTHOS</b>					<b>422</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>12</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>52</b>	<b>38</b>	<b>38</b>
ZARAGOZA	STANSTED	RYANAIR	S	A	23	0	0	61	26	13	0	0	0	14	65	17	23
	STANSTED	RYANAIR	S	D	23	0	0	61	22	17	0	0	0	15	43	21	23
<b>TOTAL ZARAGOZA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>24</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>19</b>	<b>19</b>
ZURICH	GATWICK	AER LINGUS	S	A	31	0	0	71	16	10	3	0	0	14	0	0	0
	GATWICK	AER LINGUS	S	D	31	0	0	68	16	10	6	0	0	18	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	A	78	0	0	90	3	4	4	0	0	7	75	17	102
	LONDON CITY	BA CITYFLYER LTD	S	D	78	0	0	83	10	1	5	0	0	10	61	26	107

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2009

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2008				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
ZURICH	EDINBURGH	BMI REGIONAL	S	A	31	0	0	97	0	0	3	0	0	5	87	7	31
	EDINBURGH	BMI REGIONAL	S	D	31	0	0	94	3	0	3	0	0	7	90	6	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	163	0	0	94	4	1	1	0	0	3	73	12	179
	HEATHROW	BRITISH AIRWAYS PLC	S	D	163	0	0	88	7	4	1	0	0	6	80	10	178
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	3	6	13	0	0	16	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	3	6	13	0	0	19	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	51	0	1	90	2	4	2	2	0	10	63	25	52
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	53	0	0	74	9	11	6	0	0	16	40	28	52
	BIRMINGHAM	HELVETIC AIRWAYS	S	A	82	1	0	98	2	0	0	0	0	2	0	0	0
	BIRMINGHAM	HELVETIC AIRWAYS	S	D	82	0	0	90	7	1	1	0	0	7	0	0	0
	MANCHESTER	HELVETIC AIRWAYS	S	A	25	0	0	88	12	0	0	0	0	7	0	0	0
	MANCHESTER	HELVETIC AIRWAYS	S	D	25	0	0	76	24	0	0	0	0	7	0	0	0
	HEATHROW	SWISS AIRLINES	S	A	184	0	1	85	10	3	2	0	0	7	69	14	185
	HEATHROW	SWISS AIRLINES	S	D	184	0	0	86	10	3	1	0	0	7	75	14	185
	LONDON CITY	SWISS AIRLINES	S	A	130	0	0	94	2	4	0	0	0	3	90	6	197
	LONDON CITY	SWISS AIRLINES	S	D	130	0	0	91	5	5	0	0	0	4	83	7	195
	MANCHESTER	SWISS AIRLINES	S	A	68	0	0	78	15	6	0	1	0	13	76	10	93
	MANCHESTER	SWISS AIRLINES	S	D	68	0	0	60	31	7	0	1	0	16	61	13	93
<b>TOTAL ZURICH</b>					<b>1751</b>	<b>2</b>	<b>3</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>12</b>	<b>12</b>
ZWEIBRUKEN	STANSTED	RYANAIR	S	A	31	0	0	90	6	3	0	0	0	4	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	87	6	6	0	0	0	6	0	0	0
<b>TOTAL ZWEIBRUKEN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2009

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	1362	8	0	84	6	4	4	1	0	13	68	20	1607
SCHEDULED FLIGHTS(ALL ROUTES)	7185	36	51	86	7	4	2	1	0	10	76	14	8089
AIRPORT TOTAL	8547	44	51	85	7	4	3	1	0	10	75	15	9696

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2009

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	187	17	0	71	10	9	10	0	1	18	66	26	316
SCHEDULED FLIGHTS(ALL ROUTES)	9032	4	7	84	9	5	2	0	0	9	76	14	9313
AIRPORT TOTAL	9219	21	7	84	9	5	2	0	0	9	76	14	9629



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2009

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	4192	20	0	76	9	7	7	1	1	20	58	35	5103
SCHEDULED FLIGHTS(ALL ROUTES)	20756	13	55	76	11	8	4	1	0	14	66	21	20728
AIRPORT TOTAL	24948	33	55	76	11	7	5	1	0	15	64	24	25831

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2009

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	804	6	0	78	8	5	8	1	0	17	64	30	1077
SCHEDULED FLIGHTS(ALL ROUTES)	5702	23	9	84	8	5	3	1	0	11	76	16	6769
AIRPORT TOTAL	6506	29	9	83	8	5	3	1	0	12	75	18	7846

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2009

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	46	17	0	65	20	11	4	0	0	14	43	25	49
SCHEDULED FLIGHTS(ALL ROUTES)	39323	19	72	83	9	5	2	0	0	10	71	16	40547
AIRPORT TOTAL	39369	36	72	83	9	5	2	0	0	10	71	16	40596

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2009

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2008			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
SCHEDULED FLIGHTS(ALL ROUTES)	4502	53	260	94	2	2	1	0	0	3	84	9	6540
AIRPORT TOTAL	4503	55	260	94	2	2	1	0	0	3	84	9	6544

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2009

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	430	100	0	81	9	5	4	0	0	10	71	19	497
SCHEDULED FLIGHTS(ALL ROUTES)	6732	4	12	79	10	7	4	1	0	13	67	18	7291
AIRPORT TOTAL	7162	104	12	79	10	7	4	1	0	13	68	18	7788

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2009

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	3826	33	0	74	11	7	6	1	0	19	58	33	4540
SCHEDULED FLIGHTS(ALL ROUTES)	11762	10	32	80	10	6	3	1	0	12	73	17	13528
AIRPORT TOTAL	15588	43	32	79	10	6	4	1	0	14	69	21	18068

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2009

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	941	5	0	84	7	4	4	0	0	13	73	20	1071
SCHEDULED FLIGHTS(ALL ROUTES)	3788	0	24	87	6	4	2	0	0	8	77	13	4105
AIRPORT TOTAL	4729	5	24	87	6	4	3	0	0	9	76	14	5176

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2009

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2008			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	532	7	0	82	10	5	3	0	0	10	61	29	603
SCHEDULED FLIGHTS(ALL ROUTES)	14032	11	34	80	10	6	3	0	0	11	72	15	15163
AIRPORT TOTAL	14564	18	34	80	10	6	3	0	0	11	71	15	15766