

# Punctuality Statistics

Regulatory Policy Group



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

**Full and Summary Analysis**

**May 2011**

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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  
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 30 minutes 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 planned time was for a short haul flight more than one hour after the flight;
  - (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 MAY 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010			
			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>																
TOTAL AUSTRIA			2	0	0	50	0	50	0	0	0	19	43	26	7	
<b>BELGIUM</b>																
BRUSSELS	BRUSSELS AIRLINES	S	239	0	1	88	6	4	3	0	0	8	84	7	203	
TOTAL BRUSSELS			239	0	1	88	6	4	3	0	0	8	84	7	203	
TOTAL BELGIUM			239	0	1	88	6	4	3	0	0	8	84	7	205	
<b>BULGARIA</b>																
BURGAS	BH AIR	C	3	1	0	100	0	0	0	0	0	5	0	40	4	
	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	3	40	18	5	
	THOMSON AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	1	100	5	3	
TOTAL BURGAS			12	1	0	100	0	0	0	0	0	3	42	22	12	
TOTAL BULGARIA			12	1	0	100	0	0	0	0	0	3	42	22	12	
<b>CANADA</b>																
TORONTO	AIR TRANSAT	S	10	0	0	90	10	0	0	0	0	8	0	0	0	
TOTAL TORONTO			10	0	0	90	10	0	0	0	0	8	47	81	17	
TOTAL CANADA			10	0	0	90	10	0	0	0	0	8	47	81	17	
<b>CAPE VERDE ISLANDS</b>																
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	9	0	0	100	0	0	0	0	0	6	63	15	8	
TOTAL ILHA DO SAL C.VERDE			9	0	0	100	0	0	0	0	0	6	63	15	8	
TOTAL CAPE VERDE ISLANDS			9	0	0	100	0	0	0	0	0	6	63	15	8	
<b>CROATIA</b>																
DUBROVNIK	FLYBE LTD	S	6	0	0	100	0	0	0	0	0	3	60	48	10	
	THOMSON AIRWAYS LTD	C	2	1	0	100	0	0	0	0	0	1	0	0	0	
TOTAL DUBROVNIK			9	1	0	89	0	11	0	0	0	6	50	47	12	
PULA	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	0	100	0	7	
TOTAL PULA			9	0	0	100	0	0	0	0	0	0	100	0	7	
TOTAL CROATIA			18	1	0	94	0	6	0	0	0	3	65	30	23	
<b>CYPRUS</b>																
LARNACA	MONARCH AIRLINES	S	26	0	1	92	8	0	0	0	0	4	68	12	25	
	SKY WINGS AIRLINES	C	2	1	0	100	0	0	0	0	0	5	0	0	0	
	THOMAS COOK AIRLINES LTD	C	18	0	0	67	11	11	11	0	0	20	88	9	16	
	THOMSON AIRWAYS LTD	C	17	0	0	88	6	0	0	6	0	17	75	21	16	
TOTAL LARNACA			63	1	1	84	8	3	3	2	0	12	71	15	83	
PAPHOS	MONARCH AIRLINES	S	18	0	0	83	11	6	0	0	0	7	0	0	0	
	SKY WINGS AIRLINES	C	5	0	0	0	0	20	60	20	0	116	0	0	0	
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	3	100	5	8	
	THOMSON AIRWAYS LTD	C	20	0	0	80	15	5	0	0	0	10	81	8	26	
TOTAL PAPHOS			52	0	0	77	10	6	6	2	0	18	80	8	51	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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 CYPRUS			115	1	1	81	9	4	4	2	0	15	75	12	134
DENMARK															
COPENHAGEN	SAS	S	92	0	1	88	5	7	0	0	0	6	84	7	90
TOTAL COPENHAGEN			92	0	1	88	5	7	0	0	0	6	84	7	90
TOTAL DENMARK			92	0	1	88	5	7	0	0	0	6	84	7	90
EGYPT															
HURGHADA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL HURGHADA			9	0	0	89	0	11	0	0	0	7	100	5	8
LUXOR	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	50	39	8
TOTAL LUXOR			8	0	0	100	0	0	0	0	0	4	50	39	8
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	59	45	27
	THOMSON AIRWAYS LTD	C	18	0	0	72	11	11	6	0	0	13	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			28	0	0	82	7	7	4	0	0	9	57	39	53
TABA	THOMSON AIRWAYS LTD	C	9	1	0	78	0	11	11	0	0	17	100	4	8
TOTAL TABA			9	1	0	78	0	11	11	0	0	17	100	4	8
TOTAL EGYPT			54	1	0	85	4	7	4	0	0	9	63	32	79
FRANCE															
AVIGNON	FLYBE LTD	S	3	0	0	67	0	33	0	0	0	13	0	0	0
TOTAL AVIGNON			3	0	0	67	0	33	0	0	0	13	0	0	0
BERGERAC	FLYBE LTD	S	31	0	1	94	0	0	6	0	0	9	75	17	24
TOTAL BERGERAC			31	0	1	94	0	0	6	0	0	9	75	17	24
BORDEAUX	EASTERN AIRWAYS	C	2	0	0	50	50	0	0	0	0	9	0	0	0
	FLYBE LTD	S	10	0	0	90	10	0	0	0	0	4	0	0	0
TOTAL BORDEAUX			12	0	0	83	17	0	0	0	0	5	0	0	0
BREST	FLYBE LTD	S	4	0	0	75	25	0	0	0	0	7	100	6	8
TOTAL BREST			4	0	0	75	25	0	0	0	0	7	100	6	8
LA ROCHELLE	FLYBE LTD	S	4	0	0	50	25	25	0	0	0	17	92	5	12
TOTAL LA ROCHELLE			4	0	0	50	25	25	0	0	0	17	92	5	12
LYON	BRIT AIR	S	96	0	0	97	1	1	1	0	0	3	71	16	80
TOTAL LYON			96	0	0	97	1	1	1	0	0	3	71	16	80
MONTPELLIER	RYANAIR	S	26	0	0	92	0	8	0	0	0	5	0	0	0
TOTAL MONTPELLIER			26	0	0	92	0	8	0	0	0	5	0	0	0
NICE	BMIBABY LTD	S	32	0	0	75	19	3	3	0	0	11	58	26	38
TOTAL NICE			32	0	0	75	19	3	3	0	0	11	58	26	38
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	185	1	1	95	3	1	1	0	0	3	0	0	0
	FLYBE LTD	S	160	0	44	97	3	1	0	0	0	3	82	13	140
TOTAL PARIS (CHARLES DE GAULLE)			345	1	45	96	3	1	1	0	0	3	88	8	475
TARBES-LOURDES INTERNATIONAL	TITAN AIRWAYS LTD	C	3	0	0	33	33	0	33	0	0	40	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
			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>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>50</b>	<b>16</b>	<b>2</b>
TOULOUSE (BLAGNAC)	FLYBE LTD	S	4	0	0	50	25	25	0	0	0	15	25	35	4
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>25</b>	<b>35</b>	<b>4</b>
<b>TOTAL FRANCE</b>			<b>560</b>	<b>1</b>	<b>46</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>11</b>	<b>663</b>
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	158	0	0	92	3	4	1	0	0	6	89	6	140
	FLYBE LTD	S	182	0	2	84	13	3	1	0	0	6	87	9	159
<b>TOTAL DUSSELDORF</b>			<b>340</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>8</b>	<b>300</b>
FRANKFURT MAIN	FLYBE LTD	S	93	0	1	82	11	6	1	0	0	9	71	11	120
	LUFTHANSA	S	247	1	1	72	13	11	4	0	0	14	69	12	196
<b>TOTAL FRANKFURT MAIN</b>			<b>340</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>12</b>	<b>336</b>
HAMBURG	FLYBE LTD	S	62	0	0	89	6	0	5	0	0	9	85	9	60
<b>TOTAL HAMBURG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>10</b>	<b>62</b>
HANOVER	AIR BERLIN	C	16	0	0	100	0	0	0	0	0	3	89	4	18
	FLYBE LTD	S	106	0	0	82	12	3	3	0	0	8	84	12	80
<b>TOTAL HANOVER</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>11</b>	<b>100</b>
MUNICH	LUFTHANSA CITY LINE	S	166	0	0	72	20	7	1	0	0	11	84	9	162
<b>TOTAL MUNICH</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>9</b>	<b>162</b>
PADERBORN	AIR BERLIN	C	10	0	0	100	0	0	0	0	0	5	70	10	10
<b>TOTAL PADERBORN</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>5</b>	<b>70</b>	<b>10</b>	<b>10</b>
STUTT GART	FLYBE LTD	S	94	0	0	91	1	5	2	0	0	6	87	12	83
<b>TOTAL STUTT GART</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>12</b>	<b>83</b>
<b>TOTAL GERMANY</b>			<b>1135</b>	<b>1</b>	<b>4</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>10</b>	<b>1078</b>
<b>GREECE</b>															
CORFU	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	3	50	13	10
	SKY WINGS AIRLINES	C	4	0	0	50	25	0	25	0	0	25	0	0	0
	THOMAS COOK AIRLINES LTD	C	11	0	0	64	0	0	36	0	0	28	91	6	11
	THOMSON AIRWAYS LTD	C	17	0	0	94	0	0	6	0	0	9	88	12	17
<b>TOTAL CORFU</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>11</b>	<b>38</b>
HERAKLION	MONARCH AIRLINES	C	10	0	0	90	0	10	0	0	0	5	93	4	14
	SKY WINGS AIRLINES	C	4	1	0	50	0	0	0	0	50	201	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	4	75	10	8
	THOMSON AIRWAYS LTD	C	17	0	0	88	0	0	12	0	0	12	81	6	16
<b>TOTAL HERAKLION</b>			<b>40</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>27</b>	<b>84</b>	<b>6</b>	<b>38</b>
KAVALA	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	5	100	5	9
<b>TOTAL KAVALA</b>			<b>9</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>100</b>	<b>5</b>	<b>9</b>
KEFALLINIA	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	3	71	9	7
	THOMSON AIRWAYS LTD	C	7	0	0	71	0	0	29	0	0	44	0	44	1
<b>TOTAL KEFALLINIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>63</b>	<b>14</b>	<b>8</b>
KOS	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	0	86	5	7

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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)										
KOS	THOMSON AIRWAYS LTD	C	7	0	0	29	57	0	14	0	0	23	100	11	1
<b>TOTAL KOS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>29</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>19</b>	<b>10</b>
RHODES	SKY WINGS AIRLINES	C	4	0	0	25	0	75	0	0	0	41	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	2	57	10	7
	THOMSON AIRWAYS LTD	C	16	0	0	69	13	6	0	13	0	42	94	60	16
<b>TOTAL RHODES</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>7</b>	<b>15</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>32</b>	<b>83</b>	<b>44</b>	<b>23</b>
SKIATHOS	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	3	100	4	3
<b>TOTAL SKIATHOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>100</b>	<b>4</b>	<b>3</b>
THIRA (SANTORINI)	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	4	100	4	7
<b>TOTAL THIRA (SANTORINI)</b>			<b>9</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>100</b>	<b>4</b>	<b>7</b>
ZAKINTHOS	MONARCH AIRLINES	C	7	0	0	86	14	0	0	0	0	7	71	20	7
	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	0	3	100	3	17
	THOMSON AIRWAYS LTD	C	11	0	0	73	9	18	0	0	0	13	82	7	11
<b>TOTAL ZAKINTHOS</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>8</b>	<b>35</b>
<b>TOTAL GREECE</b>			<b>196</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>83</b>	<b>14</b>	<b>173</b>
<b>IRAN</b>															
TEHRAN IMAM KHOMEINI	MAHAN AIR	S	10	0	0	70	30	0	0	0	0	6	89	5	28
<b>TOTAL TEHRAN IMAM KHOMEINI</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>6</b>	<b>89</b>	<b>5</b>	<b>28</b>
<b>TOTAL IRAN</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>6</b>	<b>89</b>	<b>5</b>	<b>28</b>
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	124	0	0	90	5	2	2	2	0	8	0	0	0
<b>TOTAL CORK</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>7</b>	<b>54</b>
DUBLIN	AER LINGUS	S	168	0	0	85	5	5	5	0	0	10	88	5	172
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	RYANAIR	S	172	0	0	84	8	6	2	0	0	8	83	11	172
<b>TOTAL DUBLIN</b>			<b>342</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>8</b>	<b>344</b>
IRELAND WEST(KNOCK)	BMIBABY LTD	S	38	0	0	79	13	5	0	3	0	13	72	26	32
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>26</b>	<b>32</b>
SHANNON	AER ARANN	S	62	0	0	84	5	5	6	0	0	10	0	0	0
<b>TOTAL SHANNON</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>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
WATERFORD	AER ARANN	S	36	0	0	78	0	6	11	6	0	27	78	16	36
<b>TOTAL WATERFORD</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>6</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>27</b>	<b>78</b>	<b>16</b>	<b>36</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>602</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>10</b>	<b>466</b>
<b>ITALY</b>															
MILAN (MALPENSA)	FLYBE LTD	S	62	0	0	79	11	8	0	2	0	12	68	29	57
	WINDJET SPA	C	2	0	0	50	50	0	0	0	0	20	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>29</b>	<b>57</b>
NAPLES	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	26	88	8	8
<b>TOTAL NAPLES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>88</b>	<b>8</b>	<b>8</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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)										
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	18	0	0	67	11	11	6	6	0	31	82	24	17
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>82</b>	<b>24</b>	<b>17</b>
VERONA VILLAFRANCA	THOMSON AIRWAYS LTD	C	15	0	0	100	0	0	0	0	3	80	4	10	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>15</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>80</b>	<b>4</b>	<b>10</b>	
<b>TOTAL ITALY</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>23</b>	<b>94</b>
<b>JAMAICA</b>															
MONTEGO BAY	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	6	38	82	8	
<b>TOTAL MONTEGO BAY</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>38</b>	<b>82</b>	<b>8</b>	
<b>TOTAL JAMAICA</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>38</b>	<b>82</b>	<b>8</b>	
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	18	0	0	100	0	0	0	0	2	89	6	18	
<b>TOTAL KAUNAS</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>2</b>	<b>89</b>	<b>6</b>	<b>18</b>	
<b>TOTAL LITHUANIA</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>2</b>	<b>89</b>	<b>6</b>	<b>18</b>	
<b>MALTA</b>															
MALTA	RYANAIR	S	18	0	0	83	17	0	0	0	6	0	0	0	
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	1	100	3	8	
<b>TOTAL MALTA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>15</b>	<b>26</b>	
<b>TOTAL MALTA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>15</b>	<b>26</b>	
<b>MEXICO</b>															
CANCUN	THOMSON AIRWAYS LTD	C	11	0	0	82	9	9	0	0	9	50	91	12	
<b>TOTAL CANCUN</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>91</b>	<b>12</b>	
<b>TOTAL MEXICO</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>91</b>	<b>12</b>	
<b>NETHERLANDS</b>															
AMSTERDAM	BMIBABY LTD	S	109	0	3	93	5	3	0	0	5	75	12	105	
	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	10	0	0	0	
	KLM	S	185	0	1	97	2	1	0	0	3	94	4	238	
	KLM CITYHOPPER	S	124	0	0	98	2	0	1	0	2	93	5	56	
<b>TOTAL AMSTERDAM</b>			<b>420</b>	<b>0</b>	<b>4</b>	<b>96</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>6</b>	<b>402</b>	
<b>TOTAL NETHERLANDS</b>			<b>420</b>	<b>0</b>	<b>4</b>	<b>96</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>6</b>	<b>402</b>	
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	36	0	0	81	11	8	0	0	8	86	6	37	
<b>TOTAL ISLAMABAD</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>6</b>	<b>37</b>	
<b>TOTAL PAKISTAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>6</b>	<b>37</b>	
<b>POLAND</b>															
BYDGOSZCZ	RYANAIR	S	26	0	0	62	19	8	12	0	21	62	13	26	
<b>TOTAL BYDGOSZCZ</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>13</b>	<b>26</b>	
GDANSK	RYANAIR	S	18	0	0	83	17	0	0	0	6	94	4	18	

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			Actual (7)	Plan (8)											
<b>TOTAL GDANSK</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>94</b>	<b>4</b>	<b>18</b>
KATOWICE	RYANAIR	S	18	0	0	89	6	6	0	0	0	7	100	2	18
<b>TOTAL KATOWICE</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>100</b>	<b>2</b>	<b>18</b>
KRAKOW	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL KRAKOW</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>8</b>	<b>92</b>	<b>3</b>	<b>24</b>
RZESZOW	RYANAIR	S	18	0	0	78	17	0	0	0	6	39	94	3	18
<b>TOTAL RZESZOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>39</b>	<b>94</b>	<b>3</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>87</b>	<b>5</b>	<b>104</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BMIBABY LTD	S	28	0	0	79	18	4	0	0	0	7	63	21	24
	FLYBE LTD	C	3	0	0	33	33	33	0	0	0	25	100	5	4
	MONARCH AIRLINES	S	62	0	0	97	2	2	0	0	0	2	82	10	60
	RYANAIR	S	34	0	0	91	3	6	0	0	0	4	94	5	34
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	3	100	5	17
<b>TOTAL FARO</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>10</b>	<b>141</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>147</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>84</b>	<b>10</b>	<b>160</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	6	70	12	10
<b>TOTAL FUNCHAL</b>			<b>9</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>70</b>	<b>12</b>	<b>10</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>9</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>70</b>	<b>12</b>	<b>10</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	26	0	0	73	12	8	8	0	0	14	81	8	26
<b>TOTAL BRATISLAVA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>8</b>	<b>26</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>8</b>	<b>26</b>
<b>SPAIN</b>															
ALICANTE	BMIBABY LTD	S	36	0	0	92	8	0	0	0	0	5	60	45	30
	MONARCH AIRLINES	S	52	0	0	87	8	6	0	0	0	5	79	21	62
	RYANAIR	S	62	0	0	87	3	5	5	0	0	9	69	25	58
	THOMSON AIRWAYS LTD	C	18	0	0	78	11	11	0	0	0	13	72	12	18
<b>TOTAL ALICANTE</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>25</b>	<b>169</b>
ALMERIA	MONARCH AIRLINES	S	18	0	0	83	17	0	0	0	0	6	63	44	8
<b>TOTAL ALMERIA</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>63</b>	<b>44</b>	<b>8</b>
GERONA	RYANAIR	S	26	0	10	88	4	4	4	0	0	8	83	8	36
	THOMSON AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	0	100	0	5
<b>TOTAL GERONA</b>			<b>31</b>	<b>0</b>	<b>10</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>7</b>	<b>41</b>
IBIZA	MONARCH AIRLINES	S	8	0	0	100	0	0	0	0	0	0	71	19	7
	RYANAIR	S	28	0	0	100	0	0	0	0	0	1	80	57	25
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	1	93	5	15
	THOMSON AIRWAYS LTD	C	18	0	0	89	0	11	0	0	0	6	67	13	24

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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>64</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>27</b>	72
<b>MAHON</b>	MONARCH AIRLINES	S	36	0	0	89	8	3	0	0	0	4	76	16	34
	THOMAS COOK AIRLINES LTD	C	7	0	0	71	0	14	14	0	26	71	64	7	
	THOMSON AIRWAYS LTD	C	9	0	0	78	11	11	0	0	7	82	10	11	
<b>TOTAL MAHON</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>21</b>	52	
<b>MALAGA</b>	BMIBABY LTD	S	38	0	0	82	13	5	0	0	7	65	36	40	
	MONARCH AIRLINES	S	72	0	0	92	7	1	0	0	5	75	20	60	
	RYANAIR	S	70	0	0	79	13	6	3	0	10	83	15	65	
	THOMSON AIRWAYS LTD	C	10	0	0	40	20	30	10	0	33	50	19	10	
<b>TOTAL MALAGA</b>			<b>190</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>22</b>	175	
<b>MURCIA SAN JAVIER</b>	BMIBABY LTD	S	28	0	0	75	14	0	11	0	20	68	17	28	
	RYANAIR	S	36	0	0	89	0	8	3	0	9	75	19	32	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>18</b>	60	
<b>PALMA DE MALLORCA</b>	BMIBABY LTD	S	22	0	0	73	14	14	0	0	11	76	22	38	
	MONARCH AIRLINES	S	34	0	0	91	9	0	0	0	4	71	18	35	
	RYANAIR	S	44	0	0	91	5	0	5	0	7	67	45	24	
	THOMAS COOK AIRLINES LTD	C	30	0	0	77	13	3	7	0	11	65	92	26	
	THOMSON AIRWAYS LTD	C	45	0	0	64	18	11	7	0	18	60	24	43	
<b>TOTAL PALMA DE MALLORCA</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>36</b>	168	
<b>REUS</b>	RYANAIR	S	26	0	0	88	4	8	0	0	6	92	5	24	
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	0	0	14	0	19	71	49	7	
	THOMSON AIRWAYS LTD	C	11	0	0	91	9	0	0	0	7	71	31	14	
<b>TOTAL REUS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>20</b>	45	
<b>TOTAL SPAIN</b>			<b>806</b>	<b>1</b>	<b>10</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>26</b>	825	
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	MONARCH AIRLINES	S	26	0	0	96	4	0	0	0	3	46	41	26	
	RYANAIR	S	26	0	0	100	0	0	0	0	1	100	2	16	
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	11	0	0	8	72	8	18	
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	4	89	20	19	
<b>TOTAL ARRECIFE</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>21</b>	79	
<b>FUERTEVENTURA</b>	MONARCH AIRLINES	S	17	0	0	65	12	18	6	0	16	78	18	18	
	RYANAIR	S	18	0	0	94	0	6	0	0	4	0	0	0	
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	1	88	5	8	
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	2	100	1	8	
<b>TOTAL FUERTEVENTURA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>11</b>	34	
<b>LAS PALMAS</b>	MONARCH AIRLINES	S	18	0	0	94	6	0	0	0	4	65	33	20	
	RYANAIR	S	18	0	0	100	0	0	0	0	1	94	3	18	
	THOMSON AIRWAYS LTD	C	10	0	0	60	30	10	0	0	13	70	28	10	
<b>TOTAL LAS PALMAS</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>23</b>	52	
<b>TENERIFE (SURREINA SOFIA)</b>	MONARCH AIRLINES	S	53	2	1	92	6	2	0	0	4	55	65	51	
	RYANAIR	S	34	0	0	100	0	0	0	0	1	86	9	22	
	THOMAS COOK AIRLINES LTD	C	12	0	0	83	0	17	0	0	7	88	8	8	
	THOMSON AIRWAYS LTD	C	25	0	0	92	4	4	0	0	7	81	15	16	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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 TENERIFE (SURREINA SOFIA)			124	2	1	94	3	3	0	0	0	4	69	39	97
TOTAL SPAIN(CANARY ISLANDS)			302	2	1	93	4	3	0	0	0	4	73	27	262
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	54	0	0	85	4	0	9	2	0	16	94	3	64
TOTAL GOTEBORG			54	0	0	85	4	0	9	2	0	16	90	5	67
TOTAL SWEDEN			54	0	0	85	4	0	9	2	0	16	87	7	69
<b>SWITZERLAND</b>															
ZURICH	HELVETIC AIRWAYS	S	164	0	0	80	16	3	0	0	0	9	86	8	162
	SWISS AIRLINES	S	22	0	0	50	23	23	5	0	0	21	73	10	22
TOTAL ZURICH			186	0	0	77	17	5	1	0	0	10	84	9	186
TOTAL SWITZERLAND			186	2	0	77	17	5	1	0	0	10	84	9	186
<b>TUNISIA</b>															
MONASTIR	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	0	0	10	0	27	100	3	9
TOTAL MONASTIR			10	0	0	80	10	0	0	10	0	27	88	13	26
TOTAL TUNISIA			10	0	0	80	10	0	0	10	0	27	88	13	26
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	27	0	0	96	4	0	0	0	0	4	59	51	27
	THOMSON AIRWAYS LTD	C	11	0	0	36	27	9	27	0	0	34	50	63	4
TOTAL ANTALYA			38	0	0	79	11	3	8	0	0	13	59	45	41
BODRUM (MILAS)	MONARCH AIRLINES	S	6	0	0	100	0	0	0	0	0	2	0	0	0
	ONUR AIR	C	8	0	0	100	0	0	0	0	0	2	40	39	10
	THOMAS COOK AIRLINES LTD	C	13	0	0	92	8	0	0	0	0	2	85	15	13
	THOMSON AIRWAYS LTD	C	15	0	0	100	0	0	0	0	0	2	90	16	10
TOTAL BODRUM (MILAS)			42	0	0	98	2	0	0	0	0	2	78	19	41
DALAMAN	MONARCH AIRLINES	S	24	2	2	92	4	4	0	0	0	6	71	27	28
	ONUR AIR	C	12	0	0	75	8	0	0	17	0	38	50	20	4
	THOMAS COOK AIRLINES LTD	C	40	0	0	88	3	0	10	0	0	10	87	14	46
	THOMSON AIRWAYS LTD	C	33	1	0	85	3	3	9	0	0	10	79	10	33
TOTAL DALAMAN			109	3	2	86	4	2	6	2	0	12	75	23	118
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	44	0	0	68	27	5	0	0	0	11	59	15	46
TOTAL ISTANBUL			44	0	0	68	27	5	0	0	0	11	59	15	46
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	14	0	0	79	7	14	0	0	0	11	88	5	16
TOTAL IZMIR (ADNAM MENDERES)			15	0	0	80	7	13	0	0	0	10	88	5	16
TOTAL TURKEY			248	3	2	83	9	3	4	1	0	10	71	23	262
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	36	0	0	83	6	0	6	6	0	23	67	47	36
TOTAL ASHKHABAD			36	0	0	83	6	0	6	6	0	23	67	47	36
TOTAL TURKMENISTAN			36	0	0	83	6	0	6	6	0	23	67	47	36

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	124	0	0	73	13	10	4	0	0	13	66	13	122
TOTAL DUBAI			124	0	0	73	13	10	4	0	0	13	66	13	122
TOTAL UNITED ARAB EMIRATES			124	0	0	73	13	10	4	0	0	13	66	13	122
<b>UNITED KINGDOM</b>															
ABERDEEN	FLYBE LTD	S	158	0	6	92	5	1	2	0	0	5	81	15	136
TOTAL ABERDEEN			158	0	6	92	5	1	2	0	0	5	85	11	218
BELFAST CITY (GEORGE BEST)	BMIBABY LTD	S	103	0	3	90	9	1	0	0	0	4	0	0	0
	FLYBE LTD	S	304	0	3	91	6	2	1	0	0	5	87	8	280
TOTAL BELFAST CITY (GEORGE BEST)			407	0	6	91	6	1	1	0	0	5	87	8	281
CITY OF DERRY (EGLINTON)	RYANAIR	S	36	0	0	72	14	8	6	0	0	13	84	8	32
TOTAL CITY OF DERRY (EGLINTON)			36	0	0	72	14	8	6	0	0	13	84	8	32
DUNDEE	LOGANAIR	S	80	0	0	98	0	3	0	0	0	2	100	0	76
TOTAL DUNDEE			80	0	0	98	0	3	0	0	0	2	100	0	76
EDINBURGH	FLYBE LTD	S	337	0	19	85	9	4	2	1	0	9	87	9	387
TOTAL EDINBURGH			337	0	19	85	9	4	2	1	0	9	87	9	387
GLASGOW	FLYBE LTD	S	319	0	11	88	5	3	4	0	0	8	85	13	322
TOTAL GLASGOW			319	0	11	88	5	3	4	0	0	8	85	13	322
GUERNSEY	FLYBE LTD	S	61	0	1	82	8	8	2	0	0	8	82	11	61
TOTAL GUERNSEY			61	0	1	82	8	8	2	0	0	8	82	11	61
INVERNESS	FLYBE LTD	S	58	1	0	97	3	0	0	0	0	4	83	11	54
TOTAL INVERNESS			58	1	0	97	3	0	0	0	0	4	83	11	54
ISLE OF MAN	FLYBE LTD	S	106	0	0	97	0	2	1	0	0	3	96	3	94
TOTAL ISLE OF MAN			106	0	0	97	0	2	1	0	0	3	96	3	94
JERSEY	FLYBE LTD	S	108	0	0	88	6	4	1	1	0	7	79	9	114
TOTAL JERSEY			108	0	0	88	6	4	1	1	0	7	79	9	114
NEWCASTLE	AIR SOUTHWEST	C	2	0	0	50	50	0	0	0	0	18	0	0	0
	EASTERN AIRWAYS	S	106	0	6	88	9	3	0	0	0	5	96	4	103
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	8	0	0	0
TOTAL NEWCASTLE			117	0	6	87	9	3	0	0	0	5	96	4	103
TOTAL UNITED KINGDOM			1789	2	49	89	6	3	2	0	0	6	86	10	1839
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	84	8	2	5	2	0	14	68	16	60
TOTAL NEW YORK (NEWARK)			62	0	0	84	8	2	5	2	0	14	68	16	60
SANFORD	THOMSON AIRWAYS LTD	C	11	0	0	91	0	9	0	0	0	4	63	65	8
TOTAL SANFORD			11	0	0	91	0	9	0	0	0	4	63	65	8
TOTAL USA			73	0	0	85	7	3	4	1	0	12	68	22	68
TOTAL BIRMINGHAM			7572	18	119	86	7	4	2	0	0	8	81	14	7623

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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	AUSTRIAN AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	NIKI	S	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL VIENNA</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>3</b>	<b>0</b>	<b>62</b>	<b>1</b>
<b>TOTAL AUSTRIA</b>			<b>5</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>14</b>	<b>0</b>	<b>41</b>	<b>2</b>
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	152	0	0	85	9	3	3	1	0	10	79	12	135
<b>TOTAL BRUSSELS</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>12</b>	<b>135</b>
CHARLEROI	RYANAIR	S	34	0	0	97	3	0	0	0	0	4	100	3	26
<b>TOTAL CHARLEROI</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>3</b>	<b>26</b>
<b>TOTAL BELGIUM</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>11</b>	<b>161</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	4	0	0	75	25	0	0	0	0	10	100	4	3
<b>TOTAL BURGAS</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>10</b>	<b>100</b>	<b>4</b>	<b>3</b>
<b>TOTAL BULGARIA</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>10</b>	<b>100</b>	<b>4</b>	<b>3</b>
<b>CROATIA</b>															
DUBROVNIK	JET2.COM LTD	S	10	0	0	60	40	0	0	0	0	12	70	19	10
<b>TOTAL DUBROVNIK</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>12</b>	<b>70</b>	<b>19</b>	<b>10</b>
<b>TOTAL CROATIA</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>12</b>	<b>70</b>	<b>19</b>	<b>10</b>
<b>CYPRUS</b>															
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	16	0	0	75	13	6	6	0	0	12	0	0	0
	THOMSON AIRWAYS LTD	C	9	0	0	33	44	11	11	0	0	25	0	0	0
<b>TOTAL PAPHOS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>24</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>77</b>	<b>7</b>
<b>TOTAL CYPRUS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>24</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>77</b>	<b>7</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	36	0	0	67	14	11	8	0	0	18	44	50	36
<b>TOTAL PRAGUE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>44</b>	<b>50</b>	<b>36</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>44</b>	<b>50</b>	<b>36</b>
<b>DENMARK</b>															
BILLUND	RYANAIR	S	24	0	2	96	4	0	0	0	0	4	91	5	22
<b>TOTAL BILLUND</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>5</b>	<b>22</b>
COPENHAGEN	BMI REGIONAL	S	102	0	0	96	1	2	1	0	0	4	89	13	93
	NORWEGIAN AIR SHUTTLE	S	24	0	2	54	21	17	8	0	0	24	61	18	18
<b>TOTAL COPENHAGEN</b>			<b>126</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>13</b>	<b>127</b>
<b>TOTAL DENMARK</b>			<b>150</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>12</b>	<b>149</b>
<b>ESTONIA</b>															
TALLIN	RYANAIR	S	24	0	2	96	0	4	0	0	0	3	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: EDINBURGH (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)											
TOTAL TALLIN			24	0	2	96	0	4	0	0	0	3	0	0	0
TOTAL ESTONIA			24	0	2	96	0	4	0	0	0	3	0	0	0
FINLAND															
HELSINKI	BLUE 1	S	18	0	0	56	22	0	22	0	0	26	0	0	0
TOTAL HELSINKI			18	0	0	56	22	0	22	0	0	26	0	0	0
TAMPERE	RYANAIR	S	18	0	0	100	0	0	0	0	0	2	85	7	20
TOTAL TAMPERE			18	0	0	100	0	0	0	0	0	2	85	7	20
TOTAL FINLAND			36	0	0	78	11	0	11	0	0	14	85	7	20
FRANCE															
BEAUVAIS	RYANAIR	S	35	0	1	83	11	0	6	0	0	12	92	4	24
TOTAL BEAUVAIS			35	0	1	83	11	0	6	0	0	12	92	4	24
BERGERAC	FLYBE LTD	S	4	0	0	100	0	0	0	0	0	2	100	1	4
TOTAL BERGERAC			4	0	0	100	0	0	0	0	0	2	100	1	4
BORDEAUX	RYANAIR	S	24	0	2	100	0	0	0	0	0	4	88	18	34
TOTAL BORDEAUX			24	0	2	100	0	0	0	0	0	4	88	18	34
LA ROCHELLE	JET2.COM LTD	S	2	0	0	50	50	0	0	0	0	14	0	18	2
TOTAL LA ROCHELLE			2	0	0	50	50	0	0	0	0	14	0	18	2
LYON	EASYJET AIRLINE COMPANY LTD	S	16	0	0	63	25	13	0	0	0	16	53	16	17
	EUROPE AIRPOST	C	3	0	0	33	33	0	33	0	0	65	0	193	1
TOTAL LYON			19	0	0	58	26	11	5	0	0	23	50	26	18
MARSEILLE	RYANAIR	S	16	0	2	81	6	0	13	0	0	14	81	13	26
TOTAL MARSEILLE			16	0	2	81	6	0	13	0	0	14	81	13	26
NANTES	EUROPE AIRPOST	C	3	0	0	100	0	0	0	0	0	6	29	25	7
TOTAL NANTES			3	0	0	100	0	0	0	0	0	6	29	25	7
NICE	EASYJET AIRLINE COMPANY LTD	S	24	0	0	100	0	0	0	0	0	3	50	40	26
TOTAL NICE			24	0	0	100	0	0	0	0	0	3	50	40	26
PARIS (CHARLES DE GAULLE)	CITY JET	S	236	0	0	92	4	4	1	0	0	5	83	9	236
	EASYJET AIRLINE COMPANY LTD	S	59	0	1	81	12	7	0	0	0	6	63	21	56
	EUROPE AIRPOST	C	2	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			297	0	1	90	5	4	1	0	0	6	79	12	292
TOULOUSE (BLAGNAC)	JET2.COM LTD	S	2	0	0	0	0	0	50	50	0	166	0	34	2
TOTAL TOULOUSE (BLAGNAC)			2	0	0	0	0	0	50	50	0	166	0	34	2
TOTAL FRANCE			427	0	6	88	6	4	2	0	0	8	77	14	456
GERMANY															
BERLIN (SCHONEFELD)	RYANAIR	S	24	0	2	96	4	0	0	0	0	2	100	4	30
TOTAL BERLIN (SCHONEFELD)			24	0	2	96	4	0	0	0	0	2	100	4	30
BREMEN	RYANAIR	S	24	0	2	100	0	0	0	0	0	2	73	12	30
TOTAL BREMEN			24	0	2	100	0	0	0	0	0	2	73	12	30

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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)											
COLOGNE BONN	EASYJET AIRLINE COMPANY LTD	S	26	0	0	69	4	19	8	0	0	18	0	0	0
	GERMANWINGS	S	44	0	0	77	23	0	0	0	0	9	91	6	44
<b>TOTAL COLOGNE BONN</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>6</b>	<b>44</b>
DUSSELDORF	LUFTHANSA CITY LINE	S	60	0	0	87	10	3	0	0	0	7	92	5	50
<b>TOTAL DUSSELDORF</b>			<b>60</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>92</b>	<b>5</b>	<b>50</b>
FRANKFURT MAIN	LUFTHANSA	S	120	0	0	72	19	5	4	0	0	12	68	12	120
<b>TOTAL FRANKFURT MAIN</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>12</b>	<b>120</b>
HAHN	RYANAIR	S	34	0	2	94	6	0	0	0	0	3	53	16	40
<b>TOTAL HAHN</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>53</b>	<b>16</b>	<b>40</b>
MEMMINGEN ALLGAU	RYANAIR	S	25	0	1	84	12	0	4	0	0	8	57	22	28
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>57</b>	<b>22</b>	<b>28</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	60	0	0	73	8	8	7	3	0	21	65	19	48
<b>TOTAL MUNICH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>65</b>	<b>19</b>	<b>48</b>
NIEDERRHEIN	RYANAIR	S	43	0	3	95	5	0	0	0	0	3	85	12	60
<b>TOTAL NIEDERRHEIN</b>			<b>43</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>12</b>	<b>60</b>
<b>TOTAL GERMANY</b>			<b>460</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>12</b>	<b>460</b>
GREECE															
CORFU	THOMSON AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	10	0	0	0
<b>TOTAL CORFU</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>63</b>	<b>9</b>
<b>TOTAL GREECE</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>63</b>	<b>9</b>
GREENLAND															
SONDRE STROMFJORD	JET TIME	C	15	5	0	60	13	0	27	0	0	30	0	0	0
<b>TOTAL SONDRE STROMFJORD</b>			<b>15</b>	<b>5</b>	<b>0</b>	<b>60</b>	<b>13</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREENLAND</b>			<b>15</b>	<b>5</b>	<b>0</b>	<b>60</b>	<b>13</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
HUNGARY															
BUDAPEST	JET2.COM LTD	S	20	0	1	30	45	15	10	0	0	27	0	0	0
<b>TOTAL BUDAPEST</b>			<b>20</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>45</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL HUNGARY</b>			<b>20</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>45</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
IRISH REPUBLIC															
CORK	AER ARANN	S	60	0	0	82	10	2	2	5	0	18	0	0	0
<b>TOTAL CORK</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>89</b>	<b>9</b>	<b>92</b>
DUBLIN	AER ARANN	S	112	0	0	90	4	3	4	0	0	6	0	0	0
	AER LINGUS	S	58	0	2	79	16	5	0	0	0	8	87	7	160
	RYANAIR	S	152	1	4	87	8	1	3	1	0	9	79	10	130
<b>TOTAL DUBLIN</b>			<b>322</b>	<b>1</b>	<b>6</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>8</b>	<b>291</b>
GALWAY	AER ARANN	S	36	0	0	89	0	0	11	0	0	10	68	18	44
<b>TOTAL GALWAY</b>			<b>36</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>68</b>	<b>18</b>	<b>44</b>
IRELAND WEST(KNOCK)	FLYBE LTD	S	26	0	2	69	12	12	8	0	0	18	0	0	0

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			Actual (7)	Plan (8)											
TOTAL IRELAND WEST(KNOCK)			26	0	2	69	12	12	8	0	0	18	0	0	0
SHANNON	AER ARANN	S	44	0	0	77	14	5	5	0	0	12	0	0	0
TOTAL SHANNON			44	0	0	77	14	5	5	0	0	12	41	23	22
TOTAL IRISH REPUBLIC			488	1	8	84	8	3	3	1	0	10	81	10	449
ITALY															
BOLOGNA	RYANAIR	S	16	0	2	81	19	0	0	0	0	8	69	11	26
TOTAL BOLOGNA			16	0	2	81	19	0	0	0	0	8	69	11	26
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	70	22	8	0	0	0	10	57	23	56
TOTAL MILAN (MALPENSA)			60	0	0	70	22	8	0	0	0	10	57	23	56
OLBIA	JET2.COM LTD	S	3	0	0	0	33	33	33	0	0	44	0	49	6
TOTAL OLBIA			3	0	0	0	33	33	33	0	0	44	0	49	6
PISA	RYANAIR	S	23	0	3	87	4	4	4	0	0	8	88	6	26
TOTAL PISA			23	0	3	87	4	4	4	0	0	8	88	6	26
ROME (CIAMPINO)	RYANAIR	S	36	0	0	81	11	8	0	0	0	10	53	19	32
TOTAL ROME (CIAMPINO)			36	0	0	81	11	8	0	0	0	10	53	19	32
VENICE	JET2.COM LTD	S	26	0	0	50	27	12	0	12	0	39	50	51	28
TOTAL VENICE			26	0	0	50	27	12	0	12	0	39	50	51	28
TOTAL ITALY			166	2	5	71	18	8	1	2	0	15	60	23	176
LITHUANIA															
KAUNAS	RYANAIR	S	18	0	0	100	0	0	0	0	0	0	88	6	16
TOTAL KAUNAS			18	0	0	100	0	0	0	0	0	0	88	6	16
TOTAL LITHUANIA			18	1	0	100	0	0	0	0	0	0	94	3	34
MALTA															
MALTA	RYANAIR	S	24	0	2	88	13	0	0	0	0	4	96	6	24
TOTAL MALTA			24	0	2	88	13	0	0	0	0	4	96	6	24
TOTAL MALTA			24	0	2	88	13	0	0	0	0	4	96	6	24
MOROCCO															
MARRAKESH	RYANAIR	S	16	0	2	94	6	0	0	0	0	2	79	14	14
TOTAL MARRAKESH			16	0	2	94	6	0	0	0	0	2	79	14	14
TOTAL MOROCCO			16	0	2	94	6	0	0	0	0	2	79	14	14
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	100	0	0	90	5	3	1	1	0	10	75	13	96
	KLM	S	234	0	20	89	8	3	0	0	0	6	89	7	228
	KLM CITYHOPPER	S	118	0	0	85	12	3	1	0	0	6	83	8	66
	TRANSAVIA	C	2	0	0	50	0	50	0	0	0	23	0	0	0
TOTAL AMSTERDAM			454	0	20	88	8	3	1	0	0	7	85	8	390
TOTAL NETHERLANDS			454	0	20	88	8	3	1	0	0	7	85	8	390

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			Actual (7)	Plan (8)											
<b>NORWAY</b>															
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	44	0	0	86	5	5	5	0	0	12	91	5	44
	SAS	C	2	0	0	50	0	0	50	0	0	84	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>91</b>	<b>5</b>	<b>44</b>
SANDEFJORD(TORP)	RYANAIR	S	34	0	2	94	6	0	0	0	0	2	71	17	24
<b>TOTAL SANDEFJORD(TORP)</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>17</b>	<b>24</b>
<b>TOTAL NORWAY</b>			<b>81</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>9</b>	<b>70</b>
<b>POLAND</b>															
GDANSK	RYANAIR	S	25	0	1	88	12	0	0	0	0	5	96	3	25
<b>TOTAL GDANSK</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>3</b>	<b>25</b>
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	35	0	1	71	9	11	6	0	3	28	70	14	33
	RYANAIR	S	24	0	2	96	4	0	0	0	0	3	65	22	26
<b>TOTAL KRAKOW</b>			<b>59</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>68</b>	<b>17</b>	<b>59</b>
LODZ LUBLINEK	RYANAIR	S	18	0	0	83	6	0	11	0	0	12	83	8	18
<b>TOTAL LODZ LUBLINEK</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>0</b>	<b>12</b>	<b>83</b>	<b>8</b>	<b>18</b>
POZNAN	RYANAIR	S	16	0	2	75	19	6	0	0	0	8	79	10	24
<b>TOTAL POZNAN</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>10</b>	<b>24</b>
<b>TOTAL POLAND</b>			<b>118</b>	<b>1</b>	<b>6</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>78</b>	<b>12</b>	<b>126</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	JET2.COM LTD	S	34	0	1	50	29	6	15	0	0	24	54	25	35
	RYANAIR	S	34	0	2	85	12	3	0	0	0	8	59	34	22
<b>TOTAL FARO</b>			<b>68</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>21</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>28</b>	<b>57</b>
LISBON	EASYJET AIRLINE COMPANY LTD	S	26	0	0	85	4	4	8	0	0	9	76	15	21
<b>TOTAL LISBON</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>15</b>	<b>21</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>95</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>16</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>25</b>	<b>78</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	24	0	2	92	8	0	0	0	0	3	76	9	34
<b>TOTAL BRATISLAVA</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>9</b>	<b>34</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>9</b>	<b>34</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	8	0	0	63	25	13	0	0	0	12	60	11	10
	RYANAIR	S	70	0	2	87	6	4	3	0	0	8	79	13	48
<b>TOTAL ALICANTE</b>			<b>78</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>13</b>	<b>58</b>
BARCELONA	RYANAIR	S	35	0	1	89	9	0	0	3	0	11	0	0	0
<b>TOTAL BARCELONA</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>7</b>	<b>106</b>	<b>14</b>
IBIZA	FLYBE LTD	C	7	0	0	29	29	29	0	0	14	96	44	25	9
	JET2.COM LTD	S	6	0	0	17	17	67	0	0	0	35	0	46	4
<b>TOTAL IBIZA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>23</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>31</b>	<b>32</b>	<b>13</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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)											
MADRID	EASYJET AIRLINE COMPANY LTD	S	60	0	0	85	10	5	0	0	0	7	57	25	53
<b>TOTAL MADRID</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>25</b>	<b>55</b>
MAHON	JET2.COM LTD	S	2	0	0	0	50	50	0	0	0	31	0	47	2
<b>TOTAL MAHON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>47</b>	<b>2</b>
MALAGA	JET2.COM LTD	S	20	0	0	45	20	25	5	5	0	42	0	0	0
	RYANAIR	S	66	1	4	83	6	5	6	0	11	75	16	48	
<b>TOTAL MALAGA</b>			<b>86</b>	<b>1</b>	<b>4</b>	<b>74</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>16</b>	<b>48</b>
MURCIA SAN JAVIER	JET2.COM LTD	S	42	0	1	45	26	24	5	0	22	64	22	28	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>42</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>26</b>	<b>24</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>64</b>	<b>22</b>	<b>28</b>	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	8	0	0	75	0	25	0	0	11	70	64	10	
	JET2.COM LTD	S	24	0	1	42	21	29	8	0	29	0	0	0	
	RYANAIR	S	62	0	2	94	5	2	0	0	3	76	10	38	
	THOMSON AIRWAYS LTD	C	23	0	0	4	39	26	26	0	4	84	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>117</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>15</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>65</b>	<b>29</b>	<b>62</b>
<b>TOTAL SPAIN</b>			<b>436</b>	<b>1</b>	<b>11</b>	<b>71</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>24</b>	<b>326</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	RYANAIR	S	26	0	0	96	0	4	0	0	5	88	9	16	
<b>TOTAL ARRECIFE</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>5</b>	<b>88</b>	<b>9</b>	<b>16</b>	
FUERTEVENTURA	RYANAIR	S	16	0	2	88	6	6	0	0	5	0	0	0	
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LAS PALMAS	RYANAIR	S	18	0	0	89	0	0	11	0	17	88	10	16	
	THOMSON AIRWAYS LTD	C	7	0	0	0	14	43	43	0	66	0	0	0	
<b>TOTAL LAS PALMAS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>4</b>	<b>12</b>	<b>20</b>	<b>0</b>	<b>31</b>	<b>88</b>	<b>10</b>	<b>16</b>	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	34	0	2	97	3	0	0	0	3	87	4	23	
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	6	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>25</b>	<b>31</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>109</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>17</b>	<b>63</b>	
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	26	0	0	100	0	0	0	0	1	0	0	0	
<b>TOTAL GOTEBORG (SAVE)</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>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MALMO	CITY AIRLINE	C	2	0	0	0	50	50	0	0	28	0	0	0	
<b>TOTAL MALMO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	
RONNEBY	GOLDEN AIR	C	5	0	0	100	0	0	0	0	2	0	0	0	
<b>TOTAL RONNEBY</b>			<b>5</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>	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	26	0	0	88	12	0	0	0	6	73	21	22	
	SAS	S	18	0	0	72	28	0	0	0	9	83	6	18	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>14</b>	<b>40</b>	
STOCKHOLM (SKAVSTA)	RYANAIR	S	36	0	0	94	0	0	3	0	3	16	83	12	42
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>16</b>	<b>83</b>	<b>12</b>	<b>42</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)										
TOTAL SWEDEN			113	0	0	89	8	1	1	0	1	9	80	13	82
SWITZERLAND															
BASLE MULHOUSE	EASYJET SWITZERLAND	S	34	0	0	91	3	6	0	0	0	4	0	0	0
TOTAL BASLE MULHOUSE			34	0	0	91	3	6	0	0	0	4	0	0	0
GENEVA	EASYJET AIRLINE COMPANY LTD	S	51	0	1	80	8	4	4	4	0	18	66	17	58
	EASYJET SWITZERLAND	S	8	0	0	88	0	13	0	0	0	6	0	0	0
TOTAL GENEVA			59	0	1	81	7	5	3	3	0	16	66	17	58
ZURICH	BMI REGIONAL	S	58	0	0	84	12	3	0	0	0	7	85	11	48
TOTAL ZURICH			58	0	0	84	12	3	0	0	0	7	85	11	48
TOTAL SWITZERLAND			151	0	1	85	8	5	1	1	0	10	75	14	106
TURKEY															
ANTALYA	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	0	13	0	31	0	0	0
TOTAL ANTALYA			8	0	0	75	0	13	0	13	0	31	0	0	0
DALAMAN	ONUR AIR	C	5	0	0	80	20	0	0	0	0	5	100	8	3
	THOMSON AIRWAYS LTD	C	9	0	0	67	0	11	22	0	0	29	0	0	0
TOTAL DALAMAN			15	0	0	67	7	13	13	0	0	22	82	10	11
TOTAL TURKEY			23	0	0	70	4	13	9	4	0	25	82	10	11
UNITED KINGDOM															
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	221	0	7	89	5	2	5	0	0	8	86	7	202
TOTAL BELFAST CITY (GEORGE BEST)			221	0	7	89	5	2	5	0	0	8	86	7	202
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	154	0	0	90	8	0	3	0	0	5	68	18	146
TOTAL BELFAST INTERNATIONAL			154	0	0	90	8	0	3	0	0	5	68	18	146
BIRMINGHAM	FLYBE LTD	S	337	1	19	86	6	5	2	1	0	9	87	9	386
TOTAL BIRMINGHAM			337	1	19	86	6	5	2	1	0	9	87	9	386
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	204	0	0	87	5	5	1	1	0	8	57	24	152
TOTAL BRISTOL			204	0	0	87	5	5	1	1	0	8	57	24	152
CARDIFF WALES	FLYBE LTD	S	136	0	6	87	5	4	4	0	0	8	87	8	112
TOTAL CARDIFF WALES			136	0	6	87	5	4	4	0	0	8	81	15	148
EAST MIDLANDS INTERNATIONAL	BMIBABY LTD	S	118	0	4	86	10	0	2	2	0	11	86	6	112
TOTAL EAST MIDLANDS INTERNATIONAL			118	0	4	86	10	0	2	2	0	11	86	6	112
EXETER	FLYBE LTD	S	100	0	4	84	10	6	0	0	0	7	77	18	108
TOTAL EXETER			100	0	4	84	10	6	0	0	0	7	77	18	108
GATWICK	BRITISH AIRWAYS PLC	S	235	0	3	86	8	4	2	0	0	7	77	11	239
	EASYJET AIRLINE COMPANY LTD	S	220	0	0	74	12	7	6	2	0	19	37	36	216
TOTAL GATWICK			455	0	3	80	10	5	4	1	0	13	58	23	455
HEATHROW	BMI BRITISH MIDLAND	S	350	1	3	77	13	6	3	0	0	13	80	10	370
	BRITISH AIRWAYS PLC	S	522	2	2	80	9	8	2	1	0	11	83	12	407
TOTAL HEATHROW			872	3	5	79	10	7	3	0	0	12	81	11	777

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			Actual (7)	Plan (8)											
ISLE OF MAN	LOGANAIR	S	52	0	0	94	0	4	2	0	0	4	81	9	47
<b>TOTAL ISLE OF MAN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>9</b>	<b>47</b>
JERSEY	FLYBE LTD	S	32	0	0	69	19	9	0	3	0	19	93	3	45
<b>TOTAL JERSEY</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>93</b>	<b>3</b>	<b>45</b>
KIRKWALL	LOGANAIR	S	151	0	0	98	1	0	0	1	0	3	81	15	146
<b>TOTAL KIRKWALL</b>			<b>151</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>15</b>	<b>146</b>
LEEDS BRADFORD	BMI REGIONAL	S	68	0	0	99	0	1	0	0	0	2	91	3	68
	JET2.COM LTD	S	3	0	0	33	67	0	0	0	0	20	0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>3</b>	<b>68</b>
LONDON CITY	BA CITYFLYER LTD	S	377	0	0	90	3	3	4	0	0	7	78	12	295
	CITY JET	S	108	4	0	87	6	6	0	0	0	6	92	5	273
<b>TOTAL LONDON CITY</b>			<b>485</b>	<b>5</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>9</b>	<b>568</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	162	0	0	85	7	5	3	0	0	8	70	18	158
<b>TOTAL LUTON</b>			<b>162</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>18</b>	<b>158</b>
MANCHESTER	BMI REGIONAL	S	208	0	0	96	2	0	1	1	0	4	89	6	202
	FLYBE LTD	S	160	0	9	86	6	3	4	1	0	11	88	8	181
<b>TOTAL MANCHESTER</b>			<b>368</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>7</b>	<b>383</b>
MANSTON (KENT INT)	FLYBE LTD	S	59	0	3	80	7	8	2	3	0	16	50	17	10
<b>TOTAL MANSTON (KENT INT)</b>			<b>59</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>17</b>	<b>10</b>
NEWQUAY	FLYBE LTD	S	40	0	0	95	3	3	0	0	0	4	74	24	42
<b>TOTAL NEWQUAY</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>24</b>	<b>42</b>
NORWICH	FLYBE LTD	S	97	0	5	89	5	0	4	2	0	12	91	6	96
<b>TOTAL NORWICH</b>			<b>97</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>6</b>	<b>96</b>
SOUTHAMPTON	FLYBE LTD	S	307	0	13	80	11	6	4	0	0	11	81	11	288
<b>TOTAL SOUTHAMPTON</b>			<b>307</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>11</b>	<b>288</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	254	0	1	86	6	4	2	2	0	12	74	15	220
<b>TOTAL STANSTED</b>			<b>254</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>15</b>	<b>220</b>
STORNOWAY	LOGANAIR	S	92	0	0	95	1	2	1	1	0	6	85	10	96
<b>TOTAL STORNOWAY</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>10</b>	<b>96</b>
SUMBURGH	LOGANAIR	S	138	0	2	91	4	3	2	1	0	7	87	6	113
<b>TOTAL SUMBURGH</b>			<b>138</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>6</b>	<b>113</b>
WICK	LOGANAIR	S	51	0	0	94	4	2	0	0	0	3	82	16	38
<b>TOTAL WICK</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>16</b>	<b>38</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4956</b>	<b>11</b>	<b>81</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>12</b>	<b>4805</b>
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	115	0	5	77	8	10	5	0	0	12	39	67	104
<b>TOTAL NEW YORK (NEWARK)</b>			<b>115</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>8</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>39</b>	<b>67</b>	<b>104</b>
<b>TOTAL USA</b>			<b>115</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>8</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>39</b>	<b>67</b>	<b>104</b>
<b>TOTAL EDINBURGH</b>			<b>8792</b>	<b>22</b>	<b>175</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>14</b>	<b>8211</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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	82	13	2	3	0	0	11	85	4	62
TOTAL TIRANA			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>4</b>	<b>62</b>
TOTAL ALBANIA			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>4</b>	<b>62</b>
<b>ALGERIA</b>															
HASSI MESSAOUD	MONARCH AIRLINES	C	24	0	0	88	13	0	0	0	0	6	58	21	26
TOTAL HASSI MESSAOUD			<b>24</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>58</b>	<b>21</b>	<b>26</b>
TOTAL ALGERIA			<b>24</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>58</b>	<b>21</b>	<b>26</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	VIRGIN ATLANTIC AIRWAYS LTD	S	24	0	0	67	29	0	4	0	0	15	70	11	27
TOTAL ANTIGUA			<b>25</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>28</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>11</b>	<b>27</b>
TOTAL ANTIGUA AND BARBUDA			<b>25</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>28</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>11</b>	<b>27</b>
<b>AUSTRIA</b>															
INNSBRUCK	EASYJET AIRLINE COMPANY LTD	S	15	0	0	93	7	0	0	0	0	3	61	24	18
	MONARCH AIRLINES	C	4	0	0	75	25	0	0	0	0	4	0	0	0
	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL INNSBRUCK			<b>22</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>3</b>	<b>61</b>	<b>24</b>	<b>18</b>
SALZBURG	BRITISH AIRWAYS PLC	S	34	0	0	79	12	9	0	0	0	9	94	3	36
	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	8	100	3	6
TOTAL SALZBURG			<b>37</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>95</b>	<b>3</b>	<b>42</b>
VIENNA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	85	8	5	2	0	0	8	59	27	102
TOTAL VIENNA			<b>62</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>8</b>	<b>59</b>	<b>27</b>	<b>102</b>
TOTAL AUSTRIA			<b>121</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>20</b>	<b>162</b>
<b>BANGLADESH</b>															
DHAKHA	UNITED AIRWAYS BANGLADESH	S	6	0	0	17	17	67	0	0	0	32	0	0	0
TOTAL DHAKHA			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL BANGLADESH			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	64	0	0	95	2	2	2	0	0	4	79	18	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	36	0	0	67	14	11	8	0	0	15	78	10	37
TOTAL BRIDGETOWN			<b>100</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>14</b>	<b>104</b>
TOTAL BARBADOS			<b>100</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>14</b>	<b>104</b>
<b>BELARUS</b>															
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	26	0	0	81	15	4	0	0	0	8	85	7	26
TOTAL MINSK INT'L			<b>26</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>85</b>	<b>7</b>	<b>26</b>
TOTAL BELARUS			<b>26</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>85</b>	<b>7</b>	<b>26</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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	62	0	0	95	2	0	3	0	0	7	83	11	60
<b>TOTAL BERMUDA</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>7</b>	<b>83</b>	<b>11</b>	<b>60</b>
<b>TOTAL BERMUDA</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>7</b>	<b>83</b>	<b>11</b>	<b>60</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	5	0	0	60	20	20	0	0	0	12	25	37	4
	THOMAS COOK AIRLINES LTD	C	7	0	0	71	14	14	0	0	0	10	50	57	6
	THOMSON AIRWAYS LTD	C	6	0	0	100	0	0	0	0	0	0	80	26	5
<b>TOTAL BURGAS</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>7</b>	<b>53</b>	<b>41</b>	<b>15</b>
SOFIA	EASYJET AIRLINE COMPANY LTD	S	54	0	0	93	7	0	0	0	0	4	63	19	62
<b>TOTAL SOFIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>19</b>	<b>62</b>
VARNA	BULGARIA AIR	S	14	0	0	57	0	7	7	14	14	111	100	1	16
<b>TOTAL VARNA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>14</b>	<b>14</b>	<b>111</b>	<b>94</b>	<b>3</b>	<b>32</b>
<b>TOTAL BULGARIA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>22</b>	<b>71</b>	<b>17</b>	<b>109</b>
<b>CANADA</b>															
CALGARY	THOMAS COOK AIRLINES LTD	S	25	0	0	84	8	8	0	0	0	7	70	46	23
<b>TOTAL CALGARY</b>			<b>25</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>64</b>	<b>46</b>	<b>25</b>
HALIFAX INT	THOMAS COOK AIRLINES LTD	S	8	0	0	38	13	25	25	0	0	40	50	22	8
<b>TOTAL HALIFAX INT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>50</b>	<b>22</b>	<b>8</b>
MONTREAL (DORVAL)	AIR TRANSAT	S	10	0	0	90	10	0	0	0	0	5	0	0	0
<b>TOTAL MONTREAL (DORVAL)</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>5</b>	<b>56</b>	<b>42</b>	<b>9</b>
TORONTO	AIR TRANSAT	S	74	0	0	69	19	8	4	0	0	12	62	36	58
	THOMAS COOK AIRLINES LTD	S	10	0	0	50	20	10	20	0	0	30	29	70	35
<b>TOTAL TORONTO</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>49</b>	<b>49</b>	<b>93</b>
VANCOUVER	AIR TRANSAT	S	2	0	0	0	100	0	0	0	0	26	0	0	0
	THOMAS COOK AIRLINES LTD	S	44	0	0	80	9	7	5	0	0	11	64	33	42
<b>TOTAL VANCOUVER</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>33</b>	<b>42</b>
<b>TOTAL CANADA</b>			<b>173</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>55</b>	<b>45</b>	<b>186</b>
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	6	75	22	8
<b>TOTAL BOA VISTA (RABIL)</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>6</b>	<b>75</b>	<b>22</b>	<b>8</b>
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	10	0	0	100	0	0	0	0	0	2	60	74	10
<b>TOTAL ILHA DO SAL C.VERDE</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>2</b>	<b>60</b>	<b>74</b>	<b>10</b>
<b>TOTAL CAPE VERDE ISLANDS</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>67</b>	<b>51</b>	<b>18</b>
<b>CROATIA</b>															
DUBROVNIK	BRITISH AIRWAYS PLC	S	62	0	0	94	3	0	3	0	0	6	90	5	62
	EASYJET AIRLINE COMPANY LTD	S	40	0	0	88	8	0	5	0	0	10	65	24	51
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	3	89	5	9

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			Actual (7)	Plan (8)											
<b>TOTAL DUBROVNIK</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>13</b>	122
PULA	CROATIA AIRLINES	C	3	0	0	33	0	0	33	33	0	122	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	0	71	10	7
<b>TOTAL PULA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>29</b>	<b>71</b>	<b>10</b>	7
SPLIT	CROATIA AIRLINES	S	18	0	0	78	6	6	11	0	0	24	65	13	17
	EASYJET AIRLINE COMPANY LTD	S	58	0	0	95	0	5	0	0	0	2	79	7	52
<b>TOTAL SPLIT</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>8</b>	69
ZAGREB	CROATIA AIRLINES	S	36	0	0	97	3	0	0	0	0	3	66	16	35
	EASYJET AIRLINE COMPANY LTD	S	46	0	0	96	0	4	0	0	0	3	0	0	0
<b>TOTAL ZAGREB</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>16</b>	35
<b>TOTAL CROATIA</b>			<b>284</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>12</b>	233
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	5	0	0	40	0	20	20	20	0	82	50	109	4
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>82</b>	<b>50</b>	<b>109</b>	4
HAVANA	CUBANA	S	8	0	0	25	38	0	38	0	0	46	29	25	7
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	33	17	33	17	0	0	36	44	92	18
<b>TOTAL HAVANA</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>40</b>	<b>73</b>	25
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	1	50	255	4
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	3	67	118	9
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>62</b>	<b>160</b>	13
SANTA CLARA	THOMSON AIRWAYS LTD	C	7	0	0	71	0	29	0	0	0	12	0	0	0
<b>TOTAL SANTA CLARA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	0
VARADERO	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	3	50	168	8
<b>TOTAL VARADERO</b>			<b>5</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>44</b>	<b>154</b>	16
<b>TOTAL CUBA</b>			<b>57</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>12</b>	<b>16</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>47</b>	<b>117</b>	58
<b>CYPRUS</b>															
LARNACA	EASYJET AIRLINE COMPANY LTD	S	43	0	0	70	26	5	0	0	0	12	43	29	60
	FLY HELLAS	C	3	0	0	33	33	33	0	0	0	16	0	0	0
	MONARCH AIRLINES	S	53	0	0	72	17	9	0	2	0	17	59	18	46
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	11	67	5	3
	STAF	C	3	0	0	67	0	0	0	33	0	72	0	0	0
	THOMAS COOK AIRLINES LTD	C	20	0	0	90	0	5	5	0	0	11	53	62	17
	THOMSON AIRWAYS LTD	C	27	0	0	48	4	26	7	15	0	59	50	32	16
<b>TOTAL LARNACA</b>			<b>151</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>51</b>	<b>29</b>	142
PAPHOS	BRITISH AIRWAYS PLC	S	4	0	0	100	0	0	0	0	0	11	79	7	38
	EASYJET AIRLINE COMPANY LTD	S	98	0	0	81	14	3	2	0	0	9	51	33	116
	MONARCH AIRLINES	S	21	0	0	76	5	5	5	5	5	49	0	0	0
	STAF	C	6	0	0	67	17	17	0	0	0	15	0	0	0
	THOMAS COOK AIRLINES LTD	C	21	0	0	67	10	14	10	0	0	18	67	17	18
	THOMSON AIRWAYS LTD	C	38	0	0	76	13	5	3	3	0	17	64	19	36
<b>TOTAL PAPHOS</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>61</b>	<b>23</b>	225

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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 CYPRUS</b>			<b>339</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>26</b>	<b>367</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	116	0	0	90	6	1	3	1	0	8	58	23	106
<b>TOTAL PRAGUE</b>			<b>116</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>23</b>	<b>106</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>116</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>23</b>	<b>106</b>
<b>DENMARK</b>															
AALBORG	NORWEGIAN AIR SHUTTLE	S	28	0	0	86	0	4	11	0	0	12	88	13	26
<b>TOTAL AALBORG</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>13</b>	<b>26</b>
BILLUND	CIMBER AIR A/S	S	156	0	0	92	5	3	1	0	0	4	94	8	114
<b>TOTAL BILLUND</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>8</b>	<b>114</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	100	0	0	82	7	6	5	0	0	12	50	35	101
	NORWEGIAN AIR SHUTTLE	S	160	0	0	84	13	3	0	0	0	7	83	13	112
<b>TOTAL COPENHAGEN</b>			<b>260</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>23</b>	<b>213</b>
<b>TOTAL DENMARK</b>			<b>444</b>	<b>0</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>77</b>	<b>18</b>	<b>353</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMAS COOK AIRLINES LTD	C	4	0	0	50	0	0	50	0	0	53	78	53	9
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	30	119	10
<b>TOTAL PUERTO PLATA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>88</b>	<b>19</b>
PUNTA CANA	BRITISH AIRWAYS PLC	S	18	0	0	100	0	0	0	0	0	1	83	19	18
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	11	0	0	0	7	25	53	8
	THOMSON AIRWAYS LTD	C	10	0	0	90	0	0	10	0	0	12	45	166	11
<b>TOTAL PUNTA CANA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>59</b>	<b>70</b>	<b>37</b>
SAMANA (EL CATEY)	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	57	73	7
<b>TOTAL SAMANA (EL CATEY)</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>57</b>	<b>73</b>	<b>7</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>61</b>	<b>68</b>	<b>70</b>
<b>EGYPT</b>															
HURGHADA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	89	11	0	0	0	0	5	100	3	18
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	0	2	44	61	16
	THOMSON AIRWAYS LTD	C	8	0	0	50	25	25	0	0	0	15	0	0	0
<b>TOTAL HURGHADA</b>			<b>52</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>62</b>	<b>33</b>	<b>50</b>
LUXOR	EASYJET AIRLINE COMPANY LTD	S	8	0	0	100	0	0	0	0	0	2	0	0	0
	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	4	93	5	14
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	5	75	10	8
<b>TOTAL LUXOR</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>0</b>	<b>3</b>	<b>86</b>	<b>7</b>	<b>22</b>
MARSA ALAM	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	63	16	8
<b>TOTAL MARSA ALAM</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>63</b>	<b>16</b>	<b>8</b>
SHARM EL SHEIKH (OPHIRA)	BRITISH AIRWAYS PLC	S	3	0	0	67	33	0	0	0	0	15	81	7	27
	EASYJET AIRLINE COMPANY LTD	S	36	0	0	78	11	3	8	0	0	14	45	25	33
	MONARCH AIRLINES	C	28	0	0	71	7	4	18	0	0	28	51	26	39

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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)	THOMAS COOK AIRLINES LTD	C	6	0	0	50	17	0	33	0	0	50	61	72	18
	THOMSON AIRWAYS LTD	C	61	0	0	82	7	8	3	0	0	12	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>31</b>	209
TABA	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	18	85	50	20
	THOMSON AIRWAYS LTD	C	9	0	0	44	22	33	0	0	0	19	38	117	8
<b>TOTAL TABA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>27</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>69</b>	<b>28</b>	
<b>TOTAL EGYPT</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>32</b>	325
<b>ESTONIA</b>															
TALLIN	ESTONIAN AIR	S	37	0	0	65	14	8	14	0	0	19	83	9	18
<b>TOTAL TALLIN</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>83</b>	<b>9</b>	18
<b>TOTAL ESTONIA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>83</b>	<b>9</b>	18
<b>FINLAND</b>															
HELSINKI	EASYJET AIRLINE COMPANY LTD	S	44	0	0	73	11	14	2	0	0	12	56	33	54
	NORWEGIAN AIR SHUTTLE	S	34	0	0	26	21	32	21	0	0	48	0	0	0
<b>TOTAL HELSINKI</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>15</b>	<b>22</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>56</b>	<b>33</b>	54
<b>TOTAL FINLAND</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>15</b>	<b>22</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>56</b>	<b>33</b>	54
<b>FRANCE</b>															
AJACCIO	EASYJET AIRLINE COMPANY LTD	S	10	0	0	100	0	0	0	0	0	0	70	33	10
<b>TOTAL AJACCIO</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>70</b>	<b>33</b>	<b>10</b>	
BASTIA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	100	0	0	0	0	0	0	0	30	8
<b>TOTAL BASTIA</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>11</b>	<b>28</b>	<b>9</b>	
BERGERAC	FLYBE LTD	S	25	0	0	96	4	0	0	0	0	2	90	7	10
<b>TOTAL BERGERAC</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>7</b>	<b>10</b>	
BORDEAUX	BRITISH AIRWAYS PLC	S	124	0	0	92	5	2	2	0	0	6	92	6	122
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	79	16	5	0	0	0	7	31	35	62
<b>TOTAL BORDEAUX</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>16</b>	184
FIGARI	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	4	86	4	7
<b>TOTAL FIGARI</b>			<b>7</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>86</b>	<b>4</b>	7
LYON	EASYJET AIRLINE COMPANY LTD	S	116	0	0	78	15	6	0	2	0	12	43	33	108
<b>TOTAL LYON</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>43</b>	<b>33</b>	108
MARSEILLE	BRITISH AIRWAYS PLC	S	182	0	0	73	16	5	6	0	0	12	73	15	140
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	66	21	6	6	0	0	15	24	35	58
<b>TOTAL MARSEILLE</b>			<b>244</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>21</b>	198
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	70	0	0	81	9	7	3	0	0	9	46	37	68
<b>TOTAL MONTPELLIER</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>46</b>	<b>37</b>	68
NANTES	FLYBE LTD	S	108	0	0	91	4	0	6	0	0	7	0	0	0
<b>TOTAL NANTES</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	0
NICE	EASYJET AIRLINE COMPANY LTD	S	241	0	0	79	10	5	4	2	0	12	45	29	200

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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 NICE			241	0	0	79	10	5	4	2	0	12	44	29	202
TOTAL TARBES-LOURDES INTERNATIONAL			2	0	0	100	0	0	0	0	0	6	0	0	0
TOULOUSE (BLAGNAC)	EASYJET AIRLINE COMPANY LTD	S	178	0	0	84	8	6	2	0	0	8	44	36	167
TOTAL TOULOUSE (BLAGNAC)			178	0	0	84	8	6	2	0	0	8	44	36	167
TOTAL FRANCE			1203	1	0	82	10	4	3	0	0	10	53	27	963
GAMBIA															
BANJUL	MONARCH AIRLINES	C	12	0	0	92	8	0	0	0	0	4	0	0	0
TOTAL BANJUL			12	0	0	92	8	0	0	0	0	4	6	72	16
TOTAL GAMBIA			12	0	0	92	8	0	0	0	0	4	6	72	16
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	178	0	0	71	19	6	3	2	0	17	71	21	163
TOTAL BERLIN (SCHONEFELD)			178	0	0	71	19	6	3	2	0	17	71	21	163
COLOGNE BONN	EASYJET AIRLINE COMPANY LTD	S	104	0	0	78	8	8	6	1	0	16	54	34	101
TOTAL COLOGNE BONN			104	0	0	78	8	8	6	1	0	16	54	34	101
DUSSELDORF	EASYJET AIRLINE COMPANY LTD	S	106	0	0	80	9	9	1	0	0	9	50	36	62
TOTAL DUSSELDORF			106	0	0	80	9	9	1	0	0	9	67	23	205
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	104	0	0	76	13	6	6	0	0	13	46	30	98
TOTAL HAMBURG			104	0	0	76	13	6	6	0	0	13	38	45	147
HANOVER	AIR BERLIN	S	116	0	0	94	1	0	3	2	0	9	0	0	0
TOTAL HANOVER			116	0	0	94	1	0	3	2	0	9	0	0	0
MUNICH	EASYJET AIRLINE COMPANY LTD	S	168	0	0	83	11	2	4	0	0	10	53	26	156
TOTAL MUNICH			168	0	0	83	11	2	4	0	0	10	53	26	156
NUREMBERG	AIR BERLIN	S	98	0	0	97	3	0	0	0	0	3	0	0	0
TOTAL NUREMBERG			98	0	0	97	3	0	0	0	0	3	0	0	0
TOTAL GERMANY			874	0	0	82	10	4	3	1	0	11	58	29	772
GIBRALTAR															
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	S	62	0	0	85	2	5	8	0	0	10	45	29	62
TOTAL GIBRALTAR			62	0	0	85	2	5	8	0	0	10	45	29	62
TOTAL GIBRALTAR			62	0	0	85	2	5	8	0	0	10	45	29	62
GREECE															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	106	0	0	81	8	8	3	1	0	12	43	32	116
TOTAL ATHENS			106	0	0	81	8	8	3	1	0	12	43	34	117
CHANIA	EASYJET AIRLINE COMPANY LTD	S	26	0	0	81	19	0	0	0	0	7	38	31	8
	MONARCH AIRLINES	C	10	0	0	70	20	10	0	0	0	11	70	11	10
	THOMSON AIRWAYS LTD	C	9	0	0	56	22	11	11	0	0	21	71	10	7
	TOR AIR	C	4	0	0	50	0	0	50	0	0	55	0	0	0
TOTAL CHANIA			49	0	0	71	18	4	6	0	0	14	59	47	32



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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)										
CORFU	EASYJET AIRLINE COMPANY LTD	S	66	0	0	91	2	3	5	0	0	8	68	28	62
	MONARCH AIRLINES	C	12	0	0	100	0	0	0	0	0	5	67	17	21
	STAF	C	7	0	0	71	0	0	29	0	0	29	0	0	0
	THOMAS COOK AIRLINES LTD	C	12	0	0	100	0	0	0	0	0	1	88	14	17
	THOMSON AIRWAYS LTD	C	27	0	0	89	0	0	7	4	0	23	65	37	26
	TOR AIR	C	4	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL CORFU</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>35</b>	<b>137</b>
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	82	0	1	72	16	9	4	0	0	13	46	29	78
	MONARCH AIRLINES	C	10	0	0	70	10	10	10	0	0	15	79	12	19
	STAF	C	10	0	0	70	10	0	20	0	0	35	0	0	0
	THOMAS COOK AIRLINES LTD	C	20	0	0	85	5	10	0	0	0	6	78	18	23
	THOMSON AIRWAYS LTD	C	27	0	0	78	19	4	0	0	0	9	65	14	20
<b>TOTAL HERAKLION</b>			<b>150</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>30</b>	<b>146</b>
KALAMATA	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	2	78	8	9
	TOR AIR	C	7	0	0	43	0	0	57	0	0	45	0	0	0
<b>TOTAL KALAMATA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>29</b>	<b>24</b>
KAVALA	THOMSON AIRWAYS LTD	C	16	0	0	88	0	0	0	13	0	40	100	1	9
<b>TOTAL KAVALA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>40</b>	<b>100</b>	<b>1</b>	<b>9</b>
KEFALLINIA	MONARCH AIRLINES	C	14	0	0	64	21	14	0	0	0	10	67	11	18
	THOMAS COOK AIRLINES LTD	C	13	0	0	100	0	0	0	0	0	1	82	19	17
	THOMSON AIRWAYS LTD	C	30	0	0	93	7	0	0	0	0	2	83	38	24
	TOR AIR	C	8	0	0	88	13	0	0	0	0	7	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>24</b>	<b>62</b>
KOS	EASYJET AIRLINE COMPANY LTD	S	28	0	0	46	36	7	11	0	0	23	30	78	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	6	38	138	8
	THOMSON AIRWAYS LTD	C	23	0	0	65	9	13	4	9	0	39	70	47	20
	TOR AIR	C	11	0	0	45	18	18	18	0	0	34	0	0	0
<b>TOTAL KOS</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>21</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>41</b>	<b>93</b>	<b>63</b>
LEMNOS	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	2	0	32	3
<b>TOTAL LEMNOS</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>0</b>	<b>27</b>	<b>5</b>
MIKONOS	EASYJET AIRLINE COMPANY LTD	S	22	0	0	86	14	0	0	0	0	5	54	18	24
	THOMSON AIRWAYS LTD	C	7	0	0	86	0	14	0	0	0	5	43	29	7
<b>TOTAL MIKONOS</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>52</b>	<b>21</b>	<b>31</b>
MYTILINI	MONARCH AIRLINES	C	7	0	0	100	0	0	0	0	0	2	86	5	7
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	88	6	8
<b>TOTAL MYTILINI</b>			<b>15</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>87</b>	<b>6</b>	<b>15</b>
PREVEZA	MONARCH AIRLINES	C	18	0	0	83	11	6	0	0	0	6	83	10	18
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	4	40	39	10
	THOMSON AIRWAYS LTD	C	19	0	0	89	5	5	0	0	0	6	29	75	17
	TOR AIR	C	5	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL PREVEZA</b>			<b>52</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>57</b>	<b>37</b>	<b>51</b>
RHODES	EASYJET AIRLINE COMPANY LTD	S	32	0	0	63	19	0	19	0	0	30	56	42	36
	MONARCH AIRLINES	C	7	0	0	71	0	0	29	0	0	33	67	82	9
	STAF	C	9	0	0	44	22	22	11	0	0	23	0	0	0

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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)											
RHODES	THOMAS COOK AIRLINES LTD	C	19	0	0	79	5	11	5	0	0	10	50	29	18
	THOMSON AIRWAYS LTD	C	21	0	0	62	14	10	5	10	0	36	74	33	23
<b>TOTAL RHODES</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>7</b>	<b>13</b>	<b>2</b>	<b>27</b>	<b>62</b>	<b>40</b>	<b>92</b>	
SALONIKA	BRITISH AIRWAYS PLC	S	34	0	0	85	12	3	0	0	0	7	76	13	46
	EASYJET AIRLINE COMPANY LTD	S	38	0	0	87	13	0	0	0	4	67	26	36	
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	1	67	14	3	
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	4	22	75	9	
<b>TOTAL SALONIKA</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>24</b>	<b>94</b>	
SAMOS	THOMSON AIRWAYS LTD	C	7	0	0	86	14	0	0	0	7	100	4	7	
<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>10</b>	<b>78</b>	<b>18</b>	<b>9</b>	
SKIATHOS	MONARCH AIRLINES	C	3	0	0	67	0	33	0	0	17	64	11	11	
	STAF	C	6	1	0	67	0	0	0	33	296	0	0	0	
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	1	67	7	3	
	THOMSON AIRWAYS LTD	C	16	0	0	75	13	0	13	0	17	77	9	13	
	TOR AIR	C	2	0	0	100	0	0	0	0	6	0	0	0	
<b>TOTAL SKIATHOS</b>			<b>30</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>70</b>	<b>69</b>	<b>9</b>	<b>29</b>	
THIRA (SANTORINI)	EASYJET AIRLINE COMPANY LTD	S	20	0	0	80	15	5	0	0	9	54	22	24	
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	0	0	0	14	31	40	69	5	
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	1	100	2	7	
<b>TOTAL THIRA (SANTORINI)</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>14</b>	<b>63</b>	<b>23</b>	<b>41</b>	
VOLOS	MONARCH AIRLINES	C	3	0	0	0	0	67	33	0	55	100	6	3	
	TOR AIR	C	2	0	0	0	100	0	0	0	21	0	0	0	
<b>TOTAL VOLOS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>41</b>	<b>100</b>	<b>6</b>	<b>3</b>	
ZAKINTHOS	EASYJET AIRLINE COMPANY LTD	S	28	0	0	86	11	0	4	0	7	43	37	14	
	MONARCH AIRLINES	C	7	0	0	100	0	0	0	0	0	60	17	20	
	STAF	C	6	0	0	33	0	0	33	0	176	0	0	0	
	THOMAS COOK AIRLINES LTD	C	15	0	0	87	13	0	0	0	4	72	26	18	
	THOMSON AIRWAYS LTD	C	33	0	0	88	0	9	3	0	10	72	20	29	
<b>TOTAL ZAKINTHOS</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>24</b>	<b>82</b>	
<b>TOTAL GREECE</b>			<b>1050</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>16</b>	<b>61</b>	<b>33</b>	<b>1042</b>	
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	19	0	0	100	0	0	0	0	1	67	25	18	
	MONARCH AIRLINES	C	4	0	0	50	25	25	0	0	22	75	88	4	
	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	88	0	13	0	0	8	63	15	8	
<b>TOTAL GRENADA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>31</b>	<b>30</b>	
<b>TOTAL GRENADA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>31</b>	<b>30</b>	
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	13	8	3	0	12	53	19	62	
	MALEV (HUNGARIAN AIRLINES)	S	124	0	0	72	19	9	0	0	11	71	12	114	
<b>TOTAL BUDAPEST</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>14</b>	<b>176</b>	
<b>TOTAL HUNGARY</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>14</b>	<b>176</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)												
<b>ICELAND</b>																
KEFLAVIK	ASTRAEUS LTD	S	69	0	3	55	20	12	4	4	4	53	44	90	54	
TOTAL KEFLAVIK			<b>69</b>	<b>0</b>	<b>3</b>	<b>55</b>	<b>20</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>53</b>	<b>44</b>	<b>90</b>	<b>54</b>	
TOTAL ICELAND			<b>69</b>	<b>0</b>	<b>3</b>	<b>55</b>	<b>20</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>53</b>	<b>44</b>	<b>90</b>	<b>54</b>	
<b>INDIA</b>																
TOTAL GOA			<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>0</b>	<b>0</b>	
TOTAL INDIA			<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>0</b>	<b>0</b>	
<b>IRAQ</b>																
BAGHDAD (GECA)	AL-NASER AIRLINES	S	14	0	0	29	14	29	29	0	0	54	0	0	0	
TOTAL BAGHDAD (GECA)			<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TOTAL IRAQ			<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>IRISH REPUBLIC</b>																
CORK	AER LINGUS	S	60	0	1	75	7	3	15	0	0	23	91	5	94	
	RYANAIR	S	62	0	0	85	6	5	0	3	0	12	93	4	60	
TOTAL CORK			<b>122</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>92</b>	<b>5</b>	<b>154</b>	
DUBLIN	AER LINGUS	S	295	0	0	79	10	6	5	0	0	13	78	10	268	
	CITY JET	C	2	0	0	50	0	50	0	0	0	22	0	0	0	
	RYANAIR	S	276	0	0	91	4	2	1	1	0	8	80	10	232	
TOTAL DUBLIN			<b>573</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>10</b>	<b>500</b>	
IRELAND WEST(KNOCK)	AER LINGUS	S	62	0	0	85	5	3	5	2	0	12	74	13	58	
TOTAL IRELAND WEST(KNOCK)			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>13</b>	<b>58</b>	
SHANNON	AER LINGUS	S	54	0	0	78	2	7	13	0	0	18	0	0	0	
	RYANAIR	S	54	0	0	91	6	4	0	0	0	6	85	18	54	
TOTAL SHANNON			<b>108</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>4</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>18</b>	<b>54</b>	
TOTAL IRISH REPUBLIC			<b>865</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>10</b>	<b>766</b>	
<b>ISLE OF CURACAO NETH.ANTILLES</b>																
ARUBA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	67	49	9	
TOTAL ARUBA			<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>67</b>	<b>49</b>	<b>9</b>	
TOTAL ISLE OF CURACAO NETH.ANTILLES			<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>67</b>	<b>49</b>	<b>9</b>	
<b>ITALY</b>																
ALGHERO/SASSARI	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	2	78	6	9	
TOTAL ALGHERO/SASSARI			<b>7</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>78</b>	<b>6</b>	<b>9</b>	
BARI (PALESE)	BRITISH AIRWAYS PLC	S	26	0	0	96	0	0	4	0	0	5	85	9	26	
TOTAL BARI (PALESE)			<b>26</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>5</b>	<b>85</b>	<b>9</b>	<b>26</b>	
BOLOGNA	BRITISH AIRWAYS PLC	S	149	0	0	86	8	3	3	0	0	8	86	11	175	
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	90	3	3	3	0	0	6	0	0	0	
TOTAL BOLOGNA			<b>211</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>7</b>	<b>86</b>	<b>11</b>	<b>175</b>	
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	S	28	0	0	96	0	4	0	0	0	3	81	7	27	

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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 CAGLIARI (ELMAS)</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>3</b>	<b>81</b>	<b>7</b>	27
<b>CATANIA (FONTANAROSSA)</b>	BRITISH AIRWAYS PLC	S	60	0	0	68	15	13	3	0	0	14	85	13	62
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	3	50	50	8
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>17</b>	70
<b>FLORENCE</b>	MERIDIANA AIR	S	124	0	0	93	4	2	2	0	0	4	62	19	119
<b>TOTAL FLORENCE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>62</b>	<b>19</b>	119
<b>GENOA</b>	BRITISH AIRWAYS PLC	S	62	0	0	82	15	0	3	0	0	10	84	11	62
<b>TOTAL GENOA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>11</b>	62
<b>LAMETIA-TERME</b>	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL LAMETIA-TERME</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>0</b>	<b>0</b>	0
<b>MILAN (LINATE)</b>	EASYJET AIRLINE COMPANY LTD	S	87	0	0	95	1	1	2	0	0	4	33	43	60
<b>TOTAL MILAN (LINATE)</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>33</b>	<b>43</b>	60
<b>MILAN (MALPENSA)</b>	EASYJET AIRLINE COMPANY LTD	S	231	0	0	71	10	9	9	1	0	23	47	36	214
<b>TOTAL MILAN (MALPENSA)</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>47</b>	<b>36</b>	214
<b>NAPLES</b>	BRITISH AIRWAYS PLC	S	182	0	0	87	7	2	4	0	0	8	79	11	186
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	92	6	2	0	0	0	4	80	11	60
	THOMAS COOK AIRLINES LTD	C	2	0	0	0	0	50	50	0	0	47	0	152	2
	THOMSON AIRWAYS LTD	C	26	0	0	73	4	8	8	8	0	38	69	31	26
<b>TOTAL NAPLES</b>			<b>273</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>14</b>	275
<b>OLBIA</b>	EASYJET AIRLINE COMPANY LTD	S	48	0	0	96	4	0	0	0	0	3	29	59	42
<b>TOTAL OLBIA</b>			<b>48</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>29</b>	<b>59</b>	42
<b>PALERMO</b>	EASYJET AIRLINE COMPANY LTD	S	36	0	0	83	11	3	3	0	0	9	46	22	26
<b>TOTAL PALERMO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>46</b>	<b>22</b>	26
<b>PISA</b>	BRITISH AIRWAYS PLC	S	123	0	0	72	7	17	4	0	0	14	97	2	60
	EASYJET AIRLINE COMPANY LTD	S	70	0	0	56	20	13	11	0	0	21	40	40	70
	THOMSON AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	3	86	5	7
<b>TOTAL PISA</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>22</b>	137
<b>ROME (CIAMPINO)</b>	RYANAIR	S	62	0	0	95	0	2	0	3	0	9	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	0
<b>ROME (FIUMICINO)</b>	BRITISH AIRWAYS PLC	S	122	0	0	73	11	11	4	0	0	13	58	18	112
	EASYJET AIRLINE COMPANY LTD	S	228	0	0	78	13	6	3	0	0	10	43	34	160
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	23	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>352</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>49</b>	<b>28</b>	272
<b>TURIN</b>	BRITISH AIRWAYS PLC	S	54	0	0	81	17	2	0	0	0	7	74	9	62
<b>TOTAL TURIN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>10</b>	66
<b>VENICE</b>	BRITISH AIRWAYS PLC	S	184	0	0	73	12	9	5	1	0	16	79	11	190
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	82	9	7	1	1	0	10	53	24	120
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	29	0	0	0
	THOMSON AIRWAYS LTD	C	7	0	0	57	29	0	0	14	0	49	43	51	7
<b>TOTAL VENICE</b>			<b>317</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>17</b>	317
<b>VERONA VILLAFRANCA</b>	BRITISH AIRWAYS PLC	S	98	0	0	69	17	7	4	2	0	20	78	9	119

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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)										
VERONA VILAFRANCA	THOMSON AIRWAYS LTD	C	23	0	0	91	4	4	0	0	0	5	85	20	20
<b>TOTAL VERONA VILAFRANCA</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>13</b>	<b>142</b>
<b>TOTAL ITALY</b>			<b>2320</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>21</b>	<b>2059</b>
<b>JAMAICA</b>															
KINGSTON	BRITISH AIRWAYS PLC	S	18	0	0	100	0	0	0	0	0	4	67	28	24
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	39	50	0	11	0	0	23	35	112	17
<b>TOTAL KINGSTON</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>25</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>62</b>	<b>42</b>
<b>MONTEGO BAY</b>															
	BRITISH AIRWAYS PLC	S	18	0	0	78	11	11	0	0	0	10	70	28	20
	THOMAS COOK AIRLINES LTD	C	6	0	0	67	0	0	33	0	0	42	33	174	9
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	4	38	105	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	67	17	17	0	0	0	14	44	97	18
<b>TOTAL MONTEGO BAY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>51</b>	<b>86</b>	<b>55</b>
<b>TOTAL JAMAICA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>53</b>	<b>75</b>	<b>97</b>
<b>JORDAN</b>															
AMMAN	EASYJET AIRLINE COMPANY LTD	S	28	0	0	79	7	11	4	0	0	11	0	0	0
<b>TOTAL AMMAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
AQABA	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL AQABA</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>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL JORDAN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>KENYA</b>															
MOMBASA	THOMSON AIRWAYS LTD	C	10	0	0	50	40	10	0	0	0	16	67	15	9
<b>TOTAL MOMBASA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>40</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>14</b>	<b>18</b>
<b>TOTAL KENYA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>40</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>14</b>	<b>18</b>
<b>KOSOVO</b>															
PRISTINA	BRITISH AIRWAYS PLC	S	44	0	0	82	11	5	2	0	0	8	74	16	38
<b>TOTAL PRISTINA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>16</b>	<b>39</b>
<b>TOTAL KOSOVO</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>16</b>	<b>39</b>
<b>LATVIA</b>															
RIGA	AIR BALTIC	S	80	0	0	86	11	1	1	0	0	7	83	11	96
<b>TOTAL RIGA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>11</b>	<b>96</b>
<b>TOTAL LATVIA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>11</b>	<b>96</b>
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	43	0	1	93	5	0	2	0	0	5	88	7	56
<b>TOTAL KAUNAS</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>7</b>	<b>56</b>
<b>TOTAL LITHUANIA</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>14</b>	<b>92</b>
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	BRITISH AIRWAYS PLC	S	27	0	0	89	4	4	0	0	4	57	81	7	27
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	5	64	16	11

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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 MALE INTERNATIONAL			37	0	0	89	5	3	0	0	3	43	71	22	48
TOTAL MALDIVE ISLANDS			37	0	0	89	5	3	0	0	3	43	71	22	48
<b>MALTA</b>															
MALTA	AIR MALTA	S	88	0	0	90	8	2	0	0	0	5	90	6	122
	EASYJET AIRLINE COMPANY LTD	S	89	1	0	89	7	1	2	1	0	7	53	27	78
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	0	100	1	7
	THOMSON AIRWAYS LTD	C	9	0	0	56	0	11	33	0	0	32	100	2	8
TOTAL MALTA			195	1	0	88	7	2	3	1	0	7	77	13	217
TOTAL MALTA			195	1	0	88	7	2	3	1	0	7	77	13	217
<b>MEXICO</b>															
CANCUN	BRITISH AIRWAYS PLC	S	25	0	0	76	16	0	8	0	0	19	0	0	0
	THOMAS COOK AIRLINES LTD	C	24	0	0	83	17	0	0	0	0	5	50	137	18
	THOMSON AIRWAYS LTD	C	43	0	0	84	14	0	2	0	0	6	39	103	36
TOTAL CANCUN			92	0	0	82	15	0	3	0	0	9	43	114	54
TOTAL MEXICO			92	0	0	82	15	0	3	0	0	9	50	94	88
<b>MOROCCO</b>															
AGADIR	EASYJET AIRLINE COMPANY LTD	S	18	0	0	83	11	0	0	6	0	22	78	12	18
	THOMSON AIRWAYS LTD	S	18	0	0	83	6	6	6	0	0	8	71	23	17
TOTAL AGADIR			36	0	0	83	8	3	3	3	0	15	75	17	36
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	6	1	0	83	17	0	0	0	0	7	68	25	34
TOTAL CASABLANCA MOHAMED V			6	1	0	83	17	0	0	0	0	7	64	31	36
<b>MARRAKESH</b>															
	BRITISH AIRWAYS PLC	S	28	0	0	100	0	0	0	0	0	2	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	64	0	0	88	3	3	6	0	0	9	76	18	58
	ROYAL AIR MAROC	S	46	0	0	85	9	2	2	2	0	13	67	41	39
	THOMSON AIRWAYS LTD	S	18	0	0	89	0	6	6	0	0	8	0	0	0
TOTAL MARRAKESH			156	0	0	89	4	3	4	1	0	9	72	27	97
TOTAL MOROCCO			198	1	0	88	5	3	4	1	0	10	71	26	169
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	222	0	0	83	9	6	1	0	0	8	87	8	224
	EASYJET AIRLINE COMPANY LTD	S	266	0	0	87	7	3	3	0	0	8	60	24	252
TOTAL AMSTERDAM			488	0	0	85	8	5	2	0	0	8	72	17	476
TOTAL NETHERLANDS			488	0	0	85	8	5	2	0	0	8	71	16	584
<b>NORWAY</b>															
ALESUND	NORWEGIAN AIR SHUTTLE	S	18	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL ALESUND			18	0	0	100	0	0	0	0	0	1	0	0	0
BERGEN	NORWEGIAN AIR SHUTTLE	S	98	0	0	84	14	0	2	0	0	8	87	7	110
	SAS BRAATHENS	S	36	0	0	89	8	3	0	0	0	6	92	5	36
TOTAL BERGEN			134	0	0	85	13	1	1	0	0	7	88	6	146
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	158	0	0	91	6	1	1	0	1	8	87	10	154

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			Actual (7)	Plan (8)											
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>87</b>	<b>10</b>	154
RYGGE	RYANAIR	S	62	0	0	98	2	0	0	0	0	1	0	0	0
<b>TOTAL RYGGE</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>1</b>	<b>0</b>	<b>0</b>	0
STAVANGER	NORWEGIAN AIR SHUTTLE	S	54	0	0	100	0	0	0	0	0	1	94	3	52
<b>TOTAL STAVANGER</b>			<b>54</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>94</b>	<b>3</b>	52
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	28	0	0	75	25	0	0	0	0	7	88	5	26
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>28</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>7</b>	<b>88</b>	<b>5</b>	26
<b>TOTAL NORWAY</b>			<b>454</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>7</b>	396
<b>POLAND</b>															
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	62	0	0	98	0	2	0	0	0	2	79	12	62
<b>TOTAL KRAKOW</b>			<b>62</b>	<b>0</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>79</b>	<b>12</b>	62
<b>TOTAL POLAND</b>			<b>62</b>	<b>0</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>79</b>	<b>12</b>	62
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
AZORES PONTA DELGADA	SATA	S	8	0	0	100	0	0	0	0	0	2	88	12	8
<b>TOTAL AZORES PONTA DELGADA</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>88</b>	<b>12</b>	8
FARO	BRITISH AIRWAYS PLC	S	123	0	1	85	7	4	4	0	0	9	77	16	124
	EASYJET AIRLINE COMPANY LTD	S	257	0	0	89	5	4	2	0	0	6	60	36	237
	MONARCH AIRLINES	S	98	0	0	65	17	7	8	0	2	27	69	27	68
	THOMAS COOK AIRLINES LTD	C	12	0	0	100	0	0	0	0	0	3	60	21	10
	THOMSON AIRWAYS LTD	C	19	0	0	95	0	5	0	0	0	4	73	12	22
<b>TOTAL FARO</b>			<b>509</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>11</b>	<b>67</b>	<b>28</b>	462
LISBON	AIR PORTUGAL	S	44	0	0	98	2	0	0	0	0	1	82	15	44
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	90	8	0	2	0	0	6	34	58	56
<b>TOTAL LISBON</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>55</b>	<b>39</b>	100
OPORTO (PORTUGAL)	AIR PORTUGAL	S	124	0	0	96	3	1	0	0	0	3	89	15	117
	EASYJET AIRLINE COMPANY LTD	S	78	0	0	83	6	1	8	1	0	12	64	18	56
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>203</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>17</b>	174
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>827</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>26</b>	744
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	62	0	0	90	8	2	0	0	0	5	84	11	57
	EASYJET AIRLINE COMPANY LTD	S	42	0	0	83	10	5	2	0	0	8	54	42	28
	THOMSON AIRWAYS LTD	C	18	0	0	83	6	0	0	11	0	36	74	17	19
<b>TOTAL FUNCHAL</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>21</b>	104
PORTO SANTO	THOMSON AIRWAYS LTD	C	9	0	0	56	0	11	11	22	0	59	0	0	0
<b>TOTAL PORTO SANTO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>59</b>	<b>100</b>	<b>12</b>	1
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>21</b>	105
<b>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	BRITISH AIRWAYS PLC	S	18	0	0	89	6	0	6	0	0	8	0	0	0
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	0

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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 RICO			19	0	0	89	5	0	5	0	0	8	0	0	0
QATAR															
DOHA	QATAR AIRWAYS	S	62	0	0	89	8	0	3	0	0	8	86	5	59
TOTAL DOHA			62	0	0	89	8	0	3	0	0	8	86	5	59
TOTAL QATAR			62	0	0	89	8	0	3	0	0	8	86	5	59
REPUBLIC OF MOLDOVA															
CHISINAU (KISHINEV)	AIR MOLDOVA INTERNATIONAL	S	10	0	0	50	30	20	0	0	0	17	63	19	8
TOTAL CHISINAU (KISHINEV)			10	0	0	50	30	20	0	0	0	17	63	19	8
TOTAL REPUBLIC OF MOLDOVA			10	0	0	50	30	20	0	0	0	17	63	19	8
REPUBLIC OF MONTENEGRO															
PODGORICA	MONTENEGRO AIRLINES	S	24	0	0	96	0	4	0	0	0	2	92	4	26
TOTAL PODGORICA			24	0	0	96	0	4	0	0	0	2	92	4	26
TOTAL REPUBLIC OF MONTENEGRO			24	0	0	96	0	4	0	0	0	2	92	4	26
RUSSIA															
ST PETERSBURG	ROSSIYA AIRLINES	S	38	0	0	95	5	0	0	0	0	4	0	0	0
TOTAL ST PETERSBURG			38	0	0	95	5	0	0	0	0	4	0	0	0
TOTAL RUSSIA			38	0	0	95	5	0	0	0	0	4	0	0	0
SAINT KITTS AND NEVIS															
ST KITTS	BRITISH AIRWAYS PLC	S	17	0	1	100	0	0	0	0	0	2	50	64	18
TOTAL ST KITTS			17	0	1	100	0	0	0	0	0	2	50	64	18
TOTAL SAINT KITTS AND NEVIS			17	0	1	100	0	0	0	0	0	2	50	64	18
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	43	0	0	91	2	2	5	0	0	9	72	26	47
TOTAL LJUBLJANA			43	0	0	91	2	2	5	0	0	9	72	26	47
TOTAL SLOVENIA			43	0	0	91	2	2	5	0	0	9	72	26	47
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	222	0	0	82	10	5	3	0	0	9	55	36	222
	MONARCH AIRLINES	S	96	0	0	66	19	14	2	0	0	14	42	40	72
	RYANAIR	S	106	0	0	81	13	4	2	0	0	8	77	15	100
	SWIFTAIR	C	2	0	0	0	0	50	50	0	0	54	0	0	0
	THOMSON AIRWAYS LTD	C	26	0	0	62	15	23	0	0	0	15	69	21	26
TOTAL ALICANTE			452	0	0	77	13	8	2	0	0	10	59	31	420
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	54	0	0	89	9	2	0	0	0	5	59	24	59
TOTAL ALMERIA			55	0	0	89	9	2	0	0	0	5	59	27	66
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	311	0	0	84	9	5	3	0	0	8	52	29	228
	IBERIA	C	4	0	0	50	50	0	0	0	0	11	0	0	0
	IBERWORLD	C	4	0	0	50	0	25	25	0	0	37	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	0	0	50	0	0	41	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)											
BARCELONA	NEOS SPA	C	2	0	0	50	50	0	0	0	0	8	0	0	0
	SPANAIR	C	2	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL BARCELONA</b>			<b>326</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>52</b>	<b>29</b>	228
GERONA	MONARCH AIRLINES	C	2	0	0	0	50	0	50	0	0	48	0	0	0
	RYANAIR	S	2	0	0	0	0	100	0	0	0	37	93	4	58
	THOMSON AIRWAYS LTD	C	11	0	0	91	9	0	0	0	0	4	89	20	9
<b>TOTAL GERONA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>93</b>	<b>6</b>	67
IBIZA	EASYJET AIRLINE COMPANY LTD	S	26	0	0	85	12	0	4	0	0	10	56	30	34
	MONARCH AIRLINES	S	10	0	0	100	0	0	0	0	0	3	75	13	8
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	0	50	0	0	38	100	3	3
	THOMSON AIRWAYS LTD	C	33	1	0	85	6	9	0	0	0	8	78	16	36
<b>TOTAL IBIZA</b>			<b>71</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>19</b>	99
MADRID	AIR EUROPA	S	122	0	0	75	11	7	7	0	0	16	75	17	122
	EASYJET AIRLINE COMPANY LTD	S	284	0	0	64	12	12	9	3	0	27	34	60	209
	IBERIA	C	4	0	0	100	0	0	0	0	0	4	0	0	0
	RYANAIR	S	124	0	0	83	11	2	3	0	0	8	42	39	60
<b>TOTAL MADRID</b>			<b>534</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>48</b>	<b>43</b>	393
MAHON	EASYJET AIRLINE COMPANY LTD	S	47	0	1	89	6	4	0	0	0	6	45	29	40
	MONARCH AIRLINES	S	34	0	0	85	3	9	3	0	0	10	79	11	42
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	1	71	101	17
	THOMSON AIRWAYS LTD	C	39	0	0	72	10	5	3	10	0	34	77	26	43
<b>TOTAL MAHON</b>			<b>129</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>31</b>	142
MALAGA	AER LINGUS	S	180	0	1	76	8	8	7	1	0	15	75	13	172
	BRITISH AIRWAYS PLC	S	211	0	0	70	14	10	6	0	0	15	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	318	0	0	88	8	2	2	1	0	7	54	31	285
	MONARCH AIRLINES	C	2	0	0	0	100	0	0	0	0	16	0	0	0
	MONARCH AIRLINES	S	108	0	1	71	15	9	3	0	2	30	61	38	85
	THOMSON AIRWAYS LTD	C	35	0	0	83	9	3	0	6	0	24	77	10	30
<b>TOTAL MALAGA</b>			<b>854</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>26</b>	572
MURCIA SAN JAVIER	EASYJET AIRLINE COMPANY LTD	S	70	0	0	94	1	3	1	0	0	5	41	49	64
<b>TOTAL MURCIA SAN JAVIER</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>41</b>	<b>49</b>	64
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	199	0	0	82	8	7	3	1	0	12	46	41	182
	MONARCH AIRLINES	S	64	0	0	64	19	16	2	0	0	15	0	0	0
	THOMAS COOK AIRLINES LTD	C	30	0	0	83	7	10	0	0	0	6	31	72	26
	THOMSON AIRWAYS LTD	C	111	1	0	69	14	10	5	0	1	18	69	18	83
<b>TOTAL PALMA DE MALLORCA</b>			<b>404</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>51</b>	<b>37</b>	292
REUS	THOMAS COOK AIRLINES LTD	C	11	0	0	82	18	0	0	0	0	6	90	38	10
	THOMSON AIRWAYS LTD	C	24	0	0	71	13	8	0	8	0	37	87	5	23
<b>TOTAL REUS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>27</b>	<b>88</b>	<b>15</b>	33
SEVILLE	EASYJET AIRLINE COMPANY LTD	S	36	0	0	92	3	0	6	0	0	5	0	0	0
	RYANAIR	S	26	0	0	92	8	0	0	0	0	4	0	0	0
<b>TOTAL SEVILLE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	0
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	124	0	0	90	3	6	2	0	0	7	46	37	110

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			Actual (7)	Plan (8)											
TOTAL VALENCIA			124	0	0	90	3	6	2	0	0	7	46	37	110
ZARAGOZA	SPANAIR	C	2	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL ZARAGOZA			3	0	0	67	0	33	0	0	0	15	0	0	0
TOTAL SPAIN			3134	2	3	79	10	7	4	1	0	13	58	31	2486
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	26	0	0	85	12	4	0	0	0	6	62	26	26
	MONARCH AIRLINES	S	44	1	0	73	16	9	2	0	0	14	35	32	34
	THOMAS COOK AIRLINES LTD	C	12	0	0	92	8	0	0	0	0	3	45	40	11
	THOMSON AIRWAYS LTD	C	26	0	0	73	12	0	15	0	0	24	62	24	26
TOTAL ARRECIFE			108	1	0	78	13	5	5	0	0	13	50	38	105
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	20	0	0	75	20	5	0	0	0	10	72	17	18
	THOMSON AIRWAYS LTD	C	17	0	0	82	0	18	0	0	0	8	89	6	18
TOTAL FUERTEVENTURA			37	0	0	78	11	11	0	0	0	9	80	11	44
LAS PALMAS	EASYJET AIRLINE COMPANY LTD	S	26	0	0	62	15	15	8	0	0	17	25	49	24
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	0	11	0	0	0	6	55	49	20
	THOMSON AIRWAYS LTD	C	34	0	0	62	24	3	9	3	0	25	50	51	30
TOTAL LAS PALMAS			78	0	0	68	15	9	6	1	0	18	44	51	84
SANTA CRUZ DE LA PALMA	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	4	67	37	9
TOTAL SANTA CRUZ DE LA PALMA			10	0	0	90	10	0	0	0	0	4	67	37	9
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	70	0	0	89	9	3	0	0	0	6	43	29	60
	MONARCH AIRLINES	S	77	0	0	75	16	8	1	0	0	10	58	21	64
	THOMAS COOK AIRLINES LTD	C	21	0	0	71	19	10	0	0	0	9	76	11	17
	THOMSON AIRWAYS LTD	C	73	0	0	77	14	4	4	1	0	14	67	17	43
TOTAL TENERIFE (SURREINA SOFIA)			241	0	0	79	13	5	2	0	0	10	57	22	184
TOTAL SPAIN(CANARY ISLANDS)			474	1	0	77	13	6	3	0	0	12	55	31	426
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	70	0	22	7	0	0	18	63	58	27
TOTAL ST LUCIA (HEWANORRA)			27	0	0	70	0	22	7	0	0	18	63	58	27
TOTAL ST LUCIA			27	0	0	70	0	22	7	0	0	18	63	58	27
<b>SWEDEN</b>															
GOTEBORG	EASYJET AIRLINE COMPANY LTD	S	62	0	0	89	10	2	0	0	0	4	0	0	0
TOTAL GOTEBORG			62	0	0	89	10	2	0	0	0	4	0	167	1
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	160	0	0	71	19	9	1	0	0	11	31	27	52
	TOR AIR	C	4	0	0	75	0	0	25	0	0	19	0	0	0
TOTAL STOCKHOLM (ARLANDA)			164	0	0	71	18	9	2	0	0	12	32	56	77
STOCKHOLM (SKAVSTA)	RYANAIR	S	62	0	0	100	0	0	0	0	0	2	66	17	62
TOTAL STOCKHOLM (SKAVSTA)			62	0	0	100	0	0	0	0	0	2	66	17	62
TOTAL SWEDEN			288	0	0	81	13	6	1	0	0	8	48	38	148

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	53	0	0	68	15	8	9	0	0	21	42	42	45
	EASYJET SWITZERLAND	S	62	0	0	89	6	2	2	2	0	10	78	11	58
<b>TOTAL BASLE MULHOUSE</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>25</b>	103
<b>GENEVA</b>															
	EASYJET AIRLINE COMPANY LTD	S	108	0	0	68	14	10	8	0	0	18	24	51	49
	EASYJET SWITZERLAND	S	198	0	0	70	10	12	4	4	0	22	53	26	223
<b>TOTAL GENEVA</b>			<b>307</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>48</b>	<b>30</b>	272
ZURICH	EASYJET AIRLINE COMPANY LTD	S	104	0	0	74	13	8	6	0	0	15	65	16	100
<b>TOTAL ZURICH</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>16</b>	100
<b>TOTAL SWITZERLAND</b>			<b>526</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>26</b>	475
<b>TRINIDAD AND TOBAGO</b>															
PORT OF SPAIN	BRITISH AIRWAYS PLC	S	62	0	0	95	2	0	3	0	0	6	80	25	44
<b>TOTAL PORT OF SPAIN</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>80</b>	<b>25</b>	44
<b>TOBAGO</b>															
	BRITISH AIRWAYS PLC	S	17	0	0	100	0	0	0	0	0	1	87	17	15
	MONARCH AIRLINES	C	4	0	0	25	75	0	0	0	0	19	75	97	4
<b>TOTAL TOBAGO</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>34</b>	19
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>27</b>	63
<b>TUNISIA</b>															
ENFIDHA	THOMAS COOK AIRLINES LTD	C	19	0	0	68	32	0	0	0	0	10	0	0	0
	THOMSON AIRWAYS LTD	C	18	0	0	78	17	6	0	0	0	8	0	0	0
<b>TOTAL ENFIDHA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	0
JERBA	THOMAS COOK AIRLINES LTD	C	7	0	0	86	14	0	0	0	0	4	0	0	0
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL JERBA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>19</b>	2
TUNIS	BRITISH AIRWAYS PLC	S	42	0	0	81	14	5	0	0	0	9	85	14	46
<b>TOTAL TUNIS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>14</b>	46
<b>TOTAL TUNISIA</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>38</b>	90
<b>TURKEY</b>															
ANTALYA	EASYJET AIRLINE COMPANY LTD	S	36	1	0	81	14	0	6	0	0	10	50	93	10
	MONARCH AIRLINES	C	3	0	0	67	33	0	0	0	0	7	50	15	2
	THOMAS COOK AIRLINES LTD	C	71	1	0	72	13	8	3	4	0	22	75	19	51
	THOMSON AIRWAYS LTD	C	28	0	0	71	18	4	0	7	0	23	86	7	28
<b>TOTAL ANTALYA</b>			<b>138</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>20</b>	134
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	26	0	0	77	4	12	8	0	0	18	35	29	26
	MONARCH AIRLINES	S	6	0	0	83	17	0	0	0	0	4	0	0	0
	ONUR AIR	C	18	0	0	78	11	11	0	0	0	9	67	18	27
	PEGASUS AIRLINES	S	2	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	23	0	0	83	4	9	4	0	0	9	74	14	23
	THOMSON AIRWAYS LTD	C	18	0	0	83	11	0	6	0	0	11	60	53	30
<b>TOTAL BODRUM (MILAS)</b>			<b>93</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>54</b>	<b>33</b>	151

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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)										
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	44	0	0	77	11	2	9	0	0	15	37	43	43
	MONARCH AIRLINES	C	56	0	0	84	7	2	4	4	0	16	78	16	59
	ONUR AIR	C	19	0	0	63	16	16	5	0	0	18	60	18	15
	PEGASUS AIRLINES	S	2	0	0	100	0	0	0	0	0	0	84	6	25
	THOMAS COOK AIRLINES LTD	C	77	0	0	87	3	3	5	3	0	13	61	40	80
	THOMSON AIRWAYS LTD	C	74	0	0	85	5	3	7	0	0	14	69	19	52
<b>TOTAL DALAMAN</b>			<b>272</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>33</b>	<b>328</b>
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	36	0	0	89	8	3	0	0	0	5	62	17	50
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>36</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>5</b>	<b>64</b>	<b>17</b>	<b>55</b>
IZMIR (ADNAM MENDERES)	EASYJET AIRLINE COMPANY LTD	S	12	0	0	75	25	0	0	0	0	7	0	0	0
	THOMAS COOK AIRLINES LTD	C	15	0	0	73	13	0	7	7	0	29	50	42	18
	THOMSON AIRWAYS LTD	C	7	0	0	71	14	14	0	0	0	10	62	14	13
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>20</b>	<b>67</b>
<b>TOTAL TURKEY</b>			<b>573</b>	<b>3</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>29</b>	<b>735</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	AEROSVIT AIRLINES	S	44	0	0	61	14	14	11	0	0	22	0	0	0
	UKRAINE INTERNATIONAL AIRLIN	S	62	0	0	69	16	11	3	0	0	17	77	22	62
<b>TOTAL KIEV (BORISPOL)</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>22</b>	<b>62</b>
<b>TOTAL UKRAINE</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>22</b>	<b>62</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	186	0	0	87	12	1	1	0	0	5	75	10	187
<b>TOTAL DUBAI</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>10</b>	<b>187</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>10</b>	<b>187</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	FLYBE LTD	S	158	0	3	92	4	1	3	1	0	6	81	10	160
<b>TOTAL ABERDEEN</b>			<b>158</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>10</b>	<b>160</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	272	0	0	95	2	1	1	0	0	4	91	5	207
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>272</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>5</b>	<b>207</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	232	0	0	89	7	2	3	0	0	6	58	28	200
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>58</b>	<b>28</b>	<b>202</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	235	0	1	89	6	5	1	0	0	6	80	10	239
	EASYJET AIRLINE COMPANY LTD	S	220	0	0	77	11	5	5	2	0	17	46	32	216
<b>TOTAL EDINBURGH</b>			<b>455</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>20</b>	<b>455</b>
GLASGOW	BRITISH AIRWAYS PLC	S	230	0	0	85	8	6	1	0	0	7	86	8	229
	EASYJET AIRLINE COMPANY LTD	S	162	0	0	79	10	7	4	0	0	10	58	22	154
<b>TOTAL GLASGOW</b>			<b>392</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>8</b>	<b>75</b>	<b>13</b>	<b>383</b>
GUERNSEY	AURIGNY AIR SERVICES	S	346	0	0	94	2	2	2	0	0	5	95	3	292
	FLYBE LTD	S	288	0	0	98	1	0	1	0	0	2	97	3	328
<b>TOTAL GUERNSEY</b>			<b>634</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>96</b>	<b>3</b>	<b>620</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	66	0	0	59	30	8	0	3	0	19	48	36	58

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				Actual (7)	Plan (8)										
INVERNESS	FLYBE LTD	S	175	0	1	90	5	2	3	0	0	7	88	11	170
<b>TOTAL INVERNESS</b>			<b>241</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>17</b>	<b>228</b>
ISLE OF MAN	FLYBE LTD	S	228	0	0	95	4	1	1	0	0	3	96	2	206
<b>TOTAL ISLE OF MAN</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>96</b>	<b>2</b>	<b>206</b>
JERSEY	BRITISH AIRWAYS PLC	S	301	0	0	85	8	4	2	0	0	8	93	4	346
	FLYBE LTD	S	327	0	1	95	1	1	2	0	0	5	92	5	374
<b>TOTAL JERSEY</b>			<b>628</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>4</b>	<b>721</b>
MANCHESTER	BRITISH AIRWAYS PLC	S	243	0	2	84	9	5	2	0	0	8	91	7	298
<b>TOTAL MANCHESTER</b>			<b>244</b>	<b>6</b>	<b>3</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>8</b>	<b>311</b>
NEWCASTLE	FLYBE LTD	S	178	0	0	92	5	0	3	1	0	6	95	4	196
<b>TOTAL NEWCASTLE</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>4</b>	<b>196</b>
NEWQUAY	FLYBE LTD	S	168	0	0	93	1	0	5	0	0	8	91	8	163
<b>TOTAL NEWQUAY</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>5</b>	<b>253</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3832</b>	<b>11</b>	<b>11</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>9</b>	<b>4232</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	62	0	0	87	3	8	2	0	0	7	46	62	57
<b>TOTAL ATLANTA</b>			<b>62</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>46</b>	<b>62</b>	<b>57</b>
CHARLOTTE	US AIRWAYS	S	60	0	2	57	12	7	8	7	10	76	48	66	58
<b>TOTAL CHARLOTTE</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>12</b>	<b>7</b>	<b>8</b>	<b>7</b>	<b>10</b>	<b>76</b>	<b>48</b>	<b>66</b>	<b>58</b>
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	63	8	21	6	2	0	24	42	106	62
<b>TOTAL LAS VEGAS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>8</b>	<b>21</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>42</b>	<b>106</b>	<b>62</b>
MINNEAPOLIS-ST PAUL	SUN COUNTRY AIRLINES INC	S	2	0	0	50	50	0	0	0	0	16	0	0	0
<b>TOTAL MINNEAPOLIS-ST PAUL</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>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
ORLANDO	BRITISH AIRWAYS PLC	S	62	0	0	84	10	5	2	0	0	9	63	35	78
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	73	15	8	3	2	0	14	46	84	111
<b>TOTAL ORLANDO</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>64</b>	<b>189</b>
SANFORD	MONARCH AIRLINES	C	11	0	0	73	18	0	9	0	0	14	58	169	12
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	20	0	0	0	10	67	35	9
	THOMSON AIRWAYS LTD	C	25	0	0	64	16	12	8	0	0	15	63	71	27
<b>TOTAL SANFORD</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>89</b>	<b>48</b>
TAMPA	BRITISH AIRWAYS PLC	S	62	0	0	79	11	6	3	0	0	10	65	32	46
<b>TOTAL TAMPA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>32</b>	<b>46</b>
<b>TOTAL USA</b>			<b>480</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>52</b>	<b>69</b>	<b>460</b>
<b>ZIMBABWE</b>															
HARARE	AIR ZIMBABWE	S	14	0	8	0	14	7	79	0	0	84	61	37	18
<b>TOTAL HARARE</b>			<b>14</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>61</b>	<b>37</b>	<b>18</b>
<b>TOTAL ZIMBABWE</b>			<b>14</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>61</b>	<b>37</b>	<b>18</b>
<b>TOTAL GATWICK</b>			<b>21855</b>	<b>26</b>	<b>33</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>23</b>	<b>20798</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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>BULGARIA</b>															
BURGAS	BH AIR	C	8	0	0	38	38	0	0	0	25	136	60	17	10
	THOMAS COOK AIRLINES LTD	C	5	0	0	60	40	0	0	0	0	12	20	28	5
	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	2	100	2	3
<b>TOTAL BURGAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>56</b>	<b>18</b>	<b>18</b>
<b>TOTAL BULGARIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>56</b>	<b>18</b>	<b>18</b>
<b>CANADA</b>															
CALGARY	THOMAS COOK AIRLINES LTD	S	8	0	0	88	13	0	0	0	0	5	50	161	6
<b>TOTAL CALGARY</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>5</b>	<b>50</b>	<b>161</b>	<b>6</b>
TORONTO	AIR TRANSAT	S	42	0	0	79	12	5	5	0	0	11	60	14	5
<b>TOTAL TORONTO</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>53</b>	<b>60</b>	<b>49</b>
VANCOUVER	THOMAS COOK AIRLINES LTD	S	8	0	0	38	38	25	0	0	0	20	71	70	7
<b>TOTAL VANCOUVER</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>70</b>	<b>7</b>
<b>TOTAL CANADA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>53</b>	<b>70</b>	<b>64</b>
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	9	0	0	78	22	0	0	0	0	12	0	0	0
<b>TOTAL BOA VISTA (RABIL)</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>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CAPE VERDE ISLANDS</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>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	25	13	0	0	33	71	61	7
	THOMSON AIRWAYS LTD	C	10	0	0	50	30	20	0	0	0	18	50	12	10
<b>TOTAL LARNACA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>59</b>	<b>32</b>	<b>17</b>
PAPHOS	JET2.COM LTD	S	18	0	0	33	44	22	0	0	0	23	0	0	0
	THOMAS COOK AIRLINES LTD	C	15	0	0	73	7	20	0	0	0	13	50	20	16
<b>TOTAL PAPHOS</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>27</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>16</b>	<b>26</b>
<b>TOTAL CYPRUS</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>58</b>	<b>22</b>	<b>43</b>
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	56	0	0	93	2	5	0	0	0	3	96	3	48
<b>TOTAL COPENHAGEN</b>			<b>56</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>96</b>	<b>3</b>	<b>48</b>
<b>TOTAL DENMARK</b>			<b>56</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>96</b>	<b>3</b>	<b>48</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMSON AIRWAYS LTD	C	3	0	0	67	0	0	33	0	0	44	56	70	9
<b>TOTAL PUERTO PLATA</b>			<b>3</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>44</b>	<b>67</b>	<b>50</b>	<b>15</b>
PUNTA CANA	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL PUNTA CANA</b>			<b>3</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 DOMINICAN REPUBLIC</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>67</b>	<b>50</b>	<b>15</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)												
<b>EGYPT</b>																
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	12	0	0	75	17	8	0	0	0	8	41	42	17	
	THOMSON AIRWAYS LTD	C	16	0	0	81	6	0	0	13	0	30	0	0	0	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>20</b>	<b>38</b>	<b>49</b>	<b>32</b>	
<b>TOTAL EGYPT</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>20</b>	<b>38</b>	<b>49</b>	<b>32</b>	
<b>FRANCE</b>																
NICE	JET2.COM LTD	S	16	0	1	19	31	25	19	6	0	53	0	0	0	
<b>TOTAL NICE</b>			<b>16</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>31</b>	<b>25</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	52	1	0	62	13	19	4	2	0	22	50	19	48	
	FLYBE LTD	S	60	0	0	93	5	2	0	0	0	4	86	17	56	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>112</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>18</b>	<b>104</b>	
<b>TOTAL FRANCE</b>			<b>128</b>	<b>2</b>	<b>1</b>	<b>71</b>	<b>12</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>18</b>	<b>106</b>	
<b>GERMANY</b>																
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	52	0	0	71	17	6	4	2	0	17	52	30	58	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>52</b>	<b>30</b>	<b>58</b>	
FRANKFURT MAIN	FLYBE LTD	S	52	0	2	92	2	2	4	0	0	6	0	0	0	
<b>TOTAL FRANKFURT MAIN</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>104</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>49</b>	<b>31</b>	<b>61</b>	
<b>GREECE</b>																
CORFU	THOMAS COOK AIRLINES LTD	C	9	0	0	78	22	0	0	0	0	8	33	15	9	
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	1	8	
<b>TOTAL CORFU</b>			<b>17</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>5</b>	<b>65</b>	<b>9</b>	<b>17</b>	
HERAKLION	FLY HELLAS	C	2	0	0	0	50	50	0	0	0	30	0	0	0	
	THOMAS COOK AIRLINES LTD	C	13	0	0	92	0	0	8	0	0	9	67	39	15	
	THOMSON AIRWAYS LTD	C	7	0	0	86	0	0	0	0	14	55	43	60	7	
<b>TOTAL HERAKLION</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>26</b>	<b>59</b>	<b>46</b>	<b>22</b>	
KOS	THOMAS COOK AIRLINES LTD	C	7	0	0	43	29	0	29	0	0	27	14	181	7	
<b>TOTAL KOS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>29</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>14</b>	<b>181</b>	<b>7</b>	
RHODES	THOMAS COOK AIRLINES LTD	C	7	0	0	43	14	14	14	14	0	53	67	13	6	
	THOMSON AIRWAYS LTD	C	7	0	0	71	0	0	0	29	0	59	33	38	6	
<b>TOTAL RHODES</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>21</b>	<b>0</b>	<b>56</b>	<b>50</b>	<b>25</b>	<b>12</b>	
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	9	0	0	44	56	0	0	0	0	14	56	12	9	
	THOMSON AIRWAYS LTD	C	9	0	0	78	22	0	0	0	0	8	50	25	8	
<b>TOTAL ZAKINTHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>53</b>	<b>18</b>	<b>17</b>	
<b>TOTAL GREECE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>23</b>	<b>53</b>	<b>40</b>	<b>75</b>	
<b>ICELAND</b>																
KEFLAVIK	ICELANDAIR	S	42	0	0	76	12	2	10	0	0	18	53	36	32	
<b>TOTAL KEFLAVIK</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>53</b>	<b>36</b>	<b>32</b>	

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				Actual (7)	Plan (8)										
TOTAL ICELAND			42	0	0	76	12	2	10	0	0	18	53	36	32
IRISH REPUBLIC															
CORK	AER ARANN	S	44	0	0	82	9	9	0	0	0	7	0	0	0
TOTAL CORK			44	0	0	82	9	9	0	0	0	7	87	10	52
DONEGAL	AER ARANN	S	26	0	0	46	12	27	8	8	0	36	71	12	24
TOTAL DONEGAL			26	0	0	46	12	27	8	8	0	36	71	12	24
DUBLIN	AER ARANN	S	232	0	0	89	3	3	4	0	0	8	0	0	0
	FLYBE LTD	C	3	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL DUBLIN			235	1	0	89	3	3	4	0	0	8	88	6	206
SHANNON	AER ARANN	S	22	0	0	77	14	0	9	0	0	11	0	0	0
TOTAL SHANNON			22	0	0	77	14	0	9	0	0	11	0	0	0
TOTAL IRISH REPUBLIC			327	1	0	84	5	6	4	1	0	10	87	7	282
ITALY															
NAPLES	BA CITYFLYER LTD	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	THOMSON AIRWAYS LTD	C	7	0	0	71	29	0	0	0	0	14	86	5	7
TOTAL NAPLES			9	0	0	78	22	0	0	0	0	11	86	5	7
VERONA VILLAFRANCA	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	0	25	0	59	100	1	10
TOTAL VERONA VILLAFRANCA			8	0	0	75	0	0	0	25	0	59	100	1	10
TOTAL ITALY			18	0	0	78	11	0	0	11	0	32	89	4	18
MALTA															
MALTA	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	9	75	11	8
TOTAL MALTA			8	0	0	75	25	0	0	0	0	9	75	11	8
TOTAL MALTA			8	0	0	75	25	0	0	0	0	9	75	11	8
MEXICO															
CANCUN	THOMAS COOK AIRLINES LTD	C	7	0	0	71	14	0	14	0	0	15	63	24	8
	THOMSON AIRWAYS LTD	C	9	0	0	67	0	0	11	22	0	83	17	68	6
TOTAL CANCUN			16	0	0	69	6	0	13	13	0	53	43	43	14
TOTAL MEXICO			16	0	0	69	6	0	13	13	0	53	43	43	14
NETHERLANDS															
AMSTERDAM	KLM	S	119	1	14	93	4	1	2	0	0	5	83	9	113
	KLM CITYHOPPER	S	177	0	0	92	5	2	1	0	0	6	92	6	108
TOTAL AMSTERDAM			296	1	14	93	4	2	1	0	0	6	87	7	221
TOTAL NETHERLANDS			296	1	14	93	4	2	1	0	0	6	87	7	221
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	16	0	0	75	0	0	25	0	0	26	79	9	14
	JET2.COM LTD	S	28	0	0	86	11	0	0	0	4	24	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	7	40	72	10
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	20	57	60	7



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			Actual (7)	Plan (8)											
<b>TOTAL FARO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>64</b>	<b>35</b>	<b>42</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>64</b>	<b>35</b>	<b>42</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	2	90	5	10
<b>TOTAL FUNCHAL</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>2</b>	<b>90</b>	<b>5</b>	<b>10</b>
<b>TOTAL PORTUGAL(MADEIRA)</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>2</b>	<b>90</b>	<b>5</b>	<b>10</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	BA CITYFLYER LTD	C	6	0	0	67	33	0	0	0	0	13	17	42	6
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	87	8	5	0	0	0	6	64	20	56
	JET2.COM LTD	S	35	0	0	34	20	31	11	3	0	36	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	19	13	0	0	0	11	78	21	18
	THOMSON AIRWAYS LTD	C	9	0	0	78	22	0	0	0	0	9	42	97	12
<b>TOTAL ALICANTE</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>32</b>	<b>92</b>
<b>IBIZA</b>	BA CITYFLYER LTD	C	9	0	0	78	22	0	0	0	0	8	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	0	0	25	133	57	12	7
	THOMSON AIRWAYS LTD	C	14	0	0	57	0	0	29	14	0	66	38	31	16
<b>TOTAL IBIZA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>66</b>	<b>43</b>	<b>25</b>	<b>23</b>
<b>MAHON</b>	BA CITYFLYER LTD	C	7	0	0	100	0	0	0	0	0	3	0	0	0
	THOMAS COOK AIRLINES LTD	C	13	0	0	92	8	0	0	0	0	4	56	33	18
<b>TOTAL MAHON</b>			<b>20</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>4</b>	<b>56</b>	<b>30</b>	<b>25</b>
<b>MALAGA</b>	BA CITYFLYER LTD	C	10	0	0	60	20	20	0	0	0	15	44	47	9
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	87	5	7	2	0	0	8	61	22	57
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	13	63	12	8
<b>TOTAL MALAGA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>24</b>	<b>75</b>
<b>PALMA DE MALLORCA</b>	BA CITYFLYER LTD	C	4	0	0	50	25	0	25	0	0	24	36	42	11
	EASYJET AIRLINE COMPANY LTD	S	16	0	0	88	13	0	0	0	0	4	60	66	10
	JET2.COM LTD	S	40	0	0	53	15	23	10	0	0	27	0	0	0
	THOMAS COOK AIRLINES LTD	C	43	0	0	65	12	14	7	0	2	31	49	40	45
	THOMSON AIRWAYS LTD	C	24	0	0	58	33	0	8	0	0	20	33	43	27
<b>TOTAL PALMA DE MALLORCA</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>44</b>	<b>44</b>	<b>93</b>
<b>REUS</b>	BMI BRITISH MIDLAND	C	8	0	0	75	13	0	13	0	0	18	78	206	9
	THOMAS COOK AIRLINES LTD	C	23	0	0	61	13	17	9	0	0	20	67	16	18
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	5	71	54	7
<b>TOTAL REUS</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>74</b>	<b>34</b>
<b>TOTAL SPAIN</b>			<b>421</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>56</b>	<b>37</b>	<b>342</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	THOMAS COOK AIRLINES LTD	C	17	0	0	100	0	0	0	0	0	2	53	24	17
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	11	38	70	8
<b>TOTAL ARRECIFE</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>48</b>	<b>39</b>	<b>25</b>
<b>FUERTEVENTURA</b>	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	13	13	0	0	14	44	44	9
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>44</b>	<b>44</b>	<b>9</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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)											
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	0	5	73	28	11
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	3	60	17	10
<b>TOTAL LAS PALMAS</b>			<b>19</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>4</b>	<b>67</b>	<b>22</b>	<b>21</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	17	0	0	47	18	24	12	0	0	25	0	0	0
	THOMAS COOK AIRLINES LTD	C	32	0	0	50	16	13	13	6	3	65	50	43	34
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	7	67	21	9
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>14</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>45</b>	<b>53</b>	<b>38</b>	<b>43</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>54</b>	<b>35</b>	<b>98</b>
<b>TUNISIA</b>															
MONASTIR	THOMAS COOK AIRLINES LTD	C	2	0	0	0	0	50	50	0	0	67	18	30	17
<b>TOTAL MONASTIR</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>25</b>	<b>27</b>
<b>TOTAL TUNISIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>25</b>	<b>27</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	34	0	0	65	18	12	0	6	0	25	67	78	33
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	0	0	0	13	52	50	37	8
<b>TOTAL ANTALYA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>30</b>	<b>63</b>	<b>70</b>	<b>41</b>
BODRUM (MILAS)	ONUR AIR	C	5	0	0	40	0	0	20	0	40	276	40	43	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	25	0	13	0	0	21	33	98	9
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	75	12	8
<b>TOTAL BODRUM (MILAS)</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>48</b>	<b>52</b>	<b>27</b>
DALAMAN	JET2.COM LTD	S	14	0	0	50	7	7	36	0	0	38	0	0	0
	ONUR AIR	C	14	0	0	36	21	14	14	0	14	85	16	86	19
	THOMAS COOK AIRLINES LTD	C	48	0	0	75	17	0	8	0	0	16	65	30	51
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	3	59	31	17
<b>TOTAL DALAMAN</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>53</b>	<b>42</b>	<b>87</b>
<b>TOTAL TURKEY</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>34</b>	<b>55</b>	<b>51</b>	<b>155</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	60	0	0	57	13	23	7	0	0	19	47	19	60
<b>TOTAL DUBAI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>13</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>47</b>	<b>19</b>	<b>60</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>13</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>47</b>	<b>19</b>	<b>60</b>
<b>UNITED KINGDOM</b>															
BARRA	LOGANAIR	S	62	0	0	66	11	15	8	0	0	18	89	9	81
<b>TOTAL BARRA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>11</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>89</b>	<b>9</b>	<b>81</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	218	0	6	94	2	2	2	0	0	4	94	3	190
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>218</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>3</b>	<b>190</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	200	0	0	87	9	4	1	0	0	5	85	11	176
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>200</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>5</b>	<b>85</b>	<b>11</b>	<b>176</b>
BENBECULA	LOGANAIR	S	102	2	0	91	2	4	3	0	0	6	90	13	106
<b>TOTAL BENBECULA</b>			<b>102</b>	<b>2</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>13</b>	<b>106</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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)											
BIRMINGHAM	FLYBE LTD	S	319	0	11	86	7	3	4	0	0	9	85	12	322
<b>TOTAL BIRMINGHAM</b>			<b>319</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>12</b>	<b>322</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	154	0	0	80	15	3	2	0	0	7	68	13	146
<b>TOTAL BRISTOL</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>13</b>	<b>146</b>
CAMPBELTOWN	LOGANAIR	S	78	0	0	88	4	6	1	0	0	5	95	3	74
<b>TOTAL CAMPBELTOWN</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>3</b>	<b>74</b>
CARDIFF WALES	FLYBE LTD	S	34	0	0	88	6	0	6	0	0	9	83	23	36
<b>TOTAL CARDIFF WALES</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>9</b>	<b>83</b>	<b>23</b>	<b>36</b>
EAST MIDLANDS INTERNATIONAL	BMIBABY LTD	S	108	1	2	87	6	3	5	0	0	9	84	8	92
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>108</b>	<b>1</b>	<b>2</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>8</b>	<b>92</b>
EXETER	FLYBE LTD	S	52	0	0	92	4	0	4	0	0	6	79	12	58
<b>TOTAL EXETER</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>12</b>	<b>58</b>
GATWICK	BRITISH AIRWAYS PLC	S	230	0	0	87	6	7	1	0	0	7	83	10	228
	EASYJET AIRLINE COMPANY LTD	S	162	0	0	81	8	7	4	0	0	9	62	21	154
	THOMAS COOK AIRLINES LTD	S	7	0	1	86	14	0	0	0	0	9	75	48	4
<b>TOTAL GATWICK</b>			<b>399</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>15</b>	<b>387</b>
HEATHROW	BRITISH AIRWAYS PLC	S	444	2	3	78	13	5	3	1	0	12	82	9	324
<b>TOTAL HEATHROW</b>			<b>444</b>	<b>5</b>	<b>3</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>8</b>	<b>684</b>
ISLAY	LOGANAIR	S	104	0	0	95	3	2	0	0	0	3	93	5	94
<b>TOTAL ISLAY</b>			<b>104</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>93</b>	<b>5</b>	<b>94</b>
ISLE OF MAN	LOGANAIR	S	58	0	0	86	5	5	3	0	0	7	86	10	51
<b>TOTAL ISLE OF MAN</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>10</b>	<b>51</b>
JERSEY	FLYBE LTD	S	14	0	0	79	21	0	0	0	0	9	59	29	22
<b>TOTAL JERSEY</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>59</b>	<b>29</b>	<b>22</b>
KIRKWALL	LOGANAIR	S	60	1	0	92	7	0	0	2	0	7	88	8	57
<b>TOTAL KIRKWALL</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>8</b>	<b>57</b>
LEEDS BRADFORD	BMI REGIONAL	S	76	0	0	95	4	1	0	0	0	2	99	1	70
<b>TOTAL LEEDS BRADFORD</b>			<b>76</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>2</b>	<b>99</b>	<b>1</b>	<b>70</b>
LONDON CITY	BA CITYFLYER LTD	S	202	0	0	90	2	2	4	1	0	9	76	18	153
<b>TOTAL LONDON CITY</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>18</b>	<b>153</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	190	0	0	76	13	7	2	1	1	13	69	16	178
<b>TOTAL LUTON</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>69</b>	<b>16</b>	<b>178</b>
MANCHESTER	FLYBE LTD	S	126	0	6	88	6	6	0	0	0	6	89	6	171
<b>TOTAL MANCHESTER</b>			<b>126</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>173</b>
PLYMOUTH	AIR SOUTHWEST	S	52	0	1	85	8	4	4	0	0	8	83	12	58
<b>TOTAL PLYMOUTH</b>			<b>52</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>12</b>	<b>58</b>
SOUTHAMPTON	FLYBE LTD	S	218	0	6	84	9	4	3	0	0	8	84	8	250
<b>TOTAL SOUTHAMPTON</b>			<b>218</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>8</b>	<b>250</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	224	0	0	92	4	4	1	0	0	4	78	15	216

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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 STANSTED</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>15</b>	216
STORNOWAY	LOGANAIR	S	200	0	0	95	3	2	1	0	0	3	87	8	182
<b>TOTAL STORNOWAY</b>			<b>200</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>87</b>	<b>8</b>	182
SUMBURGH	LOGANAIR	S	60	4	0	92	3	3	2	0	0	5	86	13	58
<b>TOTAL SUMBURGH</b>			<b>60</b>	<b>4</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>13</b>	58
TIREE	LOGANAIR	S	48	1	0	75	8	4	8	4	0	24	76	25	50
<b>TOTAL TIREE</b>			<b>48</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>76</b>	<b>25</b>	50
<b>TOTAL UNITED KINGDOM</b>			<b>3802</b>	<b>15</b>	<b>36</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>11</b>	3964
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	60	0	0	93	3	2	2	0	0	4	43	38	53
<b>TOTAL NEW YORK (NEWARK)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>42</b>	<b>39</b>	55
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	11	0	0	82	9	9	0	0	0	6	0	0	0
<b>TOTAL ORLANDO</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	0
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	48	0	0	75	8	10	6	0	0	14	71	23	28
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>23</b>	28
SANFORD	THOMAS COOK AIRLINES LTD	C	14	0	0	79	7	0	7	0	7	44	75	28	8
	THOMSON AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	7	22	114	9
<b>TOTAL SANFORD</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>32</b>	<b>47</b>	<b>73</b>	17
<b>TOTAL USA</b>			<b>140</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>51</b>	<b>40</b>	100
<b>TOTAL GLASGOW</b>			<b>6002</b>	<b>25</b>	<b>53</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>16</b>	5856

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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	50	17	22	7	4	0	32	56	24	36
	BRITISH AIRWAYS PLC	S	62	0	0	84	13	0	3	0	0	8	88	6	60
<b>TOTAL ALGIERS</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>13</b>	<b>96</b>
<b>TOTAL ALGERIA</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>13</b>	<b>96</b>
<b>ANGOLA</b>															
LUANDA	BRITISH AIRWAYS PLC	S	18	0	0	89	6	6	0	0	0	6	94	2	17
<b>TOTAL LUANDA</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>6</b>	<b>94</b>	<b>2</b>	<b>17</b>
<b>TOTAL ANGOLA</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>6</b>	<b>94</b>	<b>2</b>	<b>17</b>
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	62	0	0	92	3	5	0	0	0	3	76	14	62
<b>TOTAL BUENOS AIRES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>14</b>	<b>62</b>
<b>TOTAL ARGENTINA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>14</b>	<b>62</b>
<b>ARMENIA</b>															
YEREVAN	BMI BRITISH MIDLAND	S	35	0	0	80	6	11	3	0	0	11	83	14	35
<b>TOTAL YEREVAN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>14</b>	<b>35</b>
<b>TOTAL ARMENIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>14</b>	<b>35</b>
<b>AUSTRALIA</b>															
MELBOURNE	QANTAS	S	116	0	1	80	4	5	7	3	0	19	78	28	101
<b>TOTAL MELBOURNE</b>			<b>116</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>28</b>	<b>101</b>
SYDNEY	BRITISH AIRWAYS PLC	S	104	0	0	84	9	6	2	0	0	10	69	16	87
	QANTAS	S	110	0	1	80	8	6	5	1	0	15	78	25	112
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	85	11	2	2	0	0	6	84	14	62
<b>TOTAL SYDNEY</b>			<b>276</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>19</b>	<b>261</b>
<b>TOTAL AUSTRALIA</b>			<b>392</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>22</b>	<b>362</b>
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	186	0	0	78	14	3	5	0	0	13	84	8	186
	BMI BRITISH MIDLAND	S	124	0	0	83	10	5	2	0	0	9	79	12	126
	BRITISH AIRWAYS PLC	S	248	0	0	88	8	2	2	0	0	6	74	14	193
<b>TOTAL VIENNA</b>			<b>558</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>11</b>	<b>505</b>
<b>TOTAL AUSTRIA</b>			<b>558</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>11</b>	<b>509</b>
<b>AZERBAIJAN</b>															
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	26	0	0	96	0	4	0	0	0	3	73	18	26
	BMI BRITISH MIDLAND	S	27	0	0	93	4	4	0	0	0	4	92	4	24
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>11</b>	<b>50</b>
<b>TOTAL AZERBAIJAN</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>11</b>	<b>50</b>
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	124	0	0	81	11	4	2	1	0	10	86	9	122

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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 BAHRAIN			124	0	0	81	11	4	2	1	0	10	86	9	122
TOTAL BAHRAIN			124	0	0	81	11	4	2	1	0	10	86	9	122
<b>BANGLADESH</b>															
DHAKHA	BIMAN BANGLADESH AIRLINES	S	42	0	0	86	7	2	0	5	0	17	68	28	40
TOTAL DHAKHA			42	0	0	86	7	2	0	5	0	17	68	28	40
TOTAL BANGLADESH			42	0	0	86	7	2	0	5	0	17	68	28	40
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	342	0	0	83	8	6	2	1	0	10	87	5	279
	BRUSSELS AIRLINES	S	220	0	0	82	9	5	5	0	0	9	86	6	215
TOTAL BRUSSELS			562	0	0	83	8	5	3	1	0	9	86	6	494
TOTAL BELGIUM			562	0	0	83	8	5	3	1	0	9	86	6	494
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	27	0	0	89	0	7	4	0	0	11	74	13	27
	TAM LINHAS AEREAS	S	28	0	0	89	4	4	4	0	0	6	0	0	0
TOTAL RIO DE JANEIRO (GALEAO)			55	0	0	89	2	5	4	0	0	8	74	13	27
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	62	0	0	89	3	5	3	0	0	7	0	0	0
	TAM LINHAS AEREAS	S	62	0	0	94	6	0	0	0	0	3	84	7	62
TOTAL SAO PAULO (GUARULHOS)			124	0	0	91	5	2	2	0	0	5	84	7	62
TOTAL BRAZIL			179	0	0	91	4	3	2	0	0	6	81	9	89
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	62	0	0	65	18	13	2	3	0	21	83	9	60
TOTAL BANDAR SERI BEGAWAN			62	0	0	65	18	13	2	3	0	21	83	9	60
TOTAL BRUNEI			62	0	0	65	18	13	2	3	0	21	83	9	60
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	71	0	0	83	14	0	3	0	0	7	89	4	70
	BULGARIA AIR	S	44	0	0	61	27	9	2	0	0	15	80	10	46
TOTAL SOFIA			115	0	0	75	19	3	3	0	0	10	85	6	116
TOTAL BULGARIA			115	0	0	75	19	3	3	0	0	10	85	6	116
<b>CANADA</b>															
CALGARY	AIR CANADA	S	62	0	0	69	15	10	3	2	2	24	76	17	80
	BRITISH AIRWAYS PLC	S	62	0	0	69	6	8	16	0	0	25	67	11	52
TOTAL CALGARY			124	0	0	69	10	9	10	1	1	25	73	15	132
EDMONTON	AIR CANADA	S	62	0	0	76	13	6	3	2	0	15	74	16	58
TOTAL EDMONTON			62	0	0	76	13	6	3	2	0	15	74	16	58
HALIFAX INT	AIR CANADA	S	60	0	0	73	15	10	2	0	0	12	68	24	56
TOTAL HALIFAX INT			60	0	0	73	15	10	2	0	0	12	68	24	56
MONTREAL (DORVAL)	AIR CANADA	S	66	0	0	62	17	9	11	2	0	23	64	29	59
	BRITISH AIRWAYS PLC	S	62	0	0	56	26	11	6	0	0	19	61	23	62

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)											
TOTAL MONTREAL (DORVAL)			128	0	0	59	21	10	9	1	0	21	63	26	121
OTTAWA INTERNATIONAL	AIR CANADA	S	59	0	0	76	17	7	0	0	0	9	57	33	60
TOTAL OTTAWA INTERNATIONAL			59	0	0	76	17	7	0	0	0	9	57	33	60
ST JOHNS	AIR CANADA	S	10	0	0	80	10	10	0	0	0	10	50	47	8
TOTAL ST JOHNS			10	0	0	80	10	10	0	0	0	10	50	47	8
TORONTO	AIR CANADA	S	239	1	0	73	13	8	5	0	0	17	58	30	238
	AIR TRANSAT	S	8	0	0	75	13	13	0	0	0	8	75	12	4
	BRITISH AIRWAYS PLC	S	124	0	0	59	19	14	8	0	1	29	52	31	108
TOTAL TORONTO			371	1	0	68	15	10	6	0	1	21	58	31	412
VANCOUVER	AIR CANADA	S	62	0	0	53	31	11	5	0	0	19	56	25	68
	BRITISH AIRWAYS PLC	S	105	0	0	62	21	8	9	0	1	31	68	17	78
TOTAL VANCOUVER			167	0	0	59	25	9	7	0	1	26	62	21	146
TOTAL CANADA			981	1	0	67	17	9	6	0	0	21	63	26	993
CAYMAN ISLANDS															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	34	0	0	76	9	0	3	6	6	51	66	63	29
TOTAL GRAND CAYMAN			34	0	0	76	9	0	3	6	6	51	66	63	29
TOTAL CAYMAN ISLANDS			34	0	0	76	9	0	3	6	6	51	66	63	29
CHINA															
BEIJING	AIR CHINA	S	62	0	0	87	3	5	5	0	0	8	81	17	62
	BRITISH AIRWAYS PLC	S	62	0	0	79	8	6	6	0	0	13	73	10	62
TOTAL BEIJING			124	0	0	83	6	6	6	0	0	11	77	14	124
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	53	0	0	64	15	19	2	0	0	14	52	25	46
	CHINA EASTERN AIRLINES	S	36	0	0	83	6	8	3	0	0	8	58	24	36
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	71	9	13	7	0	0	17	42	31	62
TOTAL SHANGHAI (PU DONG)			145	0	0	72	10	14	4	0	0	14	49	27	144
TOTAL CHINA			269	0	0	77	8	10	5	0	0	12	62	21	268
CROATIA															
SPLIT	CROATIA AIRLINES	S	8	0	0	38	63	0	0	0	0	16	57	29	14
TOTAL SPLIT			8	0	0	38	63	0	0	0	0	16	57	29	14
ZAGREB	CROATIA AIRLINES	S	69	0	0	70	17	13	0	0	0	11	74	13	66
TOTAL ZAGREB			69	0	0	70	17	13	0	0	0	11	74	13	66
TOTAL CROATIA			77	0	0	66	22	12	0	0	0	12	71	16	80
CYPRUS															
LARNACA	AEGEAN AIRLINES	S	62	0	0	76	18	3	3	0	0	11	0	0	0
	BRITISH AIRWAYS PLC	S	62	0	1	44	29	15	3	10	0	40	84	12	62
	CYPRUS AIRWAYS	S	158	0	0	73	20	5	2	0	0	11	67	15	138
TOTAL LARNACA			282	0	1	67	22	7	2	2	0	18	72	14	200
TOTAL CYPRUS			282	0	1	67	22	7	2	2	0	18	72	14	200

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>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	246	0	0	87	8	3	1	1	0	9	92	4	227
<b>TOTAL PRAGUE</b>			<b>246</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>5</b>	<b>351</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>246</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>5</b>	<b>351</b>
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS PLC	S	350	0	0	86	9	3	2	0	0	7	91	4	314
	SAS	S	335	0	0	80	9	5	6	0	0	12	88	7	335
<b>TOTAL COPENHAGEN</b>			<b>685</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>90</b>	<b>5</b>	<b>649</b>
<b>TOTAL DENMARK</b>			<b>685</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>90</b>	<b>5</b>	<b>649</b>
<b>EGYPT</b>															
CAIRO	BMI BRITISH MIDLAND	S	62	0	0	58	29	10	3	0	0	16	84	16	62
	BRITISH AIRWAYS PLC	S	60	0	0	77	15	5	3	0	0	11	79	10	62
	EGYPT AIR	S	100	0	0	60	27	8	4	1	0	18	60	17	70
<b>TOTAL CAIRO</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>24</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>14</b>	<b>194</b>
LUXOR	EGYPT AIR	S	6	0	0	67	0	33	0	0	0	14	50	23	10
<b>TOTAL LUXOR</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>23</b>	<b>10</b>
<b>TOTAL EGYPT</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>24</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>15</b>	<b>204</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	BMI BRITISH MIDLAND	S	27	0	0	74	11	7	4	4	0	23	63	14	27
	ETHIOPIAN AIRLINES	S	52	0	0	69	21	6	4	0	0	12	67	18	54
<b>TOTAL ADDIS ABABA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>16</b>	<b>81</b>
<b>TOTAL ETHIOPIA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>16</b>	<b>81</b>
<b>FINLAND</b>															
HELSINKI	BLUE 1	S	115	0	0	83	8	4	4	0	0	10	82	9	114
	BRITISH AIRWAYS PLC	S	113	0	0	84	10	4	3	0	0	9	85	9	124
	FINNAIR	S	247	0	0	79	15	5	2	0	0	10	90	5	238
<b>TOTAL HELSINKI</b>			<b>475</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>7</b>	<b>476</b>
<b>TOTAL FINLAND</b>			<b>475</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>7</b>	<b>476</b>
<b>FRANCE</b>															
BASTIA	BRITISH AIRWAYS PLC	C	4	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL BASTIA</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>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
FIGARI	BMI BRITISH MIDLAND	C	2	0	0	50	0	50	0	0	0	16	0	0	0
<b>TOTAL FIGARI</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>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	BRITISH AIRWAYS PLC	S	184	0	0	83	6	7	4	0	0	10	87	7	156
<b>TOTAL LYON</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>7</b>	<b>156</b>
NICE	BMI BRITISH MIDLAND	C	4	0	0	100	0	0	0	0	0	2	100	2	2
	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	0	10	0	0	0
	BRITISH AIRWAYS PLC	S	450	0	0	82	10	5	3	0	0	9	78	10	402



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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 NICE</b>			<b>456</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	404
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	484	0	0	81	12	5	1	0	0	8	87	7	482
	BRITISH AIRWAYS PLC	S	463	1	0	84	9	5	2	0	0	8	86	6	438
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>947</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>6</b>	920
PARIS (ORLY)	BRITISH AIRWAYS PLC	S	184	0	0	80	8	8	3	1	0	11	0	0	0
<b>TOTAL PARIS (ORLY)</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	0
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	184	0	0	82	9	4	5	0	1	13	86	7	141
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>86</b>	<b>7</b>	141
<b>TOTAL FRANCE</b>			<b>1961</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>7</b>	1621
<b>GEORGIA</b>															
TBILISI	BMI BRITISH MIDLAND	S	35	0	0	74	9	9	9	0	0	16	81	15	37
<b>TOTAL TBILISI</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>15</b>	37
<b>TOTAL GEORGIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>15</b>	37
<b>GERMANY</b>															
BERLIN (TEGEL)	BMI BRITISH MIDLAND	S	294	0	0	81	9	5	5	0	0	11	87	6	248
	BRITISH AIRWAYS PLC	S	365	0	0	84	9	4	2	1	0	10	94	3	326
<b>TOTAL BERLIN (TEGEL)</b>			<b>659</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>10</b>	<b>91</b>	<b>4</b>	574
COLOGNE BONN	LUFTHANSA	S	184	0	0	86	8	3	1	2	0	10	83	10	186
<b>TOTAL COLOGNE BONN</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>10</b>	186
DRESDEN	LUFTHANSA	S	62	0	0	52	37	10	2	0	0	16	0	0	0
<b>TOTAL DRESDEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>37</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>90</b>	<b>6</b>	62
DUSSELDORF	BRITISH AIRWAYS PLC	S	335	0	1	88	8	3	1	0	0	6	90	4	278
	LUFTHANSA	S	306	0	0	85	9	4	2	0	0	8	84	7	310
<b>TOTAL DUSSELDORF</b>			<b>641</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>6</b>	588
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	423	1	0	74	14	10	1	1	0	12	74	12	320
	LUFTHANSA	S	680	0	1	71	16	10	4	0	0	13	71	13	602
<b>TOTAL FRANKFURT MAIN</b>			<b>1103</b>	<b>2</b>	<b>1</b>	<b>72</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>13</b>	922
HAMBURG	BRITISH AIRWAYS PLC	S	244	0	0	87	7	3	2	1	0	10	90	5	202
	LUFTHANSA	S	177	0	0	90	7	2	1	0	0	5	88	9	230
<b>TOTAL HAMBURG</b>			<b>421</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>7</b>	432
HANOVER	BMI BRITISH MIDLAND	S	160	0	0	90	5	3	3	0	0	8	90	6	160
<b>TOTAL HANOVER</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>6</b>	160
MUNICH	BRITISH AIRWAYS PLC	S	412	0	0	84	9	4	2	0	0	10	89	5	324
	LUFTHANSA	S	431	0	0	73	16	9	1	0	0	12	85	8	404
<b>TOTAL MUNICH</b>			<b>843</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>7</b>	728
STUTT GART	BRITISH AIRWAYS PLC	S	124	0	0	90	6	2	0	2	0	7	90	5	137
	CONTACTAIR FLUGDIENST	S	177	0	0	83	9	7	1	0	0	10	0	0	0
	LUFTHANSA	S	6	0	0	100	0	0	0	0	0	1	88	6	177
<b>TOTAL STUTT GART</b>			<b>307</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>6</b>	316

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				Actual (7)	Plan (8)										
TOTAL GERMANY			4380	2	2	81	11	6	2	0	0	10	84	8	3968
GHANA															
ACCRA	BRITISH AIRWAYS PLC	S	62	0	0	55	19	16	6	3	0	27	70	15	57
	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	73	15	12	0	0	0	11	13	110	8
TOTAL ACCRA			88	0	0	60	18	15	5	2	0	22	63	27	65
TOTAL GHANA			88	0	0	60	18	15	5	2	0	22	63	27	65
GIBRALTAR															
GIBRALTAR	BRITISH AIRWAYS PLC	S	62	0	0	87	10	2	0	2	0	9	87	10	55
TOTAL GIBRALTAR			62	0	0	87	10	2	0	2	0	9	87	10	55
TOTAL GIBRALTAR			62	0	0	87	10	2	0	2	0	9	87	10	55
GREECE															
ATHENS	AEGEAN AIRLINES	S	238	0	0	77	14	7	3	0	0	10	88	6	120
	BRITISH AIRWAYS PLC	S	238	0	0	84	9	4	3	0	0	9	79	9	195
TOTAL ATHENS			476	0	0	80	11	5	3	0	0	9	85	7	495
HERAKLION	AEGEAN AIRLINES	S	10	0	0	80	0	10	10	0	0	10	0	0	0
TOTAL HERAKLION			10	0	0	80	0	10	10	0	0	10	0	0	0
TOTAL GREECE			486	0	0	80	11	6	3	0	0	9	85	7	504
HONG KONG															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	123	0	1	87	3	5	5	0	0	10	76	13	124
	CATHAY PACIFIC AIRWAYS	S	247	0	1	85	9	3	3	0	0	9	69	16	244
TOTAL HONG KONG (CHEP LAP KOK)			370	0	2	86	7	4	4	0	0	9	71	15	368
TOTAL HONG KONG			370	0	2	86	7	4	4	0	0	9	71	15	368
HUNGARY															
BUDAPEST	BRITISH AIRWAYS PLC	S	183	0	0	88	8	1	3	1	0	8	88	5	191
TOTAL BUDAPEST			183	0	0	88	8	1	3	1	0	8	88	5	191
TOTAL HUNGARY			183	0	0	88	8	1	3	1	0	8	88	5	191
ICELAND															
KEFLAVIK	ICELANDAIR	S	120	0	0	70	16	5	8	1	0	20	63	38	112
TOTAL KEFLAVIK			120	0	0	70	16	5	8	1	0	20	63	38	112
TOTAL ICELAND			120	0	0	70	16	5	8	1	0	20	63	38	112
INDIA															
AMRITSAR	AIR INDIA	S	54	0	0	85	4	7	2	2	0	14	77	32	35
TOTAL AMRITSAR			54	0	0	85	4	7	2	2	0	14	77	32	35
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	62	0	0	81	10	5	5	0	0	9	82	6	62
TOTAL BANGALORE (BENGALURU)			62	0	0	81	10	5	5	0	0	9	82	6	62
CHENNAI	BRITISH AIRWAYS PLC	S	46	0	0	85	7	9	0	0	0	8	83	37	46
TOTAL CHENNAI			46	0	0	85	7	9	0	0	0	8	83	37	46

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				Actual (7)	Plan (8)										
DELHI	AIR INDIA	S	62	0	0	58	21	16	5	0	0	18	79	10	86
	BRITISH AIRWAYS PLC	S	124	0	0	81	10	6	3	0	0	10	71	14	123
	JET AIRWAYS	S	62	0	0	69	15	10	6	0	0	12	73	16	62
	KINGFISHER AIRLINES	S	62	0	1	85	6	3	5	0	0	8	52	22	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	71	9	16	5	0	0	14	68	16	62
<b>TOTAL DELHI</b>			<b>368</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>15</b>	<b>393</b>
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	44	0	1	77	9	11	0	0	2	28	76	44	38
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>			<b>44</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>76</b>	<b>44</b>	<b>38</b>
MUMBAI	AIR INDIA	S	62	0	0	82	10	6	2	0	0	8	38	35	61
	BRITISH AIRWAYS PLC	S	122	0	2	81	11	3	3	1	0	13	79	11	124
	JET AIRWAYS	S	124	0	0	83	9	5	3	0	0	8	72	15	124
	KINGFISHER AIRLINES	S	62	0	0	81	2	11	6	0	0	12	90	4	60
<b>TOTAL MUMBAI</b>			<b>370</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>15</b>	<b>369</b>
<b>TOTAL INDIA</b>			<b>944</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>17</b>	<b>943</b>
IRAN															
TEHRAN IMAM KHOMEINI	BMI BRITISH MIDLAND	S	62	0	3	76	11	5	8	0	0	14	65	30	62
	IRAN AIR	S	28	0	0	71	14	7	7	0	0	19	42	23	26
<b>TOTAL TEHRAN IMAM KHOMEINI</b>			<b>90</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>12</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>58</b>	<b>28</b>	<b>88</b>
<b>TOTAL IRAN</b>			<b>90</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>12</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>58</b>	<b>28</b>	<b>88</b>
IRISH REPUBLIC															
CORK	AER LINGUS	S	245	1	0	89	7	3	2	0	0	6	90	5	238
<b>TOTAL CORK</b>			<b>245</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>5</b>	<b>238</b>
DUBLIN	AER LINGUS	S	756	1	2	72	14	7	6	0	0	14	85	6	704
	BMI BRITISH MIDLAND	S	297	0	2	75	11	8	5	0	0	13	88	5	234
<b>TOTAL DUBLIN</b>			<b>1053</b>	<b>1</b>	<b>4</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>6</b>	<b>938</b>
SHANNON	AER LINGUS	S	186	0	0	82	8	6	4	1	0	13	93	5	176
<b>TOTAL SHANNON</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>93</b>	<b>5</b>	<b>176</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1484</b>	<b>2</b>	<b>4</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>6</b>	<b>1352</b>
ISRAEL															
TEL AVIV	BRITISH AIRWAYS PLC	S	123	1	0	71	5	10	14	1	0	22	81	12	112
	EL AL	S	96	0	2	65	15	13	6	2	0	20	79	12	91
<b>TOTAL TEL AVIV</b>			<b>219</b>	<b>2</b>	<b>2</b>	<b>68</b>	<b>9</b>	<b>11</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>80</b>	<b>12</b>	<b>203</b>
<b>TOTAL ISRAEL</b>			<b>219</b>	<b>2</b>	<b>2</b>	<b>68</b>	<b>9</b>	<b>11</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>80</b>	<b>12</b>	<b>203</b>
ITALY															
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	C	8	0	0	75	25	0	0	0	0	11	83	13	6
<b>TOTAL CAGLIARI (ELMAS)</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>0</b>	<b>11</b>	<b>83</b>	<b>13</b>	<b>6</b>
MILAN (LINATE)	ALITALIA (CAI)	S	292	0	0	88	6	3	3	0	0	7	88	6	272
	BRITISH AIRWAYS PLC	S	314	0	0	88	7	3	2	0	0	6	83	10	242
<b>TOTAL MILAN (LINATE)</b>			<b>606</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>7</b>	<b>514</b>
MILAN (MALPENSA)	BLUE PANORAMA	C	2	0	0	0	50	50	0	0	0	36	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)										
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	164	0	0	85	10	2	3	0	0	8	85	6	202
	LUFTHANSA	S	286	0	2	71	15	12	2	0	0	13	63	20	286
<b>TOTAL MILAN (MALPENSA)</b>			<b>452</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>14</b>	<b>488</b>
OLBIA	BRITISH AIRWAYS PLC	C	4	0	0	75	25	0	0	0	0	9	0	0	0
<b>TOTAL OLBIA</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
PISA	BRITISH AIRWAYS PLC	S	62	0	0	76	11	8	5	0	0	15	83	13	122
<b>TOTAL PISA</b>			<b>62</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>15</b>	<b>83</b>	<b>13</b>	<b>122</b>
ROME (FIUMICINO)	ALITALIA (CAI)	S	308	0	0	80	13	6	2	0	0	9	67	13	301
	BRITISH AIRWAYS PLC	S	367	0	0	77	12	5	5	1	0	14	74	13	342
<b>TOTAL ROME (FIUMICINO)</b>			<b>676</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>13</b>	<b>643</b>
VENICE	BRITISH AIRWAYS PLC	S	72	0	0	93	7	0	0	0	0	6	80	8	70
<b>TOTAL VENICE</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>9</b>	<b>78</b>
<b>TOTAL ITALY</b>			<b>1880</b>	<b>1</b>	<b>2</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>11</b>	<b>1851</b>
<b>JAPAN</b>															
TOKYO (HANEDA)	BRITISH AIRWAYS PLC	S	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL TOKYO (HANEDA)</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>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	62	0	0	90	3	6	0	0	0	4	85	6	62
	BRITISH AIRWAYS PLC	S	62	0	0	48	26	11	15	0	0	28	68	15	62
	JAPAN AIRLINES	S	62	0	0	90	8	0	2	0	0	4	95	2	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	52	0	1	73	12	12	4	0	0	11	69	13	62
<b>TOTAL TOKYO (NARITA)</b>			<b>238</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>9</b>	<b>248</b>
<b>TOTAL JAPAN</b>			<b>240</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>9</b>	<b>248</b>
<b>JORDAN</b>															
AMMAN	BMI BRITISH MIDLAND	S	45	0	0	78	16	4	2	0	0	9	80	8	35
	ROYAL JORDANIAN	S	62	0	0	79	16	3	2	0	0	8	74	13	62
<b>TOTAL AMMAN</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>11</b>	<b>97</b>
<b>TOTAL JORDAN</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>11</b>	<b>97</b>
<b>KAZAKHSTAN</b>															
ALMATY	AIR ASTANA	S	18	0	0	83	6	0	11	0	0	12	61	17	18
<b>TOTAL ALMATY</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>0</b>	<b>12</b>	<b>61</b>	<b>17</b>	<b>18</b>
<b>TOTAL KAZAKHSTAN</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>0</b>	<b>12</b>	<b>61</b>	<b>17</b>	<b>18</b>
<b>KENYA</b>															
NAIROBI	BRITISH AIRWAYS PLC	S	62	0	0	74	15	8	3	0	0	12	79	10	62
	KENYA AIRWAYS	S	64	0	0	88	6	5	2	0	0	6	82	40	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	45	0	0	78	7	13	0	2	0	16	70	40	46
<b>TOTAL NAIROBI</b>			<b>171</b>	<b>0</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>78</b>	<b>29</b>	<b>170</b>
<b>TOTAL KENYA</b>			<b>171</b>	<b>0</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>78</b>	<b>29</b>	<b>170</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	62	0	0	87	6	3	3	0	0	8	95	3	60

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			Actual (7)	Plan (8)											
KUWAIT	KUWAIT AIRWAYS	S	62	0	0	44	29	8	18	2	0	33	53	27	62
<b>TOTAL KUWAIT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>15</b>	<b>122</b>
<b>TOTAL KUWAIT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>15</b>	<b>122</b>
KYRGYZSTAN															
BISHKEK (FRUNZE)	BMI BRITISH MIDLAND	S	26	0	0	69	19	8	4	0	0	15	70	15	27
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>15</b>	<b>27</b>
<b>TOTAL KYRGYZSTAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>15</b>	<b>27</b>
LEBANON															
BEIRUT	BMI BRITISH MIDLAND	S	62	0	0	69	11	18	2	0	0	14	71	13	38
	MEA	S	62	0	0	74	21	2	2	0	2	16	87	13	62
<b>TOTAL BEIRUT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>81</b>	<b>13</b>	<b>100</b>
<b>TOTAL LEBANON</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>81</b>	<b>13</b>	<b>100</b>
LUXEMBOURG															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	106	0	0	75	10	10	3	2	0	15	0	0	0
<b>TOTAL LUXEMBOURG</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LUXEMBOURG</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
MALAYSIA															
KUALA LUMPUR (SEPANG)	MALYSIAN AIRLINES SYSTEM-M	S	124	0	0	86	4	5	4	1	0	12	84	20	122
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>124</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>12</b>	<b>84</b>	<b>20</b>	<b>122</b>
<b>TOTAL MALAYSIA</b>			<b>124</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>12</b>	<b>84</b>	<b>20</b>	<b>122</b>
MALTA															
MALTA	AIR MALTA	S	128	0	0	82	9	8	2	0	0	9	88	5	138
<b>TOTAL MALTA</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>5</b>	<b>138</b>
<b>TOTAL MALTA</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>5</b>	<b>138</b>
MAURITIUS															
MAURITIUS	AIR MAURITIUS LTD	S	34	0	0	56	26	12	6	0	0	17	72	11	36
	BRITISH AIRWAYS PLC	S	26	0	0	50	27	12	4	8	0	35	70	9	27
<b>TOTAL MAURITIUS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>27</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>10</b>	<b>63</b>
<b>TOTAL MAURITIUS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>27</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>10</b>	<b>63</b>
MEXICO															
MEXICO CITY	BRITISH AIRWAYS PLC	S	35	0	0	69	11	9	9	3	0	23	42	32	36
<b>TOTAL MEXICO CITY</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>42</b>	<b>32</b>	<b>36</b>
<b>TOTAL MEXICO</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>42</b>	<b>32</b>	<b>36</b>
MOROCCO															
CASABLANCA MOHAMED V	BMI BRITISH MIDLAND	S	36	0	0	64	25	8	3	0	0	14	0	0	0
	ROYAL AIR MAROC	S	62	0	0	66	18	11	2	3	0	20	0	0	0
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>

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			Actual (7)	Plan (8)											
MARRAKESH	BMI BRITISH MIDLAND	S	28	0	0	57	11	18	14	0	0	23	0	0	0
<b>TOTAL MARRAKESH</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>11</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>38</b>	<b>25</b>	60
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	16	0	0	69	25	6	0	0	0	11	75	13	16
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>13</b>	16
<b>TOTAL MOROCCO</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>46</b>	<b>22</b>	76
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	420	0	0	85	10	3	2	0	0	8	86	8	328
	KLM	S	492	0	0	91	5	3	1	0	0	5	91	4	487
	KLM CITYHOPPER	S	122	0	0	92	2	3	2	0	0	5	80	13	102
<b>TOTAL AMSTERDAM</b>			<b>1034</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>7</b>	917
<b>TOTAL NETHERLANDS</b>			<b>1034</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>7</b>	917
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	106	0	1	78	12	6	4	0	0	10	71	33	106
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>106</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>33</b>	106
<b>TOTAL NEW ZEALAND</b>			<b>106</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>33</b>	106
<b>NIGERIA</b>															
ABUJA	ARIK AIR	S	34	0	0	74	0	3	21	3	0	33	89	6	44
	BRITISH AIRWAYS PLC	S	62	0	0	53	29	3	11	0	3	48	84	7	62
<b>TOTAL ABUJA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>3</b>	<b>15</b>	<b>1</b>	<b>2</b>	<b>43</b>	<b>86</b>	<b>7</b>	106
LAGOS	ARIK AIR	S	62	0	0	77	5	6	8	3	0	25	65	21	60
	BRITISH AIRWAYS PLC	S	62	0	0	79	13	6	2	0	0	10	68	20	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	81	11	3	5	0	0	11	76	17	62
<b>TOTAL LAGOS</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>19</b>	184
<b>TOTAL NIGERIA</b>			<b>282</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>5</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>76</b>	<b>15</b>	290
<b>NORWAY</b>															
BERGEN	BMI BRITISH MIDLAND	S	60	0	0	82	8	2	8	0	0	12	0	0	0
<b>TOTAL BERGEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	0
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	246	0	0	90	5	3	2	0	0	6	92	3	219
	SAS	S	297	0	1	90	6	2	2	0	0	6	94	3	290
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>543</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>3</b>	509
STAVANGER	BMI BRITISH MIDLAND	S	60	0	0	87	10	3	0	0	0	6	0	0	0
	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	SAS	S	103	0	1	91	6	1	2	0	0	5	96	1	96
<b>TOTAL STAVANGER</b>			<b>165</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>1</b>	96
<b>TOTAL NORWAY</b>			<b>768</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>3</b>	605
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	62	0	0	87	5	8	0	0	0	5	93	6	59
	OMAN AIR	S	62	0	0	85	8	5	2	0	0	7	92	2	62
<b>TOTAL MUSCAT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>4</b>	121

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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 OMAN			124	0	0	86	6	6	1	0	0	6	93	4	121
PAKISTAN															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	36	0	0	58	19	8	11	3	0	26	71	20	34
TOTAL ISLAMABAD			36	0	0	58	19	8	11	3	0	26	71	20	34
KARACHI	PAKISTAN INTL AIRLINES	S	30	0	0	57	23	10	10	0	0	25	59	15	32
TOTAL KARACHI			30	0	0	57	23	10	10	0	0	25	59	15	32
LAHORE	PAKISTAN INTL AIRLINES	S	26	0	0	42	15	38	4	0	0	27	54	17	28
TOTAL LAHORE			26	0	0	42	15	38	4	0	0	27	54	17	28
PESHAWAR	PAKISTAN INTL AIRLINES	S	4	0	0	0	25	75	0	0	0	44	0	0	0
TOTAL PESHAWAR			4	0	0	0	25	75	0	0	0	44	0	0	0
TOTAL PAKISTAN			96	0	0	51	20	20	8	1	0	27	62	17	94
POLAND															
WARSAW	BRITISH AIRWAYS PLC	S	184	0	0	85	8	5	2	0	0	7	90	6	143
	LOT-POLISH AIRLINES	S	177	0	0	71	18	7	4	1	0	14	84	8	176
TOTAL WARSAW			361	0	0	78	12	6	3	0	0	11	87	7	319
TOTAL POLAND			361	1	0	78	12	6	3	0	0	11	87	7	319
PORTUGAL(EXCLUDING MADEIRA)															
LISBON	AIR PORTUGAL	S	387	0	1	83	7	4	4	1	0	10	80	20	380
	BRITISH AIRWAYS PLC	S	248	0	0	85	8	4	2	0	0	7	67	18	217
TOTAL LISBON			635	0	1	84	8	4	4	0	0	9	75	19	597
TOTAL PORTUGAL(EXCLUDING MADEIRA)			635	0	1	84	8	4	4	0	0	9	75	19	597
QATAR															
DOHA	BRITISH AIRWAYS PLC	S	62	0	0	89	10	0	0	0	2	27	78	15	59
	QATAR AIRWAYS	S	244	0	0	82	9	6	3	0	0	8	90	5	248
TOTAL DOHA			306	0	0	84	9	5	2	0	0	12	88	7	307
TOTAL QATAR			306	0	0	84	9	5	2	0	0	12	88	7	307
REPUBLIC OF KOREA															
SEOUL (INCHEON)	ASIANA AIRLINES	S	36	0	0	64	11	17	8	0	0	20	72	12	36
	KOREAN AIR	S	62	0	0	73	16	5	5	2	0	16	80	7	60
TOTAL SEOUL (INCHEON)			98	0	0	69	14	9	6	1	0	17	77	9	96
TOTAL REPUBLIC OF KOREA			98	0	0	69	14	9	6	1	0	17	77	9	96
REPUBLIC OF SERBIA															
BELGRADE	JATAIRWAYS	S	77	0	0	78	9	8	5	0	0	12	81	17	80
TOTAL BELGRADE			77	0	0	78	9	8	5	0	0	12	89	10	142
TOTAL REPUBLIC OF SERBIA			77	0	0	78	9	8	5	0	0	12	89	10	142
REPUBLIC OF SOUTH AFRICA															
CAPE TOWN	BRITISH AIRWAYS PLC	S	62	0	0	85	8	3	3	0	0	12	81	8	62
	SOUTH AFRICAN AIRWAYS	S	54	0	2	83	7	4	0	4	2	31	90	7	49

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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)										
CAPE TOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	3	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL CAPE TOWN</b>			<b>119</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>20</b>	<b>85</b>	<b>7</b>	111
JOHANNESBURG	BRITISH AIRWAYS PLC	S	123	0	1	74	15	7	5	0	0	12	85	7	166
	SOUTH AFRICAN AIRWAYS	S	94	0	4	74	19	3	3	0	0	11	86	6	83
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	73	16	10	2	0	0	10	85	6	62
<b>TOTAL JOHANNESBURG</b>			<b>279</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>7</b>	311
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>398</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>7</b>	422
<b>ROMANIA</b>															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	124	0	0	81	10	6	2	0	0	9	83	9	120
	TAROM	S	62	0	0	87	11	0	2	0	0	7	82	7	62
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>186</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>82</b>	<b>8</b>	182
<b>TOTAL ROMANIA</b>			<b>186</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>82</b>	<b>8</b>	182
<b>RUSSIA</b>															
MOSCOW (DOMODEDOVO)	BMI BRITISH MIDLAND	S	124	0	0	78	10	9	3	0	0	11	91	5	122
	BRITISH AIRWAYS PLC	S	184	0	0	83	8	5	3	1	0	10	88	6	155
	TRANSAERO AIRLINES	S	124	0	0	73	16	7	3	0	0	13	78	9	124
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>432</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>86</b>	<b>7</b>	401
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	185	0	1	72	22	5	1	0	0	10	83	8	180
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>185</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>22</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>8</b>	180
ST PETERSBURG	BRITISH AIRWAYS PLC	S	62	0	0	89	10	2	0	0	0	4	87	6	62
<b>TOTAL ST PETERSBURG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>6</b>	62
<b>TOTAL RUSSIA</b>			<b>679</b>	<b>2</b>	<b>1</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>7</b>	643
<b>SAUDI ARABIA</b>															
DAMMAM	BMI BRITISH MIDLAND	S	27	0	0	56	22	11	11	0	0	20	74	20	27
	SAUDI ARABIAN AIRLINES	S	8	0	0	50	50	0	0	0	0	14	38	33	8
<b>TOTAL DAMMAM</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>29</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>23</b>	35
JEDDAH	BMI BRITISH MIDLAND	S	27	0	0	63	11	22	4	0	0	17	48	28	25
	BRITISH AIRWAYS PLC	S	40	0	0	95	3	0	3	0	0	4	100	2	39
	SAUDI ARABIAN AIRLINES	S	62	0	0	84	8	8	0	0	0	6	85	12	62
<b>TOTAL JEDDAH</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>12</b>	126
RIYADH	BRITISH AIRWAYS PLC	S	42	0	0	90	5	0	5	0	0	7	91	4	44
	SAUDI ARABIAN AIRLINES	S	36	0	0	86	8	3	0	3	0	11	87	12	38
<b>TOTAL RIYADH</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>8</b>	82
<b>TOTAL SAUDI ARABIA</b>			<b>242</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>82</b>	<b>12</b>	243
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	16	0	2	50	19	13	19	0	0	25	39	42	18
<b>TOTAL SEYCHELLES</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>19</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>39</b>	<b>42</b>	18
<b>TOTAL SEYCHELLES</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>19</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>39</b>	<b>42</b>	18



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			Actual (7)	Plan (8)											
<b>SIERRA LEONE</b>															
FREETOWN	BMI BRITISH MIDLAND	S	35	0	0	77	11	9	3	0	0	11	57	28	35
TOTAL FREETOWN			35	0	0	77	11	9	3	0	0	11	57	28	35
TOTAL SIERRA LEONE			35	0	0	77	11	9	3	0	0	11	57	28	35
<b>SINGAPORE</b>															
SINGAPORE	BRITISH AIRWAYS PLC	S	62	0	0	94	5	2	0	0	0	5	71	17	62
	SINGAPORE AIRLINES	S	185	0	1	76	12	9	2	0	1	16	74	13	186
TOTAL SINGAPORE			247	0	1	81	11	7	1	0	1	13	73	14	248
TOTAL SINGAPORE			247	0	1	81	11	7	1	0	1	13	73	14	248
<b>SPAIN</b>															
BARCELONA	BMI BRITISH MIDLAND	C	2	0	0	50	50	0	0	0	0	15	0	0	0
	BRITISH AIRWAYS PLC	S	494	0	0	82	12	4	2	0	0	9	63	26	342
TOTAL BARCELONA			496	0	0	82	12	4	2	0	0	9	63	26	344
BILBAO	VUELING AIRLINES	S	62	0	0	79	15	5	2	0	0	8	59	32	58
TOTAL BILBAO			62	0	0	79	15	5	2	0	0	8	59	32	58
LA CORUNA	VUELING AIRLINES	S	62	0	0	82	10	5	2	2	0	13	66	17	56
TOTAL LA CORUNA			62	0	0	82	10	5	2	2	0	13	66	17	56
MADRID	BRITISH AIRWAYS PLC	S	310	0	0	66	15	9	9	0	0	19	66	18	250
	IBERIA	S	481	0	14	51	21	18	9	1	0	27	67	19	492
TOTAL MADRID			791	0	14	57	19	14	9	1	0	24	67	19	743
SEVILLE	VUELING AIRLINES	S	36	0	0	92	6	3	0	0	0	4	53	21	58
TOTAL SEVILLE			36	0	0	92	6	3	0	0	0	4	53	21	58
VIGO	VUELING AIRLINES	S	26	0	0	46	19	23	12	0	0	28	0	0	0
TOTAL VIGO			26	0	0	46	19	23	12	0	0	28	0	0	0
TOTAL SPAIN			1473	0	14	68	15	10	6	0	0	17	64	21	1382
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	98	0	1	71	16	4	6	2	0	20	54	58	82
TOTAL COLOMBO			98	0	1	71	16	4	6	2	0	20	54	58	82
TOTAL SRI LANKA			98	0	1	71	16	4	6	2	0	20	54	58	82
<b>SUDAN</b>															
KHARTOUM	BMI BRITISH MIDLAND	S	28	0	0	68	14	11	4	0	4	29	63	12	27
TOTAL KHARTOUM			28	0	0	68	14	11	4	0	4	29	63	12	27
TOTAL SUDAN			28	0	0	68	14	11	4	0	4	29	63	12	27
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS PLC	S	124	0	0	94	2	2	3	0	0	6	0	0	0
	SAS	S	114	0	0	87	10	2	2	0	0	7	95	3	106
TOTAL GOTEBORG			238	0	0	90	5	2	3	0	0	6	95	3	106
LULEA	SAS	S	8	0	0	88	13	0	0	0	0	4	0	0	0

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			Actual (7)	Plan (8)											
<b>TOTAL LULEA</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>4</b>	<b>0</b>	<b>0</b>	0	
<b>STOCKHOLM (ARLANDA)</b>	BRITISH AIRWAYS PLC	S	299	0	0	83	9	5	3	0	0	9	87	8	304
	SAS	S	383	0	0	83	11	3	3	0	0	9	93	4	373
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>682</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>6</b>	677
<b>TOTAL SWEDEN</b>			<b>928</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	783
<b>SWITZERLAND</b>															
<b>BASLE MULHOUSE</b>	BMI BRITISH MIDLAND	S	168	0	0	85	7	5	4	0	0	8	0	0	0
	BRITISH AIRWAYS PLC	S	182	0	0	92	5	1	3	0	0	6	94	3	157
<b>TOTAL BASLE MULHOUSE</b>			<b>350</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>3</b>	157
<b>GENEVA</b>	BRITISH AIRWAYS PLC	S	489	0	1	83	10	5	2	0	0	9	88	5	352
	SWISS AIRLINES	S	370	0	0	89	6	2	2	0	0	6	88	5	366
<b>TOTAL GENEVA</b>			<b>859</b>	<b>2</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>5</b>	718
<b>ZURICH</b>	BRITISH AIRWAYS PLC	S	356	0	0	83	10	5	2	0	0	9	90	6	258
	SWISS AIRLINES	S	370	0	0	79	12	7	1	0	0	10	78	9	370
<b>TOTAL ZURICH</b>			<b>726</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>83</b>	<b>8</b>	628
<b>TOTAL SWITZERLAND</b>			<b>1935</b>	<b>2</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>6</b>	1503
<b>SYRIA</b>															
<b>DAMASCUS</b>	BMI BRITISH MIDLAND	S	61	0	0	87	2	7	5	0	0	8	90	14	62
	SYRIANAIR	S	20	0	0	80	15	0	5	0	0	13	83	29	18
<b>TOTAL DAMASCUS</b>			<b>81</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>9</b>	<b>89</b>	<b>17</b>	80
<b>TOTAL SYRIA</b>			<b>81</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>9</b>	<b>89</b>	<b>17</b>	80
<b>TAIWAN</b>															
<b>TAIPEI</b>	CHINA AIRLINES	S	18	0	0	83	0	11	6	0	0	11	77	9	22
	EVA AIR	S	48	0	0	73	19	8	0	0	0	9	73	10	56
<b>TOTAL TAIPEI</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>9</b>	78
<b>TOTAL TAIWAN</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>9</b>	78
<b>TANZANIA</b>															
<b>DAR-ES-SALAAM</b>	BRITISH AIRWAYS PLC	S	28	0	0	79	4	7	11	0	0	17	87	9	23
<b>TOTAL DAR-ES-SALAAM</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>87</b>	<b>9</b>	23
<b>TOTAL TANZANIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>87</b>	<b>9</b>	23
<b>THAILAND</b>															
<b>BANGKOK SUVARNABHUMI</b>	THAI AIRWAYS INTERNATIONAL	S	118	0	0	77	15	6	2	0	0	9	81	8	120
<b>TOTAL BANGKOK SUVARNABHUMI</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>8</b>	120
<b>TOTAL THAILAND</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>8</b>	120
<b>TUNISIA</b>															
<b>TUNIS</b>	TUNISAIR	S	36	0	0	11	14	64	11	0	0	45	24	37	37
<b>TOTAL TUNIS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>14</b>	<b>64</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>24</b>	<b>37</b>	37
<b>TOTAL TUNISIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>14</b>	<b>64</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>24</b>	<b>37</b>	37

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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>TURKEY</b>															
BODRUM (MILAS)	BRITISH AIRWAYS PLC	C	8	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL BODRUM (MILAS)</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>0</b>	<b>0</b>	<b>0</b>
DALAMAN	BMI BRITISH MIDLAND	C	16	0	0	44	25	25	6	0	0	23	70	7	10
<b>TOTAL DALAMAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>7</b>	<b>10</b>
ISTANBUL	BRITISH AIRWAYS PLC	S	186	0	0	83	7	5	5	0	0	11	89	6	166
	THY TURK HAVA YOLLARI TURKIS	S	274	0	0	83	9	6	1	0	0	7	68	13	250
<b>TOTAL ISTANBUL</b>			<b>460</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>10</b>	<b>416</b>
<b>TOTAL TURKEY</b>			<b>484</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>11</b>	<b>456</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	18	0	0	61	17	11	0	11	0	39	50	32	18
<b>TOTAL ASHKHABAD</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>39</b>	<b>50</b>	<b>32</b>	<b>18</b>
<b>TOTAL TURKMENISTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>39</b>	<b>50</b>	<b>32</b>	<b>18</b>
<b>TURKS AND CAICOS ISLANDS</b>															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	10	0	0	100	0	0	0	0	0	5	33	62	9
<b>TOTAL PROVIDENCIALES</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>5</b>	<b>33</b>	<b>62</b>	<b>9</b>
<b>TOTAL TURKS AND CAICOS ISLANDS</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>5</b>	<b>33</b>	<b>62</b>	<b>9</b>
<b>UGANDA</b>															
ENTEBBE	BRITISH AIRWAYS PLC	S	46	0	0	65	13	11	11	0	0	21	82	83	38
<b>TOTAL ENTEBBE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>82</b>	<b>83</b>	<b>38</b>
<b>TOTAL UGANDA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>82</b>	<b>83</b>	<b>38</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	106	0	0	90	6	4	1	0	0	5	77	11	62
<b>TOTAL KIEV (BORISPOL)</b>			<b>106</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>77</b>	<b>11</b>	<b>62</b>
<b>TOTAL UKRAINE</b>			<b>106</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>77</b>	<b>11</b>	<b>62</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	186	0	0	83	3	6	8	0	0	12	89	7	186
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>3</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>7</b>	<b>186</b>
DUBAI	BRITISH AIRWAYS PLC	S	124	0	0	85	10	4	1	0	0	6	85	20	107
	EMIRATES	S	309	1	0	75	13	6	4	2	0	20	67	17	308
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	89	2	9	0	0	0	5	82	8	62
<b>TOTAL DUBAI</b>			<b>489</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>16</b>	<b>477</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>675</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>14</b>	<b>663</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI BRITISH MIDLAND	S	318	0	1	87	6	4	3	0	0	8	91	4	326
	BRITISH AIRWAYS PLC	S	393	0	3	82	10	5	2	1	0	10	85	8	302
<b>TOTAL ABERDEEN</b>			<b>711</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>6</b>	<b>628</b>

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ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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)											
BELFAST CITY (GEORGE BEST)	BMI BRITISH MIDLAND	S	344	0	0	85	8	3	3	0	0	8	93	4	387
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>344</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>4</b>	<b>387</b>
BELFAST INTERNATIONAL	AER LINGUS	S	238	0	0	86	8	5	1	0	0	7	87	5	204
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>238</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>7</b>	<b>87</b>	<b>5</b>	<b>204</b>
EDINBURGH	BMI BRITISH MIDLAND	S	352	0	0	77	13	6	3	0	0	13	86	7	372
	BRITISH AIRWAYS PLC	S	523	2	2	82	9	6	2	1	0	10	87	9	408
<b>TOTAL EDINBURGH</b>			<b>875</b>	<b>2</b>	<b>2</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>8</b>	<b>780</b>
GLASGOW	BRITISH AIRWAYS PLC	S	443	1	0	79	13	3	3	1	0	11	88	7	329
<b>TOTAL GLASGOW</b>			<b>443</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>6</b>	<b>691</b>
MANCHESTER	BMI BRITISH MIDLAND	S	235	0	0	83	10	4	3	0	0	8	90	5	336
	BRITISH AIRWAYS PLC	S	448	0	0	89	7	2	2	0	0	7	90	5	279
<b>TOTAL MANCHESTER</b>			<b>683</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>5</b>	<b>615</b>
NEWCASTLE	BRITISH AIRWAYS PLC	S	331	2	0	89	6	5	1	0	0	6	87	7	266
<b>TOTAL NEWCASTLE</b>			<b>331</b>	<b>2</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>7</b>	<b>266</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3625</b>	<b>5</b>	<b>6</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>6</b>	<b>3571</b>
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	63	26	8	3	0	0	17	48	67	62
	DELTA AIRLINES	S	98	0	0	76	12	8	4	0	0	11	63	22	60
<b>TOTAL ATLANTA</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>45</b>	<b>122</b>
BALTIMORE	BRITISH AIRWAYS PLC	S	62	0	0	61	27	6	5	0	0	17	51	35	47
<b>TOTAL BALTIMORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>27</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>51</b>	<b>35</b>	<b>47</b>
BOSTON	AMERICAN AIRLINES	S	183	0	1	83	9	5	2	1	0	9	72	19	166
	BRITISH AIRWAYS PLC	S	186	0	0	75	12	6	5	1	0	16	70	14	172
	DELTA AIRLINES	S	123	0	1	86	9	2	2	0	0	8	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	82	10	5	3	0	0	9	66	34	62
<b>TOTAL BOSTON</b>			<b>554</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>19</b>	<b>400</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	247	0	0	79	9	9	3	0	0	11	51	28	237
	BRITISH AIRWAYS PLC	S	123	0	0	81	11	4	3	0	0	11	52	27	124
	UNITED AIRLINES	S	183	0	2	80	5	3	10	2	0	20	66	26	180
	VIRGIN ATLANTIC AIRWAYS LTD	S	33	0	0	82	6	6	6	0	0	13	67	16	9
<b>TOTAL CHICAGO (O'HARE)</b>			<b>586</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>57</b>	<b>27</b>	<b>550</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	174	0	1	66	14	10	9	2	0	21	47	36	175
	BRITISH AIRWAYS PLC	S	60	0	0	78	8	7	5	2	0	17	47	57	62
<b>TOTAL DALLAS/FORT WORTH</b>			<b>234</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>41</b>	<b>237</b>
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	74	11	6	6	2	0	17	55	33	62
<b>TOTAL DENVER INTERNATIONAL</b>			<b>62</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>17</b>	<b>57</b>	<b>35</b>	<b>122</b>
DETROIT	DELTA AIRLINES	S	87	0	1	87	6	2	5	0	0	8	63	30	62
<b>TOTAL DETROIT</b>			<b>87</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>30</b>	<b>62</b>
HOUSTON	BRITISH AIRWAYS PLC	S	124	0	0	73	19	6	2	0	0	11	50	36	111
	CONTINENTAL AIRLINES	S	124	0	0	80	9	6	4	2	0	13	46	56	120

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ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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 HOUSTON</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>48</b>	<b>46</b>	231
LAS VEGAS	BRITISH AIRWAYS PLC	S	62	0	0	66	13	16	5	0	0	18	52	29	62
<b>TOTAL LAS VEGAS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>52</b>	<b>29</b>	62
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	77	8	5	8	0	2	21	67	26	60
	BRITISH AIRWAYS PLC	S	186	0	0	64	18	12	5	0	0	18	46	33	182
	UNITED AIRLINES	S	62	0	0	87	3	3	5	2	0	12	73	21	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	116	0	0	79	14	5	2	0	0	8	52	31	124
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>426</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>55</b>	<b>30</b>	426
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	71	11	11	6	0	0	14	49	32	70
	BRITISH AIRWAYS PLC	S	124	0	0	66	23	9	2	0	0	14	60	20	124
	DELTA AIRLINES	S	61	0	1	70	15	5	5	5	0	25	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	84	8	8	0	0	0	7	66	57	62
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>309</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>32</b>	256
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	62	0	0	87	6	3	3	0	0	6	67	21	61
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>21</b>	61
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	246	0	2	74	9	8	9	0	0	16	68	24	296
	BRITISH AIRWAYS PLC	S	434	0	0	63	19	12	6	0	0	19	68	24	365
	DELTA AIRLINES	S	185	0	0	88	5	3	3	0	0	7	54	36	125
	KUWAIT AIRWAYS	S	26	0	0	38	15	12	31	4	0	50	38	45	26
	VIRGIN ATLANTIC AIRWAYS LTD	S	176	0	0	78	9	6	7	0	0	14	48	42	186
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1067</b>	<b>1</b>	<b>2</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>29</b>	998
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	186	0	0	81	11	4	3	1	1	17	65	25	167
	CONTINENTAL AIRLINES	S	308	0	2	83	9	4	3	1	0	12	59	28	239
	VIRGIN ATLANTIC AIRWAYS LTD	S	116	0	0	77	10	4	8	1	0	16	69	27	124
<b>TOTAL NEW YORK (NEWARK)</b>			<b>610</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>27</b>	530
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	123	1	0	78	12	6	2	2	0	14	66	22	110
	US AIRWAYS	S	62	0	0	55	16	6	19	3	0	35	58	37	60
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>185</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>64</b>	<b>27</b>	170
PHOENIX	BRITISH AIRWAYS PLC	S	54	0	0	63	15	13	9	0	0	19	63	27	52
<b>TOTAL PHOENIX</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>27</b>	52
RALEIGH	AMERICAN AIRLINES	S	60	0	0	87	7	5	2	0	0	7	54	36	59
<b>TOTAL RALEIGH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>54</b>	<b>36</b>	59
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	124	0	0	67	19	7	7	0	0	17	64	20	125
	UNITED AIRLINES	S	124	0	0	84	6	3	6	2	0	14	64	34	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	84	8	5	3	0	0	9	52	68	62
<b>TOTAL SAN FRANCISCO</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>35</b>	307
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	62	0	0	63	21	8	8	0	0	19	56	24	62
<b>TOTAL SEATTLE (TACOMA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>24</b>	62
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	186	0	0	68	20	7	5	0	0	14	64	24	178
	UNITED AIRLINES	S	246	0	3	74	11	9	5	1	0	15	67	26	177
	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	0	74	11	11	4	0	0	12	68	41	62
<b>TOTAL WASHINGTON (DULLES)</b>			<b>486</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>28</b>	417

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ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
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				Actual (7)	Plan (8)										
TOTAL USA			5686	3	14	75	12	7	5	1	0	15	60	30	5171
UZBEKISTAN															
TASHKENT	UZBEKISTAN AIRLINES	S	18	0	0	61	28	11	0	0	0	13	63	13	16
TOTAL TASHKENT			18	0	0	61	28	11	0	0	0	13	63	13	16
TOTAL UZBEKISTAN			18	0	0	61	28	11	0	0	0	13	63	13	16
ZAMBIA															
LUSAKA	BRITISH AIRWAYS PLC	S	26	0	0	62	8	23	0	8	0	28	65	21	23
TOTAL LUSAKA			26	0	0	62	8	23	0	8	0	28	65	21	23
TOTAL ZAMBIA			26	0	0	62	8	23	0	8	0	28	65	21	23
TOTAL HEATHROW			40548	24	74	79	11	6	3	0	0	12	78	13	37616

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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>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	238	0	0	95	3	2	0	0	0	4	93	3	214
TOTAL ANTWERP			<b>238</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>4</b>	<b>93</b>	<b>3</b>	<b>214</b>
TOTAL BELGIUM			<b>238</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>4</b>	<b>93</b>	<b>3</b>	<b>214</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	58	0	0	81	14	2	3	0	0	10	77	21	56
TOTAL BILLUND			<b>58</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>21</b>	<b>56</b>
COPENHAGEN	BA CITYFLYER LTD	S	88	0	0	90	3	2	5	0	0	9	0	0	0
TOTAL COPENHAGEN			<b>88</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>8</b>	<b>84</b>
TOTAL DENMARK			<b>146</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>13</b>	<b>140</b>
<b>FRANCE</b>															
AVIGNON	CITY JET	S	2	0	0	50	50	0	0	0	0	9	0	0	0
TOTAL AVIGNON			<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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRIVE-LA-GAILLARDE	CITY JET	S	26	0	0	92	0	8	0	0	0	4	0	0	0
TOTAL BRIVE-LA-GAILLARDE			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
DEAUVILLE	VLM (BELGIUM)	S	30	0	0	93	7	0	0	0	0	2	50	21	2
TOTAL DEAUVILLE			<b>30</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>21</b>	<b>2</b>
NANTES	VLM (BELGIUM)	S	104	0	0	92	4	3	1	0	0	5	88	10	100
TOTAL NANTES			<b>104</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>5</b>	<b>88</b>	<b>10</b>	<b>100</b>
NICE	BA CITYFLYER LTD	S	73	0	0	75	15	7	3	0	0	10	66	24	62
TOTAL NICE			<b>73</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>10</b>	<b>66</b>	<b>24</b>	<b>62</b>
PARIS (ORLY)	VLM (BELGIUM)	S	271	0	0	87	7	4	1	0	0	6	88	6	225
TOTAL PARIS (ORLY)			<b>271</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>6</b>	<b>225</b>
PAU	CITY JET	S	26	0	0	96	4	0	0	0	0	1	0	0	0
TOTAL PAU			<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>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOULON / HYERES	CITY JET	S	4	0	0	50	50	0	0	0	0	13	0	0	0
TOTAL TOULON / HYERES			<b>4</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>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL FRANCE			<b>536</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>10</b>	<b>389</b>
<b>GERMANY</b>															
FRANKFURT MAIN	BA CITYFLYER LTD	S	131	0	0	89	5	5	2	0	0	5	80	11	127
	LUFTHANSA CITY LINE	S	166	0	0	79	8	9	4	0	0	11	60	22	146
TOTAL FRANKFURT MAIN			<b>297</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>17</b>	<b>273</b>
MUNICH	LUFTHANSA CITY LINE	S	78	0	0	92	5	1	1	0	0	6	85	8	74
TOTAL MUNICH			<b>78</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>8</b>	<b>74</b>
TOTAL GERMANY			<b>375</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>16</b>	<b>348</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	232	0	0	92	5	3	0	0	0	4	88	7	269

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				Actual (7)	Plan (8)										
TOTAL DUBLIN			232	0	0	92	5	3	0	0	0	4	88	7	269
TOTAL IRISH REPUBLIC			232	0	0	92	5	3	0	0	0	4	88	7	269
ITALY															
FLORENCE	CITY JET	S	52	0	0	96	2	2	0	0	0	3	0	0	0
TOTAL FLORENCE			52	0	0	96	2	2	0	0	0	3	0	0	0
MILAN (LINATE)	CITY JET	S	98	0	0	94	3	0	3	0	0	4	88	7	83
TOTAL MILAN (LINATE)			98	0	0	94	3	0	3	0	0	4	88	7	83
TOTAL ITALY			150	0	0	95	3	1	2	0	0	4	89	6	126
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	208	0	0	89	6	3	2	0	0	6	93	4	200
	VLM (BELGIUM)	S	157	0	0	94	4	1	1	0	0	3	96	3	149
TOTAL LUXEMBOURG			365	0	0	91	5	2	2	0	0	5	94	4	349
TOTAL LUXEMBOURG			365	0	0	91	5	2	2	0	0	5	94	4	349
NETHERLANDS															
AMSTERDAM	BA CITYFLYER LTD	S	229	0	0	92	4	2	2	0	0	4	89	7	158
	CITY JET	S	337	0	0	89	8	2	1	0	0	5	0	0	0
TOTAL AMSTERDAM			566	0	0	90	7	2	1	0	0	5	87	8	558
EINDHOVEN	VLM (BELGIUM)	S	86	0	0	88	8	0	3	0	0	7	92	3	86
TOTAL EINDHOVEN			86	0	0	88	8	0	3	0	0	7	92	3	86
ROTTERDAM	VLM (BELGIUM)	S	374	0	0	96	3	1	1	0	0	3	96	3	346
TOTAL ROTTERDAM			374	0	0	96	3	1	1	0	0	3	96	3	346
TOTAL NETHERLANDS			1026	0	0	92	5	1	1	0	0	4	90	6	990
SPAIN															
BARCELONA	BA CITYFLYER LTD	S	61	1	0	89	5	7	0	0	0	6	73	14	59
TOTAL BARCELONA			61	1	0	89	5	7	0	0	0	6	73	14	59
IBIZA	BA CITYFLYER LTD	S	31	0	0	74	13	10	3	0	0	13	62	12	13
TOTAL IBIZA			31	0	0	74	13	10	3	0	0	13	62	12	13
MADRID	BA CITYFLYER LTD	S	92	0	0	80	5	7	8	0	0	13	74	18	88
TOTAL MADRID			92	0	0	80	5	7	8	0	0	13	74	18	88
PALMA DE MALLORCA	BA CITYFLYER LTD	S	30	0	0	83	7	0	10	0	0	13	64	14	14
TOTAL PALMA DE MALLORCA			30	0	0	83	7	0	10	0	0	13	64	14	14
TOTAL SPAIN			214	1	0	82	7	6	5	0	0	11	72	16	174
SWEDEN															
STOCKHOLM (ARLANDA)	BA CITYFLYER LTD	S	93	0	0	90	6	2	1	0	0	6	0	0	0
TOTAL STOCKHOLM (ARLANDA)			93	0	0	90	6	2	1	0	0	6	0	0	0
TOTAL SWEDEN			93	0	0	90	6	2	1	0	0	6	0	0	0
SWITZERLAND															



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			Actual (7)	Plan (8)											
BERNE	SKY WORK AG	S	54	0	0	98	2	0	0	0	0	2	0	0	0
<b>TOTAL BERNE</b>			<b>54</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>0</b>	<b>0</b>	<b>0</b>
GENEVA	SWISS AIRLINES	S	211	0	0	92	5	2	1	0	0	4	88	5	202
<b>TOTAL GENEVA</b>			<b>211</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>5</b>	<b>246</b>
ZURICH	BA CITYFLYER LTD	S	176	1	0	92	2	3	3	0	0	6	86	10	168
	SWISS AIRLINES	S	361	2	2	88	7	4	0	0	0	7	87	7	352
<b>TOTAL ZURICH</b>			<b>537</b>	<b>3</b>	<b>2</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>8</b>	<b>520</b>
<b>TOTAL SWITZERLAND</b>			<b>802</b>	<b>3</b>	<b>2</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>7</b>	<b>867</b>
<b>UNITED KINGDOM</b>															
DUNDEE	VLM (BELGIUM)	S	105	0	0	94	5	0	1	0	0	3	0	0	0
<b>TOTAL DUNDEE</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>3</b>	<b>178</b>
EDINBURGH	BA CITYFLYER LTD	S	379	0	0	89	5	2	4	0	0	7	81	11	305
	CITY JET	S	113	0	0	86	10	4	0	0	0	6	94	4	273
<b>TOTAL EDINBURGH</b>			<b>492</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>8</b>	<b>578</b>
GLASGOW	BA CITYFLYER LTD	S	202	0	0	90	2	2	5	0	0	8	76	22	153
<b>TOTAL GLASGOW</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>22</b>	<b>153</b>
ISLE OF MAN	AER ARANN	S	158	0	0	89	6	1	3	1	0	9	80	15	139
<b>TOTAL ISLE OF MAN</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>15</b>	<b>139</b>
JERSEY	BLUE ISLANDS LIMITED	S	88	2	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL JERSEY</b>			<b>88</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>1</b>	<b>90</b>	<b>6</b>	<b>40</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1045</b>	<b>2</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>10</b>	<b>1148</b>
<b>USA</b>															
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	96	0	0	86	8	2	3	0	0	7	79	14	86
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>14</b>	<b>86</b>
<b>TOTAL USA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>14</b>	<b>86</b>
<b>TOTAL LONDON CITY</b>			<b>5318</b>	<b>6</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>8</b>	<b>5100</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							MAY 2010		
			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>BULGARIA</b>															
BURGAS	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	100	3	2
	WIZZ AIR	S	36	0	0	17	6	56	22	0	0	44	58	19	26
<b>TOTAL BURGAS</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>5</b>	<b>51</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>61</b>	<b>18</b>	<b>28</b>
SOFIA	WIZZ AIR	S	63	0	0	48	10	24	17	0	2	42	58	21	62
<b>TOTAL SOFIA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>10</b>	<b>24</b>	<b>17</b>	<b>0</b>	<b>2</b>	<b>42</b>	<b>58</b>	<b>21</b>	<b>62</b>
VARNA	WIZZ AIR	S	17	0	0	24	35	18	24	0	0	37	31	33	16
<b>TOTAL VARNA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>35</b>	<b>18</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>31</b>	<b>33</b>	<b>16</b>
<b>TOTAL BULGARIA</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>12</b>	<b>32</b>	<b>19</b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>55</b>	<b>22</b>	<b>106</b>
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	62	0	0	81	16	3	0	0	0	8	70	16	60
	THOMSON AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	0	43	35	7
<b>TOTAL LARNACA</b>			<b>67</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>18</b>	<b>67</b>
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	20	0	0	60	15	5	20	0	0	24	65	15	26
	THOMSON AIRWAYS LTD	C	16	0	0	56	13	25	6	0	0	24	56	14	18
<b>TOTAL PAPHOS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>61</b>	<b>15</b>	<b>44</b>
<b>TOTAL CYPRUS</b>			<b>103</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>17</b>	<b>111</b>
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	WIZZ AIR	S	36	0	0	67	19	14	0	0	0	11	0	0	0
<b>TOTAL BRNO (TURANY)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
PRAGUE	WIZZ AIR	S	98	0	0	79	11	7	3	0	0	12	51	40	63
<b>TOTAL PRAGUE</b>			<b>98</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>51</b>	<b>40</b>	<b>63</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>134</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>51</b>	<b>40</b>	<b>63</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	86	2	5	7	0	0	12	75	13	44
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	5	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>41</b>	<b>54</b>
<b>TOTAL EGYPT</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>41</b>	<b>54</b>
<b>ESTONIA</b>															
TALLIN	RYANAIR	S	36	0	0	86	8	6	0	0	0	9	0	0	0
<b>TOTAL TALLIN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ESTONIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
BEZIERS	RYANAIR	S	36	0	0	78	19	3	0	0	0	7	88	9	26
<b>TOTAL BEZIERS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>9</b>	<b>26</b>
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	70	0	1	90	6	3	0	1	0	7	69	13	62
<b>TOTAL BORDEAUX</b>			<b>70</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>13</b>	<b>62</b>
LYON	BLUE PANORAMA	C	2	0	0	0	0	50	50	0	0	69	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 LYON			2	0	0	0	0	50	50	0	0	69	0	0	0
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	26	0	1	92	0	0	4	4	0	17	0	0	0
TOTAL MONTPELLIER			26	0	1	92	0	0	4	4	0	17	0	0	0
NICE	EASYJET AIRLINE COMPANY LTD	S	123	0	0	80	16	3	0	0	0	8	51	39	113
TOTAL NICE			123	15	0	80	16	3	0	0	0	8	51	39	113
NIMES	RYANAIR	S	62	0	0	100	0	0	0	0	0	1	93	7	60
TOTAL NIMES			62	0	0	100	0	0	0	0	0	1	93	7	60
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	168	1	0	74	10	8	7	2	0	19	67	21	156
TOTAL PARIS (CHARLES DE GAULLE)			168	1	0	74	10	8	7	2	0	19	67	21	156
TOTAL FRANCE			488	21	2	82	10	4	3	1	0	12	69	21	443
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	116	0	0	86	9	2	3	0	0	8	70	19	154
TOTAL BERLIN (SCHONEFELD)			116	3	0	86	9	2	3	0	0	8	70	19	154
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	116	0	0	90	6	3	1	0	0	5	72	17	114
TOTAL DORTMUND			116	0	0	90	6	3	1	0	0	5	72	17	114
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	54	0	0	74	15	9	2	0	0	10	71	17	62
TOTAL HAMBURG			54	0	0	74	15	9	2	0	0	10	70	17	64
TOTAL GERMANY			287	9	0	85	9	4	2	0	0	8	71	18	332
GIBRALTAR															
GIBRALTAR	MONARCH AIRLINES	S	68	0	0	72	22	4	0	0	1	15	68	23	60
TOTAL GIBRALTAR			68	0	0	72	22	4	0	0	1	15	68	23	60
TOTAL GIBRALTAR			68	0	0	72	22	4	0	0	1	15	68	23	60
GREECE															
CORFU	MONARCH AIRLINES	S	3	0	1	100	0	0	0	0	0	1	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	8	100	4	8
TOTAL CORFU			11	0	1	73	27	0	0	0	0	6	100	4	8
HERAKLION	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	5	44	17	9
TOTAL HERAKLION			9	0	0	89	11	0	0	0	0	5	44	17	9
KEFALLINIA	THOMSON AIRWAYS LTD	C	9	0	0	78	22	0	0	0	0	7	50	74	6
TOTAL KEFALLINIA			9	0	0	78	22	0	0	0	0	7	50	74	6
RHODES	THOMSON AIRWAYS LTD	C	7	0	0	71	29	0	0	0	0	12	78	16	9
TOTAL RHODES			7	0	0	71	29	0	0	0	0	12	78	16	9
SALONIKA	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	100	0	3
TOTAL SALONIKA			10	0	0	100	0	0	0	0	0	2	100	0	3
ZAKINTHOS	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	3	71	30	7
TOTAL ZAKINTHOS			10	0	0	100	0	0	0	0	0	3	63	30	8
TOTAL GREECE			56	0	1	86	14	0	0	0	0	6	67	25	46

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			Actual (7)	Plan (8)											
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	62	0	0	85	10	2	3	0	0	8	87	9	61
	WIZZ AIR	S	186	0	1	63	19	10	5	3	0	24	65	24	121
<b>TOTAL BUDAPEST</b>			<b>248</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>17</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>19</b>	<b>182</b>
<b>TOTAL HUNGARY</b>			<b>248</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>17</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>19</b>	<b>182</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	RYANAIR	S	186	0	0	85	10	2	2	0	0	8	81	10	134
<b>TOTAL DUBLIN</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>10</b>	<b>134</b>
GALWAY	AER ARANN	S	25	0	0	76	12	8	4	0	0	12	86	12	140
<b>TOTAL GALWAY</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>12</b>	<b>140</b>
IRELAND WEST(KNOCK)	RYANAIR	S	36	0	0	56	28	17	0	0	0	13	89	5	28
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>36</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>13</b>	<b>89</b>	<b>5</b>	<b>28</b>
KERRY COUNTY	RYANAIR	S	62	0	0	100	0	0	0	0	0	1	95	3	57
<b>TOTAL KERRY COUNTY</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>95</b>	<b>3</b>	<b>57</b>
WATERFORD	AER ARANN	S	11	0	0	91	9	0	0	0	0	4	76	25	96
<b>TOTAL WATERFORD</b>			<b>11</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>4</b>	<b>76</b>	<b>25</b>	<b>96</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>320</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>7</b>	<b>84</b>	<b>13</b>	<b>455</b>
<b>ISRAEL</b>															
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	60	0	0	53	17	17	13	0	0	25	54	30	52
	EL AL	S	50	0	0	68	10	10	12	0	0	20	71	14	52
	EL AL	C	2	0	0	0	50	0	50	0	0	40	0	0	0
<b>TOTAL TEL AVIV</b>			<b>112</b>	<b>2</b>	<b>0</b>	<b>59</b>	<b>14</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>22</b>	<b>104</b>
<b>TOTAL ISRAEL</b>			<b>112</b>	<b>2</b>	<b>0</b>	<b>59</b>	<b>14</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>22</b>	<b>104</b>
<b>ITALY</b>															
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	100	1	0	68	11	15	6	0	0	17	45	36	95
<b>TOTAL MILAN (MALPENSA)</b>			<b>100</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>45</b>	<b>36</b>	<b>95</b>
PISA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	66	15	11	8	0	0	19	70	24	60
<b>TOTAL PISA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>25</b>	<b>61</b>
TRAPANI	RYANAIR	S	26	0	0	96	4	0	0	0	0	3	73	12	26
<b>TOTAL TRAPANI</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>0</b>	<b>3</b>	<b>73</b>	<b>12</b>	<b>26</b>
<b>TOTAL ITALY</b>			<b>189</b>	<b>8</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>29</b>	<b>182</b>
<b>LATVIA</b>															
RIGA	WIZZ AIR	S	38	0	0	26	21	45	8	0	0	31	77	20	26
<b>TOTAL RIGA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>21</b>	<b>45</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>77</b>	<b>20</b>	<b>26</b>
<b>TOTAL LATVIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>21</b>	<b>45</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>77</b>	<b>20</b>	<b>26</b>
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	26	0	0	92	8	0	0	0	0	2	88	4	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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 KAUNAS			26	0	0	92	8	0	0	0	0	2	88	4	26
VILNIUS	WIZZ AIR	S	44	0	0	66	25	9	0	0	0	11	0	0	0
TOTAL VILNIUS			44	0	0	66	25	9	0	0	0	11	0	0	0
TOTAL LITHUANIA			70	0	0	76	19	6	0	0	0	8	88	4	26
MALTA															
MALTA	RYANAIR	S	62	0	0	82	13	5	0	0	0	8	85	7	62
TOTAL MALTA			62	0	0	82	13	5	0	0	0	8	85	7	62
TOTAL MALTA			62	0	0	82	13	5	0	0	0	8	85	7	62
MOROCCO															
MARRAKESH	RYANAIR	S	36	0	0	81	17	3	0	0	0	7	88	5	34
TOTAL MARRAKESH			36	0	0	81	17	3	0	0	0	7	88	5	34
TOTAL MOROCCO			36	1	0	81	17	3	0	0	0	7	88	5	34
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	193	0	2	88	8	3	1	0	0	5	77	17	164
TOTAL AMSTERDAM			193	0	2	88	8	3	1	0	0	5	77	17	164
TOTAL NETHERLANDS			193	0	2	88	8	3	1	0	0	5	77	17	164
POLAND															
GDANSK	WIZZ AIR	S	124	0	2	69	12	9	2	8	0	33	74	22	121
TOTAL GDANSK			124	0	2	69	12	9	2	8	0	33	74	22	121
KATOWICE	WIZZ AIR	S	124	0	0	77	10	8	2	2	2	21	71	17	122
TOTAL KATOWICE			124	0	0	77	10	8	2	2	2	21	71	17	122
POZNAN	WIZZ AIR	S	62	0	0	84	10	5	0	2	0	12	72	26	60
TOTAL POZNAN			62	0	0	84	10	5	0	2	0	12	72	26	60
RZESZOW	RYANAIR	S	18	0	0	100	0	0	0	0	0	4	89	19	18
TOTAL RZESZOW			18	0	0	100	0	0	0	0	0	4	89	19	18
WARSAW	WIZZ AIR	S	186	0	0	61	17	15	6	2	0	22	71	21	184
TOTAL WARSAW			186	0	0	61	17	15	6	2	0	22	71	21	184
WROCLAW	WIZZ AIR	S	44	0	0	59	20	16	0	5	0	30	78	17	60
TOTAL WROCLAW			44	0	0	59	20	16	0	5	0	30	78	17	60
TOTAL POLAND			558	0	2	70	13	10	3	3	0	23	73	19	625
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	98	0	0	83	10	3	3	1	0	13	66	20	114
	MONARCH AIRLINES	S	54	0	0	85	9	6	0	0	0	9	75	17	40
	THOMSON AIRWAYS LTD	C	16	0	0	81	13	6	0	0	0	10	75	18	16
TOTAL FARO			168	0	0	83	10	4	2	1	0	11	69	19	170
LISBON	EASYJET AIRLINE COMPANY LTD	S	120	0	0	81	14	5	0	0	0	7	69	21	112
TOTAL LISBON			120	0	0	81	14	5	0	0	0	7	69	21	112

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				Actual (7)	Plan (8)										
TOTAL PORTUGAL(EXCLUDING MADEIRA)			288	0	0	82	12	5	1	0	0	10	69	20	282
PORTUGAL(MADEIRA)															
FUNCHAL	THOMSON AIRWAYS LTD	C	10	0	0	70	20	0	10	0	0	15	71	11	7
TOTAL FUNCHAL			10	0	0	70	20	0	10	0	0	15	71	11	7
TOTAL PORTUGAL(MADEIRA)			10	0	0	70	20	0	10	0	0	15	71	11	7
REPUBLIC OF SERBIA															
BELGRADE	WIZZ AIR	S	34	0	2	65	26	6	3	0	0	14	0	0	0
TOTAL BELGRADE			34	0	2	65	26	6	3	0	0	14	0	0	0
TOTAL REPUBLIC OF SERBIA			34	0	2	65	26	6	3	0	0	14	0	0	0
ROMANIA															
BACAU	BLUE AIR TRANSPORT AERIAN	S	28	0	0	89	11	0	0	0	0	5	92	3	26
TOTAL BACAU			28	0	0	89	11	0	0	0	0	5	92	3	26
BUCHAREST (BANEASA)	BLUE AIR TRANSPORT AERIAN	S	44	0	0	61	30	7	2	0	0	14	75	13	61
	WIZZ AIR	S	115	1	0	79	12	4	4	0	0	10	90	11	97
TOTAL BUCHAREST (BANEASA)			159	1	0	74	17	5	4	0	0	11	84	12	158
CLUJ NAPOCA	WIZZ AIR	S	49	0	0	69	18	10	2	0	0	13	79	7	42
TOTAL CLUJ NAPOCA			49	0	0	69	18	10	2	0	0	13	79	7	42
TIMISOARA	WIZZ AIR	S	26	0	0	81	8	4	8	0	0	12	73	8	26
TOTAL TIMISOARA			26	0	0	81	8	4	8	0	0	12	73	8	26
TIRGU MURES	WIZZ AIR	S	31	0	1	81	10	10	0	0	0	9	0	0	0
TOTAL TIRGU MURES			31	0	1	81	10	10	0	0	0	9	0	0	0
TOTAL ROMANIA			293	1	1	76	15	6	3	0	0	11	83	9	279
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	62	0	0	71	13	13	3	0	0	14	100	3	62
TOTAL BRATISLAVA			62	0	0	71	13	13	3	0	0	14	100	3	62
TOTAL SLOVAK REPUBLIC			62	0	0	71	13	13	3	0	0	14	100	3	62
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	70	0	0	90	6	4	0	0	0	5	69	18	64
	MONARCH AIRLINES	S	38	0	0	71	18	11	0	0	0	12	64	31	36
TOTAL ALICANTE			108	1	0	83	10	6	0	0	0	7	67	23	100
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	124	0	0	88	9	3	0	0	0	5	67	19	117
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	OLTOSTFRIESISCHE LUFFTRANS	C	2	0	0	50	0	50	0	0	0	18	0	0	0
	PRIVILEGE STYLE	C	2	0	0	50	0	0	50	0	0	51	0	0	0
	SPANAIR	C	5	0	0	0	40	60	0	0	0	33	0	0	0
TOTAL BARCELONA			135	7	0	84	10	6	1	0	0	7	67	19	117
GERONA	RYANAIR	S	36	0	0	75	22	3	0	0	0	8	71	14	35
TOTAL GERONA			36	0	0	75	22	3	0	0	0	8	71	14	35

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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	EASYJET AIRLINE COMPANY LTD	S	28	0	0	82	14	4	0	0	0	6	48	28	27
	THOMSON AIRWAYS LTD	C	14	0	0	93	7	0	0	0	0	4	81	12	16
<b>TOTAL IBIZA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>60</b>	<b>22</b>	<b>43</b>
MADRID	EASYJET AIRLINE COMPANY LTD	S	162	0	0	80	7	7	6	0	0	11	56	30	156
<b>TOTAL MADRID</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>30</b>	<b>156</b>
MAHON	MONARCH AIRLINES	S	26	0	0	85	15	0	0	0	0	7	73	11	26
	THOMSON AIRWAYS LTD	C	11	0	0	91	0	9	0	0	0	6	79	8	14
<b>TOTAL MAHON</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>10</b>	<b>41</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	112	0	0	84	10	4	2	0	0	9	63	34	131
	MONARCH AIRLINES	S	58	0	0	76	17	3	3	0	0	12	67	29	43
	THOMSON AIRWAYS LTD	C	16	0	0	50	38	13	0	0	0	18	50	31	18
	TRANSAVIA	C	2	0	0	0	100	0	0	0	0	23	0	0	0
<b>TOTAL MALAGA</b>			<b>188</b>	<b>4</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>32</b>	<b>192</b>	
MURCIA SAN JAVIER	RYANAIR	S	62	0	0	90	6	2	0	2	0	8	82	12	60
<b>TOTAL MURCIA SAN JAVIER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>12</b>	<b>60</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	132	0	0	84	8	6	0	2	0	11	66	23	120
	MONARCH AIRLINES	S	38	0	0	63	11	21	5	0	0	21	61	38	38
	THOMSON AIRWAYS LTD	C	32	0	0	53	16	16	16	0	0	26	56	19	32
<b>TOTAL PALMA DE MALLORCA</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>26</b>	<b>190</b>
REUS	RYANAIR	S	34	0	0	91	3	0	6	0	0	13	75	9	32
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	3	50	53	6
<b>TOTAL REUS</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>16</b>	<b>38</b>
<b>TOTAL SPAIN</b>			<b>1015</b>	<b>12</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>24</b>	<b>973</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MONARCH AIRLINES	S	26	1	0	65	4	23	8	0	0	19	60	37	20
	RYANAIR	S	18	0	0	94	6	0	0	0	0	4	94	5	18
	THOMSON AIRWAYS LTD	C	10	0	0	50	20	20	10	0	0	20	90	6	10
<b>TOTAL ARRECIFE</b>			<b>54</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>7</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>18</b>	<b>48</b>
FUERTEVENTURA	RYANAIR	S	18	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	4	100	2	8
<b>TOTAL FUERTEVENTURA</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>88</b>	<b>6</b>	<b>16</b>
LAS PALMAS	RYANAIR	S	18	0	0	100	0	0	0	0	0	2	100	3	18
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	56	26	9
<b>TOTAL LAS PALMAS</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>78</b>	<b>17</b>	<b>37</b>
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	66	0	1	73	20	5	2	2	0	13	56	30	64
	RYANAIR	S	26	0	0	88	8	4	0	0	0	4	93	5	14
	THOMSON AIRWAYS LTD	C	8	0	0	38	13	0	50	0	0	42	56	20	9
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>100</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>16</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>25</b>	<b>87</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>208</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>20</b>	<b>188</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	124	0	0	77	13	8	2	0	0	10	77	15	117

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			Actual (7)	Plan (8)											
TOTAL GENEVA			124	2	0	77	13	8	2	0	0	10	77	15	117
ZURICH	EASYJET AIRLINE COMPANY LTD	S	62	0	0	71	16	11	2	0	0	13	78	15	96
TOTAL ZURICH			62	3	0	71	16	11	2	0	0	13	78	15	96
TOTAL SWITZERLAND			186	5	0	75	14	9	2	0	0	11	77	15	213
TUNISIA															
ENFIDHA	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	4	0	0	0
TOTAL ENFIDHA			10	0	0	90	10	0	0	0	0	4	0	0	0
TOTAL TUNISIA			10	1	0	90	10	0	0	0	0	4	33	27	9
TURKEY															
ANTALYA	MONARCH AIRLINES	C	3	0	0	33	67	0	0	0	0	13	0	36	3
	THOMSON AIRWAYS LTD	C	15	0	0	60	7	27	7	0	0	22	36	26	14
TOTAL ANTALYA			18	0	0	56	17	22	6	0	0	20	29	28	17
BODRUM (MILAS)	MONARCH AIRLINES	S	20	0	0	40	15	45	0	0	0	25	78	24	18
	THOMSON AIRWAYS LTD	C	7	0	0	43	29	14	14	0	0	25	57	25	7
TOTAL BODRUM (MILAS)			27	0	0	41	19	37	4	0	0	25	69	24	26
DALAMAN	MONARCH AIRLINES	S	20	0	1	65	15	10	0	10	0	38	89	6	18
	MONARCH AIRLINES	C	7	0	0	43	14	29	14	0	0	28	11	34	9
	THOMSON AIRWAYS LTD	C	27	0	0	81	11	0	7	0	0	12	63	13	24
TOTAL DALAMAN			54	0	1	70	13	7	6	4	0	24	63	14	51
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	80	18	2	0	0	0	9	81	13	62
TOTAL ISTANBUL (SABIHA GOKCEN)			45	0	0	78	20	2	0	0	0	9	79	13	63
TOTAL TURKEY			144	1	1	65	17	13	3	1	0	19	67	17	158
UKRAINE															
KIEV (ZHULYANY)	WIZZ AIR	S	30	0	0	83	7	7	3	0	0	12	0	0	0
TOTAL KIEV (ZHULYANY)			30	0	0	83	7	7	3	0	0	12	0	0	0
TOTAL UKRAINE			30	2	0	83	7	7	3	0	0	12	46	19	26
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	AIR ITALY	C	2	0	0	50	0	50	0	0	0	18	0	0	0
TOTAL ABU DHABI INTERNATIONAL			2	1	0	50	0	50	0	0	0	18	0	0	0
TOTAL UNITED ARAB EMIRATES			2	2	0	50	0	50	0	0	0	18	0	0	0
UNITED KINGDOM															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	104	0	0	79	13	6	3	0	0	10	73	14	98
TOTAL ABERDEEN			104	2	0	79	13	6	3	0	0	10	73	14	98
BELFAST CITY (GEORGE BEST)	EASYJET AIRLINE COMPANY LTD	S	40	0	0	88	5	8	0	0	0	8	58	25	112
TOTAL BELFAST CITY (GEORGE BEST)			40	0	0	88	5	8	0	0	0	8	58	25	112
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	120	1	0	85	11	3	2	0	0	8	0	0	0
TOTAL BELFAST INTERNATIONAL			120	1	0	85	11	3	2	0	0	8	0	0	0
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	163	0	0	85	8	4	2	0	0	8	73	16	158



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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 EDINBURGH			163	2	0	85	8	4	2	0	0	8	73	16	158
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	190	0	0	77	12	8	3	1	1	13	72	14	178
TOTAL GLASGOW			190	0	0	77	12	8	3	1	1	13	72	14	178
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	68	0	0	93	1	0	6	0	0	8	65	32	66
TOTAL INVERNESS			68	0	0	93	1	0	6	0	0	8	65	32	66
ISLE OF MAN	FLYBE LTD	S	62	0	0	97	3	0	0	0	0	3	96	2	56
TOTAL ISLE OF MAN			62	0	0	97	3	0	0	0	0	3	96	2	56
JERSEY	FLYBE LTD	S	44	0	0	91	9	0	0	0	0	4	98	3	40
TOTAL JERSEY			44	0	0	91	9	0	0	0	0	4	98	3	40
TOTAL UNITED KINGDOM			791	9	0	84	9	4	2	0	0	9	73	16	708
TOTAL LUTON			6242	119	13	77	12	7	3	1	0	13	71	19	6010

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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	3	0	0	67	33	0	0	0	0	13	80	9	5
<b>TOTAL INNSBRUCK</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>9</b>	<b>5</b>
SALZBURG	THOMSON AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	3	86	6	7
<b>TOTAL SALZBURG</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>6</b>	<b>7</b>
<b>TOTAL AUSTRIA</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>6</b>	<b>77</b>	<b>11</b>	<b>13</b>
<b>BARBADOS</b>															
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	10	0	0	60	20	10	10	0	0	19	70	50	10
<b>TOTAL BRIDGETOWN</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>19</b>	<b>73</b>	<b>46</b>	<b>11</b>
<b>TOTAL BARBADOS</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>19</b>	<b>73</b>	<b>46</b>	<b>11</b>
<b>BELARUS</b>															
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	2	0	0	100	0	0	0	0	0	0	100	0	2
<b>TOTAL MINSK INT'L</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>100</b>	<b>0</b>	<b>2</b>
<b>TOTAL BELARUS</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>100</b>	<b>0</b>	<b>2</b>
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	86	0	0	94	6	0	0	0	0	4	92	7	86
<b>TOTAL ANTWERP</b>			<b>86</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>7</b>	<b>86</b>
BRUSSELS	BRUSSELS AIRLINES	S	203	0	0	88	7	4	0	0	0	6	79	9	182
	FLYBE LTD	S	94	0	0	80	11	5	3	0	1	16	77	14	86
<b>TOTAL BRUSSELS</b>			<b>297</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>9</b>	<b>78</b>	<b>11</b>	<b>269</b>
<b>TOTAL BELGIUM</b>			<b>383</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>10</b>	<b>355</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	14	0	0	71	0	21	7	0	0	21	80	10	15
	THOMAS COOK AIRLINES LTD	C	12	0	0	83	8	0	8	0	0	9	55	24	11
	THOMSON AIRWAYS LTD	C	6	1	0	83	17	0	0	0	0	8	100	2	5
<b>TOTAL BURGAS</b>			<b>32</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>13</b>	<b>33</b>
SOFIA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	61	11	6	11	11	0	54	83	11	18
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>54</b>	<b>83</b>	<b>11</b>	<b>18</b>
VARNA	BH AIR	C	3	0	0	67	33	0	0	0	0	15	50	17	2
<b>TOTAL VARNA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>17</b>	<b>2</b>
<b>TOTAL BULGARIA</b>			<b>53</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>77</b>	<b>12</b>	<b>53</b>
<b>CANADA</b>															
CALGARY	THOMAS COOK AIRLINES LTD	S	19	0	0	79	0	0	21	0	0	25	28	68	18
<b>TOTAL CALGARY</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>28</b>	<b>68</b>	<b>18</b>
TORONTO	AIR TRANSAT	S	50	0	0	76	12	12	0	0	0	11	0	0	0
<b>TOTAL TORONTO</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>64</b>	<b>60</b>
VANCOUVER	THOMAS COOK AIRLINES LTD	S	16	0	0	88	6	6	0	0	0	7	42	63	19

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ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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 VANCOUVER			16	0	0	88	6	6	0	0	0	7	42	63	19
TOTAL CANADA			85	0	0	79	8	8	5	0	0	14	44	65	97
CAPE VERDE ISLANDS															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	17	0	0	65	12	24	0	0	0	13	40	40	10
TOTAL BOA VISTA (RABIL)			17	0	0	65	12	24	0	0	0	13	40	40	10
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	1	50	25	25	0	0	0	20	75	13	8
TOTAL ILHA DO SAL C.VERDE			8	0	1	50	25	25	0	0	0	20	75	13	8
TOTAL CAPE VERDE ISLANDS			25	0	1	60	16	24	0	0	0	15	56	28	18
CROATIA															
DUBROVNIK	JET2.COM LTD	S	18	0	0	56	33	11	0	0	0	15	47	38	17
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	0	88	8	8
TOTAL DUBROVNIK			27	0	0	70	22	7	0	0	0	10	60	29	25
PULA	CROATIA AIRLINES	C	3	0	0	100	0	0	0	0	0	2	0	0	0
	THOMSON AIRWAYS LTD	C	9	0	0	89	0	11	0	0	0	7	100	1	7
TOTAL PULA			12	0	0	92	0	8	0	0	0	6	100	1	7
SPLIT	JET2.COM LTD	S	8	0	0	75	0	13	13	0	0	19	70	10	10
TOTAL SPLIT			8	0	0	75	0	13	13	0	0	19	70	10	10
TOTAL CROATIA			47	0	0	77	13	9	2	0	0	10	69	19	42
CUBA															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	8	44	27	9
TOTAL CUNAGUA (CAYO COCO)			8	0	0	75	25	0	0	0	0	8	44	27	9
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	7	0	0	71	29	0	0	0	0	8	67	42	9
	THOMSON AIRWAYS LTD	C	12	0	0	58	33	0	8	0	0	15	38	57	8
TOTAL HOLGUIN (FRANK PAIS)			19	0	0	63	32	0	5	0	0	13	53	49	17
SANTA CLARA	THOMAS COOK AIRLINES LTD	C	3	0	0	67	0	0	33	0	0	41	33	21	3
TOTAL SANTA CLARA			3	0	0	67	0	0	33	0	0	41	33	21	3
VARADERO	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	6	50	29	8
	THOMSON AIRWAYS LTD	C	8	0	0	50	25	13	13	0	0	23	38	35	8
TOTAL VARADERO			16	0	0	69	19	6	6	0	0	14	44	32	16
TOTAL CUBA			46	0	0	67	24	2	7	0	0	14	47	37	45
CYPRUS															
LARNACA	CYPRUS AIRWAYS	S	36	0	0	64	17	19	0	0	0	16	66	22	44
	FLY HELLAS	C	8	0	0	25	13	63	0	0	0	30	0	0	0
	JET2.COM LTD	S	6	0	0	17	17	0	67	0	0	61	0	0	0
	MONARCH AIRLINES	S	70	0	0	74	14	0	9	3	0	19	60	20	57
	THOMAS COOK AIRLINES LTD	C	17	0	0	47	6	18	24	6	0	54	37	34	19
	THOMSON AIRWAYS LTD	C	20	0	0	55	25	5	5	0	10	54	93	58	15
TOTAL LARNACA			157	0	0	62	15	10	10	2	1	29	58	27	158
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	56	0	0	66	23	7	4	0	0	14	51	32	55

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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	JET2.COM LTD	S	18	0	0	50	17	28	6	0	0	23	0	0	0
	MONARCH AIRLINES	S	20	0	0	50	20	15	15	0	0	35	0	0	0
	THOMAS COOK AIRLINES LTD	C	32	0	0	94	0	3	3	0	0	5	37	36	27
	THOMSON AIRWAYS LTD	C	31	0	0	77	16	6	0	0	0	9	40	23	35
<b>TOTAL PAPHOS</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>46</b>	<b>28</b>	<b>134</b>
<b>TOTAL CYPRUS</b>			<b>314</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>52</b>	<b>27</b>	<b>292</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	36	0	0	69	6	14	11	0	0	18	79	9	34
	JET2.COM LTD	S	44	0	0	68	14	5	14	0	0	22	49	35	41
<b>TOTAL PRAGUE</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>19</b>	<b>125</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>19</b>	<b>125</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	89	0	1	82	12	3	0	2	0	11	64	45	74
<b>TOTAL BILLUND</b>			<b>89</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>45</b>	<b>74</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	54	0	0	96	0	4	0	0	0	4	76	24	50
	SAS	S	121	0	1	91	3	4	2	0	0	6	85	7	117
<b>TOTAL COPENHAGEN</b>			<b>175</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>12</b>	<b>167</b>
<b>TOTAL DENMARK</b>			<b>264</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>23</b>	<b>241</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMAS COOK AIRLINES LTD	C	4	0	0	50	0	25	25	0	0	26	82	22	11
	THOMSON AIRWAYS LTD	C	8	0	0	63	13	13	13	0	0	28	44	100	9
<b>TOTAL PUERTO PLATA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>8</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>65</b>	<b>57</b>	<b>20</b>
PUNTA CANA	THOMAS COOK AIRLINES LTD	C	7	0	0	43	0	0	0	57	0	148	50	72	8
	THOMSON AIRWAYS LTD	C	17	0	0	82	12	0	6	0	0	8	74	41	19
<b>TOTAL PUNTA CANA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>17</b>	<b>0</b>	<b>49</b>	<b>67</b>	<b>50</b>	<b>27</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>6</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>42</b>	<b>66</b>	<b>53</b>	<b>47</b>
<b>EGYPT</b>															
HURGHADA	THOMAS COOK AIRLINES LTD	C	17	0	0	71	18	6	6	0	0	13	81	9	16
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	13	0	0	0
<b>TOTAL HURGHADA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>10</b>	<b>24</b>
LUXOR	MONARCH AIRLINES	C	10	0	0	50	20	10	20	0	0	26	40	50	10
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	75	12	8
<b>TOTAL LUXOR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>33</b>	<b>18</b>
<b>MARSA ALAM</b>	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	63	20	8
<b>TOTAL MARSA ALAM</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>6</b>	<b>63</b>	<b>20</b>	<b>8</b>
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	26	0	0	62	31	8	0	0	0	10	78	8	23
	MONARCH AIRLINES	C	18	0	0	100	0	0	0	0	0	2	82	8	17
	THOMAS COOK AIRLINES LTD	C	20	0	0	65	20	10	0	5	0	21	56	28	45
	THOMSON AIRWAYS LTD	C	53	0	0	70	15	11	4	0	0	15	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>30</b>	<b>177</b>

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				Actual (7)	Plan (8)										
TABA	THOMSON AIRWAYS LTD	C	9	0	0	78	22	0	0	0	0	8	50	20	8
<b>TOTAL TABA</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>8</b>	<b>50</b>	<b>20</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>27</b>	<b>243</b>
<b>FINLAND</b>															
HELSINKI	EASYJET AIRLINE COMPANY LTD	S	28	0	0	89	4	7	0	0	0	5	76	8	34
	FINNAIR	S	124	0	0	82	12	2	4	0	0	11	91	7	122
<b>TOTAL HELSINKI</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>7</b>	<b>156</b>
<b>TOTAL FINLAND</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>7</b>	<b>156</b>
<b>FRANCE</b>															
BASTIA	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	7	25	43	4
<b>TOTAL BASTIA</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>7</b>	<b>25</b>	<b>43</b>	<b>4</b>
BERGERAC	FLYBE LTD	S	4	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL BERGERAC</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>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
BORDEAUX	BMIBABY LTD	S	8	0	0	75	25	0	0	0	0	12	70	24	10
<b>TOTAL BORDEAUX</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>0</b>	<b>12</b>	<b>70</b>	<b>24</b>	<b>10</b>
BRIVE-LA-GAILLARDE	JET2.COM LTD	S	8	0	0	75	0	25	0	0	0	12	0	0	0
<b>TOTAL BRIVE-LA-GAILLARDE</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>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	BMI REGIONAL	S	42	0	0	95	2	0	2	0	0	3	81	12	36
<b>TOTAL LYON</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>12</b>	<b>36</b>
NANTES	FLYBE LTD	S	48	0	0	73	17	6	4	0	0	13	0	0	0
<b>TOTAL NANTES</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	12	0	0	0
	JET2.COM LTD	S	49	0	0	53	33	8	6	0	0	18	15	77	27
<b>TOTAL NICE</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>31</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>15</b>	<b>77</b>	<b>27</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	186	0	0	89	6	3	2	0	0	6	89	6	244
	FLYBE LTD	S	208	0	0	92	5	2	0	1	0	7	81	11	142
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>394</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>7</b>	<b>85</b>	<b>8</b>	<b>433</b>
PERPIGNAN	BMIBABY LTD	S	30	0	0	73	10	10	0	7	0	27	100	4	8
<b>TOTAL PERPIGNAN</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>27</b>	<b>100</b>	<b>4</b>	<b>8</b>
RENNES	FLYBE LTD	S	8	0	0	88	13	0	0	0	0	5	67	39	6
<b>TOTAL RENNES</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>5</b>	<b>67</b>	<b>39</b>	<b>6</b>
TARBES-LOURDES INTERNATIONAL	BMIBABY LTD	S	18	0	0	67	11	11	11	0	0	21	61	27	18
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>27</b>	<b>18</b>
TOULOUSE (BLAGNAC)	BMIBABY LTD	S	18	0	0	67	11	11	0	11	0	34	83	6	24
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>34</b>	<b>83</b>	<b>6</b>	<b>24</b>
<b>TOTAL FRANCE</b>			<b>632</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>13</b>	<b>566</b>
<b>GERMANY</b>															
COLOGNE BONN	GERMANWINGS	S	46	0	0	65	20	11	4	0	0	16	67	11	42

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 COLOGNE BONN</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>11</b>	<b>42</b>
<b>DUSSELDORF</b>	AIR BERLIN	C	4	0	0	50	0	25	25	0	0	37	0	0	0
	FLYBE LTD	S	135	0	0	83	13	2	2	0	0	8	89	8	130
	LUFTHANSA CITY LINE	S	198	0	0	78	16	6	0	0	0	9	83	11	144
<b>TOTAL DUSSELDORF</b>			<b>337</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>10</b>	<b>274</b>
<b>FRANKFURT MAIN</b>	FLYBE LTD	S	95	0	1	76	11	7	6	0	0	14	71	12	119
	LUFTHANSA	S	248	0	0	60	22	13	5	0	0	17	68	15	236
<b>TOTAL FRANKFURT MAIN</b>			<b>343</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>19</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>14</b>	<b>355</b>
<b>HAMBURG</b>	EASYJET AIRLINE COMPANY LTD	S	54	0	0	67	20	7	6	0	0	13	0	0	0
	LUFTHANSA CITY LINE	S	144	0	0	90	7	3	1	0	0	6	79	15	123
<b>TOTAL HAMBURG</b>			<b>198</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>8</b>	<b>79</b>	<b>15</b>	<b>123</b>
<b>HANOVER</b>	FLYBE LTD	S	62	0	0	84	10	5	2	0	0	7	83	16	60
<b>TOTAL HANOVER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>16</b>	<b>60</b>
<b>MUNICH</b>	EASYJET AIRLINE COMPANY LTD	S	54	0	0	81	7	7	4	0	0	9	57	28	42
	LUFTHANSA	S	177	0	0	75	15	9	2	0	0	12	76	12	168
<b>TOTAL MUNICH</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>15</b>	<b>210</b>
<b>MUNSTER-OSNABRUCK</b>	AIR BERLIN	C	4	0	0	50	50	0	0	0	0	12	0	0	0
	GERMANIA FLUGGESELLSCHAFT	C	2	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>6</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>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PADERBORN</b>	AIR BERLIN	S	26	0	0	100	0	0	0	0	0	1	88	4	24
<b>TOTAL PADERBORN</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>88</b>	<b>4</b>	<b>24</b>
<b>STUTTGART</b>	LUFTHANSA CITY LINE	S	54	0	0	89	9	2	0	0	0	4	84	6	50
<b>TOTAL STUTTGART</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>6</b>	<b>50</b>
<b>TOTAL GERMANY</b>			<b>1303</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>13</b>	<b>1140</b>
<b>GIBRALTAR</b>															
<b>GIBRALTAR</b>	MONARCH AIRLINES	S	44	0	0	75	14	5	5	0	2	20	50	22	26
<b>TOTAL GIBRALTAR</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>50</b>	<b>22</b>	<b>26</b>
<b>TOTAL GIBRALTAR</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>50</b>	<b>22</b>	<b>26</b>
<b>GREECE</b>															
<b>ATHENS</b>	EASYJET AIRLINE COMPANY LTD	S	25	0	1	84	8	4	4	0	0	10	65	13	23
	FLY HELLAS	S	16	0	0	19	50	19	13	0	0	32	7	71	15
<b>TOTAL ATHENS</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>24</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>42</b>	<b>36</b>	<b>38</b>
<b>CHANIA</b>	MONARCH AIRLINES	C	10	0	0	90	0	10	0	0	0	6	63	18	8
	THOMSON AIRWAYS LTD	C	9	0	0	67	11	0	0	22	0	78	86	23	7
	TOR AIR	C	6	0	0	50	17	0	33	0	0	43	0	0	0
<b>TOTAL CHANIA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>41</b>	<b>73</b>	<b>20</b>	<b>15</b>
<b>CORFU</b>	EASYJET AIRLINE COMPANY LTD	S	20	0	0	80	20	0	0	0	0	7	75	31	28
	MONARCH AIRLINES	C	4	0	0	50	0	0	50	0	0	69	55	61	11
	STAF	C	6	0	0	33	17	33	17	0	0	35	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	100	0	0	0	0	0	3	59	85	17
	THOMSON AIRWAYS LTD	C	28	0	0	68	18	4	4	4	4	37	46	70	24

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				Actual (7)	Plan (8)										
CORFU	TOR AIR	C	2	0	0	50	50	0	0	0	0	8	0	0	0
<b>TOTAL CORFU</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>59</b>	<b>66</b>	<b>88</b>
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	17	0	1	65	24	0	12	0	0	18	73	8	22
	JET2.COM LTD	S	4	0	0	100	0	0	0	0	0	2	100	3	2
	MONARCH AIRLINES	C	10	0	0	90	0	10	0	0	0	7	65	20	17
	STAF	C	10	0	0	90	0	10	0	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	22	0	0	86	0	5	9	0	0	15	83	15	23
	THOMSON AIRWAYS LTD	C	29	0	0	66	24	3	7	0	0	21	83	33	23
<b>TOTAL HERAKLION</b>			<b>92</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>12</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>20</b>	<b>95</b>
KALAMATA	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	2	75	10	8
<b>TOTAL KALAMATA</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>2</b>	<b>75</b>	<b>10</b>	<b>8</b>
KAVALA	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	4	100	3	8
<b>TOTAL KAVALA</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>4</b>	<b>100</b>	<b>3</b>	<b>8</b>
KEFALLINIA	BMI BRITISH MIDLAND	C	14	0	0	93	7	0	0	0	0	4	93	3	15
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	6	0	0	11	0	29	79	12	14
	THOMSON AIRWAYS LTD	C	29	0	0	90	7	0	3	0	0	7	45	39	22
<b>TOTAL KEFALLINIA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>21</b>	<b>51</b>
KOS	JET2.COM LTD	S	2	0	0	50	50	0	0	0	0	13	100	6	2
	STAF	C	3	0	0	33	0	0	67	0	0	58	0	0	0
	THOMAS COOK AIRLINES LTD	C	13	0	0	69	8	23	0	0	0	15	60	104	10
	THOMSON AIRWAYS LTD	C	15	0	0	53	7	0	20	20	0	73	50	70	18
	TOR AIR	C	7	0	0	0	14	29	29	0	29	200	0	0	0
<b>TOTAL KOS</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>10</b>	<b>13</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>72</b>	<b>48</b>	<b>80</b>	<b>44</b>
MIKONOS	THOMSON AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	6	57	22	7
<b>TOTAL MIKONOS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>57</b>	<b>22</b>	<b>7</b>
MYTILINI	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	6	75	10	8
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	5	100	3	8
<b>TOTAL MYTILINI</b>			<b>16</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>6</b>	<b>88</b>	<b>6</b>	<b>17</b>
PREVEZA	MONARCH AIRLINES	C	10	0	0	50	30	0	20	0	0	30	67	10	9
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	2	50	238	10
	THOMSON AIRWAYS LTD	C	9	0	0	78	11	11	0	0	0	11	67	18	9
	TOR AIR	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PREVEZA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>89</b>	<b>30</b>
RHODES	JET2.COM LTD	S	2	0	0	100	0	0	0	0	0	7	100	2	2
	STAF	C	15	0	0	67	7	27	0	0	0	15	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	10	0	10	20	0	57	56	25	9
	THOMSON AIRWAYS LTD	C	21	0	0	67	10	5	10	10	0	42	48	69	23
<b>TOTAL RHODES</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>10</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>35</b>	<b>61</b>	<b>61</b>	<b>56</b>
SALONIKA	STAF	C	2	0	0	50	50	0	0	0	0	15	0	0	0
	THOMAS COOK AIRLINES LTD	C	3	0	0	67	33	0	0	0	0	10	78	22	9
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	0	100	2	10
<b>TOTAL SALONIKA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>12</b>	<b>21</b>
SAMOS	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	2	100	1	3

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
			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 SAMOS</b>			<b>7</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>3</b>
<b>SKIATHOS</b>	MONARCH AIRLINES	C	6	0	0	17	17	50	17	0	0	44	46	27	13
	STAF	C	5	0	0	40	40	0	20	0	0	20	0	0	0
	THOMAS COOK AIRLINES LTD	C	5	0	0	80	0	0	0	20	0	51	100	5	7
	THOMSON AIRWAYS LTD	C	16	0	0	63	13	13	13	0	0	17	23	84	13
<b>TOTAL SKIATHOS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>16</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>50</b>	<b>44</b>	<b>34</b>
<b>THIRA (SANTORINI)</b>	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	2	20	82	5
	THOMSON AIRWAYS LTD	C	9	0	0	78	0	22	0	0	0	14	71	32	7
<b>TOTAL THIRA (SANTORINI)</b>			<b>16</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>9</b>	<b>53</b>	<b>43</b>	<b>17</b>
<b>ZAKINTHOS</b>	MONARCH AIRLINES	C	3	0	0	100	0	0	0	0	0	3	90	8	10
	STAF	C	5	0	0	40	20	0	40	0	0	47	0	0	0
	THOMAS COOK AIRLINES LTD	C	21	0	0	81	19	0	0	0	0	6	58	24	19
	THOMSON AIRWAYS LTD	C	25	0	0	68	24	8	0	0	0	9	63	15	27
<b>TOTAL ZAKINTHOS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>23</b>	<b>62</b>
<b>TOTAL GREECE</b>			<b>578</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>22</b>	<b>63</b>	<b>41</b>	<b>594</b>
<b>HUNGARY</b>															
<b>BUDAPEST</b>	JET2.COM LTD	S	62	0	0	74	5	11	3	6	0	26	45	39	51
<b>TOTAL BUDAPEST</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>5</b>	<b>11</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>26</b>	<b>45</b>	<b>39</b>	<b>51</b>
<b>TOTAL HUNGARY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>5</b>	<b>11</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>26</b>	<b>45</b>	<b>39</b>	<b>51</b>
<b>ICELAND</b>															
<b>KEFLAVIK</b>	ICELANDAIR	S	42	0	0	71	14	7	7	0	0	18	56	28	32
<b>TOTAL KEFLAVIK</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>28</b>	<b>32</b>
<b>TOTAL ICELAND</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>28</b>	<b>32</b>
<b>IRISH REPUBLIC</b>															
<b>CORK</b>	AER ARANN	S	124	0	0	88	6	3	2	0	0	7	0	0	0
<b>TOTAL CORK</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>12</b>	<b>54</b>
<b>DUBLIN</b>	AER ARANN	C	2	0	0	100	0	0	0	0	0	4	100	12	2
	AER LINGUS	S	178	0	0	86	7	5	2	0	0	9	85	9	184
	CITY JET	C	6	0	0	50	17	33	0	0	0	16	100	0	2
	FLYBE LTD	C	2	0	0	100	0	0	0	0	0	1	0	0	0
	RYANAIR	S	186	0	0	87	10	1	2	0	0	7	84	9	140
<b>TOTAL DUBLIN</b>			<b>374</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>9</b>	<b>328</b>
<b>GALWAY</b>	AER ARANN	S	62	0	0	76	8	11	5	0	0	12	71	25	73
<b>TOTAL GALWAY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>25</b>	<b>73</b>
<b>IRELAND WEST(KNOCK)</b>	BMIBABY LTD	S	42	0	0	79	7	12	2	0	0	11	76	13	42
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>13</b>	<b>42</b>
<b>KERRY COUNTY</b>	AER ARANN	S	36	0	0	81	14	6	0	0	0	7	50	33	16
<b>TOTAL KERRY COUNTY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>33</b>	<b>16</b>
<b>SHANNON</b>	AER ARANN	S	116	0	0	91	3	3	3	0	0	6	0	0	0
<b>TOTAL SHANNON</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</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)										
WATERFORD	AER ARANN	S	36	0	0	78	6	0	11	6	0	29	68	21	40
<b>TOTAL WATERFORD</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>29</b>	<b>68</b>	<b>21</b>	<b>40</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>790</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>13</b>	<b>553</b>	
<b>ISLE OF CURACAO NETH.ANTILLES</b>															
ARUBA	THOMSON AIRWAYS LTD	C	9	0	0	78	0	0	0	22	0	43	71	22	7
<b>TOTAL ARUBA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>43</b>	<b>71</b>	<b>22</b>	<b>7</b>
<b>TOTAL ISLE OF CURACAO NETH.ANTILLES</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>43</b>	<b>71</b>	<b>22</b>	<b>7</b>
<b>ISRAEL</b>															
TEL AVIV	JET2.COM LTD	S	18	0	0	39	28	22	6	6	0	43	17	56	18
<b>TOTAL TEL AVIV</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>28</b>	<b>22</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>43</b>	<b>17</b>	<b>56</b>	<b>18</b>
<b>TOTAL ISRAEL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>28</b>	<b>22</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>43</b>	<b>17</b>	<b>56</b>	<b>18</b>
<b>ITALY</b>															
CATANIA (FONTANAROSSA)	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	3	56	13	9
<b>TOTAL CATANIA (FONTANAROSSA)</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>3</b>	<b>56</b>	<b>13</b>	<b>9</b>
MILAN (MALPENSA)	FLYBE LTD	S	62	0	0	92	5	3	0	0	0	5	45	31	60
<b>TOTAL MILAN (MALPENSA)</b>			<b>63</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>6</b>	<b>45</b>	<b>31</b>	<b>60</b>
NAPLES	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	15	0	41	2
	THOMSON AIRWAYS LTD	C	22	0	0	68	0	9	5	9	9	100	69	22	26
<b>TOTAL NAPLES</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>93</b>	<b>64</b>	<b>24</b>	<b>28</b>
PISA	JET2.COM LTD	S	38	0	0	55	18	24	3	0	0	19	0	31	6
	THOMSON AIRWAYS LTD	C	7	0	0	57	29	0	14	0	0	31	86	7	7
<b>TOTAL PISA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>46</b>	<b>18</b>	<b>13</b>
ROME (FIUMICINO)	JET2.COM LTD	S	62	0	0	58	19	15	5	2	2	26	53	34	58
	THOMSON AIRWAYS LTD	C	4	0	0	50	0	25	25	0	0	31	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>27</b>	<b>53</b>	<b>34</b>	<b>58</b>
TURIN	ALITALIA (CAI)	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL TURIN</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>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
VENICE	FLYBE LTD	C	9	0	0	100	0	0	0	0	0	5	50	51	8
	JET2.COM LTD	S	54	0	0	61	24	4	11	0	0	26	29	48	35
	THOMSON AIRWAYS LTD	C	9	0	0	67	22	0	11	0	0	24	86	13	7
<b>TOTAL VENICE</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>38</b>	<b>46</b>	<b>52</b>
VERONA VILLAFRANCA	FLYBE LTD	C	6	0	0	50	50	0	0	0	0	10	83	7	6
	THOMSON AIRWAYS LTD	C	19	0	0	68	16	11	5	0	0	14	59	30	22
<b>TOTAL VERONA VILLAFRANCA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>24</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>25</b>	<b>28</b>
<b>TOTAL ITALY</b>			<b>307</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>51</b>	<b>32</b>	<b>254</b>
<b>JAMAICA</b>															
MONTEGO BAY	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	6	40	93	10
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	67	38	9
<b>TOTAL MONTEGO BAY</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>53</b>	<b>67</b>	<b>19</b>

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				Actual (7)	Plan (8)										
TOTAL JAMAICA			20	0	0	90	5	5	0	0	0	4	53	67	19
KENYA															
MOMBASA	THOMSON AIRWAYS LTD	C	8	0	0	38	0	13	38	13	0	88	14	155	7
TOTAL MOMBASA			8	0	0	38	0	13	38	13	0	88	14	155	7
TOTAL KENYA			8	0	0	38	0	13	38	13	0	88	14	155	7
MALDIVE ISLANDS															
MALE INTERNATIONAL	THOMSON AIRWAYS LTD	C	8	0	0	63	13	0	0	25	0	58	63	252	8
TOTAL MALE INTERNATIONAL			8	0	0	63	13	0	0	25	0	58	63	252	8
TOTAL MALDIVE ISLANDS			8	0	0	63	13	0	0	25	0	58	63	252	8
MALTA															
MALTA	AIR MALTA	S	46	0	0	80	7	13	0	0	0	10	53	21	62
	EASYJET AIRLINE COMPANY LTD	S	36	0	0	86	6	3	6	0	0	9	51	28	43
	THOMAS COOK AIRLINES LTD	C	20	0	0	80	15	0	5	0	0	13	87	10	15
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	1	75	8	8
TOTAL MALTA			111	0	0	84	7	6	3	0	0	9	58	21	128
TOTAL MALTA			111	0	0	84	7	6	3	0	0	9	58	21	128
MEXICO															
CANCUN	THOMAS COOK AIRLINES LTD	C	29	1	0	90	7	3	0	0	0	6	38	91	13
	THOMSON AIRWAYS LTD	C	34	9	0	82	12	3	3	0	0	11	41	68	29
TOTAL CANCUN			63	10	0	86	10	3	2	0	0	8	40	75	50
TOTAL MEXICO			63	10	0	86	10	3	2	0	0	8	40	75	50
MOROCCO															
AGADIR	THOMSON AIRWAYS LTD	S	10	0	0	70	0	30	0	0	0	14	56	37	9
TOTAL AGADIR			10	0	0	70	0	30	0	0	0	14	50	38	10
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	16	0	0	50	13	25	13	0	0	29	67	31	24
	THOMSON AIRWAYS LTD	S	18	0	0	89	6	6	0	0	0	6	82	8	17
TOTAL MARRAKESH			34	0	0	71	9	15	6	0	0	17	73	21	41
TOTAL MOROCCO			44	0	0	70	7	18	5	0	0	16	68	25	53
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	116	0	0	82	9	7	2	0	0	8	0	0	0
	KLM	S	372	0	0	91	6	2	0	0	0	5	77	14	180
TOTAL AMSTERDAM			489	0	0	89	7	3	1	0	0	5	82	11	296
TOTAL NETHERLANDS			489	0	0	89	7	3	1	0	0	5	82	11	296
NORWAY															
OSLO (GARDERMOEN)	SAS	S	38	0	0	95	3	3	0	0	0	4	86	12	36
TOTAL OSLO (GARDERMOEN)			38	0	0	95	3	3	0	0	0	4	86	12	36
TOTAL NORWAY			38	0	0	95	3	3	0	0	0	4	86	12	36

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			Actual (7)	Plan (8)											
<b>PAKISTAN</b>															
ISLAMABAD	AIR BLUE	S	28	0	0	57	18	7	18	0	0	24	19	79	32
	PAKISTAN INTL AIRLINES	S	46	0	0	74	9	13	4	0	0	14	64	43	45
<b>TOTAL ISLAMABAD</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>45</b>	<b>58</b>	<b>77</b>
KARACHI	PAKISTAN INTL AIRLINES	S	9	0	0	56	33	11	0	0	0	17	50	21	4
<b>TOTAL KARACHI</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>21</b>	<b>4</b>
LAHORE	PAKISTAN INTL AIRLINES	S	20	0	0	45	35	5	15	0	0	30	68	19	25
<b>TOTAL LAHORE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>35</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>68</b>	<b>19</b>	<b>25</b>
<b>TOTAL PAKISTAN</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>51</b>	<b>47</b>	<b>106</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
AZORES PONTA DELGADA	SATA	S	8	0	0	100	0	0	0	0	0	4	75	8	8
<b>TOTAL AZORES PONTA DELGADA</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>4</b>	<b>75</b>	<b>8</b>	<b>8</b>
FARO	JET2.COM LTD	S	44	0	0	59	30	7	5	0	0	15	49	51	45
	MONARCH AIRLINES	S	106	0	0	76	8	4	6	6	0	25	70	17	93
	RYANAIR	S	54	0	0	96	2	2	0	0	0	4	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	94	0	6	0	0	0	3	62	36	13
	THOMSON AIRWAYS LTD	C	18	0	0	78	0	11	11	0	0	23	64	21	25
<b>TOTAL FARO</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>27</b>	<b>176</b>
LISBON	BMIBABY LTD	S	18	0	0	78	11	11	0	0	0	8	69	19	16
<b>TOTAL LISBON</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>8</b>	<b>67</b>	<b>20</b>	<b>18</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>266</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>26</b>	<b>202</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	JET2.COM LTD	S	18	0	0	72	6	6	17	0	0	26	50	109	10
	THOMAS COOK AIRLINES LTD	C	10	1	0	70	10	20	0	0	0	14	30	57	10
	THOMSON AIRWAYS LTD	C	18	0	0	72	0	6	17	6	0	36	71	22	17
<b>TOTAL FUNCHAL</b>			<b>46</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>4</b>	<b>9</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>54</b>	<b>55</b>	<b>37</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>46</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>4</b>	<b>9</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>54</b>	<b>55</b>	<b>37</b>
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	62	0	0	81	6	10	3	0	0	12	79	9	61
<b>TOTAL DOHA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>9</b>	<b>61</b>
<b>TOTAL QATAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>9</b>	<b>61</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	62	0	0	94	5	2	0	0	0	3	91	9	46
<b>TOTAL SINGAPORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>9</b>	<b>46</b>
<b>TOTAL SINGAPORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>9</b>	<b>46</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	10	0	0	60	30	10	0	0	0	16	100	2	12
<b>TOTAL LJUBLJANA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>100</b>	<b>2</b>	<b>12</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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 SLOVENIA			10	0	0	60	30	10	0	0	0	16	100	2	12
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	46	0	0	76	11	7	7	0	0	15	71	25	52
	JET2.COM LTD	S	56	0	0	46	14	23	11	5	0	39	33	44	45
	MONARCH AIRLINES	S	98	0	0	71	14	8	4	2	0	19	66	34	87
	RYANAIR	S	78	0	0	88	6	3	3	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	20	1	0	65	10	5	15	5	0	27	44	52	18
	THOMSON AIRWAYS LTD	C	28	0	0	64	18	7	0	11	0	40	81	19	26
<b>TOTAL ALICANTE</b>			<b>326</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>34</b>	228
ALMERIA	MONARCH AIRLINES	S	36	0	0	86	14	0	0	0	0	5	70	17	27
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	0	43	47	7
<b>TOTAL ALMERIA</b>			<b>43</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>4</b>	<b>65</b>	<b>23</b>	34
BARCELONA	MONARCH AIRLINES	S	62	0	0	69	13	11	3	2	2	27	63	26	60
	THOMSON AIRWAYS LTD	C	2	0	0	0	0	50	50	0	0	51	0	0	0
<b>TOTAL BARCELONA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>27</b>	<b>61</b>	<b>26</b>	70
GERONA	THOMSON AIRWAYS LTD	C	11	0	0	64	18	18	0	0	0	12	78	17	9
<b>TOTAL GERONA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>17</b>	9
IBIZA	JET2.COM LTD	S	42	0	0	40	24	21	14	0	0	30	31	67	39
	MONARCH AIRLINES	S	10	0	0	40	0	50	10	0	0	31	58	31	12
	THOMAS COOK AIRLINES LTD	C	27	0	0	78	0	0	15	7	0	33	61	29	18
	THOMSON AIRWAYS LTD	C	30	0	0	80	10	0	10	0	0	17	83	12	35
<b>TOTAL IBIZA</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>12</b>	<b>14</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>57</b>	<b>37</b>	106
MADRID	RYANAIR	S	36	0	0	81	6	6	3	6	0	18	0	0	0
<b>TOTAL MADRID</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	0
MAHON	EASYJET AIRLINE COMPANY LTD	S	8	0	0	88	13	0	0	0	0	3	44	31	16
	MONARCH AIRLINES	S	53	0	1	77	13	4	4	2	0	16	63	25	51
	THOMAS COOK AIRLINES LTD	C	25	0	0	88	0	12	0	0	0	8	33	97	27
	THOMSON AIRWAYS LTD	C	40	0	0	55	15	0	25	5	0	43	42	24	38
<b>TOTAL MAHON</b>			<b>126</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>11</b>	<b>4</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>48</b>	<b>40</b>	132
MALAGA	EASYJET AIRLINE COMPANY LTD	S	54	0	0	65	20	9	6	0	0	15	50	32	48
	JET2.COM LTD	S	52	0	0	40	23	27	10	0	0	27	57	30	44
	MONARCH AIRLINES	S	114	0	0	62	22	11	3	0	2	22	66	19	111
	THOMSON AIRWAYS LTD	C	36	0	0	58	11	8	8	14	0	53	48	38	27
<b>TOTAL MALAGA</b>			<b>257</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>59</b>	<b>26</b>	230
MURCIA SAN JAVIER	JET2.COM LTD	S	52	0	0	69	17	12	2	0	0	15	64	28	47
<b>TOTAL MURCIA SAN JAVIER</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>28</b>	47
PALMA DE MALLORCA	BA CITYFLYER LTD	C	2	0	0	0	0	0	100	0	0	79	0	79	1
	BMIBABY LTD	S	18	0	0	89	11	0	0	0	0	4	0	0	0
	CSA CZECH AIRLINES	C	2	0	0	0	0	0	100	0	0	129	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	28	0	0	89	7	4	0	0	0	4	0	0	0
	JET2.COM LTD	S	46	0	0	61	24	11	2	2	0	23	41	56	44
	MONARCH AIRLINES	S	124	0	0	60	15	9	13	2	1	31	52	31	106
	RYANAIR	S	44	0	0	64	25	9	2	0	0	16	0	0	0
	THOMAS COOK AIRLINES LTD	C	90	0	0	64	14	12	9	0	0	21	34	58	58

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)											
PALMA DE MALLORCA	THOMSON AIRWAYS LTD	C	122	0	0	69	15	9	4	2	2	31	50	56	105
<b>TOTAL PALMA DE MALLORCA</b>			<b>476</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>47</b>	<b>47</b>	<b>319</b>
REUS	JET2.COM LTD	S	6	0	0	0	50	17	33	0	0	47	50	12	4
	THOMAS COOK AIRLINES LTD	C	27	1	0	78	7	0	11	0	4	36	58	58	26
	THOMSON AIRWAYS LTD	C	24	0	0	67	21	13	0	0	0	11	79	12	24
<b>TOTAL REUS</b>			<b>58</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>67</b>	<b>33</b>	<b>55</b>
<b>TOTAL SPAIN</b>			<b>1559</b>	<b>2</b>	<b>1</b>	<b>67</b>	<b>15</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>56</b>	<b>36</b>	<b>1230</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	8	0	0	100	0	0	0	0	0	3	79	25	14
	MONARCH AIRLINES	S	54	1	3	54	19	11	9	7	0	42	61	31	54
	THOMAS COOK AIRLINES LTD	C	31	0	0	74	10	10	0	6	0	25	22	109	18
	THOMSON AIRWAYS LTD	C	18	0	0	83	17	0	0	0	0	6	56	91	18
<b>TOTAL ARRECIFE</b>			<b>111</b>	<b>1</b>	<b>3</b>	<b>68</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>54</b>	<b>62</b>	<b>112</b>
FUERTEVENTURA	MONARCH AIRLINES	S	16	1	0	81	6	6	6	0	0	11	67	28	18
	THOMAS COOK AIRLINES LTD	C	28	0	0	89	4	0	7	0	0	12	45	33	20
	THOMSON AIRWAYS LTD	C	17	0	0	47	18	24	0	0	12	62	67	11	18
<b>TOTAL FUERTEVENTURA</b>			<b>61</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>25</b>	<b>59</b>	<b>25</b>	<b>56</b>
LAS PALMAS	JET2.COM LTD	S	8	0	0	38	50	13	0	0	0	17	60	32	10
	MONARCH AIRLINES	S	19	0	0	89	0	11	0	0	0	7	53	40	17
	THOMAS COOK AIRLINES LTD	C	19	1	0	47	26	11	11	5	0	40	40	220	10
	THOMSON AIRWAYS LTD	C	27	0	0	74	4	11	11	0	0	19	60	26	30
<b>TOTAL LAS PALMAS</b>			<b>73</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>55</b>	<b>59</b>	<b>67</b>
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	89	0	7	5	0	0	10	50	33	46
	JET2.COM LTD	S	21	0	0	67	24	5	5	0	0	12	62	17	26
	MONARCH AIRLINES	S	79	0	1	41	29	16	9	3	3	40	55	29	73
	RYANAIR	S	34	0	0	94	6	0	0	0	0	3	0	0	0
	THOMAS COOK AIRLINES LTD	C	39	0	0	59	23	8	8	3	0	23	54	20	35
	THOMSON AIRWAYS LTD	C	40	0	0	75	5	8	8	5	0	32	43	38	28
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>257</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>16</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>24</b>	<b>51</b>	<b>29</b>	<b>216</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>502</b>	<b>3</b>	<b>4</b>	<b>68</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>53</b>	<b>41</b>	<b>460</b>
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	94	0	0	88	11	1	0	0	0	4	92	7	88
	EASYJET AIRLINE COMPANY LTD	S	28	0	0	89	11	0	0	0	0	6	0	0	0
<b>TOTAL GOTEBORG</b>			<b>122</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>5</b>	<b>91</b>	<b>8</b>	<b>89</b>
STOCKHOLM (ARLANDA)	SAS	S	92	0	0	92	7	1	0	0	0	5	87	8	78
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>8</b>	<b>78</b>
<b>TOTAL SWEDEN</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>9</b>	<b>168</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	BMI BRITISH MIDLAND	S	62	0	0	89	11	0	0	0	0	5	0	0	0
<b>TOTAL BASLE MULHOUSE</b>			<b>62</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>89</b>	<b>4</b>	<b>36</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	15	10	0	0	0	10	47	42	53

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			Actual (7)	Plan (8)											
<b>TOTAL GENEVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>47</b>	<b>42</b>	<b>53</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	54	0	0	80	15	6	0	0	0	6	76	27	50
	HELVETIC AIRWAYS	S	14	0	0	79	21	0	0	0	0	7	89	7	18
	SWISS AIRLINES	S	172	0	0	66	25	8	1	0	0	13	77	10	162
<b>TOTAL ZURICH</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>14</b>	<b>230</b>
<b>TOTAL SWITZERLAND</b>			<b>364</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>17</b>	<b>319</b>
<b>TUNISIA</b>															
ENFIDHA	FLYBE LTD	C	2	0	0	0	0	100	0	0	0	45	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	53	24	24	0	0	0	18	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	13	0	0	0
<b>TOTAL ENFIDHA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>26</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
JERBA	THOMAS COOK AIRLINES LTD	C	7	0	0	71	29	0	0	0	0	11	0	0	0
<b>TOTAL JERBA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
MONASTIR	THOMSON AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	8	72	81	18
	TUNISAIR	S	4	0	0	25	25	25	25	0	0	37	0	0	0
<b>TOTAL MONASTIR</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>47</b>	<b>43</b>
<b>TOTAL TUNISIA</b>			<b>49</b>	<b>1</b>	<b>1</b>	<b>57</b>	<b>22</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>47</b>	<b>43</b>
<b>TURKEY</b>															
ANTALYA	MONARCH AIRLINES	S	19	0	1	68	16	16	0	0	0	16	63	26	16
	ONUR AIR	C	5	0	0	80	0	20	0	0	0	14	0	34	3
	PEGASUS AIRLINES	S	8	0	0	50	38	0	13	0	0	20	100	4	9
	THOMAS COOK AIRLINES LTD	C	59	0	0	64	19	3	12	2	0	25	57	50	47
	THOMSON AIRWAYS LTD	C	23	0	0	83	4	9	4	0	0	12	69	13	16
<b>TOTAL ANTALYA</b>			<b>114</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>16</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>34</b>	<b>91</b>
BODRUM (MILAS)	JET2.COM LTD	S	10	0	0	60	20	0	20	0	0	26	0	0	0
	MONARCH AIRLINES	S	12	0	0	83	0	0	8	8	0	28	0	0	0
	ONUR AIR	C	18	0	0	89	6	6	0	0	0	7	36	29	28
	THOMAS COOK AIRLINES LTD	C	45	0	0	89	9	0	0	2	0	8	46	74	46
	THOMSON AIRWAYS LTD	C	26	1	0	88	4	8	0	0	0	6	46	50	35
<b>TOTAL BODRUM (MILAS)</b>			<b>111</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>45</b>	<b>49</b>	<b>152</b>
DALAMAN	BMI BRITISH MIDLAND	C	8	0	0	50	13	38	0	0	0	21	33	17	9
	EASYJET AIRLINE COMPANY LTD	S	20	0	0	80	0	0	20	0	0	20	70	26	30
	JET2.COM LTD	S	12	0	0	50	17	8	25	0	0	38	77	32	13
	MONARCH AIRLINES	C	46	0	0	65	11	11	9	4	0	26	67	23	45
	ONUR AIR	C	22	0	0	64	9	14	14	0	0	22	25	31	12
	THOMAS COOK AIRLINES LTD	C	109	1	0	78	8	6	4	4	1	25	62	38	115
	THOMSON AIRWAYS LTD	C	67	0	0	81	7	6	4	1	0	16	52	32	56
<b>TOTAL DALAMAN</b>			<b>285</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>58</b>	<b>31</b>	<b>357</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	62	0	0	71	21	8	0	0	0	12	48	17	60
<b>TOTAL ISTANBUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>48</b>	<b>17</b>	<b>60</b>
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	18	0	0	78	17	6	0	0	0	10	60	46	20
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	2	82	37	11

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
			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 IZMIR (ADNAM MENDERES)			25	0	0	84	12	4	0	0	0	8	68	43	31
TOTAL TURKEY			597	3	1	75	11	7	6	2	0	18	56	35	693
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	60	0	4	85	3	3	7	2	0	15	100	1	60
TOTAL ABU DHABI INTERNATIONAL			60	0	4	85	3	3	7	2	0	15	100	1	60
DUBAI	EMIRATES	S	187	0	1	70	14	11	5	1	0	16	62	15	120
TOTAL DUBAI			187	0	1	70	14	11	5	1	0	16	62	15	120
TOTAL UNITED ARAB EMIRATES			247	0	5	73	11	9	5	1	0	15	74	10	180
UNITED KINGDOM															
ABERDEEN	AIR SOUTHWEST	C	2	0	0	50	50	0	0	0	0	16	0	0	0
	BMI REGIONAL	S	208	0	0	93	3	2	1	0	0	5	95	3	252
	EASTERN AIRWAYS	C	6	0	0	67	33	0	0	0	0	14	100	7	2
	FLYBE LTD	S	148	0	0	81	9	5	4	0	0	11	0	0	0
TOTAL ABERDEEN			364	0	0	87	6	4	2	0	0	8	95	3	254
BELFAST CITY (GEORGE BEST)	BMIBABY LTD	S	94	0	0	87	3	2	5	2	0	12	0	0	0
	FLYBE LTD	S	343	0	0	92	6	1	1	0	0	5	80	11	305
TOTAL BELFAST CITY (GEORGE BEST)			437	0	0	91	5	1	2	0	0	7	80	11	305
CITY OF DERRY (EGLINTON)	FLYBE LTD	S	17	0	1	71	18	12	0	0	0	12	0	0	0
TOTAL CITY OF DERRY (EGLINTON)			17	0	1	71	18	12	0	0	0	12	0	0	0
EDINBURGH	BMI REGIONAL	S	208	0	0	97	1	1	0	1	0	4	88	6	202
	FLYBE LTD	S	161	0	3	86	6	3	5	0	0	10	90	7	181
TOTAL EDINBURGH			370	1	6	92	3	2	2	1	0	7	89	6	383
EXETER	FLYBE LTD	S	94	0	0	87	7	2	3	0	0	8	83	11	88
TOTAL EXETER			94	0	0	87	7	2	3	0	0	8	83	11	88
GATWICK	BRITISH AIRWAYS PLC	S	243	0	2	82	10	7	2	0	0	9	87	8	297
TOTAL GATWICK			245	0	2	82	10	7	2	0	0	9	87	8	297
GLASGOW	FLYBE LTD	S	126	0	0	89	6	5	0	0	0	5	90	5	172
TOTAL GLASGOW			126	0	0	89	6	5	0	0	0	5	90	5	172
GUERNSEY	AURIGNY AIR SERVICES	S	124	0	0	91	7	2	0	0	0	4	93	5	122
TOTAL GUERNSEY			124	0	0	91	7	2	0	0	0	4	93	5	166
HEATHROW	BMI BRITISH MIDLAND	S	235	1	0	85	6	6	3	0	0	8	88	6	335
	BRITISH AIRWAYS PLC	S	448	0	0	84	11	2	3	0	0	9	86	7	275
TOTAL HEATHROW			683	1	0	84	10	4	3	0	0	9	87	7	611
INVERNESS	FLYBE LTD	S	102	0	0	88	5	3	4	0	0	8	81	13	94
TOTAL INVERNESS			102	0	0	88	5	3	4	0	0	8	81	13	94
ISLE OF MAN	FLYBE LTD	S	263	1	1	94	5	1	1	0	0	3	93	5	242
TOTAL ISLE OF MAN			263	1	1	94	5	1	1	0	0	3	93	5	242
JERSEY	BMIBABY LTD	S	44	0	0	70	7	11	7	5	0	27	92	8	48
	FLYBE LTD	S	70	0	0	89	6	1	4	0	0	7	94	7	81

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: MANCHESTER (Full Analysis)

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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)
<b>TOTAL JERSEY</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>93</b>	<b>7</b>	129
NEWQUAY	AIR SOUTHWEST	S	21	0	0	86	10	0	5	0	0	6	77	14	30
	BMIBABY LTD	S	30	0	0	73	13	3	10	0	0	14	83	7	36
<b>TOTAL NEWQUAY</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>10</b>	66
NORWICH	FLYBE LTD	S	94	0	1	79	4	5	10	2	0	19	78	13	86
<b>TOTAL NORWICH</b>			<b>94</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>4</b>	<b>5</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>13</b>	86
PLYMOUTH	AIR SOUTHWEST	S	21	0	0	95	0	5	0	0	0	3	80	12	65
<b>TOTAL PLYMOUTH</b>			<b>21</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>3</b>	<b>80</b>	<b>12</b>	65
SOUTHAMPTON	FLYBE LTD	S	216	1	0	77	13	7	3	0	0	10	87	8	244
<b>TOTAL SOUTHAMPTON</b>			<b>216</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>8</b>	244
<b>TOTAL UNITED KINGDOM</b>			<b>3322</b>	<b>15</b>	<b>11</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>7</b>	3300
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	62	0	0	79	11	10	0	0	0	9	40	46	62
<b>TOTAL ATLANTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>40</b>	<b>46</b>	62
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	73	8	10	5	5	0	26	59	20	56
<b>TOTAL CHICAGO (O'HARE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>59</b>	<b>20</b>	56
LAS VEGAS	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	0	50	0	0	51	63	11	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	67	11	6	11	6	0	32	0	0	0
<b>TOTAL LAS VEGAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>8</b>	<b>4</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>63</b>	<b>11</b>	8
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	62	0	0	71	5	10	10	5	0	26	79	11	34
	DELTA AIRLINES	S	44	0	0	86	11	2	0	0	0	5	47	44	58
	PAKISTAN INTL AIRLINES	S	13	0	0	46	38	0	15	0	0	29	18	55	11
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>6</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>35</b>	103
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	124	0	0	87	6	2	3	2	0	10	55	41	122
<b>TOTAL NEW YORK (NEWARK)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>55</b>	<b>41</b>	122
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	96	0	0	91	3	4	2	0	0	6	61	56	89
<b>TOTAL ORLANDO</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>56</b>	89
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	60	0	2	67	17	13	3	0	0	15	58	31	60
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>17</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>31</b>	60
SANFORD	MONARCH AIRLINES	C	8	0	0	25	38	0	13	25	0	106	43	17	7
	THOMAS COOK AIRLINES LTD	C	24	0	0	58	8	8	25	0	0	35	53	57	19
	THOMSON AIRWAYS LTD	C	25	0	0	76	8	16	0	0	0	10	52	70	27
<b>TOTAL SANFORD</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>12</b>	<b>11</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>51</b>	<b>58</b>	53
<b>TOTAL USA</b>			<b>606</b>	<b>1</b>	<b>2</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>41</b>	553
<b>TOTAL MANCHESTER</b>			<b>14260</b>	<b>38</b>	<b>31</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>22</b>	13027



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			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
SALZBURG	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	100	0	2
TOTAL SALZBURG			2	0	0	100	0	0	0	0	0	0	100	0	2
TOTAL AUSTRIA			2	0	0	100	0	0	0	0	0	0	50	56	4
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	140	0	1	89	6	4	1	0	0	6	80	8	130
TOTAL BRUSSELS			140	0	1	89	6	4	1	0	0	6	80	8	130
TOTAL BELGIUM			140	0	1	89	6	4	1	0	0	6	80	8	130
<b>BULGARIA</b>															
BURGAS	BH AIR	C	11	0	0	73	18	9	0	0	0	11	27	37	11
	THOMAS COOK AIRLINES LTD	C	3	0	0	33	67	0	0	0	0	15	0	0	0
TOTAL BURGAS			14	0	0	64	29	7	0	0	0	12	27	37	11
VARNA	BH AIR	C	2	0	0	100	0	0	0	0	0	5	100	2	3
TOTAL VARNA			2	0	0	100	0	0	0	0	0	5	100	2	3
TOTAL BULGARIA			16	0	0	69	25	6	0	0	0	11	43	30	14
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	4	0	0	100	0	0	0	0	0	0	100	2	4
TOTAL TORONTO			4	0	0	100	0	0	0	0	0	0	100	2	4
TOTAL CANADA			4	0	0	100	0	0	0	0	0	0	100	2	4
<b>CYPRUS</b>															
LARNACA	THOMAS COOK AIRLINES LTD	C	20	0	0	70	20	10	0	0	0	13	39	56	18
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	11	60	18	10
TOTAL LARNACA			30	0	0	77	17	7	0	0	0	13	50	35	38
PAPHOS	JET2.COM LTD	S	16	0	0	69	13	6	13	0	0	19	50	31	16
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	11	0	22	0	0	17	44	61	9
	THOMSON AIRWAYS LTD	C	18	0	0	61	22	17	0	0	0	14	50	46	18
TOTAL PAPHOS			43	0	0	65	16	9	9	0	0	16	49	44	43
TOTAL CYPRUS			73	0	0	70	16	8	5	0	0	15	49	39	81
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	27	0	0	74	7	15	4	0	0	14	0	0	0
TOTAL PRAGUE			27	0	0	74	7	15	4	0	0	14	0	0	0
TOTAL CZECH REPUBLIC			27	0	0	74	7	15	4	0	0	14	0	0	0
<b>DOMINICAN REPUBLIC</b>															
PUNTA CANA	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	3	57	51	7
TOTAL PUNTA CANA			7	0	0	100	0	0	0	0	0	3	57	51	7
TOTAL DOMINICAN REPUBLIC			8	0	0	100	0	0	0	0	0	2	57	51	7
<b>EGYPT</b>															

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			Actual (7)	Plan (8)											
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	10	69	22	16
	THOMSON AIRWAYS LTD	C	17	0	0	71	6	12	0	0	12	143	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>63</b>	<b>49</b>	<b>43</b>
<b>TOTAL EGYPT</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>63</b>	<b>49</b>	<b>43</b>
<b>FRANCE</b>															
LIMOGES	FLYBE LTD	S	4	0	0	100	0	0	0	0	5	100	5	6	
<b>TOTAL LIMOGES</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>5</b>	<b>100</b>	<b>5</b>	<b>6</b>	
NICE	EASYJET AIRLINE COMPANY LTD	S	25	0	1	92	4	4	0	0	3	31	49	26	
<b>TOTAL NICE</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>31</b>	<b>49</b>	<b>26</b>	
PARIS (CHARLES DE GAULLE)	BRIT AIR	S	160	1	0	88	9	3	0	0	7	90	6	150	
	EASYJET AIRLINE COMPANY LTD	S	44	0	0	77	7	7	9	0	16	46	33	54	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>204</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>13</b>	<b>204</b>	
TOULOUSE (BLAGNAC)	JET2.COM LTD	S	4	0	0	75	25	0	0	0	10	0	0	0	
<b>TOTAL TOULOUSE (BLAGNAC)</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>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FRANCE</b>			<b>237</b>	<b>2</b>	<b>1</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>17</b>	<b>236</b>	
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	69	0	0	77	16	7	0	0	8	86	10	92	
<b>TOTAL DUSSELDORF</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>10</b>	<b>92</b>	
HANOVER	FLYBE LTD	S	16	0	0	94	6	0	0	0	5	88	9	24	
<b>TOTAL HANOVER</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>9</b>	<b>24</b>	
<b>TOTAL GERMANY</b>			<b>85</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>10</b>	<b>116</b>	
<b>GREECE</b>															
CORFU	JET2.COM LTD	S	4	0	0	0	50	50	0	0	29	0	0	0	
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	13	6	0	13	44	69	23	16	
	THOMSON AIRWAYS LTD	C	12	0	0	67	8	8	0	17	47	82	27	11	
<b>TOTAL CORFU</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>43</b>	<b>74</b>	<b>25</b>	<b>27</b>	
HERAKLION	JET2.COM LTD	S	3	0	1	100	0	0	0	0	4	100	10	2	
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	11	0	11	11	41	0	63	7	
	THOMSON AIRWAYS LTD	C	7	0	0	71	29	0	0	0	10	86	15	7	
<b>TOTAL HERAKLION</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>16</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>24</b>	<b>50</b>	<b>35</b>	<b>16</b>	
KEFALLINIA	THOMAS COOK AIRLINES LTD	C	7	0	0	71	14	14	0	0	17	67	15	9	
<b>TOTAL KEFALLINIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>15</b>	<b>9</b>	
KOS	THOMAS COOK AIRLINES LTD	C	7	0	0	86	14	0	0	0	4	100	5	7	
	THOMSON AIRWAYS LTD	C	7	0	0	71	0	0	0	0	29	117	57	40	7
<b>TOTAL KOS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>79</b>	<b>22</b>	<b>14</b>
RHODES	JET2.COM LTD	S	2	0	0	50	50	0	0	0	12	0	0	0	
	THOMAS COOK AIRLINES LTD	C	14	0	0	29	29	36	7	0	26	33	40	9	
	THOMSON AIRWAYS LTD	C	7	0	0	57	0	14	29	0	55	50	45	8	
<b>TOTAL RHODES</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>22</b>	<b>26</b>	<b>13</b>	<b>0</b>	<b>34</b>	<b>41</b>	<b>42</b>	<b>17</b>	
SALONIKA	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	5	100	2	1	

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Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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 SALONIKA			9	0	0	89	11	0	0	0	0	5	100	2	1
SKIATHOS	THOMAS COOK AIRLINES LTD	C	3	0	0	67	33	0	0	0	0	10	100	4	3
TOTAL SKIATHOS			3	0	0	67	33	0	0	0	0	10	100	4	3
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	9	0	0	56	0	44	0	0	0	24	88	5	16
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	4	78	7	9
TOTAL ZAKINTHOS			18	0	0	78	0	22	0	0	0	14	84	6	25
TOTAL GREECE			125	0	1	66	14	12	3	4	2	31	69	23	112
IRISH REPUBLIC															
CORK	JET2.COM LTD	S	18	0	0	72	6	11	11	0	0	19	44	30	18
TOTAL CORK			18	0	0	72	6	11	11	0	0	19	44	30	18
DUBLIN	RYANAIR	S	80	6	8	90	5	3	3	0	0	6	85	7	72
TOTAL DUBLIN			80	7	8	90	5	3	3	0	0	6	84	8	74
TOTAL IRISH REPUBLIC			98	7	8	87	5	4	4	0	0	8	76	12	92
ITALY															
NAPLES	THOMSON AIRWAYS LTD	C	7	0	0	71	0	0	14	14	0	64	86	7	7
TOTAL NAPLES			8	0	0	75	0	0	13	13	0	57	86	7	7
PISA	JET2.COM LTD	S	6	0	0	0	17	83	0	0	0	44	75	10	4
TOTAL PISA			6	0	0	0	17	83	0	0	0	44	75	10	4
VERONA VILAFRANCA	THOMSON AIRWAYS LTD	C	8	0	0	38	0	13	38	0	13	118	40	76	10
	TOR AIR	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL VERONA VILAFRANCA			10	0	0	50	0	10	30	0	10	95	36	76	11
TOTAL ITALY			24	1	0	46	4	25	17	4	4	69	65	27	54
MALTA															
MALTA	AIR MALTA	C	10	0	0	100	0	0	0	0	0	1	71	9	7
	EASYJET AIRLINE COMPANY LTD	S	16	1	0	81	0	6	13	0	0	15	65	45	17
TOTAL MALTA			26	1	0	88	0	4	8	0	0	10	67	34	24
TOTAL MALTA			26	1	0	88	0	4	8	0	0	10	67	34	24
MEXICO															
CANCUN	THOMSON AIRWAYS LTD	C	9	0	0	78	22	0	0	0	0	7	57	80	7
TOTAL CANCUN			9	0	0	78	22	0	0	0	0	7	57	80	7
TOTAL MEXICO			9	0	0	78	22	0	0	0	0	7	57	80	7
NETHERLANDS															
AMSTERDAM	KLM CITYHOPPER	S	295	1	0	92	5	2	0	0	0	5	87	8	116
TOTAL AMSTERDAM			295	1	15	92	5	2	0	0	0	5	89	8	240
TOTAL NETHERLANDS			295	1	15	92	5	2	0	0	0	5	89	8	240
NORWAY															
BERGEN	EASTERN AIRWAYS	S	35	0	4	91	3	3	3	0	0	6	83	9	41

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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 BERGEN			35	0	4	91	3	3	3	0	0	6	83	9	41
RYGGE	RYANAIR	S	24	0	2	92	0	0	0	8	0	18	100	0	12
TOTAL RYGGE			24	0	2	92	0	0	0	8	0	18	100	0	12
STAVANGER	EASTERN AIRWAYS	S	37	0	3	86	8	0	5	0	0	12	80	11	40
	WIDEROE FLYVESELSKAP A/S	S	36	0	0	78	14	3	6	0	0	15	67	54	24
TOTAL STAVANGER			73	0	3	82	11	1	5	0	0	13	75	27	64
TOTAL NORWAY			132	0	9	86	7	2	4	2	0	12	80	18	117
POLAND															
KRAKOW	JET2.COM LTD	S	18	1	0	0	11	78	11	0	0	45	0	0	0
TOTAL KRAKOW			18	1	0	0	11	78	11	0	0	45	0	0	0
TOTAL POLAND			18	1	0	0	11	78	11	0	0	45	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	42	0	0	69	19	7	5	0	0	12	72	28	57
	JET2.COM LTD	S	35	0	1	74	17	9	0	0	0	10	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	1	67	15	9
	THOMSON AIRWAYS LTD	C	7	1	0	57	14	0	29	0	0	32	75	25	8
TOTAL FARO			91	1	1	73	16	7	4	0	0	12	72	26	74
TOTAL PORTUGAL(EXCLUDING MADEIRA)			91	1	1	73	16	7	4	0	0	12	71	28	75
PORTUGAL(MADEIRA)															
FUNCHAL	THOMSON AIRWAYS LTD	C	9	0	0	78	11	0	11	0	0	11	88	5	8
TOTAL FUNCHAL			9	0	0	78	11	0	11	0	0	11	88	5	8
TOTAL PORTUGAL(MADEIRA)			9	0	0	78	11	0	11	0	0	11	88	5	8
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	59	0	1	69	12	5	10	3	0	26	64	18	91
	JET2.COM LTD	S	40	0	0	43	30	28	0	0	0	22	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	82	12	6	0	0	0	9	40	57	10
	THOMSON AIRWAYS LTD	C	17	0	0	71	29	0	0	0	0	12	83	10	18
TOTAL ALICANTE			133	0	1	63	20	11	5	2	0	21	65	20	120
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	44	0	0	73	9	7	11	0	0	19	79	16	57
TOTAL BARCELONA			45	0	0	71	9	7	11	0	2	28	79	16	57
GERONA	RYANAIR	S	24	1	10	67	13	21	0	0	0	15	65	16	26
TOTAL GERONA			24	1	10	67	13	21	0	0	0	15	65	16	26
IBIZA	BA CITYFLYER LTD	C	2	0	0	0	0	100	0	0	0	35	0	0	0
	JET2.COM LTD	S	16	0	0	63	13	25	0	0	0	17	38	28	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	50	25	0	13	0	13	74	57	197	7
	THOMSON AIRWAYS LTD	C	23	0	0	83	9	9	0	0	0	8	73	28	15
TOTAL IBIZA			57	0	0	65	14	14	4	0	4	30	60	67	30
MAHON	JET2.COM LTD	S	8	0	0	25	50	25	0	0	0	22	0	30	4
	THOMAS COOK AIRLINES LTD	C	11	0	0	73	27	0	0	0	0	10	71	40	7
	THOMSON AIRWAYS LTD	C	7	0	0	57	14	0	29	0	0	55	100	3	7

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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 MAHON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>31</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>67</b>	<b>23</b>	<b>18</b>
<b>MALAGA</b>	EASYJET AIRLINE COMPANY LTD	S	61	0	1	95	3	0	2	0	0	5	60	32	85
	JET2.COM LTD	S	34	0	0	50	26	21	3	0	0	21	61	28	28
	THOMSON AIRWAYS LTD	C	10	0	0	70	10	20	0	0	0	14	70	12	10
<b>TOTAL MALAGA</b>			<b>105</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>29</b>	<b>123</b>
<b>MURCIA SAN JAVIER</b>	JET2.COM LTD	S	49	0	1	59	14	27	0	0	0	17	64	23	42
<b>TOTAL MURCIA SAN JAVIER</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>14</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>22</b>	<b>68</b>
<b>PALMA DE MALLORCA</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	84	11	2	3	0	0	8	57	32	95
	JET2.COM LTD	S	49	0	1	69	14	14	2	0	0	15	61	44	38
	THOMAS COOK AIRLINES LTD	C	18	1	0	61	6	22	6	6	0	31	35	31	17
	THOMSON AIRWAYS LTD	C	38	0	0	68	16	3	8	5	0	31	59	20	37
<b>TOTAL PALMA DE MALLORCA</b>			<b>167</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>32</b>	<b>187</b>
<b>REUS</b>	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	3	70	17	10
	THOMSON AIRWAYS LTD	C	17	0	0	82	6	12	0	0	0	9	88	14	16
<b>TOTAL REUS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>15</b>	<b>26</b>
<b>TOTAL SPAIN</b>			<b>633</b>	<b>2</b>	<b>14</b>	<b>70</b>	<b>14</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>27</b>	<b>655</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	JET2.COM LTD	S	18	0	0	67	11	17	6	0	0	16	63	10	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	56	11	33	0	0	0	21	100	5	8
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	21	50	19	8
<b>TOTAL ARRECIFE</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>9</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>12</b>	<b>24</b>
<b>FUERTEVENTURA</b>	THOMAS COOK AIRLINES LTD	C	16	1	0	75	13	0	13	0	0	22	63	50	8
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>50</b>	<b>8</b>
<b>LAS PALMAS</b>	JET2.COM LTD	S	8	0	0	63	0	38	0	0	0	19	50	22	10
	THOMAS COOK AIRLINES LTD	C	7	0	0	57	14	0	29	0	0	28	80	7	10
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	5	56	13	9
<b>TOTAL LAS PALMAS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>8</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>14</b>	<b>29</b>
<b>TENERIFE (SURREINA SOFIA)</b>	JET2.COM LTD	S	25	0	1	44	28	12	8	8	0	37	35	42	26
	THOMAS COOK AIRLINES LTD	C	28	0	0	64	11	4	21	0	0	30	75	138	16
	THOMSON AIRWAYS LTD	C	8	0	0	25	0	0	25	50	0	138	88	7	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>16</b>	<b>7</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>47</b>	<b>56</b>	<b>67</b>	<b>50</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>137</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>12</b>	<b>9</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>61</b>	<b>40</b>	<b>111</b>
<b>TUNISIA</b>															
<b>MONASTIR</b>	THOMAS COOK AIRLINES LTD	C	10	0	0	60	20	0	20	0	0	25	91	9	11
	THOMSON AIRWAYS LTD	C	10	0	0	70	30	0	0	0	0	10	80	8	10
<b>TOTAL MONASTIR</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>25</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>86</b>	<b>8</b>	<b>21</b>
<b>TOTAL TUNISIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>25</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>86</b>	<b>8</b>	<b>21</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	THOMAS COOK AIRLINES LTD	C	19	0	0	84	5	5	5	0	0	14	50	44	14
	THOMSON AIRWAYS LTD	C	6	0	0	100	0	0	0	0	0	2	71	11	7

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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 ANTALYA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>33</b>	<b>21</b>
<b>BODRUM (MILAS)</b>	ONUR AIR	C	17	0	0	100	0	0	0	0	0	1	75	10	8
	THOMAS COOK AIRLINES LTD	C	17	0	0	76	12	0	12	0	0	17	67	17	18
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	3	71	9	7
<b>TOTAL BODRUM (MILAS)</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>11</b>	<b>43</b>
<b>DALAMAN</b>	JET2.COM LTD	S	12	0	0	67	17	0	0	17	0	56	58	55	12
	ONUR AIR	C	24	0	0	75	25	0	0	0	0	8	67	16	12
	THOMAS COOK AIRLINES LTD	C	30	2	0	77	17	3	3	0	0	13	75	19	36
	THOMSON AIRWAYS LTD	C	25	0	0	84	4	0	4	8	0	25	58	19	26
<b>TOTAL DALAMAN</b>			<b>91</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>24</b>	<b>91</b>
<b>IZMIR (ADNAM MENDERES)</b>	THOMAS COOK AIRLINES LTD	C	7	0	0	57	43	0	0	0	0	9	89	4	9
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>4</b>	<b>9</b>
<b>TOTAL TURKEY</b>			<b>164</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>21</b>	<b>164</b>
<b>UNITED ARAB EMIRATES</b>															
<b>DUBAI</b>	EMIRATES	S	61	0	0	80	11	3	5	0	0	11	71	30	62
<b>TOTAL DUBAI</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>30</b>	<b>62</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>30</b>	<b>62</b>
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	EASTERN AIRWAYS	S	154	5	11	88	5	4	3	0	0	7	95	3	201
<b>TOTAL ABERDEEN</b>			<b>154</b>	<b>6</b>	<b>11</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>3</b>	<b>201</b>
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	92	1	2	82	11	5	1	1	0	10	93	3	106
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>92</b>	<b>1</b>	<b>2</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>3</b>	<b>106</b>
<b>BELFAST INTERNATIONAL</b>	EASYJET AIRLINE COMPANY LTD	S	132	0	0	83	8	5	3	2	0	12	52	29	118
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>52</b>	<b>29</b>	<b>118</b>
<b>BIRMINGHAM</b>	AIR SOUTHWEST	C	2	0	0	0	50	0	50	0	0	74	0	0	0
	EASTERN AIRWAYS	S	106	0	7	88	9	3	0	0	0	5	96	3	102
<b>TOTAL BIRMINGHAM</b>			<b>108</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>3</b>	<b>102</b>
<b>BRISTOL</b>	EASYJET AIRLINE COMPANY LTD	S	132	0	0	93	3	2	2	0	0	5	75	19	138
<b>TOTAL BRISTOL</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>19</b>	<b>138</b>
<b>CARDIFF WALES</b>	EASTERN AIRWAYS	S	88	2	4	86	9	5	0	0	0	6	99	1	73
<b>TOTAL CARDIFF WALES</b>			<b>88</b>	<b>2</b>	<b>4</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>97</b>	<b>4</b>	<b>109</b>
<b>EXETER</b>	FLYBE LTD	S	60	0	2	85	8	2	5	0	0	7	86	6	58
<b>TOTAL EXETER</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>6</b>	<b>58</b>
<b>GATWICK</b>	FLYBE LTD	S	178	0	4	91	5	1	3	1	0	7	90	12	195
<b>TOTAL GATWICK</b>			<b>178</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>12</b>	<b>195</b>
<b>HEATHROW</b>	BRITISH AIRWAYS PLC	S	333	1	1	84	10	4	2	0	0	8	83	9	264
<b>TOTAL HEATHROW</b>			<b>333</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>9</b>	<b>264</b>
<b>ISLE OF MAN</b>	FLM AVIATION	S	14	0	0	100	0	0	0	0	0	1	75	15	8
	VANAIR EUROPE AS	S	12	0	0	100	0	0	0	0	0	1	92	6	38

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
			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 ISLE OF MAN			26	0	0	100	0	0	0	0	0	1	85	17	48
JERSEY	FLYBE LTD	S	44	0	0	86	11	0	2	0	0	6	86	8	44
TOTAL JERSEY			44	0	0	86	11	0	2	0	0	6	86	8	44
SOUTHAMPTON	FLYBE LTD	S	158	0	6	87	7	5	1	0	0	6	92	5	198
TOTAL SOUTHAMPTON			158	0	6	87	7	5	1	0	0	6	93	5	249
TOTAL UNITED KINGDOM			1506	18	37	87	8	3	2	0	0	7	85	10	1799
USA															
SANFORD	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	9	57	26	7
TOTAL SANFORD			8	0	0	75	13	13	0	0	0	9	57	26	7
TOTAL USA			8	0	0	75	13	13	0	0	0	9	57	26	7
TOTAL NEWCASTLE			3975	39	88	81	10	6	3	1	0	13	77	17	4255

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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	BELLE AIR	S	20	0	0	90	5	5	0	0	0	5	0	0	0
TOTAL TIRANA			20	0	0	90	5	5	0	0	0	5	0	0	0
TOTAL ALBANIA			20	0	0	90	5	5	0	0	0	5	0	0	0
<b>AUSTRIA</b>															
GRAZ	RYANAIR	S	36	0	0	81	11	8	0	0	0	9	65	11	46
TOTAL GRAZ			36	0	0	81	11	8	0	0	0	9	69	10	52
KLAGENFURT	RYANAIR	S	26	0	0	65	23	4	8	0	0	16	62	12	26
TOTAL KLAGENFURT			26	0	0	65	23	4	8	0	0	16	62	12	26
LINZ	RYANAIR	S	44	0	0	93	7	0	0	0	0	3	86	5	36
TOTAL LINZ			44	0	0	93	7	0	0	0	0	3	86	5	36
SALZBURG	RYANAIR	S	44	0	0	91	0	5	5	0	0	7	75	11	36
TOTAL SALZBURG			44	0	0	91	0	5	5	0	0	7	75	11	36
TOTAL AUSTRIA			150	0	0	85	9	4	3	0	0	8	73	9	150
<b>BULGARIA</b>															
BURGAS	BH AIR	C	2	0	0	50	50	0	0	0	0	8	100	3	4
TOTAL BURGAS			2	0	0	50	50	0	0	0	0	8	100	3	4
PLOVDIV	RYANAIR	S	18	0	0	89	11	0	0	0	0	6	0	0	0
TOTAL PLOVDIV			18	0	0	89	11	0	0	0	0	6	0	0	0
TOTAL BULGARIA			20	0	0	85	15	0	0	0	0	6	100	3	4
<b>CROATIA</b>															
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	20	0	0	100	0	0	0	0	0	1	43	62	14
TOTAL DUBROVNIK			20	0	0	100	0	0	0	0	0	1	43	62	14
PULA	RYANAIR	S	26	0	0	92	8	0	0	0	0	5	88	6	26
TOTAL PULA			26	0	0	92	8	0	0	0	0	5	88	6	26
RIJEKA	RYANAIR	S	17	0	1	100	0	0	0	0	0	2	0	0	0
TOTAL RIJEKA			17	0	1	100	0	0	0	0	0	2	0	0	0
SPLIT	EASYJET AIRLINE COMPANY LTD	S	20	0	0	55	10	10	10	15	0	60	70	14	20
TOTAL SPLIT			20	0	0	55	10	10	10	15	0	60	70	14	20
ZADAR	RYANAIR	S	44	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL ZADAR			44	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL CROATIA			127	0	1	91	3	2	2	2	0	12	72	22	60
<b>CYPRUS</b>															
LARNACA	THOMSON AIRWAYS LTD	C	7	0	0	71	14	0	14	0	0	14	88	8	8
TOTAL LARNACA			7	0	0	71	14	0	14	0	0	14	61	25	51
PAPHOS	THOMSON AIRWAYS LTD	C	16	0	0	94	6	0	0	0	0	6	72	11	18
TOTAL PAPHOS			16	0	0	94	6	0	0	0	0	6	72	11	18



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ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

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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 CYPRUS			23	0	0	87	9	0	4	0	0	9	64	21	69
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	RYANAIR	S	62	0	0	95	3	2	0	0	0	2	100	3	36
TOTAL BRNO (TURANY)			62	0	0	95	3	2	0	0	0	2	100	3	36
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	54	0	0	72	22	2	4	0	0	12	60	28	60
TOTAL PRAGUE			55	0	0	71	22	2	5	0	0	14	60	28	60
TOTAL CZECH REPUBLIC			117	0	0	84	12	2	3	0	0	8	75	18	96
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	62	0	0	92	5	0	3	0	0	5	94	4	62
TOTAL AARHUS (TIRSTRUP)			62	0	0	92	5	0	3	0	0	5	94	4	62
BILLUND	RYANAIR	S	124	0	0	94	2	3	0	0	0	4	94	4	124
TOTAL BILLUND			124	0	0	94	2	3	0	0	0	4	94	4	124
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	176	0	0	86	7	3	3	1	0	10	63	24	170
TOTAL COPENHAGEN			176	0	0	86	7	3	3	1	0	10	63	24	170
TOTAL DENMARK			362	0	0	90	5	3	2	1	0	7	79	14	356
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	C	10	0	0	40	40	20	0	0	0	19	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			10	0	0	40	40	20	0	0	0	19	55	20	11
TOTAL EGYPT			10	0	0	40	40	20	0	0	0	19	55	20	11
<b>ESTONIA</b>															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	44	0	0	82	9	0	5	5	0	26	66	16	44
TOTAL TALLIN			44	0	0	82	9	0	5	5	0	26	66	16	44
TOTAL ESTONIA			44	0	0	82	9	0	5	5	0	26	66	16	44
<b>FINLAND</b>															
TAMPERE	RYANAIR	S	44	0	0	93	2	0	5	0	0	7	91	4	46
TOTAL TAMPERE			44	0	0	93	2	0	5	0	0	7	91	4	46
TOTAL FINLAND			44	0	0	93	2	0	5	0	0	7	91	4	46
<b>FRANCE</b>															
BERGERAC	RYANAIR	S	62	0	0	100	0	0	0	0	0	1	83	7	60
TOTAL BERGERAC			62	0	0	100	0	0	0	0	0	1	83	7	60
BIARRITZ	RYANAIR	S	62	0	0	92	8	0	0	0	0	5	82	11	60
TOTAL BIARRITZ			62	0	0	92	8	0	0	0	0	5	82	11	60
CALVI	TITAN AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	67	12	3
TOTAL CALVI			3	0	0	100	0	0	0	0	0	0	67	12	3
CARCASSONNE	RYANAIR	S	62	0	0	94	3	3	0	0	0	4	76	12	62
TOTAL CARCASSONNE			62	0	0	94	3	3	0	0	0	4	76	12	62
DINARD	RYANAIR	S	52	0	0	100	0	0	0	0	0	3	93	4	44

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			Actual (7)	Plan (8)											
TOTAL DINARD			52	0	0	100	0	0	0	0	0	3	93	4	44
LA ROCHELLE	RYANAIR	S	46	0	0	91	7	0	0	2	0	9	83	7	36
TOTAL LA ROCHELLE			46	0	0	91	7	0	0	2	0	9	83	7	36
LIMOGES	RYANAIR	S	62	0	0	94	6	0	0	0	0	3	84	6	62
TOTAL LIMOGES			62	0	0	94	6	0	0	0	0	3	84	6	62
LYON	EASYJET AIRLINE COMPANY LTD	S	62	0	0	87	8	2	3	0	0	8	47	49	62
TOTAL LYON			62	0	0	87	8	2	3	0	0	8	47	49	62
MARSEILLE	RYANAIR	S	70	0	0	76	14	10	0	0	0	10	81	9	64
TOTAL MARSEILLE			70	0	0	76	14	10	0	0	0	10	81	9	64
NICE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	77	19	0	3	0	0	11	35	49	62
	TRAVEL SERVICE AIRLINES	C	2	0	0	50	50	0	0	0	0	16	0	0	0
TOTAL NICE			64	5	0	77	20	0	3	0	0	11	35	49	62
PERPIGNAN	RYANAIR	S	40	0	0	98	3	0	0	0	0	2	89	4	36
TOTAL PERPIGNAN			40	0	0	98	3	0	0	0	0	2	89	4	36
POITIERS	RYANAIR	S	40	0	1	95	0	0	5	0	0	5	81	8	36
TOTAL POITIERS			40	0	1	95	0	0	5	0	0	5	81	8	36
RODEZ	RYANAIR	S	36	0	0	89	6	6	0	0	0	5	97	2	36
TOTAL RODEZ			36	0	0	89	6	6	0	0	0	5	97	2	36
TARBES-LOURDES INTERNATIONAL	RYANAIR	S	18	0	0	72	28	0	0	0	0	7	0	0	0
	TITAN AIRWAYS LTD	C	16	0	0	63	31	6	0	0	0	11	81	16	16
TOTAL TARBES-LOURDES INTERNATIONAL			34	0	0	68	29	3	0	0	0	9	76	17	17
TOULON / HYERES	RYANAIR	S	36	0	0	83	14	3	0	0	0	9	77	8	26
TOTAL TOULON / HYERES			36	0	0	83	14	3	0	0	0	9	77	8	26
TOURS	RYANAIR	S	36	0	0	100	0	0	0	0	0	1	98	1	40
TOTAL TOURS			36	0	0	100	0	0	0	0	0	1	98	1	40
TOTAL FRANCE			767	6	1	89	8	2	1	0	0	6	77	15	754
GERMANY															
BERLIN (SCHONEFELD)	RYANAIR	S	124	0	0	88	10	2	0	0	0	5	89	5	146
TOTAL BERLIN (SCHONEFELD)			124	0	0	88	10	2	0	0	0	5	89	5	146
BREMEN	RYANAIR	S	114	0	2	84	11	3	2	0	0	7	80	10	104
TOTAL BREMEN			114	0	2	84	11	3	2	0	0	7	80	10	104
COLOGNE BONN	GERMANWINGS	S	140	0	0	82	9	6	4	0	0	9	87	6	152
TOTAL COLOGNE BONN			140	0	0	82	9	6	4	0	0	9	87	6	152
DUSSELDORF	AIR BERLIN	S	160	0	0	78	14	7	1	0	0	10	72	14	152
TOTAL DUSSELDORF			160	0	0	78	14	7	1	0	0	10	72	14	152
HAHN	RYANAIR	S	124	1	0	94	2	3	0	0	0	4	77	10	166
TOTAL HAHN			124	1	0	94	2	3	0	0	0	4	77	10	166
HANOVER	GERMANWINGS	S	106	0	0	92	3	3	2	0	0	5	90	6	104

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2011

Reporting Airport: STANSTED (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)											
TOTAL HANOVER			106	0	0	92	3	3	2	0	0	5	89	6	214
KARLSRUHE/BADEN BADEN	RYANAIR	S	62	0	0	95	3	2	0	0	0	3	90	6	104
TOTAL KARLSRUHE/BADEN BADEN			62	0	0	95	3	2	0	0	0	3	90	6	104
LUBECK	RYANAIR	S	36	0	0	94	3	3	0	0	0	3	94	5	62
TOTAL LUBECK			36	0	0	94	3	3	0	0	0	3	94	5	62
MEMMINGEN ALLGAU	RYANAIR	S	62	0	0	81	13	5	0	2	0	12	60	17	62
TOTAL MEMMINGEN ALLGAU			62	0	0	81	13	5	0	2	0	12	60	17	62
MUNICH	EASYJET AIRLINE COMPANY LTD	S	116	0	0	75	9	4	6	5	0	26	64	24	116
TOTAL MUNICH			116	0	0	75	9	4	6	5	0	26	64	24	118
MUNSTER-OSNABRUCK	AIR BERLIN	S	72	0	0	96	1	0	3	0	0	6	88	5	111
TOTAL MUNSTER-OSNABRUCK			72	0	0	96	1	0	3	0	0	6	88	5	111
NIEDERRHEIN	RYANAIR	S	80	0	0	76	16	4	3	0	1	16	85	19	124
TOTAL NIEDERRHEIN			80	0	0	76	16	4	3	0	1	16	85	19	124
PADERBORN	AIR BERLIN	S	62	0	0	87	3	8	2	0	0	7	88	7	109
TOTAL PADERBORN			62	0	0	87	3	8	2	0	0	7	88	7	109
STUTTGART	GERMANWINGS	S	106	0	0	91	8	0	2	0	0	6	88	5	104
TOTAL STUTTGART			106	2	0	91	8	0	2	0	0	6	88	5	104
TOTAL GERMANY			1364	3	2	86	8	4	2	1	0	9	82	10	1884
GREECE															
CORFU	THOMSON AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	5	100	2	8
TOTAL CORFU			7	0	0	86	14	0	0	0	0	5	100	2	8
HERAKLION	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	2	100	4	8
TOTAL HERAKLION			9	0	0	100	0	0	0	0	0	2	100	4	8
KEFALLINIA	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	3	89	3	9
TOTAL KEFALLINIA			9	0	0	89	11	0	0	0	0	3	89	3	9
RHODES	RYANAIR	S	26	0	0	85	8	4	4	0	0	9	0	0	0
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	0	86	4	7
TOTAL RHODES			33	0	0	88	6	3	3	0	0	7	86	4	7
SALONIKA	RYANAIR	S	26	0	0	96	0	0	4	0	0	8	0	0	0
TOTAL SALONIKA			26	0	0	96	0	0	4	0	0	8	0	0	0
ZAKINTHOS	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	3	71	8	7
TOTAL ZAKINTHOS			10	0	0	100	0	0	0	0	0	3	56	26	16
TOTAL GREECE			95	0	0	93	4	1	2	0	0	6	80	11	50
IRISH REPUBLIC															
CORK	RYANAIR	S	114	0	0	91	3	6	0	0	0	4	92	4	118
TOTAL CORK			114	1	0	91	3	6	0	0	0	4	92	4	118
DUBLIN	RYANAIR	S	417	1	0	87	7	5	1	1	0	8	83	9	372

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Reporting Airport: STANSTED (Full Analysis)

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			Actual (7)	Plan (8)											
TOTAL DUBLIN			417	3	0	87	7	5	1	1	0	8	83	9	372
IRELAND WEST(KNOCK)	RYANAIR	S	62	0	0	92	6	0	0	2	0	6	89	4	54
TOTAL IRELAND WEST(KNOCK)			62	0	0	92	6	0	0	2	0	6	89	4	54
KERRY COUNTY	RYANAIR	S	63	0	0	95	5	0	0	0	0	2	98	2	62
TOTAL KERRY COUNTY			63	0	0	95	5	0	0	0	0	2	98	2	62
SHANNON	RYANAIR	S	96	0	0	89	11	0	0	0	0	4	94	4	106
TOTAL SHANNON			96	0	0	89	11	0	0	0	0	4	94	4	106
TOTAL IRISH REPUBLIC			752	4	0	89	7	4	1	1	0	6	88	6	712
ITALY															
ALGHERO/SASSARI	RYANAIR	S	36	0	0	92	3	3	3	0	0	6	97	3	36
TOTAL ALGHERO/SASSARI			36	0	0	92	3	3	3	0	0	6	97	3	36
ANCONA	RYANAIR	S	70	0	0	81	14	3	0	1	0	11	79	10	66
TOTAL ANCONA			70	0	0	81	14	3	0	1	0	11	79	10	66
BARI (PALESE)	RYANAIR	S	36	0	0	78	11	6	6	0	0	11	55	18	44
TOTAL BARI (PALESE)			36	0	0	78	11	6	6	0	0	11	55	18	44
BERGAMO	RYANAIR	S	186	0	0	79	16	4	1	0	0	8	65	15	185
TOTAL BERGAMO			186	0	0	79	16	4	1	0	0	8	65	15	185
BOLOGNA	RYANAIR	S	62	0	0	95	5	0	0	0	0	2	82	13	96
TOTAL BOLOGNA			62	0	0	95	5	0	0	0	0	2	82	13	96
BRINDISI	RYANAIR	S	36	0	0	86	11	0	3	0	0	8	72	12	36
TOTAL BRINDISI			36	0	0	86	11	0	3	0	0	8	72	12	36
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	82	11	3	3	0	0	10	48	39	60
TOTAL CAGLIARI (ELMAS)			62	0	0	82	11	3	3	0	0	10	48	39	60
GENOA	RYANAIR	S	63	0	0	81	14	2	2	2	0	11	66	19	59
TOTAL GENOA			63	1	0	81	14	2	2	2	0	11	66	19	59
LAMETIA-TERME	RYANAIR	S	36	0	0	72	8	17	3	0	0	15	0	0	0
TOTAL LAMETIA-TERME			36	0	0	72	8	17	3	0	0	15	0	0	0
MILAN (MALPENSA)	MERIDIANA AIR	C	2	0	0	50	50	0	0	0	0	18	0	0	0
TOTAL MILAN (MALPENSA)			2	0	0	50	50	0	0	0	0	18	0	0	0
NAPLES	EASYJET AIRLINE COMPANY LTD	S	104	0	0	89	6	3	2	0	0	6	60	25	108
TOTAL NAPLES			104	2	0	89	6	3	2	0	0	6	60	25	108
PALERMO	RYANAIR	S	62	0	0	79	3	11	6	0	0	13	0	0	0
TOTAL PALERMO			62	0	0	79	3	11	6	0	0	13	0	0	0
PARMA	RYANAIR	S	26	0	0	73	19	8	0	0	0	12	31	27	26
TOTAL PARMA			26	0	0	73	19	8	0	0	0	12	31	27	26
PERUGIA	RYANAIR	S	44	0	0	93	2	0	5	0	0	9	75	22	36
TOTAL PERUGIA			44	0	0	93	2	0	5	0	0	9	75	22	36
PESCARA	RYANAIR	S	44	0	0	93	7	0	0	0	0	3	88	4	40

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
TOTAL PESCARA			44	0	0	93	7	0	0	0	0	3	88	4	40
PISA	RYANAIR	S	184	0	1	76	10	10	4	0	0	12	64	16	184
TOTAL PISA			184	0	1	76	10	10	4	0	0	12	64	16	184
RIMINI	RYANAIR	S	26	0	0	85	15	0	0	0	0	5	65	13	26
TOTAL RIMINI			26	0	0	85	15	0	0	0	0	5	65	13	26
ROME (CIAMPINO)	RYANAIR	S	190	0	0	79	14	6	0	1	0	10	73	12	186
TOTAL ROME (CIAMPINO)			190	0	0	79	14	6	0	1	0	10	73	12	186
TREVISO	RYANAIR	S	124	0	0	90	7	2	1	1	0	7	72	11	124
TOTAL TREVISO			124	0	0	90	7	2	1	1	0	7	72	11	124
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	62	0	0	77	19	2	2	0	0	8	85	9	62
TOTAL TRIESTE (RONCHI DEI LEGIONARI)			62	0	0	77	19	2	2	0	0	8	85	9	62
TURIN	RYANAIR	S	62	0	0	84	13	3	0	0	0	7	82	10	60
TOTAL TURIN			62	0	0	84	13	3	0	0	0	7	82	10	60
VERONA VILLAFRANCA	RYANAIR	S	36	0	0	78	17	3	3	0	0	9	0	0	0
TOTAL VERONA VILLAFRANCA			36	0	0	78	17	3	3	0	0	9	0	0	0
TOTAL ITALY			1553	9	1	82	11	5	2	0	0	9	70	15	1532
LATVIA															
RIGA	RYANAIR	S	124	0	0	96	2	2	0	0	1	8	91	6	124
TOTAL RIGA			124	0	0	96	2	2	0	0	1	8	91	6	124
TOTAL LATVIA			124	0	0	96	2	2	0	0	1	8	91	6	124
LITHUANIA															
KAUNAS	RYANAIR	S	72	1	0	97	1	0	0	1	0	5	82	9	66
TOTAL KAUNAS			72	1	0	97	1	0	0	1	0	5	82	9	66
VILNIUS	RYANAIR	S	60	0	0	92	3	0	5	0	0	7	0	0	0
TOTAL VILNIUS			60	0	0	92	3	0	5	0	0	7	96	2	52
TOTAL LITHUANIA			132	1	0	95	2	0	2	1	0	6	88	6	118
MALAYSIA															
KUALA LUMPUR (SEPANG)	AIR ASIA	S	54	0	1	81	9	2	7	0	0	9	88	5	40
TOTAL KUALA LUMPUR (SEPANG)			54	0	1	81	9	2	7	0	0	9	88	5	40
TOTAL MALAYSIA			54	0	1	81	9	2	7	0	0	9	88	5	40
MOROCCO															
AGADIR	RYANAIR	S	16	0	0	94	0	6	0	0	0	5	81	7	16
TOTAL AGADIR			16	0	0	94	0	6	0	0	0	5	81	7	16
FEZ	RYANAIR	S	28	0	0	89	4	7	0	0	0	5	71	10	24
TOTAL FEZ			28	0	0	89	4	7	0	0	0	5	71	10	24
MARRAKESH	RYANAIR	S	18	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL MARRAKESH			18	0	0	100	0	0	0	0	0	4	0	0	0

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				Actual (7)	Plan (8)										
TOTAL MOROCCO			62	0	0	94	2	5	0	0	0	5	75	8	40
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	222	0	0	88	8	2	1	0	0	7	56	23	174
TOTAL AMSTERDAM			222	0	0	88	8	2	1	0	0	7	56	23	174
EINDHOVEN	RYANAIR	S	124	0	0	96	2	1	0	1	0	5	94	6	102
TOTAL EINDHOVEN			124	0	0	96	2	1	0	1	0	5	94	6	102
TOTAL NETHERLANDS			346	1	0	91	6	1	1	1	0	6	70	17	276
NORWAY															
HAUGESUND	RYANAIR	S	28	0	0	79	18	0	4	0	0	8	65	18	26
TOTAL HAUGESUND			28	0	0	79	18	0	4	0	0	8	65	18	26
RYGGE	RYANAIR	S	124	0	0	97	2	0	0	1	0	3	94	6	124
TOTAL RYGGE			124	0	0	97	2	0	0	1	0	3	94	6	124
SANDEFJORD(TORP)	RYANAIR	S	62	0	0	97	3	0	0	0	0	2	90	5	124
TOTAL SANDEFJORD(TORP)			62	0	0	97	3	0	0	0	0	2	90	5	124
TOTAL NORWAY			214	0	0	94	5	0	0	0	0	3	89	7	274
POLAND															
BYDGOSZCZ	RYANAIR	S	62	1	0	89	5	6	0	0	0	5	89	4	62
TOTAL BYDGOSZCZ			62	1	0	89	5	6	0	0	0	5	89	4	62
GDANSK	RYANAIR	S	62	0	0	95	2	3	0	0	0	2	92	4	60
TOTAL GDANSK			62	0	0	95	2	3	0	0	0	2	92	4	60
KATOWICE	RYANAIR	S	62	0	0	89	10	2	0	0	0	4	82	9	62
TOTAL KATOWICE			62	0	0	89	10	2	0	0	0	4	82	9	62
KRAKOW	RYANAIR	S	124	0	0	90	7	2	0	0	0	3	90	15	124
TOTAL KRAKOW			124	0	0	90	7	2	0	0	0	3	90	15	124
LODZ LUBLINEK	RYANAIR	S	62	0	0	97	3	0	0	0	0	2	93	4	80
TOTAL LODZ LUBLINEK			62	0	0	97	3	0	0	0	0	2	93	4	80
POZNAN	RYANAIR	S	62	0	0	92	6	2	0	0	0	3	80	11	81
TOTAL POZNAN			62	0	0	92	6	2	0	0	0	3	80	11	81
RZESZOW	RYANAIR	S	62	0	0	94	2	0	3	2	0	10	84	11	62
TOTAL RZESZOW			62	0	0	94	2	0	3	2	0	10	84	11	62
SZCZECIN (GOLENOW)	RYANAIR	S	36	0	0	100	0	0	0	0	0	2	64	14	36
TOTAL SZCZECIN (GOLENOW)			36	0	0	100	0	0	0	0	0	2	64	14	36
WROCLAW	RYANAIR	S	81	0	0	89	6	4	1	0	0	6	95	4	104
TOTAL WROCLAW			81	0	0	89	6	4	1	0	0	6	95	4	104
TOTAL POLAND			613	1	0	92	5	2	0	0	0	4	87	8	671
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	123	0	0	85	7	3	3	2	0	14	68	23	106

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				Actual (7)	Plan (8)										
FARO	RYANAIR	S	70	0	0	74	16	6	3	0	1	16	60	27	60
	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	6	100	2	9
<b>TOTAL FARO</b>			<b>203</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>23</b>	<b>175</b>
OPORTO (PORTUGAL)	RYANAIR	S	107	0	0	89	7	4	0	0	0	6	77	26	100
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>107</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>77</b>	<b>26</b>	<b>100</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>24</b>	<b>276</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	EASYJET AIRLINE COMPANY LTD	S	36	0	0	86	3	3	8	0	0	8	68	19	38
<b>TOTAL FUNCHAL</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>8</b>	<b>68</b>	<b>19</b>	<b>38</b>
<b>TOTAL PORTUGAL(MADEIRA)</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>8</b>	<b>68</b>	<b>19</b>	<b>38</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	124	0	0	94	5	0	1	1	0	6	90	8	124
<b>TOTAL BRATISLAVA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>8</b>	<b>124</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>8</b>	<b>124</b>
<b>SLOVENIA</b>															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	73	15	6	6	0	0	15	45	58	60
<b>TOTAL LJUBLJANA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>45</b>	<b>58</b>	<b>60</b>
<b>TOTAL SLOVENIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>45</b>	<b>58</b>	<b>60</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	123	0	0	75	13	9	3	0	0	12	65	25	126
	RYANAIR	S	144	0	0	88	5	6	1	0	0	6	71	15	97
<b>TOTAL ALICANTE</b>			<b>267</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>68</b>	<b>21</b>	<b>223</b>
ALMERIA	RYANAIR	S	26	0	0	85	8	0	8	0	0	10	71	11	24
<b>TOTAL ALMERIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>11</b>	<b>24</b>
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	62	0	0	73	10	5	13	0	0	19	31	46	58
<b>TOTAL ASTURIAS</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>5</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>31</b>	<b>46</b>	<b>58</b>
BARCELONA	AIR EUROPA	C	40	0	0	20	20	18	38	5	0	60	0	0	0
	BLUE PANORAMA	C	5	0	0	0	0	20	80	0	0	73	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	71	10	8	7	3	0	20	39	34	120
	FINNAIR	C	2	0	0	50	0	0	50	0	0	94	0	0	0
	MERIDIANA AIR	C	4	0	0	25	0	25	50	0	0	72	0	0	0
	SATA	C	2	0	0	0	0	0	100	0	0	103	0	0	0
	SPANAIR	C	4	0	0	0	0	50	50	0	0	57	0	0	0
	TRAVEL SERVICE AIRLINES	C	8	0	0	0	0	38	63	0	0	91	0	0	0
	VUELING AIRLINES	C	3	1	0	33	0	67	0	0	0	29	0	0	0
	VUELING AIRLINES	S	12	0	2	25	25	33	17	0	0	32	0	0	0
<b>TOTAL BARCELONA</b>			<b>206</b>	<b>3</b>	<b>2</b>	<b>50</b>	<b>12</b>	<b>15</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>39</b>	<b>33</b>	<b>122</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	98	0	0	89	3	4	4	0	0	8	61	31	70
<b>TOTAL BILBAO</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>61</b>	<b>31</b>	<b>70</b>
GERONA	RYANAIR	S	142	0	0	79	15	4	2	1	0	11	72	14	123

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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 GERONA</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>14</b>	123
<b>IBIZA</b>	EASYJET AIRLINE COMPANY LTD	S	123	0	0	89	4	3	4	0	0	6	63	43	75
	RYANAIR	S	64	0	0	84	9	3	3	0	0	8	83	14	42
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	0	63	17	8
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	44	17	9
<b>TOTAL IBIZA</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>31</b>	134
<b>JEREZ</b>	RYANAIR	S	36	0	0	81	14	3	3	0	0	10	82	8	34
<b>TOTAL JEREZ</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>8</b>	34
<b>MADRID</b>	PRIVILEGE STYLE	C	2	0	0	0	0	50	0	50	0	145	0	0	0
	RYANAIR	S	124	0	0	62	13	13	9	0	3	34	60	38	120
<b>TOTAL MADRID</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>36</b>	<b>59</b>	<b>38</b>	122
<b>MAHON</b>	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	1	100	4	7
	THOMSON AIRWAYS LTD	C	13	0	0	100	0	0	0	0	0	2	85	9	13
<b>TOTAL MAHON</b>			<b>20</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>90</b>	<b>7</b>	20
<b>MALAGA</b>	EASYJET AIRLINE COMPANY LTD	S	147	0	0	83	10	5	1	0	0	8	59	37	175
	RYANAIR	S	108	0	0	75	16	6	3	0	0	10	82	9	82
<b>TOTAL MALAGA</b>			<b>255</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>28</b>	257
<b>MURCIA SAN JAVIER</b>	RYANAIR	S	88	0	0	84	14	2	0	0	0	5	81	15	84
<b>TOTAL MURCIA SAN JAVIER</b>			<b>88</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>5</b>	<b>81</b>	<b>15</b>	84
<b>PALMA DE MALLORCA</b>	EASYJET AIRLINE COMPANY LTD	S	123	0	0	83	5	1	11	1	0	15	49	36	118
	RYANAIR	S	108	0	0	75	13	11	1	0	0	10	82	11	87
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	0	3	43	22	7
	THOMSON AIRWAYS LTD	C	26	0	0	81	4	12	4	0	0	10	73	33	26
<b>TOTAL PALMA DE MALLORCA</b>			<b>268</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>26</b>	240
<b>REUS</b>	RYANAIR	S	48	0	0	81	13	0	4	2	0	17	81	10	36
<b>TOTAL REUS</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>84</b>	<b>8</b>	43
<b>SANTANDER</b>	RYANAIR	S	62	0	0	98	2	0	0	0	0	2	92	6	59
<b>TOTAL SANTANDER</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>92</b>	<b>6</b>	59
<b>SANTIAGO DE COMPOSTELA (SPAIN)</b>	RYANAIR	S	36	0	0	81	17	3	0	0	0	8	97	3	35
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>97</b>	<b>3</b>	35
<b>SEVILLE</b>	RYANAIR	S	62	0	0	73	16	6	2	3	0	16	93	4	56
<b>TOTAL SEVILLE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>93</b>	<b>4</b>	56
<b>VALENCIA</b>	RYANAIR	S	88	0	0	86	11	2	0	0	0	5	70	16	84
<b>TOTAL VALENCIA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>16</b>	84
<b>VALLADOLID</b>	RYANAIR	S	26	0	0	88	12	0	0	0	0	4	75	35	24
<b>TOTAL VALLADOLID</b>			<b>26</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>4</b>	<b>75</b>	<b>35</b>	24
<b>ZARAGOZA</b>	RYANAIR	S	36	0	0	75	19	6	0	0	0	7	58	15	36
<b>TOTAL ZARAGOZA</b>			<b>37</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>15</b>	36
<b>TOTAL SPAIN</b>			<b>2158</b>	<b>8</b>	<b>2</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>23</b>	1858



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			Actual (7)	Plan (8)											
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	RYANAIR	S	38	0	0	97	3	0	0	0	0	2	91	7	23
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	100	5	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	9	63	15	8
<b>TOTAL ARRECIFE</b>			<b>54</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>87</b>	<b>8</b>	<b>39</b>
FUERTEVENTURA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	75	13	0	13	0	0	13	72	37	18
	RYANAIR	S	26	0	0	100	0	0	0	0	0	2	94	4	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	88	9	8
	THOMSON AIRWAYS LTD	C	9	0	0	44	22	22	11	0	0	26	80	33	10
<b>TOTAL FUERTEVENTURA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>22</b>	<b>52</b>
LAS PALMAS	RYANAIR	S	36	0	0	92	6	3	0	0	0	4	78	13	27
<b>TOTAL LAS PALMAS</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>78</b>	<b>13</b>	<b>27</b>
TENERIFE (SURREINA SOFIA)	RYANAIR	S	62	0	0	100	0	0	0	0	0	2	83	12	35
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	33	0	0	0	0	10	88	6	8
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	9	75	39	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>80</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>82</b>	<b>15</b>	<b>51</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>229</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>15</b>	<b>169</b>
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	124	0	0	98	2	0	0	0	0	2	89	6	124
<b>TOTAL GOTEBORG (SAVE)</b>			<b>124</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>6</b>	<b>124</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	150	0	0	93	5	2	0	1	0	6	87	7	166
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>7</b>	<b>166</b>
VASTERAS	RYANAIR	S	62	0	0	95	5	0	0	0	0	3	68	13	62
<b>TOTAL VASTERAS</b>			<b>62</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>68</b>	<b>13</b>	<b>62</b>
<b>TOTAL SWEDEN</b>			<b>337</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>4</b>	<b>84</b>	<b>7</b>	<b>352</b>
<b>TUNISIA</b>															
ENFIDHA	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	11	0	0	0
<b>TOTAL ENFIDHA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>44</b>	<b>21</b>	<b>18</b>
<b>TURKEY</b>															
ANKARA (ESENBOGA)	THY TURK HAVA YOLLARI TURKIS	S	30	0	0	90	10	0	0	0	0	3	0	0	0
<b>TOTAL ANKARA (ESENBOGA)</b>			<b>30</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>0</b>	<b>0</b>	<b>0</b>
ANTALYA	THOMAS COOK AIRLINES LTD	C	21	0	0	86	0	10	5	0	0	9	53	28	19
	THOMSON AIRWAYS LTD	C	15	0	0	93	7	0	0	0	0	2	100	0	7
<b>TOTAL ANTALYA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>56</b>	<b>27</b>	<b>62</b>
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	26	0	0	77	19	4	0	0	0	8	71	15	14
	ONUR AIR	C	3	0	0	100	0	0	0	0	0	9	0	0	0
	PEGASUS AIRLINES	S	7	0	0	100	0	0	0	0	0	2	100	3	10
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	0	4	60	36	20
<b>TOTAL BODRUM (MILAS)</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>22</b>	<b>48</b>

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			Actual (7)	Plan (8)											
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	35	0	1	83	9	9	0	0	0	8	77	9	22
	ONUR AIR	C	5	0	0	40	20	0	0	40	0	109	0	0	0
	THOMAS COOK AIRLINES LTD	C	28	0	0	89	4	4	4	0	0	8	75	27	24
	THOMSON AIRWAYS LTD	C	17	0	0	82	6	12	0	0	0	8	68	24	19
<b>TOTAL DALAMAN</b>			<b>85</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>20</b>	<b>75</b>
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	68	0	0	81	12	6	1	0	0	9	73	15	62
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>12</b>	<b>124</b>
IZMIR (ADNAM MENDERES)	PEGASUS AIRLINES	S	36	0	0	75	17	8	0	0	0	8	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>9</b>	<b>8</b>
<b>TOTAL TURKEY</b>			<b>300</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>22</b>	<b>325</b>
<b>UNITED KINGDOM</b>															
BELFAST CITY (GEORGE BEST)	BMIBABY LTD	S	130	0	0	92	3	2	3	0	0	5	0	0	0
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>14</b>	<b>220</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	230	0	0	94	3	2	1	0	0	3	58	33	199
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>230</b>	<b>0</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>58</b>	<b>33</b>	<b>199</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	79	0	1	97	3	0	0	0	0	1	91	6	56
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>79</b>	<b>0</b>	<b>1</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>6</b>	<b>56</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	254	0	0	87	4	5	2	2	0	10	74	15	220
<b>TOTAL EDINBURGH</b>			<b>254</b>	<b>2</b>	<b>1</b>	<b>87</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>15</b>	<b>221</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	224	0	0	91	5	3	1	0	0	5	78	15	216
<b>TOTAL GLASGOW</b>			<b>224</b>	<b>1</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>78</b>	<b>15</b>	<b>216</b>
GUERNSEY	AURIGNY AIR SERVICES	S	61	0	0	93	7	0	0	0	0	3	100	1	62
<b>TOTAL GUERNSEY</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>1</b>	<b>62</b>
JERSEY	AURIGNY AIR SERVICES	S	19	0	0	95	5	0	0	0	0	3	100	1	62
<b>TOTAL JERSEY</b>			<b>19</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>100</b>	<b>1</b>	<b>62</b>
PRESTWICK	RYANAIR	S	59	0	3	92	0	7	0	2	0	7	94	3	174
<b>TOTAL PRESTWICK</b>			<b>59</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>3</b>	<b>174</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1056</b>	<b>5</b>	<b>5</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>15</b>	<b>1323</b>
<b>TOTAL STANSTED</b>			<b>11613</b>	<b>60</b>	<b>14</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>14</b>	<b>11863</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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	14	0	0	86	0	7	7	0	0	11	92	11	13	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	14	0	0	86	0	0	14	0	0	14	85	14	13	
<b>TOTAL AALBORG</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>13</b>	<b>13</b>	
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR	S	A	31	0	0	90	6	0	3	0	0	5	100	2	31	
	STANSTED	RYANAIR	S	D	31	0	0	94	3	0	3	0	0	5	87	6	31	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>4</b>	<b>4</b>	
ABERDEEN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	159	0	1	81	10	5	4	0	0	11	93	3	163	
	HEATHROW	BMI BRITISH MIDLAND	S	D	159	0	0	93	2	3	2	0	0	4	90	5	163	
	MANCHESTER	BMI REGIONAL	S	A	107	0	0	93	4	2	1	1	0	6	98	2	128	
	MANCHESTER	BMI REGIONAL	S	D	101	0	0	93	2	3	2	0	0	4	92	4	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	196	0	2	80	11	7	2	1	0	11	87	9	151	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	197	0	1	85	9	4	2	1	0	8	84	7	151	
	MANCHESTER	EASTERN AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	20	100	13	1	
	MANCHESTER	EASTERN AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	8	100	0	1	
	NEWCASTLE	EASTERN AIRWAYS	S	A	76	4	5	89	3	5	3	0	0	6	98	1	100	
	NEWCASTLE	EASTERN AIRWAYS	S	D	78	1	6	87	8	3	3	0	0	9	92	4	101	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	79	12	10	0	0	0	9	82	12	49	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	79	13	2	6	0	0	10	65	17	49	
	BIRMINGHAM	FLYBE LTD	S	A	78	0	4	96	1	0	3	0	0	3	82	13	68	
	BIRMINGHAM	FLYBE LTD	S	D	80	0	2	89	9	1	1	0	0	6	79	17	68	
	GATWICK	FLYBE LTD	S	A	79	0	1	94	3	0	3	1	0	6	90	5	80	
	GATWICK	FLYBE LTD	S	D	79	0	2	91	5	1	3	0	0	5	73	15	80	
	MANCHESTER	FLYBE LTD	S	A	73	0	0	77	11	8	4	0	0	12	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	75	0	0	85	8	3	4	0	0	10	0	0	0	
<b>TOTAL ABERDEEN</b>					<b>1649</b>	<b>10</b>	<b>24</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>7</b>	<b>7</b>	
ABU DHABI INTERNATIONAL																		
	HEATHROW	ETIHAD AIRWAYS	S	A	93	0	0	83	4	6	6	0	0	11	90	6	93	
	HEATHROW	ETIHAD AIRWAYS	S	D	93	0	0	84	2	5	9	0	0	13	87	8	93	
	MANCHESTER	ETIHAD AIRWAYS	S	A	30	0	3	80	3	3	10	3	0	21	100	1	30	
	MANCHESTER	ETIHAD AIRWAYS	S	D	30	0	1	90	3	3	3	0	0	8	100	1	30	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>248</b>	<b>1</b>	<b>4</b>	<b>83</b>	<b>3</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>91</b>	<b>5</b>	<b>5</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010			
					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)											
ABUJA	HEATHROW	ARIK AIR	S	A	17	0	0	53	0	6	35	6	0	56	82	12	22
	HEATHROW	ARIK AIR	S	D	17	0	0	94	0	0	6	0	0	10	95	1	22
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	39	42	3	13	0	3	53	71	12	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	16	3	10	0	3	44	97	2	31
<b>TOTAL ABUJA</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>3</b>	<b>15</b>	<b>1</b>	<b>2</b>	<b>43</b>	<b>86</b>	<b>7</b>	<b>7</b>
ACCRA	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	71	13	10	3	3	0	20	93	9	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	39	26	23	10	3	0	34	46	22	28
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	69	15	15	0	0	0	14	0	204	4
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	77	15	8	0	0	0	8	25	16	4
<b>TOTAL ACCRA</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>26</b>	<b>26</b>
ADDIS ABABA	HEATHROW	BMI BRITISH MIDLAND	S	A	14	0	0	71	7	14	0	7	0	26	92	3	13
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	77	15	0	8	0	0	19	36	24	14
	HEATHROW	ETHIOPIAN AIRLINES	S	A	26	0	0	50	38	4	8	0	0	18	59	24	27
	HEATHROW	ETHIOPIAN AIRLINES	S	D	26	0	0	88	4	8	0	0	0	7	74	11	27
<b>TOTAL ADDIS ABABA</b>					<b>79</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>16</b>	<b>16</b>
AGADIR	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	11	0	0	11	0	38	78	11	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	11	0	0	0	0	6	78	14	9
	STANSTED	RYANAIR	S	A	8	0	0	88	0	13	0	0	0	7	75	7	8
	STANSTED	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	3	88	6	8
	GATWICK	THOMSON AIRWAYS LTD	S	A	9	0	0	89	0	11	0	0	0	4	75	24	8
	GATWICK	THOMSON AIRWAYS LTD	S	D	9	0	0	78	11	0	11	0	0	11	67	22	9
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	5	0	0	80	0	20	0	0	0	8	50	49	4
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	5	0	0	60	0	40	0	0	0	19	60	27	5
<b>TOTAL AGADIR</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>18</b>	<b>18</b>
AJACCIO	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	100	0	0	0	0	0	0	60	42	5
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	100	0	0	0	0	0	0	80	24	5
<b>TOTAL AJACCIO</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>70</b>	<b>33</b>	<b>33</b>
AKTYUBINSK																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010			
					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)												
ALESUND																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL ALESUND</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>1</b>	<b>0</b>	<b>185</b>	<b>185</b>	
ALGHERO/SASSARI																		
	STANSTED	RYANAIR	S	A	18	0	0	89	6	0	6	0	0	7	100	2	18	
	STANSTED	RYANAIR	S	D	18	0	0	94	0	6	0	0	0	5	94	3	18	
	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	1	75	6	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	80	6	5	
<b>TOTAL ALGHERO/SASSARI</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>3</b>	<b>3</b>	
ALGIERS																		
	HEATHROW	AIR ALGERIE	S	A	23	0	0	35	17	35	4	9	0	41	56	25	18	
	HEATHROW	AIR ALGERIE	S	D	23	0	0	65	17	9	9	0	0	22	56	23	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	10	0	3	0	0	6	83	8	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	16	0	3	0	0	9	93	4	30	
<b>TOTAL ALGIERS</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>13</b>	<b>13</b>	
ALICANTE																		
	GLASGOW	BA CITYFLYER LTD	C	A	3	0	0	67	33	0	0	0	0	10	0	52	3	
	GLASGOW	BA CITYFLYER LTD	C	D	3	0	0	67	33	0	0	0	0	15	33	32	3	
	BIRMINGHAM	BMIBABY LTD	S	A	18	0	0	94	6	0	0	0	0	4	67	40	15	
	BIRMINGHAM	BMIBABY LTD	S	D	18	0	0	89	11	0	0	0	0	6	53	50	15	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	25	50	25	0	0	0	22	20	23	5	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	100	0	0	0	0	0	3	100	0	5	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	111	0	0	75	14	8	4	0	0	12	55	41	110	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	111	0	0	89	7	2	2	0	0	7	54	31	112	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	87	7	7	0	0	0	6	43	29	28	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	10	3	0	0	0	7	86	12	28	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	89	9	3	0	0	0	5	56	22	32	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	91	3	6	0	0	0	4	81	13	32	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	65	17	13	4	0	0	19	65	40	26	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	87	4	0	9	0	0	10	77	11	26	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	66	17	3	10	3	0	28	62	21	45	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	73	7	7	10	3	0	24	65	15	46	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	74	11	11	3	0	0	12	57	29	63	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
					62	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
						UNMATCHED	Actual (7)										
ALICANTE	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	76	15	6	3	0	0	11	73	21	63
	GLASGOW	JET2.COM LTD	S	A	18	0	0	17	11	50	17	6	0	54	0	0	0
	GLASGOW	JET2.COM LTD	S	D	17	0	0	53	29	12	6	0	0	17	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	27	0	0	37	15	33	11	4	0	42	35	41	23
	MANCHESTER	JET2.COM LTD	S	D	29	0	0	55	14	14	10	7	0	36	32	47	22
	NEWCASTLE	JET2.COM LTD	S	A	20	0	0	5	45	50	0	0	0	31	0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	20	0	0	80	15	5	0	0	0	13	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	26	0	0	85	4	12	0	0	0	6	81	22	31
	BIRMINGHAM	MONARCH AIRLINES	S	D	26	0	0	88	12	0	0	0	0	5	77	20	31
	GATWICK	MONARCH AIRLINES	S	A	48	0	0	50	29	19	2	0	0	18	33	35	36
	GATWICK	MONARCH AIRLINES	S	D	48	0	0	81	8	8	2	0	0	10	50	45	36
	LUTON	MONARCH AIRLINES	S	A	19	0	0	53	26	21	0	0	0	19	56	35	18
	LUTON	MONARCH AIRLINES	S	D	19	0	0	89	11	0	0	0	0	6	72	28	18
	MANCHESTER	MONARCH AIRLINES	S	A	49	0	0	69	12	10	6	2	0	21	56	47	43
	MANCHESTER	MONARCH AIRLINES	S	D	49	0	0	73	16	6	2	2	0	17	75	22	44
	BIRMINGHAM	RYANAIR	S	A	31	0	0	84	3	6	6	0	0	10	69	31	29
	BIRMINGHAM	RYANAIR	S	D	31	0	0	90	3	3	3	0	0	8	69	18	29
	EDINBURGH	RYANAIR	S	A	35	0	1	83	9	6	3	0	0	8	75	11	24
	EDINBURGH	RYANAIR	S	D	35	0	1	91	3	3	3	0	0	7	83	16	24
	GATWICK	RYANAIR	S	A	53	0	0	83	11	4	2	0	0	8	84	10	50
	GATWICK	RYANAIR	S	D	53	0	0	79	15	4	2	0	0	8	70	20	50
	MANCHESTER	RYANAIR	S	A	39	0	0	95	3	0	3	0	0	6	0	0	0
	MANCHESTER	RYANAIR	S	D	39	0	0	82	10	5	3	0	0	12	0	0	0
	STANSTED	RYANAIR	S	A	72	0	0	82	7	10	1	0	0	9	59	22	49
	STANSTED	RYANAIR	S	D	72	0	0	94	3	3	0	0	0	4	83	8	48
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	38	0	0	0	0	11	56	37	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	0	25	0	0	0	11	100	6	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	1	0	60	10	10	20	0	0	23	33	61	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	10	0	10	10	0	32	56	43	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	0	7	40	58	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	11	0	0	0	11	40	55	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	10	78	11	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	67	22	11	0	0	0	17	67	13	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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)												
ALICANTE																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	46	23	31	0	0	0	20	77	22	13	
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	77	8	15	0	0	0	10	62	19	13	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	13	33	107	6	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	6	50	87	6	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	43	29	14	0	14	0	50	77	23	13	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	86	7	0	0	7	0	29	85	16	13	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	8	0	0	63	38	0	0	0	0	11	78	11	9	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	12	89	8	9	
<b>TOTAL ALICANTE</b>					<b>1658</b>	<b>2</b>	<b>3</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>27</b>	<b>27</b>	
ALMATY																		
	HEATHROW	AIR ASTANA	S	A	9	0	0	89	0	0	11	0	0	11	44	18	9	
	HEATHROW	AIR ASTANA	S	D	9	0	0	78	11	0	11	0	0	13	78	15	9	
<b>TOTAL ALMATY</b>					<b>18</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>17</b>	<b>17</b>	
ALMERIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	85	11	4	0	0	0	6	45	32	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	93	7	0	0	0	0	5	73	16	30	
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	100	0	0	0	0	0	1	75	34	4	
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	67	33	0	0	0	0	10	50	53	4	
	MANCHESTER	MONARCH AIRLINES	S	A	18	0	0	89	11	0	0	0	0	4	54	25	13	
	MANCHESTER	MONARCH AIRLINES	S	D	18	0	0	83	17	0	0	0	0	5	86	11	14	
	STANSTED	RYANAIR	S	A	13	0	0	77	15	0	8	0	0	13	67	13	12	
	STANSTED	RYANAIR	S	D	13	0	0	92	0	0	8	0	0	8	75	8	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	33	63	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	50	34	4	
<b>TOTAL ALMERIA</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>24</b>	<b>24</b>	
ALTENBURG - WALLBURG																		
AMMAN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	22	0	0	82	14	0	5	0	0	8	100	1	18	
	HEATHROW	BMI BRITISH MIDLAND	S	D	23	0	0	74	17	9	0	0	0	11	59	15	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	79	7	14	0	0	0	9	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	79	7	7	7	0	0	13	0	0	0	
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	77	19	3	0	0	0	7	81	9	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
					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)											
AMMAN	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	81	13	3	3	0	0	10	68	16	31
<b>TOTAL AMMAN</b>					<b>135</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>11</b>	<b>11</b>
AMRITSAR	HEATHROW	AIR INDIA	S	A	27	0	0	78	4	15	0	4	0	19	72	54	18
	HEATHROW	AIR INDIA	S	D	27	0	0	93	4	0	4	0	0	10	82	9	17
<b>TOTAL AMRITSAR</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>32</b>	<b>32</b>
AMSTERDAM	LONDON CITY	BA CITYFLYER LTD	S	A	114	0	0	93	4	2	2	0	0	4	95	4	79
	LONDON CITY	BA CITYFLYER LTD	S	D	115	0	0	90	5	3	2	0	0	4	82	10	79
	BIRMINGHAM	BMIBABY LTD	S	A	54	0	2	94	4	2	0	0	0	3	87	6	52
	BIRMINGHAM	BMIBABY LTD	S	D	55	0	1	91	5	4	0	0	0	7	64	17	53
	GATWICK	BRITISH AIRWAYS PLC	S	A	111	0	0	78	11	9	2	0	0	9	86	11	112
	GATWICK	BRITISH AIRWAYS PLC	S	D	111	0	0	88	7	4	1	0	0	6	88	5	112
	HEATHROW	BRITISH AIRWAYS PLC	S	A	210	0	0	80	13	4	2	0	0	9	84	11	164
	HEATHROW	BRITISH AIRWAYS PLC	S	D	210	0	0	90	6	2	2	0	0	6	88	6	164
	LONDON CITY	CITY JET	S	A	168	0	0	94	5	1	1	0	0	3	0	0	0
	LONDON CITY	CITY JET	S	D	169	0	0	83	11	4	2	0	0	7	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	50	0	0	92	4	4	0	0	0	6	65	19	48
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	50	0	0	88	6	2	2	2	0	14	85	7	48
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	133	0	0	85	8	3	5	0	0	10	57	25	126
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	133	0	0	89	6	3	2	0	0	6	62	23	126
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	96	0	1	89	8	2	1	0	0	5	79	14	82
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	97	0	1	88	8	4	0	0	0	5	76	19	82
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	84	7	7	2	0	0	7	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	79	12	7	2	0	0	10	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	111	0	0	87	8	2	2	1	0	9	48	25	87
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	111	0	0	89	8	2	1	0	0	4	63	21	87
	BIRMINGHAM	KLM	S	A	92	0	1	98	2	0	0	0	0	2	93	4	119
	BIRMINGHAM	KLM	S	D	93	0	0	97	1	2	0	0	0	5	94	4	119
	EDINBURGH	KLM	S	A	117	0	10	85	10	4	1	0	0	8	86	9	114
	EDINBURGH	KLM	S	D	117	0	10	93	5	2	0	0	0	5	92	4	114
	GLASGOW	KLM	S	A	60	1	6	95	2	2	2	0	0	4	91	6	57
	GLASGOW	KLM	S	D	59	0	8	92	7	0	2	0	0	7	75	12	56



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

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					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)											
AMSTERDAM	HEATHROW	KLM	S	A	246	0	0	89	6	4	1	0	0	5	91	4	244
	HEATHROW	KLM	S	D	246	0	0	93	4	1	2	0	0	5	91	4	243
	MANCHESTER	KLM	S	A	186	0	0	92	8	0	0	0	0	4	77	11	90
	MANCHESTER	KLM	S	D	186	0	0	91	5	4	1	0	0	5	78	16	90
	BIRMINGHAM	KLM CITYHOPPER	S	A	62	0	0	97	3	0	0	0	0	1	96	3	28
	BIRMINGHAM	KLM CITYHOPPER	S	D	62	0	0	98	0	0	2	0	0	3	89	7	28
	EDINBURGH	KLM CITYHOPPER	S	A	59	0	0	85	14	2	0	0	0	6	76	11	33
	EDINBURGH	KLM CITYHOPPER	S	D	59	0	0	85	10	3	2	0	0	7	91	4	33
	GLASGOW	KLM CITYHOPPER	S	A	89	0	0	92	6	1	1	0	0	6	85	8	54
	GLASGOW	KLM CITYHOPPER	S	D	88	0	0	92	3	3	1	0	0	6	98	3	54
	HEATHROW	KLM CITYHOPPER	S	A	61	0	0	87	5	5	3	0	0	8	75	18	51
	HEATHROW	KLM CITYHOPPER	S	D	61	0	0	97	0	2	2	0	0	3	86	7	51
	NEWCASTLE	KLM CITYHOPPER	S	A	149	1	0	94	4	1	1	0	0	4	79	12	58
	NEWCASTLE	KLM CITYHOPPER	S	D	146	0	0	90	7	3	0	0	0	6	95	3	58
<b>TOTAL AMSTERDAM</b>					<b>4457</b>	<b>2</b>	<b>55</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>10</b>	<b>10</b>
ANCONA	STANSTED	RYANAIR	S	A	35	0	0	66	29	3	0	3	0	17	73	12	33
	STANSTED	RYANAIR	S	D	35	0	0	97	0	3	0	0	0	5	85	7	33
<b>TOTAL ANCONA</b>					<b>70</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>10</b>	<b>10</b>
ANKARA (ESENBOGA)	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	A	15	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	D	15	0	0	80	20	0	0	0	0	6	0	0	0
<b>TOTAL ANKARA (ESENBOGA)</b>					<b>30</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>0</b>	<b>0</b>	<b>0</b>
ANTALYA	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	1	0	78	17	0	6	0	0	9	60	88	5
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	83	11	0	6	0	0	12	40	97	5
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	11	100	0	1
	LUTON	MONARCH AIRLINES	C	D	2	0	0	0	100	0	0	0	0	20	0	30	2
	MANCHESTER	MONARCH AIRLINES	S	A	9	0	1	56	22	22	0	0	0	19	38	30	8
	MANCHESTER	MONARCH AIRLINES	S	D	10	0	0	80	10	10	0	0	0	12	88	22	8
	MANCHESTER	ONUR AIR	C	A	2	0	0	100	0	0	0	0	0	0	0	16	1

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

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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	UNMATCHED	
ANTALYA																			
	MANCHESTER	ONUR AIR	C	D	3	0	0	67	0	33	0	0	0	23	0	43	2		
	MANCHESTER	PEGASUS AIRLINES	S	A	4	0	0	50	50	0	0	0	0	14	100	7	4		
	MANCHESTER	PEGASUS AIRLINES	S	D	4	0	0	50	25	0	25	0	0	27	100	1	5		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	13	0	0	100	0	0	0	0	0	2	62	84	13		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	14	0	0	93	7	0	0	0	0	5	57	21	14		
	EDINBURGH	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0		
	EDINBURGH	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	0	25	0	63	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	34	1	0	65	15	15	3	3	0	23	76	22	25		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	37	0	0	78	11	3	3	5	0	21	73	16	26		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	18	0	0	61	22	11	0	6	0	23	59	108	17		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	16	0	0	69	13	13	0	6	0	27	75	46	16		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	30	0	0	57	20	7	17	0	0	27	52	56	23		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	29	0	0	72	17	0	7	3	0	23	63	45	24		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	11	11	0	0	26	57	32	7		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	0	3	43	56	7		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	11	0	0	82	0	9	9	0	0	13	50	27	10		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	10	0	0	90	0	10	0	0	0	4	56	30	9		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	20	40	0	40	0	0	40	0	107	1		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	6	0	0	50	17	17	17	0	0	30	67	48	3		
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	69	23	0	0	8	0	21	85	7	13		
	GATWICK	THOMSON AIRWAYS LTD	C	D	15	0	0	73	13	7	0	7	0	25	87	6	15		
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	0	0	25	100	50	44	4		
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	50	30	4		
	LUTON	THOMSON AIRWAYS LTD	C	A	6	0	0	50	17	33	0	0	0	22	17	33	6		
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	67	0	22	11	0	0	21	50	20	8		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	10	0	0	100	0	0	0	0	0	4	75	10	8		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	69	8	15	8	0	0	17	63	17	8		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	7	3		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	50	14	4		
	STANSTED	THOMSON AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	0	2	100	0	3		
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	3	100	1	4		
<b>TOTAL ANTALYA</b>					<b>419</b>	<b>2</b>	<b>1</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>33</b>	<b>33</b>		
ANTIGUA																			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

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					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)											
ANTIGUA	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	12	0	0	42	50	0	8	0	0	23	71	11	14
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	12	0	0	92	8	0	0	0	7	69	11	13	
<b>TOTAL ANTIGUA</b>					<b>25</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>28</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>11</b>	<b>11</b>
ANTWERP	LONDON CITY	VLM (BELGIUM)	S	A	119	0	0	94	3	2	1	0	4	97	2	107	
	LONDON CITY	VLM (BELGIUM)	S	D	119	0	0	95	3	3	0	0	3	90	4	107	
	MANCHESTER	VLM (BELGIUM)	S	A	43	0	0	91	9	0	0	0	5	93	7	43	
	MANCHESTER	VLM (BELGIUM)	S	D	43	0	0	98	2	0	0	0	3	91	6	43	
<b>TOTAL ANTWERP</b>					<b>324</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>4</b>	<b>4</b>	
AQABA	GATWICK	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	6	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	0	0	
<b>TOTAL AQABA</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>3</b>	<b>33</b>	<b>50</b>	<b>50</b>	
ARRECIFE	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	77	23	0	0	0	7	54	31	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	0	8	0	0	6	69	21	13	
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	80	23	5	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	100	0	0	0	0	7	78	25	9	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	78	11	11	0	0	10	75	6	4	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	56	11	22	11	0	22	50	15	4	
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	0	0	100	0	0	0	0	1	54	36	13	
	BIRMINGHAM	MONARCH AIRLINES	S	D	13	0	0	92	8	0	0	0	5	38	47	13	
	GATWICK	MONARCH AIRLINES	S	A	22	1	0	55	23	18	5	0	23	18	38	17	
	GATWICK	MONARCH AIRLINES	S	D	22	0	0	91	9	0	0	0	5	53	25	17	
	LUTON	MONARCH AIRLINES	S	A	13	1	0	77	0	15	8	0	16	80	30	10	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	54	8	31	8	0	22	40	44	10	
	MANCHESTER	MONARCH AIRLINES	S	A	27	1	1	52	19	11	11	7	43	59	34	27	
	MANCHESTER	MONARCH AIRLINES	S	D	27	0	2	56	19	11	7	7	42	63	29	27	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	100	0	8	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	100	0	0	0	0	2	100	4	8	
	EDINBURGH	RYANAIR	S	A	13	0	0	92	0	8	0	0	7	88	7	8	
	EDINBURGH	RYANAIR	S	D	13	0	0	100	0	0	0	0	3	88	10	8	
	LUTON	RYANAIR	S	A	9	0	0	100	0	0	0	0	2	89	6	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010			
					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	LUTON	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	7	100	3	9
	STANSTED	RYANAIR	S	A	19	0	0	95	5	0	0	0	0	2	92	5	12
	STANSTED	RYANAIR	S	D	19	0	0	100	0	0	0	0	0	2	91	9	11
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	3	75	6	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	15	70	9	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	17	0	0	0	0	6	40	43	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	0	50	38	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	2	33	26	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	1	75	22	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	0	0	81	6	6	0	6	0	22	30	152	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	67	13	13	0	7	0	28	13	56	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	13	100	9	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	50	0	0	0	32	100	2	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	8	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	3	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	3	89	18	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	6	90	22	10
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	62	23	0	15	0	0	27	62	24	13
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	85	0	0	15	0	0	21	62	24	13
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	11	25	64	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	11	50	76	4
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	5	100	2	5
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	20	20	40	20	0	0	35	80	9	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	67	33	0	0	0	0	9	56	90	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	3	56	91	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	24	50	16	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	19	50	22	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	13	50	23	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	75	8	4
<b>TOTAL ARRECIFE</b>					<b>492</b>	<b>3</b>	<b>3</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>34</b>	<b>34</b>
ARUBA	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	75	56	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	60	44	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010			
					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	A	4	0	0	75	0	0	0	25	0	46	67	31	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	0	20	0	41	75	15	4	
<b>TOTAL ARUBA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>37</b>	<b>37</b>	
ASHKHABAD																		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	18	0	0	89	0	0	6	6	0	24	78	30	18	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	18	0	0	78	11	0	6	6	0	22	56	65	18	
	HEATHROW	TURKMENISTAN AIRLINES	S	A	9	0	0	67	11	11	0	11	0	39	67	26	9	
	HEATHROW	TURKMENISTAN AIRLINES	S	D	9	0	0	56	22	11	0	11	0	38	33	38	9	
<b>TOTAL ASHKHABAD</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>28</b>	<b>61</b>	<b>42</b>	<b>42</b>	
ASTANA																		
ASTURIAS																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	10	6	13	0	0	19	21	50	29	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	74	10	3	13	0	0	20	41	41	29	
<b>TOTAL ASTURIAS</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>5</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>31</b>	<b>46</b>	<b>46</b>	
ATHENS																		
	HEATHROW	AEGEAN AIRLINES	S	A	119	0	0	77	16	6	1	0	0	9	93	4	60	
	HEATHROW	AEGEAN AIRLINES	S	D	119	0	0	76	12	8	4	0	0	11	82	8	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	84	9	4	3	0	0	8	80	8	98	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	84	8	4	3	0	0	9	78	9	97	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	53	0	0	75	8	11	4	2	0	15	22	41	58	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	53	0	0	87	8	4	2	0	0	8	64	22	58	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	12	0	1	83	8	0	8	0	0	10	36	21	11	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	85	8	8	0	0	0	9	92	6	12	
	MANCHESTER	FLY HELLAS	S	A	8	0	0	25	50	25	0	0	0	25	0	68	8	
	MANCHESTER	FLY HELLAS	S	D	8	0	0	13	50	13	25	0	0	40	14	75	7	
<b>TOTAL ATHENS</b>					<b>623</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>13</b>	<b>13</b>	
ATLANTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	48	35	13	3	0	0	21	45	100	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	16	3	3	0	0	14	52	33	31	
	GATWICK	DELTA AIRLINES	S	A	31	0	0	90	0	10	0	0	0	6	43	60	28	
	GATWICK	DELTA AIRLINES	S	D	31	0	0	84	6	6	3	0	0	8	48	64	29	
	HEATHROW	DELTA AIRLINES	S	A	49	0	0	61	16	14	8	0	0	17	53	26	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						MAY 2010			
					Actual (7)	Plan (8)		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	
ATLANTA	HEATHROW	DELTA AIRLINES	S	D	49	0	0	90	8	2	0	0	0	5	73	19	30
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	71	19	10	0	0	0	11	39	39	31
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	87	3	10	0	0	0	8	42	53	31
<b>TOTAL ATLANTA</b>					<b>284</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>49</b>	<b>49</b>	<b>49</b>
AUCKLAND INTERNATIONAL	HEATHROW	AIR NEW ZEALAND LTD	S	A	53	0	1	79	9	8	4	0	0	10	70	32	53
	HEATHROW	AIR NEW ZEALAND LTD	S	D	53	0	0	77	15	4	4	0	0	9	72	34	53
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>106</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>33</b>	<b>33</b>
AVIGNON	BIRMINGHAM	FLYBE LTD	S	D	2	0	0	50	0	50	0	0	0	20	0	0	0
<b>TOTAL AVIGNON</b>					<b>5</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>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
AZORES PONTA DELGADA	GATWICK	SATA	S	A	4	0	0	100	0	0	0	0	0	3	100	4	4
	GATWICK	SATA	S	D	4	0	0	100	0	0	0	0	0	1	75	21	4
	MANCHESTER	SATA	S	A	4	0	0	100	0	0	0	0	0	3	75	11	4
	MANCHESTER	SATA	S	D	4	0	0	100	0	0	0	0	0	4	75	5	4
<b>TOTAL AZORES PONTA DELGADA</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>3</b>	<b>81</b>	<b>10</b>	<b>10</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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	14	0	0	100	0	0	0	0	0	1	92	3	13	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	14	0	0	79	21	0	0	0	0	9	92	3	13	
<b>TOTAL BACAU</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>5</b>	<b>92</b>	<b>3</b>	<b>3</b>	
BAGHDAD (GEC)																		
	GATWICK	AL-NASER AIRLINES	S	A	7	0	0	43	29	0	29	0	0	40	0	0	0	
	GATWICK	AL-NASER AIRLINES	S	D	7	0	0	14	0	57	29	0	0	68	0	0	0	
<b>TOTAL BAGHDAD (GEC)</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BAGHDAD INT																		
BAHRAIN																		
	HEATHROW	GULF AIR	S	A	62	0	0	87	3	6	2	2	0	11	93	3	61	
	HEATHROW	GULF AIR	S	D	62	0	0	76	19	2	3	0	0	10	79	14	61	
<b>TOTAL BAHRAIN</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>9</b>	<b>9</b>	
BAKU (HEYDER ALIYEV INT'L)																		
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	13	0	0	100	0	0	0	0	0	1	69	20	13	
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	13	0	0	92	0	8	0	0	0	5	77	15	13	
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	92	8	0	0	0	0	1	100	0	11	
	HEATHROW	BMI BRITISH MIDLAND	S	D	14	0	0	93	0	7	0	0	0	7	85	7	13	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>11</b>	<b>11</b>	
BALTIMORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	65	23	6	6	0	0	17	52	50	25	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	32	6	3	0	0	16	50	17	22	
<b>TOTAL BALTIMORE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>27</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>51</b>	<b>35</b>	<b>35</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	39	29	26	3	3	0	32	77	12	30	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	31	0	0	90	6	0	0	3	0	10	90	6	30	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>13</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>83</b>	<b>9</b>	<b>9</b>	
BANGALORE (BENGALURU)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	6	0	0	0	0	2	97	1	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	13	10	10	0	0	16	68	12	31	
<b>TOTAL BANGALORE (BENGALURU)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>6</b>	<b>6</b>	
BANGKOK SUVARNABHUMI																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
					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)											
BANGKOK SUVARNABHUMI	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	59	0	0	69	19	10	2	0	0	13	68	13	60
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	59	0	0	85	12	2	2	0	0	5	93	3	60
<b>TOTAL BANGKOK SUVARNABHUMI</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>8</b>	<b>8</b>
BANGOR																	
BANJUL	GATWICK	MONARCH AIRLINES	C	A	6	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	83	17	0	0	0	0	8	0	0	0
<b>TOTAL BANJUL</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>72</b>	<b>72</b>
BARCELONA																	
	STANSTED	AIR EUROPA	C	A	20	0	0	15	35	15	35	0	0	47	0	0	0
	STANSTED	AIR EUROPA	C	D	20	0	0	25	5	20	40	10	0	73	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	A	31	0	0	87	3	10	0	0	0	7	69	14	29
	LONDON CITY	BA CITYFLYER LTD	S	D	30	1	0	90	7	3	0	0	0	5	77	14	30
	STANSTED	BLUE PANORAMA	C	A	3	0	0	0	0	33	67	0	0	56	0	0	0
	STANSTED	BLUE PANORAMA	C	D	2	0	0	0	0	0	100	0	0	98	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	247	0	0	76	15	6	2	0	0	11	58	32	171
	HEATHROW	BRITISH AIRWAYS PLC	S	D	247	0	0	88	8	2	2	0	0	7	68	20	171
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	155	0	0	85	10	4	2	0	0	6	50	32	114
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	156	0	0	83	9	5	3	0	0	9	54	27	114
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	84	11	5	0	0	0	6	67	19	58
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	92	6	2	0	0	0	5	66	19	59
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	68	9	14	9	0	0	20	82	17	28
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	77	9	0	14	0	0	18	76	15	29
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	63	16	11	6	3	0	22	33	36	60
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	79	5	5	8	3	0	18	45	31	60
	GATWICK	IBERIA	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	IBERIA	C	D	2	0	0	0	100	0	0	0	0	22	0	0	0
	GATWICK	IBERWORLD	C	A	2	0	0	50	0	50	0	0	0	27	0	0	0
	GATWICK	IBERWORLD	C	D	2	0	0	50	0	0	50	0	0	48	0	0	0
	STANSTED	MERIDIANA AIR	C	A	2	0	0	50	0	50	0	0	0	21	0	0	0
	STANSTED	MERIDIANA AIR	C	D	2	0	0	0	0	0	100	0	0	123	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	0	50	0	0	41	0	0	0
	LUTON	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	4	0	0	0



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010				
					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
BARCELONA																		
	MANCHESTER	MONARCH AIRLINES	S	A	31	0	0	58	13	23	3	0	3	33	50	32	30	
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	81	13	0	3	3	0	21	77	21	30	
	EDINBURGH	RYANAIR	S	A	17	0	1	82	18	0	0	0	0	6	0	0	0	
	EDINBURGH	RYANAIR	S	D	18	0	0	94	0	0	0	6	0	16	0	0	0	
	GATWICK	SPANAIR	C	A	2	0	0	50	50	0	0	0	0	11	0	0	0	
	LUTON	SPANAIR	C	D	4	0	0	0	25	75	0	0	0	37	0	0	0	
	STANSTED	SPANAIR	C	A	2	0	0	0	0	50	50	0	0	64	0	0	0	
	STANSTED	SPANAIR	C	D	2	0	0	0	0	50	50	0	0	51	0	0	0	
	STANSTED	TRAVEL SERVICE AIRLINES	C	A	4	0	0	0	0	75	25	0	0	52	0	0	0	
	STANSTED	TRAVEL SERVICE AIRLINES	C	D	4	0	0	0	0	0	100	0	0	131	0	0	0	
	STANSTED	VUELING AIRLINES	S	A	5	0	2	40	20	40	0	0	0	19	0	0	0	
	STANSTED	VUELING AIRLINES	S	D	7	0	0	14	29	29	29	0	0	41	0	0	0	
	STANSTED	VUELING AIRLINES	C	D	2	0	0	0	0	100	0	0	0	44	0	0	0	
<b>TOTAL BARCELONA</b>					<b>1368</b>	<b>11</b>	<b>3</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>27</b>	<b>27</b>	
BARI (PALESE)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	0	8	0	0	6	85	13	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	100	0	0	0	0	0	4	85	6	13	
	STANSTED	RYANAIR	S	A	18	0	0	67	17	6	11	0	0	16	59	15	22	
	STANSTED	RYANAIR	S	D	18	0	0	89	6	6	0	0	0	6	50	21	22	
<b>TOTAL BARI (PALESE)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>15</b>	<b>15</b>	
BARRA																		
	GLASGOW	LOGANAIR	S	A	31	0	0	61	13	19	6	0	0	20	85	11	39	
	GLASGOW	LOGANAIR	S	D	31	0	0	71	10	10	10	0	0	16	93	7	42	
<b>TOTAL BARRA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>11</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>89</b>	<b>9</b>	<b>9</b>	
BASLE MULHOUSE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	84	0	0	88	6	4	2	0	0	6	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	84	0	0	82	7	6	5	0	0	10	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	31	0	0	87	13	0	0	0	0	4	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	31	0	0	90	10	0	0	0	0	5	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	91	0	0	95	4	0	1	0	0	5	96	2	78	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	91	0	0	89	5	1	4	0	0	8	91	3	79	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	65	15	12	8	0	0	20	45	36	22	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	70	15	4	11	0	0	22	39	47	23	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010				
					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)
BASLE MULHOUSE																		
	EDINBURGH	EASYJET SWITZERLAND	S	A	17	0	0	94	0	6	0	0	0	3	0	0	0	
	EDINBURGH	EASYJET SWITZERLAND	S	D	17	0	0	88	6	6	0	0	0	6	0	0	0	
	GATWICK	EASYJET SWITZERLAND	S	A	31	0	0	90	3	0	3	3	0	14	93	4	29	
	GATWICK	EASYJET SWITZERLAND	S	D	31	0	0	87	10	3	0	0	0	6	62	18	29	
<b>TOTAL BASLE MULHOUSE</b>					<b>561</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>84</b>	<b>9</b>	<b>9</b>	
BASTIA																		
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	100	0	0	0	0	0	7	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	0	0	37	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	0	0	22	4	
<b>TOTAL BASTIA</b>					<b>22</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>15</b>	<b>33</b>	<b>33</b>	
BEAUVAIS																		
	EDINBURGH	RYANAIR	S	A	17	0	1	65	24	0	12	0	0	21	100	3	12	
	EDINBURGH	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	3	83	6	12	
<b>TOTAL BEAUVAIS</b>					<b>35</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>4</b>	<b>4</b>	
BEDFORD HANSCOM FIELD																		
BEIJING																		
	HEATHROW	AIR CHINA	S	A	31	0	0	84	6	3	6	0	0	11	74	24	31	
	HEATHROW	AIR CHINA	S	D	31	0	0	90	0	6	3	0	0	5	87	9	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	10	6	6	0	0	12	68	13	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	6	6	6	0	0	14	77	8	31	
<b>TOTAL BEIJING</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>14</b>	<b>14</b>	
BEIRUT																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	74	13	10	3	0	0	12	84	9	19	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	65	10	26	0	0	0	16	58	16	19	
	HEATHROW	MEA	S	A	31	0	0	81	19	0	0	0	0	7	94	10	31	
	HEATHROW	MEA	S	D	31	0	0	68	23	3	3	0	3	24	81	15	31	
<b>TOTAL BEIRUT</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>81</b>	<b>13</b>	<b>13</b>	
BELFAST CITY (GEORGE BE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	172	0	0	83	9	3	4	0	0	9	93	4	193	
	HEATHROW	BMI BRITISH MIDLAND	S	D	172	0	0	87	7	3	3	0	0	8	93	4	194	
	BIRMINGHAM	BMIBABY LTD	S	A	51	0	2	96	4	0	0	0	0	2	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					MAY 2010					
					Actual (7)	Plan (8)		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		
BELFAST CITY (GEORGE BE)																		
	BIRMINGHAM	BMIBABY LTD	S	D	52	0	1	85	13	2	0	0	0	7	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	47	0	0	87	2	2	6	2	0	12	0	0	0	
	MANCHESTER	BMIBABY LTD	S	D	47	0	0	87	4	2	4	2	0	12	0	0	0	
	STANSTED	BMIBABY LTD	S	A	65	0	0	91	3	3	3	0	0	5	0	0	0	
	STANSTED	BMIBABY LTD	S	D	65	0	0	92	3	2	3	0	0	5	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	85	5	10	0	0	0	7	64	23	56	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	90	5	5	0	0	0	9	52	26	56	
	BIRMINGHAM	FLYBE LTD	S	A	152	0	2	93	4	2	1	1	0	5	92	5	140	
	BIRMINGHAM	FLYBE LTD	S	D	152	0	1	90	7	1	1	0	0	6	81	10	140	
	EDINBURGH	FLYBE LTD	S	A	110	0	4	87	5	2	5	0	0	7	85	6	101	
	EDINBURGH	FLYBE LTD	S	D	111	0	3	90	4	2	4	1	0	9	86	7	101	
	GATWICK	FLYBE LTD	S	A	136	0	0	96	2	1	1	0	0	4	95	4	104	
	GATWICK	FLYBE LTD	S	D	136	0	0	95	2	1	1	0	0	4	86	7	103	
	GLASGOW	FLYBE LTD	S	A	109	0	3	94	2	2	2	0	0	4	94	4	95	
	GLASGOW	FLYBE LTD	S	D	109	0	3	94	3	2	2	0	0	5	95	3	95	
	MANCHESTER	FLYBE LTD	S	A	171	0	0	90	8	1	1	0	0	6	80	9	153	
	MANCHESTER	FLYBE LTD	S	D	172	0	0	94	5	1	1	0	0	5	80	12	152	
	NEWCASTLE	FLYBE LTD	S	A	46	1	1	83	13	4	0	0	0	6	96	2	53	
	NEWCASTLE	FLYBE LTD	S	D	46	0	1	80	9	7	2	2	0	14	91	4	53	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>2161</b>	<b>1</b>	<b>21</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>8</b>	<b>8</b>	
BELFAST INTERNATIONAL																		
	HEATHROW	AER LINGUS	S	A	119	0	0	83	11	5	1	0	0	8	86	6	102	
	HEATHROW	AER LINGUS	S	D	119	0	0	89	6	4	1	0	0	6	87	5	102	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	77	0	0	91	6	0	3	0	0	5	70	17	73	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	77	0	0	88	9	0	3	0	0	6	67	18	73	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	116	0	0	90	7	0	3	0	0	6	67	22	100	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	116	0	0	88	7	3	2	0	0	6	49	33	100	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	100	0	0	88	8	3	1	0	0	4	86	11	88	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	100	0	0	86	9	4	1	0	0	6	83	11	88	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	1	0	87	8	3	2	0	0	7	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	83	13	2	2	0	0	9	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	66	0	0	86	3	6	3	2	0	11	56	26	59	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	66	0	0	79	12	5	3	2	0	13	47	32	59	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010			
					115	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)											
BELFAST INTERNATIONAL																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	115	0	0	95	1	3	1	0	0	3	61	29	100	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	115	0	0	94	4	1	1	0	0	3	56	36	99	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1307</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>21</b>	<b>21</b>	
BELGRADE																		
	HEATHROW	JATAIRWAYS	S	A	38	0	0	87	3	5	5	0	0	9	90	14	40	
	HEATHROW	JATAIRWAYS	S	D	39	0	0	69	15	10	5	0	0	15	73	20	40	
	LUTON	WIZZ AIR	S	A	17	0	1	100	0	0	0	0	0	3	0	0	0	
	LUTON	WIZZ AIR	S	D	17	0	1	29	53	12	6	0	0	25	0	0	0	
<b>TOTAL BELGRADE</b>					<b>111</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>10</b>	<b>10</b>	
BENBECULA																		
	GLASGOW	LOGANAIR	S	A	51	1	0	90	4	4	2	0	0	5	92	11	53	
	GLASGOW	LOGANAIR	S	D	51	1	0	92	0	4	4	0	0	6	87	15	53	
<b>TOTAL BENBECULA</b>					<b>102</b>	<b>2</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>13</b>	<b>13</b>	
BERGAMO																		
	STANSTED	RYANAIR	S	A	93	0	0	69	23	6	2	0	0	13	51	20	92	
	STANSTED	RYANAIR	S	D	93	0	0	89	9	2	0	0	0	4	78	10	93	
<b>TOTAL BERGAMO</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>15</b>	<b>15</b>	
BERGEN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	83	7	3	7	0	0	11	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	80	10	0	10	0	0	12	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	S	A	17	0	1	94	6	0	0	0	0	2	85	7	20	
	NEWCASTLE	EASTERN AIRWAYS	S	D	18	0	3	89	0	6	6	0	0	9	81	11	21	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	49	0	0	84	14	0	2	0	0	8	91	5	55	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	49	0	0	84	14	0	2	0	0	8	84	8	55	
	GATWICK	SAS BRAATHENS	S	A	18	0	0	78	17	6	0	0	0	10	94	5	18	
	GATWICK	SAS BRAATHENS	S	D	18	0	0	100	0	0	0	0	0	1	89	5	18	
<b>TOTAL BERGEN</b>					<b>229</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>7</b>	<b>7</b>	
BERGERAC																		
	BIRMINGHAM	FLYBE LTD	S	A	16	0	0	94	0	0	6	0	0	5	92	11	12	
	BIRMINGHAM	FLYBE LTD	S	D	15	0	1	93	0	0	7	0	0	13	58	22	12	
	EDINBURGH	FLYBE LTD	S	A	2	0	0	100	0	0	0	0	0	100	0	2	2	
	EDINBURGH	FLYBE LTD	S	D	2	0	0	100	0	0	0	0	0	3	100	2	2	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					MAY 2010					
					Actual (7)	Plan (8)		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
BERGERAC																		
	GATWICK	FLYBE LTD	S	A	12	0	0	100	0	0	0	0	0	0	80	11	5	
	GATWICK	FLYBE LTD	S	D	13	0	0	92	8	0	0	0	0	3	100	3	5	
	MANCHESTER	FLYBE LTD	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	2	0	0	100	0	0	0	0	0	3	0	0	0	
	STANSTED	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	1	80	9	30	
	STANSTED	RYANAIR	S	D	31	0	0	100	0	0	0	0	0	0	87	4	30	
<b>TOTAL BERGERAC</b>					<b>126</b>	<b>0</b>	<b>1</b>	<b>98</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>9</b>	<b>9</b>	
BERLIN (SCHONEFELD)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	89	0	0	70	18	4	4	3	0	23	73	22	80	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	89	0	0	72	19	7	2	0	0	11	70	20	83	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	62	23	8	4	4	0	24	52	31	29	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	81	12	4	4	0	0	9	52	29	29	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	84	10	2	3	0	0	9	71	17	77	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	88	7	2	3	0	0	8	69	21	77	
	EDINBURGH	RYANAIR	S	A	12	0	1	100	0	0	0	0	0	0	100	4	15	
	EDINBURGH	RYANAIR	S	D	12	0	1	92	8	0	0	0	0	3	100	4	15	
	STANSTED	RYANAIR	S	A	62	0	0	87	11	2	0	0	0	5	90	4	73	
	STANSTED	RYANAIR	S	D	62	0	0	89	8	3	0	0	0	6	88	6	73	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>494</b>	<b>3</b>	<b>2</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>16</b>	<b>16</b>	
BERLIN (TEGEL)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	147	0	0	82	10	4	4	0	0	10	87	7	124	
	HEATHROW	BMI BRITISH MIDLAND	S	D	147	0	0	79	9	6	6	0	0	12	86	6	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	182	0	0	80	10	5	3	1	0	12	98	1	163	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	183	0	0	87	7	3	2	1	0	8	90	4	163	
<b>TOTAL BERLIN (TEGEL)</b>					<b>659</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>10</b>	<b>91</b>	<b>4</b>	<b>4</b>	
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	94	3	0	3	0	0	8	73	18	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	97	0	0	3	0	0	6	93	5	30	
<b>TOTAL BERMUDA</b>					<b>62</b>	<b>2</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>11</b>	<b>11</b>	
BERNE																		
	LONDON CITY	SKY WORK AG	S	A	27	0	0	96	4	0	0	0	0	3	0	0	0	
	LONDON CITY	SKY WORK AG	S	D	27	0	0	100	0	0	0	0	0	2	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					MAY 2010					
					MATCHED			Actual (7)	Plan (8)	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)												
BERNE																		
<b>TOTAL BERNE</b>					<b>54</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>0</b>	<b>0</b>	<b>0</b>	
BEZIERS																		
	LUTON	RYANAIR	S	A	18	0	0	89	11	0	0	0	0	5	85	8	13	
	LUTON	RYANAIR	S	D	18	0	0	67	28	6	0	0	0	10	92	10	13	
<b>TOTAL BEZIERS</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>19</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>	
BIARRITZ																		
	STANSTED	RYANAIR	S	A	31	0	0	87	13	0	0	0	0	5	83	11	30	
	STANSTED	RYANAIR	S	D	31	0	0	97	3	0	0	0	0	4	80	10	30	
<b>TOTAL BIARRITZ</b>					<b>62</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>5</b>	<b>79</b>	<b>13</b>	<b>13</b>	
BIGGIN HILL																		
BILBAO																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	86	4	6	4	0	0	8	60	32	35	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	92	2	2	4	0	0	7	63	30	35	
	HEATHROW	VUELING AIRLINES	S	A	31	0	0	77	16	6	0	0	0	9	52	33	29	
	HEATHROW	VUELING AIRLINES	S	D	31	0	0	81	13	3	3	0	0	8	66	30	29	
<b>TOTAL BILBAO</b>					<b>160</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>31</b>	<b>31</b>	
BILLUND																		
	GATWICK	CIMBER AIR A/S	S	A	78	0	0	92	3	4	1	0	0	6	96	4	57	
	GATWICK	CIMBER AIR A/S	S	D	78	0	0	91	8	1	0	0	0	3	91	13	57	
	EDINBURGH	RYANAIR	S	A	12	0	1	100	0	0	0	0	0	1	91	6	11	
	EDINBURGH	RYANAIR	S	D	12	0	1	92	8	0	0	0	0	8	91	5	11	
	STANSTED	RYANAIR	S	A	62	0	0	94	2	5	0	0	0	4	94	5	62	
	STANSTED	RYANAIR	S	D	62	0	0	95	3	2	0	0	0	3	95	4	62	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	29	0	0	79	17	0	3	0	0	9	82	20	28	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	D	29	0	0	83	10	3	3	0	0	10	71	22	28	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	45	0	0	80	13	4	0	2	0	14	57	49	37	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	44	0	1	84	11	2	0	2	0	9	70	42	37	
<b>TOTAL BILLUND</b>					<b>451</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>16</b>	<b>16</b>	
BIRMINGHAM																		
	NEWCASTLE	EASTERN AIRWAYS	S	A	53	0	3	89	11	0	0	0	0	3	96	3	51	
	NEWCASTLE	EASTERN AIRWAYS	S	D	53	0	4	87	8	6	0	0	0	6	96	3	51	
	EDINBURGH	FLYBE LTD	S	A	168	1	10	87	6	5	2	0	0	6	87	9	193	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					169	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)											
BIRMINGHAM																		
	EDINBURGH	FLYBE LTD	S	D	169	0	9	85	7	5	2	1	0	11	87	8	193	
	GLASGOW	FLYBE LTD	S	A	159	0	6	86	7	3	4	0	0	8	86	11	161	
	GLASGOW	FLYBE LTD	S	D	160	0	5	86	6	4	4	0	0	10	84	14	161	
<b>TOTAL BIRMINGHAM</b>					<b>765</b>	<b>2</b>	<b>38</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>9</b>	<b>9</b>	
BISHKEK (FRUNZE)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	77	15	8	0	0	0	7	100	4	13	
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	62	23	8	8	0	0	22	43	25	14	
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>15</b>	<b>15</b>	
BOA VISTA (RABIL)																		
	GATWICK	THOMSON AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	7	75	27	4	
	GATWICK	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	6	75	18	4	
	GLASGOW	THOMSON AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	14	0	0	0	
	GLASGOW	THOMSON AIRWAYS LTD	S	D	5	0	0	80	20	0	0	0	0	11	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	8	0	0	63	13	25	0	0	0	14	20	55	5	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	9	0	0	67	11	22	0	0	0	12	60	25	5	
<b>TOTAL BOA VISTA (RABIL)</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>32</b>	<b>32</b>	
BODRUM (MILAS)																		
	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	69	8	15	8	0	0	25	31	28	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	85	0	8	8	0	0	12	38	29	13	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	8	0	0	0	0	2	86	12	7	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	62	31	8	0	0	0	14	57	18	7	
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	60	20	0	20	0	0	21	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	60	20	0	20	0	0	30	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	A	3	0	0	100	0	0	0	0	0	2	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	3	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	3	0	0	67	33	0	0	0	0	7	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	3	0	0	100	0	0	0	0	0	0	0	0	0	
	LUTON	MONARCH AIRLINES	S	A	10	0	0	50	20	30	0	0	0	17	78	20	9	
	LUTON	MONARCH AIRLINES	S	D	10	0	0	30	10	60	0	0	0	33	78	28	9	
	MANCHESTER	MONARCH AIRLINES	S	A	6	0	0	83	0	0	17	0	0	26	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	D	6	0	0	83	0	0	0	17	0	31	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010				
					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)																		
	BIRMINGHAM	ONUR AIR	C	A	3	0	0	100	0	0	0	0	0	0	60	35	5	
	BIRMINGHAM	ONUR AIR	C	D	5	0	0	100	0	0	0	0	0	3	20	43	5	
	GATWICK	ONUR AIR	C	A	9	0	0	78	0	22	0	0	0	12	77	17	13	
	GATWICK	ONUR AIR	C	D	9	0	0	78	22	0	0	0	0	6	57	20	14	
	GLASGOW	ONUR AIR	C	A	2	0	0	50	0	0	0	0	50	314	50	41	4	
	GLASGOW	ONUR AIR	C	D	3	0	0	33	0	0	33	0	33	250	33	45	6	
	MANCHESTER	ONUR AIR	C	A	8	0	0	100	0	0	0	0	0	4	46	22	13	
	MANCHESTER	ONUR AIR	C	D	10	0	0	80	10	10	0	0	0	10	27	34	15	
	NEWCASTLE	ONUR AIR	C	A	8	0	0	100	0	0	0	0	0	1	75	4	4	
	NEWCASTLE	ONUR AIR	C	D	9	0	0	100	0	0	0	0	0	2	75	16	4	
	STANSTED	ONUR AIR	C	D	2	0	0	100	0	0	0	0	0	12	0	0	0	
	STANSTED	PEGASUS AIRLINES	S	A	3	0	0	100	0	0	0	0	0	2	100	2	5	
	STANSTED	PEGASUS AIRLINES	S	D	4	0	0	100	0	0	0	0	0	3	100	4	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	7	0	0	100	0	0	0	0	0	0	86	12	7	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	6	0	0	83	17	0	0	0	0	5	83	18	6	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	0	0	82	0	18	0	0	0	9	73	11	11	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	83	8	0	8	0	0	9	75	16	12	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	29	40	89	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	7	25	109	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	22	0	0	86	9	0	0	5	0	12	38	79	21	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	23	0	0	91	9	0	0	0	0	4	52	70	25	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	13	0	0	14	75	15	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	0	11	0	0	20	60	18	10	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	60	33	10	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	60	38	10	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	7	0	0	100	0	0	0	0	0	0	100	2	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	3	83	25	6	
	GATWICK	THOMSON AIRWAYS LTD	C	A	7	0	0	71	29	0	0	0	0	11	64	65	11	
	GATWICK	THOMSON AIRWAYS LTD	C	D	11	0	0	91	0	0	9	0	0	12	58	46	19	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	2	100	2	3	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	60	19	5	
	LUTON	THOMSON AIRWAYS LTD	C	A	3	0	0	33	33	0	33	0	0	32	67	19	3	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	20	50	30	4	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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)												
BODRUM (MILAS)																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	11	1	0	82	9	9	0	0	0	9	40	29	15	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	15	0	0	93	0	7	0	0	0	4	50	65	20	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	67	6	3	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	75	11	4	
<b>TOTAL BODRUM (MILAS)</b>					<b>388</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>57</b>	<b>34</b>	<b>34</b>	
BOLOGNA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	74	0	0	88	8	3	1	0	0	6	83	14	87	
	GATWICK	BRITISH AIRWAYS PLC	S	D	75	0	0	84	8	4	4	0	0	9	89	8	88	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	6	3	3	0	0	6	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	94	0	3	3	0	0	5	0	0	0	
	EDINBURGH	RYANAIR	S	A	8	0	1	88	13	0	0	0	0	7	85	6	13	
	EDINBURGH	RYANAIR	S	D	8	0	1	75	25	0	0	0	0	10	54	15	13	
	STANSTED	RYANAIR	S	A	31	0	0	94	6	0	0	0	0	3	75	20	48	
	STANSTED	RYANAIR	S	D	31	0	0	97	3	0	0	0	0	2	90	5	48	
<b>TOTAL BOLOGNA</b>					<b>289</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>12</b>	<b>12</b>	
BORDEAUX																		
	MANCHESTER	BMIBABY LTD	S	A	4	0	0	75	25	0	0	0	0	14	60	35	5	
	MANCHESTER	BMIBABY LTD	S	D	4	0	0	75	25	0	0	0	0	10	80	13	5	
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	97	0	2	2	0	0	6	89	7	61	
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	87	10	2	2	0	0	7	95	5	61	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	13	3	0	0	0	6	35	31	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	74	19	6	0	0	0	8	26	40	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	94	0	3	0	3	0	10	77	11	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	35	0	1	86	11	3	0	0	0	5	61	14	31	
	BIRMINGHAM	FLYBE LTD	S	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	5	0	0	80	20	0	0	0	0	7	0	0	0	
	EDINBURGH	RYANAIR	S	A	12	0	1	100	0	0	0	0	0	3	88	16	17	
	EDINBURGH	RYANAIR	S	D	12	0	1	100	0	0	0	0	0	5	88	19	17	
<b>TOTAL BORDEAUX</b>					<b>300</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>16</b>	<b>16</b>	
BOSTON																		
	HEATHROW	AMERICAN AIRLINES	S	A	92	0	0	80	11	7	1	1	0	10	65	26	83	
	HEATHROW	AMERICAN AIRLINES	S	D	91	0	1	86	7	4	3	0	0	9	78	12	83	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	80	10	5	5	0	0	11	71	15	87	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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)	Plan (8)											
BOSTON																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	71	14	8	5	2	0	22	69	13	85	
	HEATHROW	DELTA AIRLINES	S	A	62	0	0	87	8	0	5	0	0	10	0	0	0	
	HEATHROW	DELTA AIRLINES	S	D	61	0	1	85	10	5	0	0	0	5	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	77	13	6	3	0	0	11	58	50	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	87	6	3	3	0	0	7	74	18	31	
<b>TOTAL BOSTON</b>					<b>554</b>	<b>1</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>19</b>	<b>19</b>	
BOURNEMOUTH																		
BRATISLAVA																		
	BIRMINGHAM	RYANAIR	S	A	13	0	0	77	0	15	8	0	0	13	92	3	13	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	69	23	0	8	0	0	16	69	13	13	
	EDINBURGH	RYANAIR	S	A	12	0	1	100	0	0	0	0	0	0	82	5	17	
	EDINBURGH	RYANAIR	S	D	12	0	1	83	17	0	0	0	0	5	71	13	17	
	LUTON	RYANAIR	S	A	31	0	0	77	6	13	3	0	0	12	100	3	31	
	LUTON	RYANAIR	S	D	31	0	0	65	19	13	3	0	0	16	100	2	31	
	STANSTED	RYANAIR	S	A	62	0	0	94	5	0	0	2	0	7	87	10	62	
	STANSTED	RYANAIR	S	D	62	0	0	94	5	0	2	0	0	6	94	6	62	
<b>TOTAL BRATISLAVA</b>					<b>236</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>7</b>	<b>7</b>	
BREMEN																		
	EDINBURGH	RYANAIR	S	A	12	0	1	100	0	0	0	0	0	2	60	16	15	
	EDINBURGH	RYANAIR	S	D	12	0	1	100	0	0	0	0	0	2	87	8	15	
	STANSTED	RYANAIR	S	A	57	0	1	82	12	4	2	0	0	8	75	11	52	
	STANSTED	RYANAIR	S	D	57	0	1	86	11	2	2	0	0	5	85	9	52	
<b>TOTAL BREMEN</b>					<b>138</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>10</b>	<b>10</b>	
BRESCIA/MONTICHIARI																		
BREST																		
	BIRMINGHAM	FLYBE LTD	S	A	2	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	FLYBE LTD	S	D	2	0	0	50	50	0	0	0	0	15	100	12	4	
<b>TOTAL BREST</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>7</b>	<b>88</b>	<b>15</b>	<b>15</b>	
BRIDGETOWN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	32	0	0	94	3	3	0	0	0	3	74	24	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	32	0	0	97	0	0	3	0	0	5	84	12	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	18	0	0	83	11	6	0	0	0	5	89	4	18	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	18	0	0	50	17	17	17	0	0	25	68	15	19	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	5	0	0	60	20	0	20	0	0	19	60	49	5	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	60	20	20	0	0	0	18	80	51	5	
<b>TOTAL BRIDGETOWN</b>					<b>110</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>9</b>	<b>79</b>	<b>17</b>	<b>17</b>	
BRINDISI																		
	STANSTED	RYANAIR	S	A	18	0	0	83	11	0	6	0	0	13	72	14	18	
	STANSTED	RYANAIR	S	D	18	0	0	89	11	0	0	0	0	3	72	10	18	
<b>TOTAL BRINDISI</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>12</b>	<b>12</b>	
BRISTOL																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	102	0	0	87	5	5	2	1	0	7	58	23	76	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	102	0	0	86	6	6	1	1	0	8	57	25	76	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	77	0	0	83	12	4	1	0	0	6	73	11	73	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	77	0	0	77	18	3	3	0	0	8	64	15	73	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	66	0	0	97	0	2	2	0	0	2	75	17	69	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	66	0	0	89	6	2	3	0	0	7	74	21	69	
<b>TOTAL BRISTOL</b>					<b>490</b>	<b>6</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>67</b>	<b>19</b>	<b>19</b>	
BRIVE-LA-GAILLARDE																		
	LONDON CITY	CITY JET	S	A	13	0	0	92	0	8	0	0	0	5	0	0	0	
	LONDON CITY	CITY JET	S	D	13	0	0	92	0	8	0	0	0	3	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	75	0	25	0	0	0	10	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	75	0	25	0	0	0	13	0	0	0	
<b>TOTAL BRIVE-LA-GAILLARDE</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BRNO (TURANY)																		
	STANSTED	RYANAIR	S	A	31	0	0	94	3	3	0	0	0	3	100	3	18	
	STANSTED	RYANAIR	S	D	31	0	0	97	3	0	0	0	0	2	100	3	18	
	LUTON	WIZZ AIR	S	A	18	0	0	78	17	6	0	0	0	7	0	0	0	
	LUTON	WIZZ AIR	S	D	18	0	0	56	22	22	0	0	0	16	0	0	0	
<b>TOTAL BRNO (TURANY)</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>3</b>	<b>3</b>	
BRUSSELS																		
	EDINBURGH	BMI REGIONAL	S	A	76	0	0	87	8	1	3	1	0	11	87	10	67	
	EDINBURGH	BMI REGIONAL	S	D	76	0	0	83	9	5	3	0	0	9	72	15	68	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	171	0	0	81	9	5	3	1	0	11	90	4	140	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

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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		
BRUSSELS																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	171	0	0	85	7	6	1	1	0	8	83	5	139	
	BIRMINGHAM	BRUSSELS AIRLINES	S	A	120	0	1	90	4	3	3	0	0	7	91	5	102	
	BIRMINGHAM	BRUSSELS AIRLINES	S	D	119	0	0	86	8	4	3	0	0	8	76	10	101	
	HEATHROW	BRUSSELS AIRLINES	S	A	110	0	0	78	12	5	5	0	0	10	86	6	108	
	HEATHROW	BRUSSELS AIRLINES	S	D	110	0	0	86	5	5	4	0	0	7	85	7	107	
	MANCHESTER	BRUSSELS AIRLINES	S	A	102	0	0	87	8	5	0	0	0	7	82	8	91	
	MANCHESTER	BRUSSELS AIRLINES	S	D	101	0	0	89	7	4	0	0	0	5	75	10	91	
	NEWCASTLE	BRUSSELS AIRLINES	S	A	70	0	0	90	4	4	1	0	0	6	88	6	65	
	NEWCASTLE	BRUSSELS AIRLINES	S	D	70	0	1	87	7	4	1	0	0	6	72	10	65	
	MANCHESTER	FLYBE LTD	S	A	47	0	0	77	13	4	4	0	2	21	79	14	43	
	MANCHESTER	FLYBE LTD	S	D	47	0	0	83	9	6	2	0	0	11	74	13	43	
<b>TOTAL BRUSSELS</b>					<b>1390</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>8</b>	
BUCHAREST (BANEASA)																		
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	22	0	0	73	23	5	0	0	0	9	83	11	30	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	22	0	0	50	36	9	5	0	0	19	68	14	31	
	LUTON	WIZZ AIR	S	A	57	1	0	91	2	2	5	0	0	7	92	8	49	
	LUTON	WIZZ AIR	S	D	58	0	0	67	22	7	3	0	0	13	88	14	48	
<b>TOTAL BUCHAREST (BANEASA)</b>					<b>159</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>12</b>	<b>12</b>	
BUCHAREST (OTOPENI)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	84	5	11	0	0	0	8	88	7	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	79	16	0	5	0	0	11	77	10	60	
	HEATHROW	TAROM	S	A	31	0	0	87	13	0	0	0	0	5	94	3	31	
	HEATHROW	TAROM	S	D	31	0	0	87	10	0	3	0	0	9	71	11	31	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>186</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>82</b>	<b>8</b>	<b>8</b>	
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	91	0	0	89	8	1	1	1	0	8	91	4	96	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	87	8	1	4	0	0	8	86	6	95	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	65	16	13	6	0	0	19	58	20	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	10	3	0	0	0	5	48	19	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	13	0	3	0	0	7	87	11	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	6	3	3	0	0	9	87	6	31	
	EDINBURGH	JET2.COM LTD	S	A	10	0	1	20	40	30	10	0	0	31	0	0	0	
	EDINBURGH	JET2.COM LTD	S	D	10	0	0	40	50	0	10	0	0	23	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

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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	UNMATCHED
BUDAPEST																		
	MANCHESTER	JET2.COM LTD	S	A	31	0	0	74	3	10	3	10	0	30	48	34	25	
	MANCHESTER	JET2.COM LTD	S	D	31	0	0	74	6	13	3	3	0	23	42	43	26	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	62	0	0	81	15	5	0	0	0	9	74	10	57	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	62	0	0	63	24	13	0	0	0	14	68	13	57	
	LUTON	WIZZ AIR	S	A	93	0	0	77	11	5	3	3	0	17	82	17	60	
	LUTON	WIZZ AIR	S	D	93	0	1	48	27	14	8	3	0	30	49	31	61	
<b>TOTAL BUDAPEST</b>					<b>699</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>15</b>	<b>15</b>	
BUENOS AIRES																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	1	81	10	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	3	10	0	0	0	6	71	19	31	
<b>TOTAL BUENOS AIRES</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>14</b>	<b>14</b>	
BURGAS																		
	BIRMINGHAM	BH AIR	C	D	2	0	0	100	0	0	0	0	0	8	0	40	2	
	EDINBURGH	BH AIR	C	A	2	0	0	100	0	0	0	0	0	6	100	11	1	
	EDINBURGH	BH AIR	C	D	2	0	0	50	50	0	0	0	0	14	100	0	2	
	GATWICK	BH AIR	C	A	3	0	0	67	0	33	0	0	0	11	50	26	2	
	GATWICK	BH AIR	C	D	2	0	0	50	50	0	0	0	0	14	0	48	2	
	GLASGOW	BH AIR	C	A	4	0	0	25	50	0	0	0	25	137	60	20	5	
	GLASGOW	BH AIR	C	D	4	0	0	50	25	0	0	0	25	135	60	15	5	
	MANCHESTER	BH AIR	C	A	7	0	0	71	0	29	0	0	0	15	86	8	7	
	MANCHESTER	BH AIR	C	D	7	0	0	71	0	14	14	0	0	28	75	11	8	
	NEWCASTLE	BH AIR	C	A	5	0	0	60	40	0	0	0	0	10	20	42	5	
	NEWCASTLE	BH AIR	C	D	6	0	0	83	0	17	0	0	0	11	33	33	6	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	7	0	33	2	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	1	67	7	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	5	50	68	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	14	50	52	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	13	0	30	2	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	12	33	27	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	4	50	28	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	0	14	0	0	12	57	22	7	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	15	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	1	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					MAY 2010					
					Actual (7)	Plan (8)		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		
BURGAS																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	2	100	8	2	
	GATWICK	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	1	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	1	75	33	4		
	GLASGOW	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	3	100	4	2		
	LUTON	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	100	3	2		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	2	1	0	50	50	0	0	0	21	100	6	1		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	2	100	1	4		
	LUTON	WIZZ AIR	S	A	18	0	0	22	0	56	22	0	44	54	23	13		
	LUTON	WIZZ AIR	S	D	18	0	0	11	11	56	22	0	44	62	15	13		
<b>TOTAL BURGAS</b>					<b>137</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>12</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>60</b>	<b>21</b>	<b>21</b>	
BURLINGTON (VERMONT)																		
BYDGOSZCZ																		
	BIRMINGHAM	RYANAIR	S	A	13	0	0	62	23	8	8	0	0	20	54	11	13	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	62	15	8	15	0	0	23	69	15	13	
	STANSTED	RYANAIR	S	A	31	0	0	87	6	6	0	0	5	90	4	31		
	STANSTED	RYANAIR	S	D	31	1	0	90	3	6	0	0	5	87	5	31		
<b>TOTAL BYDGOSZCZ</b>					<b>88</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>7</b>	<b>7</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	93	0	7	0	0	0	4	69	9	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	100	0	0	0	0	0	3	93	6	14	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	3	0	0	33	67	0	0	0	0	21	67	25	3	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	5	0	0	100	0	0	0	0	0	4	100	0	3	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	13	3	3	0	0	10	47	40	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	10	3	3	0	0	9	50	38	30	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>100</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>59</b>	<b>28</b>	<b>28</b>	
CAIRO																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	39	45	10	6	0	0	20	84	16	31	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	77	13	10	0	0	0	11	84	16	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	10	3	0	0	0	4	97	1	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	20	7	7	0	0	17	61	18	31	
	HEATHROW	EGYPT AIR	S	A	52	0	0	50	40	6	4	0	0	19	74	11	35	
	HEATHROW	EGYPT AIR	S	D	48	0	0	71	13	10	4	2	0	17	46	23	35	
<b>TOTAL CAIRO</b>					<b>222</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>24</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>14</b>	<b>14</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	31	0	0	61	23	6	3	3	3	36	78	13	40	
	HEATHROW	AIR CANADA	S	D	31	0	0	77	6	13	3	0	0	12	75	22	40	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	65	6	10	19	0	0	29	70	13	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	6	6	13	0	0	21	64	10	25	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	13	0	0	100	0	0	0	0	0	3	58	69	12	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	12	0	0	67	17	17	0	0	0	12	82	21	11	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	4	0	0	100	0	0	0	0	0	4	33	197	3	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	4	0	0	75	25	0	0	0	0	5	67	126	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	10	0	0	80	0	0	20	0	0	21	25	77	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	78	0	0	22	0	0	30	30	61	10	
<b>TOTAL CALGARY</b>					<b>176</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>66</b>	<b>29</b>	<b>29</b>	
CALVI																		
	STANSTED	TITAN AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	7	2	
<b>TOTAL CALVI</b>					<b>3</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>67</b>	<b>12</b>	<b>12</b>	
CAMPBELTOWN																		
	GLASGOW	LOGANAIR	S	A	39	0	0	87	5	5	3	0	0	6	94	4	36	

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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
CAMPBELTOWN	GLASGOW	LOGANAIR		S D	39	0	0	90	3	8	0	0	0	5	95	3	38
<b>TOTAL CAMPBELTOWN</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>3</b>	<b>3</b>
CANCUN	GATWICK	BRITISH AIRWAYS PLC		S A	13	0	0	69	23	0	8	0	0	21	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		S D	12	0	0	83	8	0	8	0	0	16	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD		C A	12	0	0	100	0	0	0	0	0	1	56	164	9
	GATWICK	THOMAS COOK AIRLINES LTD		C D	12	0	0	67	33	0	0	0	0	9	44	109	9
	GLASGOW	THOMAS COOK AIRLINES LTD		C A	2	0	0	100	0	0	0	0	0	2	33	50	3
	GLASGOW	THOMAS COOK AIRLINES LTD		C D	5	0	0	60	20	0	20	0	0	21	80	8	5
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	15	1	0	80	13	7	0	0	0	7	50	99	6
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	14	0	0	100	0	0	0	0	0	4	29	84	7
	BIRMINGHAM	THOMSON AIRWAYS LTD		C A	6	0	0	83	0	17	0	0	0	11	57	65	7
	BIRMINGHAM	THOMSON AIRWAYS LTD		C D	5	0	0	80	20	0	0	0	0	8	40	127	5
	GATWICK	THOMSON AIRWAYS LTD		C A	21	0	0	81	19	0	0	0	0	5	28	89	18
	GATWICK	THOMSON AIRWAYS LTD		C D	22	0	0	86	9	0	5	0	0	7	50	117	18
	GLASGOW	THOMSON AIRWAYS LTD		C A	4	0	0	75	0	0	0	25	0	78	50	45	2
	GLASGOW	THOMSON AIRWAYS LTD		C D	5	0	0	60	0	0	20	20	0	86	0	80	4
	MANCHESTER	THOMSON AIRWAYS LTD		C A	17	0	0	76	18	0	6	0	0	12	43	57	14
	MANCHESTER	THOMSON AIRWAYS LTD		C D	17	9	0	88	6	6	0	0	0	9	40	78	15
	NEWCASTLE	THOMSON AIRWAYS LTD		C A	5	0	0	80	20	0	0	0	0	5	33	112	3
	NEWCASTLE	THOMSON AIRWAYS LTD		C D	4	0	0	75	25	0	0	0	0	8	75	56	4
<b>TOTAL CANCUN</b>					<b>191</b>	<b>10</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>43</b>	<b>88</b>	<b>88</b>
CAPE TOWN	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	84	13	3	0	0	0	9	87	5	31
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	87	3	3	6	0	0	15	74	10	31
	HEATHROW	SOUTH AFRICAN AIRWAYS		S A	27	0	1	78	7	7	0	4	4	54	88	12	24
	HEATHROW	SOUTH AFRICAN AIRWAYS		S D	27	0	1	89	7	0	0	4	0	9	92	2	25
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL CAPE TOWN</b>					<b>119</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>20</b>	<b>85</b>	<b>7</b>	<b>7</b>
CARCASSONNE	STANSTED	RYANAIR		S A	31	0	0	94	3	3	0	0	0	3	77	14	31
	STANSTED	RYANAIR		S D	31	0	0	94	3	3	0	0	0	4	74	10	31
<b>TOTAL CARCASSONNE</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>4</b>	<b>76</b>	<b>12</b>	<b>12</b>



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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)											
CARDIFF WALES																	
	NEWCASTLE	EASTERN AIRWAYS	S	A	44	1	2	89	11	0	0	0	0	4	100	1	36
	NEWCASTLE	EASTERN AIRWAYS	S	D	44	1	2	84	7	9	0	0	0	7	97	2	37
	EDINBURGH	FLYBE LTD	S	A	68	0	3	90	3	3	4	0	0	7	91	7	56
	EDINBURGH	FLYBE LTD	S	D	68	0	3	84	7	4	4	0	0	10	82	10	56
	GLASGOW	FLYBE LTD	S	A	17	0	0	88	6	0	6	0	0	6	83	20	18
	GLASGOW	FLYBE LTD	S	D	17	0	0	88	6	0	6	0	0	11	83	26	18
<b>TOTAL CARDIFF WALES</b>					<b>258</b>	<b>3</b>	<b>10</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>12</b>	<b>12</b>
CASABLANCA MOHAMED V																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	18	0	0	39	44	11	6	0	0	22	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	18	0	0	89	6	6	0	0	0	5	0	0	0
	GATWICK	ROYAL AIR MAROC	S	A	3	1	0	100	0	0	0	0	0	3	59	26	17
	GATWICK	ROYAL AIR MAROC	S	D	3	0	0	67	33	0	0	0	0	10	76	24	17
	HEATHROW	ROYAL AIR MAROC	S	A	31	0	0	58	16	19	3	3	0	24	0	0	0
	HEATHROW	ROYAL AIR MAROC	S	D	31	0	0	74	19	3	0	3	0	15	0	0	0
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>104</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>31</b>	<b>31</b>
CATANIA (FONTANAROSSA)																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	73	3	20	3	0	0	16	87	13	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	63	27	7	3	0	0	13	84	13	31
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	25	94	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	75	5	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	33	18	3
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	67	11	6
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>17</b>	<b>17</b>
CHANIA																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	77	23	0	0	0	0	7	25	37	4
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	85	15	0	0	0	0	6	50	24	4
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	8	60	11	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	13	80	11	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	8	50	21	4
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	3	75	16	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	26	67	6	3
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	40	40	20	0	0	0	18	75	13	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	88	100	1	3

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					MATCHED			UNMATCHED		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)		Actual (7)	Plan (8)									
CHANIA																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	0	0	20	0	71	75	40	4	
	GATWICK	TOR AIR	C	A	2	0	0	50	0	0	50	0	0	47	0	0	0	
	GATWICK	TOR AIR	C	D	2	0	0	50	0	0	50	0	0	63	0	0	0	
	MANCHESTER	TOR AIR	C	A	3	0	0	33	33	0	33	0	0	41	0	0	0	
	MANCHESTER	TOR AIR	C	D	3	0	0	67	0	0	33	0	0	44	0	0	0	
<b>TOTAL CHANIA</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>4</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>64</b>	<b>38</b>	<b>38</b>	
CHARLEROI																		
	EDINBURGH	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	2	100	0	13	
	EDINBURGH	RYANAIR	S	D	17	0	0	94	6	0	0	0	0	6	100	5	13	
<b>TOTAL CHARLEROI</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>3</b>	<b>3</b>	
CHARLOTTE																		
	GATWICK	US AIRWAYS	S	A	31	0	0	55	13	3	10	6	13	90	45	64	29	
	GATWICK	US AIRWAYS	S	D	29	0	2	59	10	10	7	7	7	61	52	68	29	
<b>TOTAL CHARLOTTE</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>12</b>	<b>7</b>	<b>8</b>	<b>7</b>	<b>10</b>	<b>76</b>	<b>48</b>	<b>66</b>	<b>66</b>	
CHENNAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	91	0	9	0	0	0	6	83	63	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	78	13	9	0	0	0	10	83	11	23	
<b>TOTAL CHENNAI</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>37</b>	<b>37</b>	
CHICAGO (MIDWAY)																		
CHICAGO (O'HARE)																		
	HEATHROW	AMERICAN AIRLINES	S	A	123	0	0	75	8	11	6	1	0	15	34	34	119	
	HEATHROW	AMERICAN AIRLINES	S	D	124	0	0	84	9	6	1	0	0	7	69	22	118	
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	68	13	10	3	6	0	27	50	25	28	
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	77	3	10	6	3	0	24	68	15	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	85	8	3	3	0	0	8	44	38	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	77	15	5	3	0	0	13	61	17	62	
	HEATHROW	UNITED AIRLINES	S	A	92	0	1	79	4	2	13	1	0	20	61	27	89	
	HEATHROW	UNITED AIRLINES	S	D	91	0	1	80	7	3	7	3	0	20	70	25	91	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	16	0	0	81	6	6	6	0	0	14	25	36	4	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	17	0	0	82	6	6	6	0	0	12	100	0	5	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>648</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>26</b>	<b>26</b>	
CHISINAU (KISHINEV)																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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)												
CHISINAU (KISHINEV)																		
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	A	5	0	0	40	40	20	0	0	0	20	75	16	4	
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	D	5	0	0	60	20	20	0	0	0	13	50	23	4	
<b>TOTAL CHISINAU (KISHINEV)</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>17</b>	<b>63</b>	<b>19</b>	<b>19</b>	
CITY OF DERRY (EGLINTON)																		
	MANCHESTER	FLYBE LTD	S	A	8	0	1	75	13	13	0	0	0	15	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	9	0	0	67	22	11	0	0	0	10	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	18	0	0	78	6	11	6	0	0	11	88	4	16	
	BIRMINGHAM	RYANAIR	S	D	18	0	0	67	22	6	6	0	0	15	81	12	16	
	STANSTED	RYANAIR	S	A	39	0	1	95	5	0	0	0	0	2	93	5	28	
	STANSTED	RYANAIR	S	D	40	0	0	100	0	0	0	0	0	1	89	6	28	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>132</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>7</b>	<b>7</b>	
CLUJ NAPOCA																		
	LUTON	WIZZ AIR	S	A	24	0	0	75	21	4	0	0	0	9	95	2	21	
	LUTON	WIZZ AIR	S	D	25	0	0	64	16	16	4	0	0	16	62	12	21	
<b>TOTAL CLUJ NAPOCA</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>7</b>	<b>7</b>	
COLOGNE BONN																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	69	0	23	8	0	0	17	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	69	8	15	8	0	0	19	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	71	12	8	8	2	0	21	44	39	50	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	85	4	8	4	0	0	12	65	29	51	
	EDINBURGH	GERMANWINGS	S	A	22	0	0	77	23	0	0	0	0	8	95	5	22	
	EDINBURGH	GERMANWINGS	S	D	22	0	0	77	23	0	0	0	0	10	86	7	22	
	MANCHESTER	GERMANWINGS	S	A	23	0	0	70	13	13	4	0	0	14	76	10	21	
	MANCHESTER	GERMANWINGS	S	D	23	0	0	61	26	9	4	0	0	17	57	11	21	
	STANSTED	GERMANWINGS	S	A	70	0	0	81	9	6	4	0	0	10	87	7	76	
	STANSTED	GERMANWINGS	S	D	70	0	0	83	9	6	3	0	0	9	87	6	76	
	HEATHROW	LUFTHANSA	S	A	92	0	0	92	4	1	1	1	0	7	90	6	93	
	HEATHROW	LUFTHANSA	S	D	92	0	0	80	12	4	1	2	0	12	76	14	93	
<b>TOTAL COLOGNE BONN</b>					<b>544</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>13</b>	<b>13</b>	
COLOMBO																		
	HEATHROW	SRILANKAN AIRLINES	S	A	49	0	1	73	16	2	6	2	0	21	54	58	41	
	HEATHROW	SRILANKAN AIRLINES	S	D	49	0	0	69	16	6	6	2	0	20	54	59	41	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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
COLOMBO																		
<b>TOTAL COLOMBO</b>					<b>98</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>16</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>54</b>	<b>58</b>	<b>58</b>	
COPENHAGEN																		
	LONDON CITY	BA CITYFLYER LTD	S	A	44	0	0	89	5	2	5	0	0	9	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	44	0	0	91	2	2	5	0	0	10	0	0	0	
	EDINBURGH	BMI REGIONAL	S	A	51	0	0	98	0	0	2	0	0	5	91	12	46	
	EDINBURGH	BMI REGIONAL	S	D	51	0	0	94	2	4	0	0	0	3	87	15	47	
	GLASGOW	BMI REGIONAL	S	A	28	0	0	96	0	4	0	0	0	2	96	2	24	
	GLASGOW	BMI REGIONAL	S	D	28	0	0	89	4	7	0	0	0	5	96	5	24	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	175	0	0	87	9	3	2	0	0	7	95	3	157	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	175	0	0	86	9	3	2	1	0	7	87	4	157	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	50	0	0	82	8	4	6	0	0	12	46	36	50	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	50	0	0	82	6	8	4	0	0	12	53	33	51	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	96	0	4	0	0	0	4	72	28	25	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	96	0	4	0	0	0	4	80	21	25	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	88	0	0	84	9	2	3	1	0	11	55	29	85	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	88	5	5	2	1	0	9	71	19	85	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	12	0	1	67	8	17	8	0	0	21	78	9	9	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	12	0	1	42	33	17	8	0	0	26	44	27	9	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	80	0	0	85	11	4	0	0	0	7	88	11	56	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	80	0	0	84	14	3	0	0	0	7	79	14	56	
	BIRMINGHAM	SAS	S	A	46	0	0	89	4	7	0	0	0	6	91	5	45	
	BIRMINGHAM	SAS	S	D	46	0	1	87	7	7	0	0	0	6	78	9	45	
	HEATHROW	SAS	S	A	168	0	0	76	11	6	7	0	0	14	88	8	168	
	HEATHROW	SAS	S	D	167	0	0	84	7	4	5	0	0	9	89	5	167	
	MANCHESTER	SAS	S	A	61	0	0	92	2	5	2	0	0	6	90	7	58	
	MANCHESTER	SAS	S	D	60	0	1	90	5	3	2	0	0	6	81	8	59	
<b>TOTAL COPENHAGEN</b>					<b>1659</b>	<b>2</b>	<b>4</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>11</b>	<b>11</b>	
CORFU																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	33	0	0	88	0	6	6	0	0	10	74	38	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	33	0	0	94	3	0	3	0	0	7	61	19	31	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	80	20	0	0	0	0	6	79	27	14	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	80	20	0	0	0	0	7	71	34	14	
	NEWCASTLE	JET2.COM LTD	S	A	2	0	0	0	50	50	0	0	0	30	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					MAY 2010					
					Actual (7)	Plan (8)		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		
CORFU																		
	NEWCASTLE	JET2.COM LTD	S	D	2	0	0	0	50	50	0	0	0	28	0	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	1	80	5	5	5
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	6	20	20	5	5
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	100	0	0	0	0	0	5	60	19	10	10
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	100	0	0	0	0	0	5	73	15	11	11
	LUTON	MONARCH AIRLINES	S	D	2	0	0	100	0	0	0	0	0	2	0	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	50	0	0	50	0	0	72	60	13	5	5
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	50	0	0	50	0	0	67	50	101	6	6
	BIRMINGHAM	SKY WINGS AIRLINES	C	A	2	0	0	0	50	0	50	0	0	49	0	0	0	0
	BIRMINGHAM	SKY WINGS AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	STAF	C	A	3	0	0	67	0	0	33	0	0	24	0	0	0	0
	GATWICK	STAF	C	D	4	0	0	75	0	0	25	0	0	32	0	0	0	0
	MANCHESTER	STAF	C	A	3	0	0	67	0	33	0	0	0	19	0	0	0	0
	MANCHESTER	STAF	C	D	3	0	0	0	33	33	33	0	0	52	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	0	40	0	0	28	100	4	5	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	0	0	33	0	0	28	83	9	6	6
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	86	18	7	7
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	100	0	0	0	0	0	2	90	11	10	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	25	17	4	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	12	40	14	5	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	0	0	100	0	0	0	0	0	0	43	186	7	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	6	70	15	10	10
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	7	0	0	71	14	0	0	14	0	45	57	23	7	7
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	11	0	11	0	43	78	24	9	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	0	13	0	0	16	75	21	8	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	3	100	5	9	9
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	6	0	0	0	0
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	11	0	0	91	0	0	9	0	0	14	55	42	11	11
	GATWICK	THOMSON AIRWAYS LTD	C	D	16	0	0	88	0	0	6	6	0	30	73	33	15	15
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	1	4	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	2	4	4
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	100	0	4	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010			
					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)											
CORFU	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	13	100	8	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	54	31	0	8	8	0	40	45	73	11
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	15	0	0	80	7	7	0	0	7	35	46	67	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	6	0	0	67	17	0	0	17	0	46	60	56	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	6	0	0	67	0	17	0	17	0	48	100	3	6
	STANSTED	THOMSON AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	8	100	2	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	2	4
	GATWICK	TOR AIR	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	TOR AIR	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL CORFU</b>					<b>320</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>38</b>	<b>38</b>
CORK	BIRMINGHAM	AER ARANN	S	A	62	0	0	94	2	2	2	2	0	7	0	0	0
	BIRMINGHAM	AER ARANN	S	D	62	0	0	85	8	3	2	2	0	9	0	0	0
	EDINBURGH	AER ARANN	S	A	30	0	0	80	13	0	3	3	0	17	0	0	0
	EDINBURGH	AER ARANN	S	D	30	0	0	83	7	3	0	7	0	19	0	0	0
	GLASGOW	AER ARANN	S	A	22	0	0	86	9	5	0	0	0	6	0	0	0
	GLASGOW	AER ARANN	S	D	22	0	0	77	9	14	0	0	0	9	0	0	0
	MANCHESTER	AER ARANN	S	A	62	0	0	89	6	3	2	0	0	7	0	0	0
	MANCHESTER	AER ARANN	S	D	62	0	0	87	6	3	3	0	0	7	0	0	0
	GATWICK	AER LINGUS	S	A	30	0	1	83	0	3	13	0	0	20	94	4	47
	GATWICK	AER LINGUS	S	D	30	0	0	67	13	3	17	0	0	26	89	7	47
	HEATHROW	AER LINGUS	S	A	122	1	0	87	7	5	2	0	0	7	90	5	119
	HEATHROW	AER LINGUS	S	D	123	0	0	90	7	2	2	0	0	5	90	5	119
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	78	0	11	11	0	0	20	33	31	9
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	67	11	11	11	0	0	18	56	29	9
	GATWICK	RYANAIR	S	A	31	0	0	90	0	6	0	3	0	12	93	3	30
	GATWICK	RYANAIR	S	D	31	0	0	81	13	3	0	3	0	13	93	5	30
	STANSTED	RYANAIR	S	A	57	0	0	88	5	7	0	0	0	5	92	5	59
	STANSTED	RYANAIR	S	D	57	0	0	95	0	5	0	0	0	3	92	4	59
<b>TOTAL CORK</b>					<b>851</b>	<b>2</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>7</b>	<b>7</b>
CUIDAD REAL																	
CUNAGUA (CAYO COCO)	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	0	80	50	135	2

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
					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)											
CUNAGUA (CAYO COCO)	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	33	0	33	0	33	0	83	50	84	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	60	22	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	14	25	32	4
<b>TOTAL CUNAGUA (CAYO COCO)</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>37</b>	<b>46</b>	<b>52</b>	<b>52</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
					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	HEATHROW	BMI BRITISH MIDLAND	C	A	8	0	0	38	25	25	13	0	0	27	60	8	5
	HEATHROW	BMI BRITISH MIDLAND	C	D	8	0	0	50	25	25	0	0	0	20	80	7	5
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	50	0	50	0	0	0	24	25	18	4
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	50	25	25	0	0	0	17	40	16	5
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	68	18	5	9	0	0	18	38	44	21
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	86	5	0	9	0	0	13	36	41	22
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	80	0	0	20	0	0	18	73	25	15
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	80	0	0	20	0	0	23	67	27	15
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	17	0	1	88	0	12	0	0	0	6	73	7	11
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	78	17	6	0	0	0	9	82	11	11
	GLASGOW	JET2.COM LTD	S	A	7	0	0	43	14	0	43	0	0	43	0	0	0
	GLASGOW	JET2.COM LTD	S	D	7	0	0	57	0	14	29	0	0	32	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	6	0	0	50	17	0	33	0	0	41	71	50	7
	MANCHESTER	JET2.COM LTD	S	D	6	0	0	50	17	17	17	0	0	35	83	11	6
	NEWCASTLE	JET2.COM LTD	S	A	6	0	0	67	17	0	0	17	0	51	83	48	6
	NEWCASTLE	JET2.COM LTD	S	D	6	0	0	67	17	0	0	17	0	61	33	62	6
	BIRMINGHAM	MONARCH AIRLINES	S	A	11	2	2	91	0	9	0	0	0	6	79	21	14
	BIRMINGHAM	MONARCH AIRLINES	S	D	13	0	0	92	8	0	0	0	0	6	64	33	14
	GATWICK	MONARCH AIRLINES	C	A	27	0	0	89	4	0	4	4	0	16	79	16	29
	GATWICK	MONARCH AIRLINES	C	D	29	0	0	79	10	3	3	3	0	16	77	15	30
	LUTON	MONARCH AIRLINES	C	A	3	0	0	67	0	33	0	0	0	12	25	25	4
	LUTON	MONARCH AIRLINES	S	A	10	0	1	80	10	0	0	10	0	34	89	3	9
	LUTON	MONARCH AIRLINES	C	D	4	0	0	25	25	25	25	0	0	41	0	41	5
	LUTON	MONARCH AIRLINES	S	D	10	0	0	50	20	20	0	10	0	43	89	10	9
	MANCHESTER	MONARCH AIRLINES	C	A	22	0	0	82	9	0	5	5	0	16	82	18	22
	MANCHESTER	MONARCH AIRLINES	C	D	24	0	0	50	13	21	13	4	0	34	52	28	23
	BIRMINGHAM	ONUR AIR	C	A	5	0	0	80	0	0	0	20	0	43	50	10	2
	BIRMINGHAM	ONUR AIR	C	D	7	0	0	71	14	0	0	14	0	35	50	30	2
	EDINBURGH	ONUR AIR	C	A	2	0	0	100	0	0	0	0	0	0	100	12	1
	EDINBURGH	ONUR AIR	C	D	3	0	0	67	33	0	0	0	0	9	100	7	2
	GATWICK	ONUR AIR	C	A	9	0	0	56	22	22	0	0	0	15	100	5	6
	GATWICK	ONUR AIR	C	D	10	0	0	70	10	10	10	0	0	20	33	26	9
	GLASGOW	ONUR AIR	C	A	6	0	0	33	17	17	17	0	17	97	11	85	9



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010				
					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
DALAMAN																		
	GLASGOW	ONUR AIR	C	D	8	0	0	38	25	13	13	0	13	75	20	86	10	
	MANCHESTER	ONUR AIR	C	A	11	0	0	73	0	18	9	0	0	19	33	31	6	
	MANCHESTER	ONUR AIR	C	D	11	0	0	55	18	9	18	0	0	25	17	32	6	
	NEWCASTLE	ONUR AIR	C	A	11	0	0	64	36	0	0	0	0	8	80	16	5	
	NEWCASTLE	ONUR AIR	C	D	13	0	0	85	15	0	0	0	0	7	57	16	7	
	STANSTED	ONUR AIR	C	A	2	0	0	50	0	0	0	50	0	136	0	0	0	
	STANSTED	ONUR AIR	C	D	3	0	0	33	33	0	0	33	0	92	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	19	0	0	89	0	0	11	0	0	9	86	14	21	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	21	0	0	86	5	0	10	0	0	11	88	15	25	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	38	0	0	89	0	5	3	3	0	12	53	43	38	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	39	0	0	85	5	0	8	3	0	14	69	37	42	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	24	0	0	71	21	0	8	0	0	15	64	32	25	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	24	0	0	79	13	0	8	0	0	17	65	28	26	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	52	1	0	81	8	4	6	2	0	19	58	39	53	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	57	0	0	75	9	7	2	5	2	31	65	37	62	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	15	1	0	73	13	7	7	0	0	17	75	12	16	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	15	1	0	80	20	0	0	0	0	9	75	25	20	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	13	0	0	85	8	0	8	0	0	10	73	13	11	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	15	0	0	93	0	7	0	0	0	6	77	39	13	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	15	1	0	87	0	0	13	0	0	10	87	7	15	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	18	0	0	83	6	6	6	0	0	10	72	13	18	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	29	0	0	0	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	5	0	0	60	0	20	20	0	0	29	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	34	0	0	88	3	3	6	0	0	10	77	13	22	
	GATWICK	THOMSON AIRWAYS LTD	C	D	40	0	0	83	8	3	8	0	0	17	63	23	30	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	63	18	8	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	5	56	42	9	
	LUTON	THOMSON AIRWAYS LTD	C	A	13	0	0	77	15	0	8	0	0	13	73	10	11	
	LUTON	THOMSON AIRWAYS LTD	C	D	14	0	0	86	7	0	7	0	0	11	54	15	13	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	30	0	0	83	10	3	3	0	0	8	63	18	24	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	37	0	0	78	5	8	5	3	0	23	44	42	32	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	12	0	0	75	8	0	8	8	0	29	50	21	12	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	13	0	0	92	0	0	0	8	0	22	64	18	14	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010			
					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)												
DALAMAN																		
	STANSTED	THOMSON AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	8	63	28	8	
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	8	73	22	11	
<b>TOTAL DALAMAN</b>					<b>1021</b>	<b>7</b>	<b>4</b>	<b>77</b>	<b>9</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>29</b>	<b>29</b>	
DALLAS/FORT WORTH																		
	HEATHROW	AMERICAN AIRLINES	S	A	87	0	0	56	11	15	14	3	0	31	31	43	88	
	HEATHROW	AMERICAN AIRLINES	S	D	87	0	1	76	16	5	3	0	0	11	63	28	87	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	3	7	3	3	0	20	29	90	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	13	7	7	0	0	15	65	24	31	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>234</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>41</b>	<b>41</b>	
DAMASCUS																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	97	0	0	3	0	0	4	94	12	31	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	77	3	13	7	0	0	12	87	16	31	
	HEATHROW	SYRIANAIR	S	A	10	0	0	90	10	0	0	0	0	4	100	4	9	
	HEATHROW	SYRIANAIR	S	D	10	0	0	70	20	0	10	0	0	22	67	54	9	
<b>TOTAL DAMASCUS</b>					<b>81</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>9</b>	<b>89</b>	<b>17</b>	<b>17</b>	
DAMMAM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	14	0	0	57	14	14	14	0	0	20	69	18	13	
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	54	31	8	8	0	0	19	79	21	14	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	4	0	0	50	50	0	0	0	0	11	75	37	4	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	4	0	0	50	50	0	0	0	0	17	0	28	4	
<b>TOTAL DAMMAM</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>29</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>23</b>	<b>23</b>	
DAR-ES-SALAAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	71	7	7	14	0	0	19	82	14	11	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	86	0	7	7	0	0	15	92	4	12	
<b>TOTAL DAR-ES-SALAAM</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>87</b>	<b>9</b>	<b>9</b>	
DEAUVILLE																		
	LONDON CITY	VLM (BELGIUM)	S	A	15	0	0	93	7	0	0	0	0	3	0	41	1	
	LONDON CITY	VLM (BELGIUM)	S	D	15	0	0	93	7	0	0	0	0	2	100	0	1	
<b>TOTAL DEAUVILLE</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>14</b>	<b>14</b>	
DELHI																		
	HEATHROW	AIR INDIA	S	A	31	0	0	26	35	29	10	0	0	32	70	12	43	
	HEATHROW	AIR INDIA	S	D	31	0	0	90	6	3	0	0	0	5	88	8	43	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
					62	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)										
DELHI	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	84	10	3	3	0	0	8	64	15	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	77	10	10	3	0	0	11	77	12	62
	HEATHROW	JET AIRWAYS	S	A	31	0	0	61	13	19	6	0	0	16	68	19	31
	HEATHROW	JET AIRWAYS	S	D	31	0	0	77	16	0	6	0	0	8	77	13	31
	HEATHROW	KINGFISHER AIRLINES	S	A	31	0	1	77	10	6	6	0	0	12	7	42	30
	HEATHROW	KINGFISHER AIRLINES	S	D	31	0	0	94	3	0	3	0	0	5	97	2	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	45	17	28	10	0	0	26	52	24	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	97	0	3	0	0	0	2	84	8	31
<b>TOTAL DELHI</b>					<b>368</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>15</b>	<b>15</b>
DENVER INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	68	13	6	10	3	0	25	42	46	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	10	6	3	0	0	10	68	20	31
<b>TOTAL DENVER INTERNATIONAL</b>					<b>62</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>17</b>	<b>57</b>	<b>35</b>	<b>35</b>
DETROIT	HEATHROW	DELTA AIRLINES	S	A	43	0	1	86	9	2	2	0	0	6	52	35	31
	HEATHROW	DELTA AIRLINES	S	D	44	0	0	89	2	2	7	0	0	9	74	26	31
<b>TOTAL DETROIT</b>					<b>87</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>30</b>	<b>30</b>
DHAKHA	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	21	0	0	90	5	0	0	5	0	16	65	29	20
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	21	0	0	81	10	5	0	5	0	18	70	28	20
	GATWICK	UNITED AIRWAYS BANGLADESH	S	A	3	0	0	33	33	33	0	0	0	29	0	0	0
	GATWICK	UNITED AIRWAYS BANGLADESH	S	D	3	0	0	0	0	100	0	0	0	35	0	0	0
<b>TOTAL DHAKHA</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>28</b>	<b>28</b>
DINARD	STANSTED	RYANAIR	S	A	26	0	0	100	0	0	0	0	0	3	91	5	22
	STANSTED	RYANAIR	S	D	26	0	0	100	0	0	0	0	0	2	95	4	22
<b>TOTAL DINARD</b>					<b>52</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>93</b>	<b>4</b>	<b>4</b>
DOHA	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	0	0	0	3	48	90	15	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	19	0	0	0	0	7	67	15	30
	GATWICK	QATAR AIRWAYS	S	A	31	0	0	84	16	0	0	0	0	5	93	2	30
	GATWICK	QATAR AIRWAYS	S	D	31	0	0	94	0	0	6	0	0	11	79	8	29

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
					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)											
DOHA	HEATHROW	QATAR AIRWAYS	S	A	122	0	0	78	12	7	2	0	0	10	90	5	124
	HEATHROW	QATAR AIRWAYS	S	D	122	0	0	87	6	4	3	0	0	7	90	6	124
	MANCHESTER	QATAR AIRWAYS	S	A	31	0	0	81	10	6	3	0	0	10	68	12	31
	MANCHESTER	QATAR AIRWAYS	S	D	31	0	0	81	3	13	3	0	0	13	90	6	30
<b>TOTAL DOHA</b>					<b>430</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>7</b>	<b>7</b>
DONEGAL	GLASGOW	AER ARANN	S	A	13	0	0	46	8	31	8	8	0	37	75	13	12
	GLASGOW	AER ARANN	S	D	13	0	0	46	15	23	8	8	0	36	67	12	12
<b>TOTAL DONEGAL</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>12</b>	<b>27</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>36</b>	<b>71</b>	<b>12</b>	<b>12</b>
DORTMUND	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	88	3	7	2	0	0	7	61	24	57
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	91	9	0	0	0	0	4	82	10	57
<b>TOTAL DORTMUND</b>					<b>116</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>72</b>	<b>17</b>	<b>17</b>
DRESDEN	HEATHROW	LUFTHANSA	S	A	31	0	0	39	52	10	0	0	0	17	0	0	0
	HEATHROW	LUFTHANSA	S	D	31	0	0	65	23	10	3	0	0	15	0	0	0
<b>TOTAL DRESDEN</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>37</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>90</b>	<b>6</b>	<b>6</b>
DUBAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	89	8	3	0	0	0	5	91	29	55
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	82	11	5	2	0	0	7	79	10	52
	BIRMINGHAM	EMIRATES	S	A	62	0	0	74	13	10	3	0	0	12	66	12	61
	BIRMINGHAM	EMIRATES	S	D	62	0	0	73	13	10	5	0	0	13	67	15	61
	GATWICK	EMIRATES	S	A	93	0	0	83	15	1	1	0	0	7	71	11	93
	GATWICK	EMIRATES	S	D	93	0	0	90	10	0	0	0	0	4	80	9	94
	GLASGOW	EMIRATES	S	A	30	0	0	57	17	20	7	0	0	18	50	18	30
	GLASGOW	EMIRATES	S	D	30	0	0	57	10	27	7	0	0	21	43	21	30
	HEATHROW	EMIRATES	S	A	155	0	0	70	21	5	2	2	0	18	62	15	154
	HEATHROW	EMIRATES	S	D	154	1	0	79	6	7	6	1	1	23	72	19	154
	MANCHESTER	EMIRATES	S	A	94	0	0	74	15	7	3	0	0	12	53	15	60
	MANCHESTER	EMIRATES	S	D	93	0	1	65	13	15	6	1	0	20	70	15	60
	NEWCASTLE	EMIRATES	S	A	31	0	0	81	13	3	3	0	0	9	77	22	31
	NEWCASTLE	EMIRATES	S	D	30	0	0	80	10	3	7	0	0	12	65	38	31

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
					28	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)										
DUBAI	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	89	4	7	0	0	0	6	74	10	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	89	0	11	0	0	0	5	90	5	31
<b>TOTAL DUBAI</b>					<b>1107</b>	<b>2</b>	<b>1</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>16</b>	<b>16</b>
DUBLIN	EDINBURGH	AER ARANN	S	A	56	0	0	96	0	2	2	0	0	4	0	0	0
	EDINBURGH	AER ARANN	S	D	56	0	0	84	7	4	5	0	0	9	0	0	0
	GLASGOW	AER ARANN	S	A	116	0	0	90	4	2	4	0	0	7	0	0	0
	GLASGOW	AER ARANN	S	D	116	0	0	89	2	5	4	0	0	9	0	0	0
	BIRMINGHAM	AER LINGUS	S	A	84	0	0	86	5	5	5	0	0	9	91	4	86
	BIRMINGHAM	AER LINGUS	S	D	84	0	0	83	6	5	6	0	0	12	86	7	86
	EDINBURGH	AER LINGUS	S	A	29	0	1	83	14	3	0	0	0	8	84	7	80
	EDINBURGH	AER LINGUS	S	D	29	0	1	76	17	7	0	0	0	8	90	6	80
	GATWICK	AER LINGUS	S	A	147	0	0	77	11	7	5	0	0	14	81	8	134
	GATWICK	AER LINGUS	S	D	148	0	0	80	9	5	5	1	0	13	75	11	134
	HEATHROW	AER LINGUS	S	A	379	0	1	67	18	9	5	0	0	16	83	7	352
	HEATHROW	AER LINGUS	S	D	377	1	1	78	10	6	6	0	0	13	87	5	352
	MANCHESTER	AER LINGUS	S	A	89	0	0	84	11	2	2	0	0	9	84	10	92
	MANCHESTER	AER LINGUS	S	D	89	0	0	88	2	8	2	0	0	8	87	8	92
	HEATHROW	BMI BRITISH MIDLAND	S	A	148	0	2	74	12	8	5	1	0	14	88	5	117
	HEATHROW	BMI BRITISH MIDLAND	S	D	149	0	0	77	11	7	5	0	0	12	87	5	117
	LONDON CITY	CITY JET	S	A	116	0	0	97	3	1	0	0	0	1	96	4	135
	LONDON CITY	CITY JET	S	D	116	0	0	88	7	4	1	0	0	6	81	11	134
	MANCHESTER	CITY JET	C	A	2	0	0	100	0	0	0	0	0	5	100	0	1
	MANCHESTER	CITY JET	C	D	4	0	0	25	25	50	0	0	0	21	100	0	1
	GLASGOW	FLYBE LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	RYANAIR	S	A	86	0	0	88	6	3	2	0	0	5	87	7	86
	BIRMINGHAM	RYANAIR	S	D	86	0	0	79	10	8	2	0	0	11	78	16	86
	EDINBURGH	RYANAIR	S	A	76	1	2	87	8	1	3	1	0	8	85	9	65
	EDINBURGH	RYANAIR	S	D	76	0	2	87	8	1	3	1	0	10	74	11	65
	GATWICK	RYANAIR	S	A	138	0	0	91	5	1	1	1	0	8	79	9	116
	GATWICK	RYANAIR	S	D	138	0	0	91	4	3	1	1	0	8	80	11	116
	LUTON	RYANAIR	S	A	93	0	0	80	13	4	3	0	0	11	78	10	67
	LUTON	RYANAIR	S	D	93	0	0	91	8	0	1	0	0	5	85	10	67

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 2010			
			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)	Actual (7)	Plan (8)										
DUBLIN																		
	MANCHESTER	RYANAIR	S	A	93	0	0	92	5	0	2	0	0	6	87	7	70	
	MANCHESTER	RYANAIR	S	D	93	0	0	82	14	2	2	0	0	8	81	10	70	
	NEWCASTLE	RYANAIR	S	A	40	3	4	90	5	3	3	0	0	5	92	5	36	
	NEWCASTLE	RYANAIR	S	D	40	3	4	90	5	3	3	0	0	6	78	10	36	
	STANSTED	RYANAIR	S	A	208	1	0	81	10	7	1	1	0	11	81	11	185	
	STANSTED	RYANAIR	S	D	209	0	0	92	4	2	1	0	0	6	86	7	187	
<b>TOTAL DUBLIN</b>					<b>3814</b>	<b>15</b>	<b>18</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>8</b>	<b>8</b>	
DUBROVNIK																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	94	3	0	3	0	0	6	87	7	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	94	3	0	3	0	0	6	94	4	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	85	10	0	5	0	0	11	68	20	25	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	90	5	0	5	0	0	8	62	27	26	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	100	0	0	0	0	0	2	43	60	7	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	100	0	0	0	0	0	0	43	64	7	
	BIRMINGHAM	FLYBE LTD	S	A	3	0	0	100	0	0	0	0	0	1	60	50	5	
	BIRMINGHAM	FLYBE LTD	S	D	3	0	0	100	0	0	0	0	0	4	60	46	5	
	EDINBURGH	JET2.COM LTD	S	A	5	0	0	20	80	0	0	0	0	18	40	36	5	
	EDINBURGH	JET2.COM LTD	S	D	5	0	0	100	0	0	0	0	0	5	100	1	5	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	67	22	11	0	0	0	14	44	40	9	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	44	44	11	0	0	0	16	50	36	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	5	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	80	5	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	67	13	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	5	5	
<b>TOTAL DUBROVNIK</b>					<b>179</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>21</b>	<b>21</b>	
DUNDEE																		
	BIRMINGHAM	LOGANAIR	S	A	40	0	0	98	0	3	0	0	0	2	100	0	38	
	BIRMINGHAM	LOGANAIR	S	D	40	0	0	98	0	3	0	0	0	1	100	0	38	
	LONDON CITY	VLM (BELGIUM)	S	A	53	0	0	94	4	0	2	0	0	4	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	52	0	0	94	6	0	0	0	0	2	0	0	0	
<b>TOTAL DUNDEE</b>					<b>185</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>2</b>	<b>2</b>	
DUSSELDORF																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010			
					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)
DUSSELDORF	MANCHESTER	AIR BERLIN	C	A	2	0	0	0	0	50	50	0	0	67	0	0	0
	MANCHESTER	AIR BERLIN	C	D	2	0	0	100	0	0	0	0	0	6	0	0	0
	STANSTED	AIR BERLIN	S	A	80	0	0	71	18	9	3	0	0	13	75	14	76
	STANSTED	AIR BERLIN	S	D	80	0	0	85	10	5	0	0	0	6	70	15	76
	HEATHROW	BRITISH AIRWAYS PLC	S	A	167	0	1	84	10	4	2	0	0	8	91	4	139
	HEATHROW	BRITISH AIRWAYS PLC	S	D	168	0	0	91	5	2	1	0	0	5	89	5	139
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	53	0	0	77	11	9	2	0	0	10	48	36	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	53	0	0	83	8	9	0	0	0	8	52	36	31
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	79	0	0	94	1	4	1	0	0	6	94	3	70
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	79	0	0	90	4	5	1	0	0	7	84	10	70
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	34	0	0	82	12	6	0	0	0	6	85	11	46
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	35	0	0	71	20	9	0	0	0	10	87	10	46
	BIRMINGHAM	FLYBE LTD	S	A	90	0	2	92	7	1	0	0	0	3	90	7	79
	BIRMINGHAM	FLYBE LTD	S	D	92	0	0	76	18	4	1	0	0	10	84	11	80
	MANCHESTER	FLYBE LTD	S	A	67	0	0	82	12	3	3	0	0	8	88	9	65
	MANCHESTER	FLYBE LTD	S	D	68	0	0	84	13	1	1	0	0	7	91	7	65
	HEATHROW	LUFTHANSA	S	A	153	0	0	84	10	5	2	0	0	9	86	6	155
	HEATHROW	LUFTHANSA	S	D	153	0	0	87	8	3	1	0	0	6	81	8	155
	EDINBURGH	LUFTHANSA CITY LINE	S	A	30	0	0	83	13	3	0	0	0	7	92	5	25
	EDINBURGH	LUFTHANSA CITY LINE	S	D	30	0	0	90	7	3	0	0	0	8	92	5	25
	MANCHESTER	LUFTHANSA CITY LINE	S	A	99	0	0	77	17	6	0	0	0	10	88	9	72
	MANCHESTER	LUFTHANSA CITY LINE	S	D	99	0	0	80	14	6	0	0	0	8	78	13	72
<b>TOTAL DUSSELDORF</b>					<b>1713</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>10</b>	<b>10</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
					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)											
EAST MIDLANDS INTERNATI		EDINBURGH	BMIBABY LTD	S A	59	0	2	88	8	0	2	2	0	10	86	6	56
		EDINBURGH	BMIBABY LTD	S D	59	0	2	85	12	0	2	2	0	12	86	7	56
		GLASGOW	BMIBABY LTD	S A	54	1	1	89	6	2	4	0	0	7	87	7	46
		GLASGOW	BMIBABY LTD	S D	54	0	1	85	6	4	6	0	0	10	80	9	46
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>228</b>	<b>3</b>	<b>6</b>	<b>87</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>7</b>	<b>7</b>
EDINBURGH		LONDON CITY	BA CITYFLYER LTD	S A	191	0	0	91	4	2	3	1	0	6	88	8	152
		LONDON CITY	BA CITYFLYER LTD	S D	188	0	0	87	6	2	5	0	0	8	75	13	153
		HEATHROW	BMI BRITISH MIDLAND	S A	174	0	0	71	18	9	2	0	1	15	84	8	183
		HEATHROW	BMI BRITISH MIDLAND	S D	178	0	0	83	8	4	4	0	0	10	88	6	189
		MANCHESTER	BMI REGIONAL	S A	104	0	0	96	0	2	1	1	0	4	88	6	101
		MANCHESTER	BMI REGIONAL	S D	104	0	0	97	2	0	0	1	0	4	88	6	101
		GATWICK	BRITISH AIRWAYS PLC	S A	117	0	1	87	7	4	2	0	0	7	78	12	120
		GATWICK	BRITISH AIRWAYS PLC	S D	118	0	0	90	4	5	1	0	0	6	82	7	119
		HEATHROW	BRITISH AIRWAYS PLC	S A	260	2	2	82	7	8	3	0	0	10	87	13	204
		HEATHROW	BRITISH AIRWAYS PLC	S D	263	0	0	82	11	5	2	1	0	10	87	6	204
		LONDON CITY	CITY JET	S A	56	0	0	88	7	5	0	0	0	5	95	4	136
		LONDON CITY	CITY JET	S D	57	0	0	84	12	4	0	0	0	6	93	4	137
		GATWICK	EASYJET AIRLINE COMPANY LTD	S A	110	0	0	78	11	5	5	2	0	17	49	31	108
		GATWICK	EASYJET AIRLINE COMPANY LTD	S D	110	0	0	75	12	5	5	2	0	18	43	33	108
		LUTON	EASYJET AIRLINE COMPANY LTD	S A	81	0	0	85	7	5	2	0	0	8	70	18	79
		LUTON	EASYJET AIRLINE COMPANY LTD	S D	82	0	0	85	9	4	2	0	0	8	77	14	79
		STANSTED	EASYJET AIRLINE COMPANY LTD	S A	127	0	0	86	6	4	2	2	0	11	74	13	110
		STANSTED	EASYJET AIRLINE COMPANY LTD	S D	127	0	0	87	3	6	2	2	0	10	75	16	110
		BIRMINGHAM	FLYBE LTD	S A	169	0	9	89	5	4	2	1	0	7	91	6	194
		BIRMINGHAM	FLYBE LTD	S D	168	0	10	81	13	5	2	0	0	10	83	12	193
		MANCHESTER	FLYBE LTD	S A	81	0	1	88	7	2	2	0	0	7	88	7	90
		MANCHESTER	FLYBE LTD	S D	80	0	2	84	5	4	8	0	0	13	91	6	91
<b>TOTAL EDINBURGH</b>					<b>2946</b>	<b>7</b>	<b>29</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>11</b>	<b>11</b>
EDMONTON		HEATHROW	AIR CANADA	S A	31	0	0	65	26	3	3	3	0	21	66	17	29
		HEATHROW	AIR CANADA	S D	31	0	0	87	0	10	3	0	0	10	83	16	29
<b>TOTAL EDMONTON</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>16</b>	<b>16</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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)												
EINDHOVEN																		
	STANSTED	RYANAIR	S	A	62	0	0	94	5	0	0	2	0	8	92	7	51	
	STANSTED	RYANAIR	S	D	62	0	0	98	0	2	0	0	0	2	96	5	51	
	LONDON CITY	VLM (BELGIUM)	S	A	43	0	0	91	7	0	2	0	0	5	95	2	43	
	LONDON CITY	VLM (BELGIUM)	S	D	43	0	0	86	9	0	5	0	0	9	88	4	43	
<b>TOTAL EINDHOVEN</b>					<b>210</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>5</b>	<b>5</b>	
ENFIDHA																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	60	40	0	0	0	0	10	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	22	0	0	0	0	10	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	33	33	33	0	0	0	21	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	13	0	0	0	15	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	78	22	0	0	0	0	7	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	10	0	0	0	
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	4	0	0	0	
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	17	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	17	0	0	0	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	5	0	0	0	
<b>TOTAL ENFIDHA</b>					<b>82</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>22</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ENTEBBE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	52	17	17	13	0	0	28	68	91	19	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	78	9	4	9	0	0	14	95	75	19	
<b>TOTAL ENTEBBE</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>82</b>	<b>83</b>	<b>83</b>	
EXETER																		
	EDINBURGH	FLYBE LTD	S	A	50	0	2	88	6	6	0	0	0	6	81	14	54	
	EDINBURGH	FLYBE LTD	S	D	50	0	2	80	14	6	0	0	0	7	72	22	54	
	GLASGOW	FLYBE LTD	S	A	26	0	0	88	8	0	4	0	0	6	83	10	29	
	GLASGOW	FLYBE LTD	S	D	26	0	0	96	0	0	4	0	0	6	76	13	29	
	MANCHESTER	FLYBE LTD	S	A	47	0	0	91	4	2	2	0	0	6	86	11	44	
	MANCHESTER	FLYBE LTD	S	D	47	0	0	83	11	2	4	0	0	10	80	11	44	
	NEWCASTLE	FLYBE LTD	S	A	30	0	1	90	3	0	7	0	0	6	93	4	29	
	NEWCASTLE	FLYBE LTD	S	D	30	0	1	80	13	3	3	0	0	8	79	9	29	
<b>TOTAL EXETER</b>					<b>306</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>13</b>	<b>13</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					MAY 2010					
					MATCHED	UNMATCHED		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)
FARNBOROUGH																		
FARO																		
	BIRMINGHAM	BMIBABY LTD	S	A	14	0	0	93	7	0	0	0	0	2	75	14	12	
	BIRMINGHAM	BMIBABY LTD	S	D	14	0	0	64	29	7	0	0	0	12	50	29	12	
	GATWICK	BRITISH AIRWAYS PLC	S	A	61	0	1	85	7	3	5	0	0	9	76	18	62	
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	84	8	5	3	0	0	8	79	13	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	128	0	0	89	4	5	2	0	0	7	61	46	118	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	129	0	0	90	5	4	1	0	0	6	60	27	119	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	75	0	0	25	0	0	25	86	8	7	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	75	0	0	25	0	0	28	71	11	7	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	86	4	6	2	2	0	14	63	23	57	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	80	16	0	4	0	0	11	68	17	57	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	81	10	5	5	0	0	9	64	35	28	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	57	29	10	5	0	0	15	79	21	29	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	82	10	3	3	2	0	15	62	26	53	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	89	3	3	3	2	0	12	74	19	53	
	BIRMINGHAM	FLYBE LTD	C	D	2	0	0	50	0	50	0	0	0	24	100	9	2	
	EDINBURGH	JET2.COM LTD	S	A	17	0	1	35	35	12	18	0	0	30	29	27	17	
	EDINBURGH	JET2.COM LTD	S	D	17	0	0	65	24	0	12	0	0	18	78	24	18	
	GLASGOW	JET2.COM LTD	S	A	14	0	0	79	14	0	0	0	7	45	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	14	0	0	93	7	0	0	0	0	3	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	22	0	0	55	32	9	5	0	0	17	50	47	22	
	MANCHESTER	JET2.COM LTD	S	D	22	0	0	64	27	5	5	0	0	13	48	54	23	
	NEWCASTLE	JET2.COM LTD	S	A	17	0	1	82	18	0	0	0	0	7	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	18	0	0	67	17	17	0	0	0	13	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	A	31	0	0	94	3	3	0	0	0	3	77	12	30	
	BIRMINGHAM	MONARCH AIRLINES	S	D	31	0	0	100	0	0	0	0	0	2	87	9	30	
	GATWICK	MONARCH AIRLINES	S	A	49	0	0	51	29	8	10	0	2	31	65	23	34	
	GATWICK	MONARCH AIRLINES	S	D	49	0	0	80	6	6	6	0	2	22	74	32	34	
	LUTON	MONARCH AIRLINES	S	A	27	0	0	78	15	7	0	0	0	10	75	20	20	
	LUTON	MONARCH AIRLINES	S	D	27	0	0	93	4	4	0	0	0	7	75	15	20	
	MANCHESTER	MONARCH AIRLINES	S	A	53	0	0	70	13	6	6	6	0	28	72	18	46	
	MANCHESTER	MONARCH AIRLINES	S	D	53	0	0	83	4	2	6	6	0	23	68	16	47	
	BIRMINGHAM	RYANAIR	S	A	17	0	0	94	0	6	0	0	0	2	94	4	17	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010			
					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	BIRMINGHAM	RYANAIR	S	D	17	0	0	88	6	6	0	0	0	6	94	7	17
	EDINBURGH	RYANAIR	S	A	17	0	1	100	0	0	0	0	0	5	45	34	11
	EDINBURGH	RYANAIR	S	D	17	0	1	71	24	6	0	0	0	11	73	33	11
	MANCHESTER	RYANAIR	S	A	27	0	0	96	4	0	0	0	0	2	0	0	0
	MANCHESTER	RYANAIR	S	D	27	0	0	96	0	4	0	0	0	5	0	0	0
	STANSTED	RYANAIR	S	A	35	0	0	83	11	0	3	0	3	18	68	30	31
	STANSTED	RYANAIR	S	D	35	0	0	66	20	11	3	0	0	14	52	25	29
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	0	0	100	0	0	0	0	0	0	50	24	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	6	67	19	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	7	20	82	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	8	60	61	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	0	33	54	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	11	0	0	0	6	86	21	7
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	75	25	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	60	8	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	2	100	4	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	4	100	7	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	4	64	12	11
	GATWICK	THOMSON AIRWAYS LTD	C	D	10	0	0	90	0	10	0	0	0	5	82	11	11
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	20	67	35	3
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	21	50	79	4
	LUTON	THOMSON AIRWAYS LTD	C	A	7	0	0	71	14	14	0	0	0	12	71	22	7
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	9	78	14	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	78	0	11	11	0	0	23	67	20	12
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	78	0	11	11	0	0	23	62	21	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	3	1	0	67	0	0	33	0	0	31	75	22	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	33	75	28	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	10	100	4	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	0	5
<b>TOTAL FARO</b>					<b>1485</b>	<b>1</b>	<b>5</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>24</b>	<b>24</b>
FEZ	STANSTED	RYANAIR	S	A	14	0	0	86	7	7	0	0	0	6	92	5	12
	STANSTED	RYANAIR	S	D	14	0	0	93	0	7	0	0	0	5	50	14	12

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010			
					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)												
FEZ																		
<b>TOTAL FEZ</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>10</b>	<b>10</b>	
FIGARI																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	5	67	10	3	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	0	4	
<b>TOTAL FIGARI</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>11</b>	<b>11</b>	
FLORENCE																		
	LONDON CITY	CITY JET	S	A	26	0	0	92	4	4	0	0	0	4	0	0	0	
	LONDON CITY	CITY JET	S	D	26	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	MERIDIANA AIR	S	A	62	0	0	92	5	2	2	0	0	4	66	16	59	
	GATWICK	MERIDIANA AIR	S	D	62	0	0	94	3	2	2	0	0	4	58	22	60	
<b>TOTAL FLORENCE</b>					<b>176</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>62</b>	<b>19</b>	<b>19</b>	
FORLI																		
FRANKFURT MAIN																		
	LONDON CITY	BA CITYFLYER LTD	S	A	65	0	0	92	3	5	0	0	0	3	89	6	63	
	LONDON CITY	BA CITYFLYER LTD	S	D	66	0	0	85	6	6	3	0	0	7	70	15	64	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	211	1	0	68	19	9	2	0	0	13	74	13	160	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	212	0	0	80	8	10	0	1	0	10	75	10	160	
	BIRMINGHAM	FLYBE LTD	S	A	46	0	1	80	7	11	2	0	0	9	76	9	59	
	BIRMINGHAM	FLYBE LTD	S	D	47	0	0	83	15	2	0	0	0	9	66	13	61	
	GLASGOW	FLYBE LTD	S	A	26	0	1	92	0	0	8	0	0	7	0	0	0	
	GLASGOW	FLYBE LTD	S	D	26	0	1	92	4	4	0	0	0	6	0	0	0	
	MANCHESTER	FLYBE LTD	S	A	47	0	1	74	9	11	6	0	0	15	71	11	59	
	MANCHESTER	FLYBE LTD	S	D	48	0	0	77	13	4	6	0	0	14	70	12	60	
	BIRMINGHAM	LUFTHANSA	S	A	124	0	0	80	10	8	2	0	0	11	74	9	98	
	BIRMINGHAM	LUFTHANSA	S	D	123	1	1	65	16	13	6	0	0	17	64	15	98	
	EDINBURGH	LUFTHANSA	S	A	60	0	0	75	18	5	2	0	0	10	70	11	60	
	EDINBURGH	LUFTHANSA	S	D	60	0	0	68	20	5	7	0	0	15	67	13	60	
	HEATHROW	LUFTHANSA	S	A	341	0	0	65	21	11	3	0	0	15	72	14	301	
	HEATHROW	LUFTHANSA	S	D	339	0	1	77	11	8	4	0	0	12	70	13	301	
	MANCHESTER	LUFTHANSA	S	A	124	0	0	56	23	16	5	0	0	19	69	16	118	
	MANCHESTER	LUFTHANSA	S	D	124	0	0	64	22	9	6	0	0	16	66	14	118	
	LONDON CITY	LUFTHANSA CITY LINE	S	A	83	0	0	84	5	8	2	0	0	9	68	20	73	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
					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	83	0	0	73	12	10	5	0	0	12	51	25	73
<b>TOTAL FRANKFURT MAIN</b>					<b>2255</b>	<b>3</b>	<b>6</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>13</b>	<b>13</b>
FREETOWN	HEATHROW	BMI BRITISH MIDLAND	S	A	17	0	0	88	6	0	6	0	0	9	44	36	18
	HEATHROW	BMI BRITISH MIDLAND	S	D	18	0	0	67	17	17	0	0	0	13	71	20	17
<b>TOTAL FREETOWN</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>28</b>	<b>28</b>
FRIEDRICHSHAFEN																	
FUERTEVENTURA	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	75	13	0	13	0	0	13	67	46	9
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	75	13	0	13	0	0	14	78	27	9
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	78	0	11	11	0	0	14	89	12	9
	BIRMINGHAM	MONARCH AIRLINES	S	D	8	0	0	50	25	25	0	0	0	18	67	25	9
	MANCHESTER	MONARCH AIRLINES	S	A	8	1	0	75	13	0	13	0	0	14	67	29	9
	MANCHESTER	MONARCH AIRLINES	S	D	8	0	0	88	0	13	0	0	0	8	67	28	9
	BIRMINGHAM	RYANAIR	S	A	9	0	0	89	0	11	0	0	0	6	0	0	0
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	1	0	0	0
	EDINBURGH	RYANAIR	S	A	8	0	1	88	0	13	0	0	0	6	0	0	0
	EDINBURGH	RYANAIR	S	D	8	0	1	88	13	0	0	0	0	4	0	0	0
	LUTON	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0
	LUTON	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	4	0	0	0
	STANSTED	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	1	88	4	8
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	4	100	4	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	75	7	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	3	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	90	10	0	0	0	0	5	78	20	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	60	30	10	0	0	0	15	67	15	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	12	40	42	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	0	0	33	33	33	0	0	0	18	50	46	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	93	0	0	7	0	0	10	50	37	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	86	7	0	7	0	0	13	40	30	10
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	1	0	88	0	0	13	0	0	18	75	44	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	25	0	13	0	0	25	50	57	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	6	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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)												
FUERTEVENTURA																		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	12	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	0	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	2	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	78	0	22	0	0	0	9	89	6	9	
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	8	89	6	9	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	100	1	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	2	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	44	22	22	0	0	11	59	67	11	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	50	13	25	0	0	13	65	67	12	9	
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	40	40	20	0	0	0	24	80	31	5	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	28	80	36	5	
<b>TOTAL FUERTEVENTURA</b>					<b>275</b>	<b>2</b>	<b>2</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>74</b>	<b>19</b>	<b>19</b>	
FUNCHAL																		
	GATWICK	AIR PORTUGAL	S	A	31	0	0	100	0	0	0	0	0	93	2	29		
	GATWICK	AIR PORTUGAL	S	D	31	0	0	81	16	3	0	0	0	9	75	20	28	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	90	5	5	0	0	0	5	50	55	14	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	76	14	5	5	0	0	10	57	30	14	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	89	0	6	6	0	0	7	68	19	19	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	83	6	0	11	0	0	9	68	18	19	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	56	11	11	22	0	0	34	60	104	5	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	89	0	0	11	0	0	18	40	115	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	5	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	80	5	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	1	0	60	20	20	0	0	0	12	20	50	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	16	40	64	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	7	60	17	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	5	80	7	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	0	0	11	0	34	70	19	10	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	0	0	11	0	37	78	14	9	
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	8	67	18	3	
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	22	75	6	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	78	0	11	11	0	0	21	67	26	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	67	0	0	22	11	0	51	75	18	8	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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)											
FUNCHAL	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	17	67	9	3
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	7	100	2	5	
<b>TOTAL FUNCHAL</b>					<b>241</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>24</b>	<b>24</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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	18	0	0	89	0	0	11	0	0	11	73	16	22	
	EDINBURGH	AER ARANN	S	D	18	0	0	89	0	0	11	0	0	9	64	21	22	
	LUTON	AER ARANN	S	A	13	0	0	85	8	8	0	0	0	8	87	11	70	
	LUTON	AER ARANN	S	D	12	0	0	67	17	8	8	0	0	16	86	12	70	
	MANCHESTER	AER ARANN	S	A	31	0	0	74	6	16	3	0	0	13	78	27	37	
	MANCHESTER	AER ARANN	S	D	31	0	0	77	10	6	6	0	0	11	64	23	36	
<b>TOTAL GALWAY</b>					<b>123</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>17</b>	<b>17</b>	
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	118	0	1	86	8	4	2	0	0	7	76	9	119	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	117	0	2	86	8	3	3	0	0	7	78	13	120	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	115	0	0	88	4	7	1	0	0	7	85	7	114	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	115	0	0	86	7	6	1	0	0	8	82	12	114	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	122	0	1	80	11	8	1	0	0	11	87	8	148	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	121	0	1	83	9	5	2	0	0	8	87	8	149	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	110	0	0	75	11	5	6	2	0	18	40	34	108	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	110	0	0	72	13	8	5	2	0	19	34	38	108	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	81	0	0	85	6	4	5	0	0	7	69	18	77	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	81	0	0	77	10	10	4	0	0	11	55	24	77	
	NEWCASTLE	FLYBE LTD	S	A	89	0	2	91	6	0	2	1	0	7	94	6	97	
	NEWCASTLE	FLYBE LTD	S	D	89	0	2	91	4	1	3	0	0	7	87	17	98	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	3	0	1	67	33	0	0	0	0	11	100	2	2	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	8	50	94	2	
<b>TOTAL GATWICK</b>					<b>1277</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>16</b>	<b>16</b>	
GAZIANTEP																		
GDANSK																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	4	100	1	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	78	22	0	0	0	0	9	89	7	9	
	EDINBURGH	RYANAIR	S	A	12	0	1	100	0	0	0	0	0	1	100	0	11	
	EDINBURGH	RYANAIR	S	D	13	0	0	77	23	0	0	0	0	8	93	5	14	
	STANSTED	RYANAIR	S	A	31	0	0	97	0	3	0	0	0	2	93	2	29	
	STANSTED	RYANAIR	S	D	31	0	0	94	3	3	0	0	0	3	90	5	31	
	LUTON	WIZZ AIR	S	A	62	0	1	81	5	3	3	8	0	30	83	16	60	
	LUTON	WIZZ AIR	S	D	62	0	1	56	19	15	2	8	0	35	64	27	61	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010					
			CHARTER/ SCHED	ARR/ DEP	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)											
GDANSK																	
<b>TOTAL GDANSK</b>					<b>229</b>	<b>2</b>	<b>3</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>83</b>	<b>13</b>	<b>13</b>
GENEVA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	244	0	1	80	13	5	2	1	0	10	89	5	176
	HEATHROW	BRITISH AIRWAYS PLC	S	D	245	0	0	86	8	5	2	0	0	7	86	6	176
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	25	0	1	84	4	4	4	4	0	18	55	22	29
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	77	12	4	4	4	0	18	76	12	29
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	57	19	13	11	0	0	23	29	49	24
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	78	9	7	6	0	0	12	20	52	25
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	76	16	8	0	0	0	9	79	16	58
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	79	10	8	3	0	0	11	75	15	59
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	13	6	0	0	0	9	52	42	27
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	16	13	0	0	0	11	42	42	26
	EDINBURGH	EASYJET SWITZERLAND	S	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	EDINBURGH	EASYJET SWITZERLAND	S	D	4	0	0	75	0	25	0	0	0	10	0	0	0
	GATWICK	EASYJET SWITZERLAND	S	A	99	0	0	68	9	12	5	6	0	30	56	25	112
	GATWICK	EASYJET SWITZERLAND	S	D	99	0	0	73	11	12	3	1	0	15	50	26	111
	HEATHROW	SWISS AIRLINES	S	A	185	0	0	89	5	3	3	0	0	6	89	5	183
	HEATHROW	SWISS AIRLINES	S	D	185	0	0	89	8	2	2	0	0	6	88	4	183
	LONDON CITY	SWISS AIRLINES	S	A	106	0	0	91	6	4	0	0	0	4	88	5	100
	LONDON CITY	SWISS AIRLINES	S	D	105	0	0	93	4	1	2	0	0	4	88	5	102
<b>TOTAL GENEVA</b>					<b>1622</b>	<b>7</b>	<b>2</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>12</b>	<b>12</b>
GENOA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	84	10	0	6	0	0	13	81	12	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	81	19	0	0	0	0	7	87	11	31
	STANSTED	RYANAIR	S	A	32	0	0	75	16	3	3	3	0	17	59	22	29
	STANSTED	RYANAIR	S	D	31	0	0	87	13	0	0	0	0	6	73	15	30
<b>TOTAL GENOA</b>					<b>125</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>15</b>	<b>15</b>
GERONA																	
	BIRMINGHAM	RYANAIR	S	A	13	0	5	92	0	8	0	0	0	4	100	3	18
	BIRMINGHAM	RYANAIR	S	D	13	0	5	85	8	0	8	0	0	12	67	12	18
	LUTON	RYANAIR	S	A	18	0	0	67	28	6	0	0	0	9	67	16	18
	LUTON	RYANAIR	S	D	18	0	0	83	17	0	0	0	0	7	76	13	17
	NEWCASTLE	RYANAIR	S	A	12	1	5	67	17	17	0	0	0	12	85	10	13

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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																		
	NEWCASTLE	RYANAIR	S	D	12	0	5	67	8	25	0	0	0	17	46	22	13	
	STANSTED	RYANAIR	S	A	71	0	0	68	21	7	4	0	0	14	58	19	62	
	STANSTED	RYANAIR	S	D	71	0	0	90	8	0	0	1	0	8	85	10	61	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	2	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	0	3	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	6	0	0	83	17	0	0	0	0	8	80	37	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	13	75	16	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	6	0	0	67	17	17	0	0	0	12	80	17	5	
<b>TOTAL GERONA</b>					<b>259</b>	<b>1</b>	<b>20</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>12</b>	<b>12</b>	
GIBRALTAR																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	16	3	0	3	0	17	81	14	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	97	3	0	0	0	0	1	93	5	28	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	0	6	6	0	0	9	32	38	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	3	3	10	0	0	11	58	19	31	
	LUTON	MONARCH AIRLINES	S	A	34	0	0	68	26	3	0	0	3	20	63	24	30	
	LUTON	MONARCH AIRLINES	S	D	34	0	0	76	18	6	0	0	0	10	73	23	30	
	MANCHESTER	MONARCH AIRLINES	S	A	22	0	0	64	18	9	5	0	5	31	31	30	13	
	MANCHESTER	MONARCH AIRLINES	S	D	22	0	0	86	9	0	5	0	0	8	69	13	13	
<b>TOTAL GIBRALTAR</b>					<b>236</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>64</b>	<b>21</b>	<b>21</b>	
GLASGOW																		
	LONDON CITY	BA CITYFLYER LTD	S	A	101	0	0	92	0	3	5	0	0	7	77	24	77	
	LONDON CITY	BA CITYFLYER LTD	S	D	101	0	0	88	4	2	5	1	0	8	75	19	76	
	GATWICK	BRITISH AIRWAYS PLC	S	A	115	0	0	82	11	5	2	0	0	9	87	10	114	
	GATWICK	BRITISH AIRWAYS PLC	S	D	115	0	0	88	4	7	1	0	0	6	86	7	115	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	221	1	0	73	18	5	4	1	0	14	88	7	164	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	222	0	0	86	9	2	3	0	0	9	87	7	165	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	81	0	0	77	12	9	2	0	0	11	56	22	77	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	81	0	0	81	7	6	5	0	0	9	61	21	77	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	95	0	0	76	11	7	4	1	1	16	72	14	89	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	95	0	0	78	13	8	1	0	0	10	73	14	89	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	112	0	0	92	4	4	1	0	0	5	79	15	108	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	112	0	0	89	6	3	2	0	0	5	78	15	108	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010			
					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)												
GLASGOW																		
	BIRMINGHAM	FLYBE LTD	S	A	160	0	5	90	3	3	4	0	0	6	88	10	161	
	BIRMINGHAM	FLYBE LTD	S	D	159	0	6	86	6	4	4	0	0	10	81	15	161	
	MANCHESTER	FLYBE LTD	S	A	63	0	0	89	8	3	0	0	0	5	92	4	86	
	MANCHESTER	FLYBE LTD	S	D	63	0	0	89	5	6	0	0	0	6	88	7	86	
<b>TOTAL GLASGOW</b>					<b>1896</b>	<b>2</b>	<b>11</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>11</b>	<b>11</b>	
GOA																		
<b>TOTAL GOA</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>0</b>	<b>0</b>	
GOOSE BAY																		
GOTEBORG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	92	0	3	5	0	0	7	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	95	3	0	2	0	0	5	0	0	0	
	BIRMINGHAM	CITY AIRLINE	S	A	27	0	0	85	4	0	7	4	0	16	97	3	32	
	BIRMINGHAM	CITY AIRLINE	S	D	27	0	0	85	4	0	11	0	0	16	91	4	32	
	MANCHESTER	CITY AIRLINE	S	A	47	0	0	81	17	2	0	0	0	7	93	9	44	
	MANCHESTER	CITY AIRLINE	S	D	47	0	0	96	4	0	0	0	0	1	91	5	44	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	10	0	0	0	0	3	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	10	3	0	0	0	6	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	86	14	0	0	0	0	9	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	93	7	0	0	0	0	2	0	0	0	
	HEATHROW	SAS	S	A	57	0	0	82	12	4	2	0	0	8	94	3	53	
	HEATHROW	SAS	S	D	57	0	0	91	7	0	2	0	0	5	96	2	53	
<b>TOTAL GOTEBORG</b>					<b>476</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>6</b>	<b>6</b>	
GOTEBORG (SAVE)																		
	EDINBURGH	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	1	0	0	0	
	STANSTED	RYANAIR	S	A	62	0	0	98	2	0	0	0	0	2	94	4	62	
	STANSTED	RYANAIR	S	D	62	0	0	97	3	0	0	0	0	2	84	8	62	
<b>TOTAL GOTEBORG (SAVE)</b>					<b>150</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>6</b>	<b>6</b>	
GRANADA																		
GRAND CAYMAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	76	12	0	0	6	6	50	57	81	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	76	6	0	6	6	6	52	73	46	15	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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)												
GRAND CAYMAN																		
<b>TOTAL GRAND CAYMAN</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>51</b>	<b>66</b>	<b>63</b>	<b>63</b>	
GRAZ																		
	STANSTED	RYANAIR	S	A	18	0	0	67	22	11	0	0	0	12	52	14	23	
	STANSTED	RYANAIR	S	D	18	0	0	94	0	6	0	0	0	7	78	8	23	
<b>TOTAL GRAZ</b>					<b>36</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>71</b>	<b>10</b>	<b>10</b>	
GRENADA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	67	28	9		
	GATWICK	BRITISH AIRWAYS PLC	S	D	10	0	0	100	0	0	0	0	2	67	22	9		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	22	75	88	4		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	75	0	25	0	0	16	25	24	4		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	1	100	7	4		
<b>TOTAL GRENADA</b>					<b>31</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>31</b>	<b>31</b>		
GUERNSEY																		
	GATWICK	AURIGNY AIR SERVICES	S	A	173	0	0	92	3	2	2	0	0	6	98	2	146	
	GATWICK	AURIGNY AIR SERVICES	S	D	173	0	0	95	1	2	2	0	0	4	92	5	146	
	MANCHESTER	AURIGNY AIR SERVICES	S	A	62	0	0	90	8	2	0	0	0	5	92	5	61	
	MANCHESTER	AURIGNY AIR SERVICES	S	D	62	0	0	92	6	2	0	0	0	3	93	4	61	
	STANSTED	AURIGNY AIR SERVICES	S	A	30	0	0	93	7	0	0	0	0	3	100	2	31	
	STANSTED	AURIGNY AIR SERVICES	S	D	31	0	0	94	6	0	0	0	0	3	100	0	31	
	BIRMINGHAM	FLYBE LTD	S	A	30	0	1	80	10	10	0	0	0	8	84	13	31	
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	84	6	6	3	0	0	8	80	10	30	
	GATWICK	FLYBE LTD	S	A	144	0	0	98	1	0	1	0	0	2	99	2	151	
	GATWICK	FLYBE LTD	S	D	144	0	0	97	1	1	1	0	0	2	95	4	177	
<b>TOTAL GUERNSEY</b>					<b>880</b>	<b>1</b>	<b>1</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>4</b>	<b>4</b>		
GURYEV																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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)												
HAHN																		
	EDINBURGH	RYANAIR	S	A	17	0	1	100	0	0	0	0	0	2	60	14	20	
	EDINBURGH	RYANAIR	S	D	17	0	1	88	12	0	0	0	0	3	45	18	20	
	STANSTED	RYANAIR	S	A	62	1	0	92	3	5	0	0	0	4	81	9	83	
	STANSTED	RYANAIR	S	D	62	0	0	97	2	2	0	0	0	4	73	11	83	
<b>TOTAL HAHN</b>					<b>158</b>	<b>1</b>	<b>2</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>11</b>	<b>11</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	30	0	0	57	23	17	3	0	0	17	64	34	28	
	HEATHROW	AIR CANADA	S	D	30	0	0	90	7	3	0	0	0	7	71	14	28	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	25	25	25	25	0	0	53	50	31	4	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	50	0	25	25	0	0	27	50	12	4	
<b>TOTAL HALIFAX INT</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>23</b>	<b>23</b>	
HAMBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	122	0	0	87	6	3	2	2	0	13	93	4	101	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	122	0	0	87	7	3	2	0	0	8	86	6	101	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	75	12	8	6	0	0	13	49	27	49	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	77	13	4	6	0	0	13	43	33	49	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	70	15	11	4	0	0	13	74	17	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	78	15	7	0	0	0	8	68	17	31	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	59	26	7	7	0	0	16	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	74	15	7	4	0	0	10	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	87	6	0	6	0	0	10	90	7	30	
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	90	6	0	3	0	0	9	80	11	30	
	HEATHROW	LUFTHANSA	S	A	89	0	0	91	8	1	0	0	0	5	92	7	115	
	HEATHROW	LUFTHANSA	S	D	88	0	0	89	7	3	1	0	0	6	84	10	115	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	72	0	0	93	3	4	0	0	0	7	82	13	62	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	72	0	0	86	11	1	1	0	0	5	75	17	61	
<b>TOTAL HAMBURG</b>					<b>839</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>76</b>	<b>16</b>	<b>16</b>	
HANOVER																		
	BIRMINGHAM	AIR BERLIN	C	A	8	0	0	100	0	0	0	0	0	2	100	1	9	
	BIRMINGHAM	AIR BERLIN	C	D	8	0	0	100	0	0	0	0	0	4	78	7	9	
	GATWICK	AIR BERLIN	S	A	58	0	0	95	0	0	3	2	0	8	0	0	0	
	GATWICK	AIR BERLIN	S	D	58	0	0	93	2	0	3	2	0	9	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	80	0	0	89	5	4	3	0	0	9	91	5	80	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
					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)											
HANOVER	HEATHROW	BMI BRITISH MIDLAND	S	D	80	0	0	91	5	1	3	0	0	7	89	6	80
	BIRMINGHAM	FLYBE LTD	S	A	53	0	0	87	11	0	2	0	0	4	90	9	40
	BIRMINGHAM	FLYBE LTD	S	D	53	0	0	77	13	6	4	0	0	11	78	16	40
	MANCHESTER	FLYBE LTD	S	A	31	0	0	90	3	6	0	0	0	5	83	16	30
	MANCHESTER	FLYBE LTD	S	D	31	0	0	77	16	3	3	0	0	9	83	16	30
	NEWCASTLE	FLYBE LTD	S	A	8	0	0	88	13	0	0	0	0	6	75	15	12
	NEWCASTLE	FLYBE LTD	S	D	8	0	0	100	0	0	0	0	0	5	100	4	12
	STANSTED	GERMANWINGS	S	A	53	0	0	91	4	4	2	0	0	5	90	7	52
	STANSTED	GERMANWINGS	S	D	53	0	0	94	2	2	2	0	0	4	90	6	52
<b>TOTAL HANOVER</b>					<b>583</b>	<b>2</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>88</b>	<b>8</b>	<b>8</b>
HARARE	GATWICK	AIR ZIMBABWE	S	A	7	0	4	0	0	0	100	0	0	96	67	49	9
	GATWICK	AIR ZIMBABWE	S	D	7	0	4	0	29	14	57	0	0	71	56	25	9
<b>TOTAL HARARE</b>					<b>14</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>61</b>	<b>37</b>	<b>37</b>
HASSI MESSAOUD	GATWICK	MONARCH AIRLINES	C	A	12	0	0	83	17	0	0	0	0	8	46	30	13
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	92	8	0	0	0	0	3	69	12	13
<b>TOTAL HASSI MESSAOUD</b>					<b>24</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>58</b>	<b>21</b>	<b>21</b>
HAUGESUND	STANSTED	RYANAIR	S	A	14	0	0	79	14	0	7	0	0	11	62	19	13
	STANSTED	RYANAIR	S	D	14	0	0	79	21	0	0	0	0	6	69	17	13
<b>TOTAL HAUGESUND</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>18</b>	<b>18</b>
HAVANA	GATWICK	CUBANA	S	A	4	0	0	50	25	0	25	0	0	35	25	24	4
	GATWICK	CUBANA	S	D	4	0	0	0	50	0	50	0	0	57	33	27	3
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	33	33	11	22	0	0	31	56	105	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	33	0	56	11	0	0	40	33	79	9
<b>TOTAL HAVANA</b>					<b>26</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>40</b>	<b>73</b>	<b>73</b>
HEATHROW	EDINBURGH	BMI BRITISH MIDLAND	S	A	176	1	2	76	14	6	5	0	0	14	77	10	188
	EDINBURGH	BMI BRITISH MIDLAND	S	D	174	0	1	79	11	7	2	0	1	12	83	9	182
	MANCHESTER	BMI BRITISH MIDLAND	S	A	117	1	0	78	9	10	3	0	0	12	86	7	168

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010				
					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)												
HEATHROW																		
	MANCHESTER	BMI BRITISH MIDLAND	S	D	118	0	0	92	3	2	3	0	0	5	89	5	167	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	262	0	0	76	12	9	2	1	0	13	80	10	203	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	260	2	2	84	6	7	2	0	0	9	86	14	204	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	222	2	2	77	15	5	4	0	0	13	80	10	162	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	222	0	1	80	11	5	3	1	0	11	85	8	162	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	224	0	0	78	17	3	3	0	0	11	80	10	137	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	224	0	0	90	6	1	3	0	0	6	92	5	138	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	167	1	0	83	10	5	2	0	0	8	81	10	132	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	166	0	1	85	10	3	2	0	0	7	86	9	132	
<b>TOTAL HEATHROW</b>					<b>2332</b>	<b>12</b>	<b>10</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>9</b>	<b>9</b>	
HELSINKI																		
	EDINBURGH	BLUE 1	S	A	9	0	0	56	22	0	22	0	0	27	0	0	0	
	EDINBURGH	BLUE 1	S	D	9	0	0	56	22	0	22	0	0	26	0	0	0	
	HEATHROW	BLUE 1	S	A	58	0	0	71	16	9	5	0	0	16	72	15	57	
	HEATHROW	BLUE 1	S	D	57	0	0	96	0	0	4	0	0	3	93	3	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	82	11	2	5	0	0	12	85	9	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	86	9	5	0	0	0	6	84	8	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	77	9	9	5	0	0	13	44	37	27	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	68	14	18	0	0	0	11	67	29	27	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	79	7	14	0	0	0	10	82	8	17	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	100	0	0	0	0	0	0	71	8	17	
	HEATHROW	FINNAIR	S	A	124	0	0	72	20	6	2	0	0	11	90	6	120	
	HEATHROW	FINNAIR	S	D	123	0	0	85	9	4	1	1	0	9	91	5	118	
	MANCHESTER	FINNAIR	S	A	62	0	0	76	18	3	3	0	0	12	92	8	61	
	MANCHESTER	FINNAIR	S	D	62	0	0	89	6	0	5	0	0	10	90	7	61	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	17	0	0	24	18	41	18	0	0	49	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	17	0	0	29	24	24	24	0	0	47	0	0	0	
<b>TOTAL HELSINKI</b>					<b>723</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>9</b>	<b>9</b>	
HERAKLION																		
	HEATHROW	AEGEAN AIRLINES	S	A	5	0	0	80	0	20	0	0	0	7	0	0	0	
	HEATHROW	AEGEAN AIRLINES	S	D	5	0	0	80	0	0	20	0	0	12	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	41	0	1	66	17	15	2	0	0	14	44	30	39	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	41	0	0	78	15	2	5	0	0	13	49	27	39	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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)												
HERAKLION																		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	1	63	25	0	13	0	0	20	64	11	11	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	67	22	0	11	0	0	16	82	5	11	
	MANCHESTER	JET2.COM LTD	S	A	2	0	0	100	0	0	0	0	0	0	100	0	1	
	MANCHESTER	JET2.COM LTD	S	D	2	0	0	100	0	0	0	0	0	5	100	5	1	
	NEWCASTLE	JET2.COM LTD	S	D	2	0	0	100	0	0	0	0	0	7	100	6	1	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	0	100	0	6	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	10	88	7	8	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	12	78	10	9	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	18	80	15	10	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	10	63	22	8	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	4	67	18	9	
	BIRMINGHAM	SKY WINGS AIRLINES	C	A	2	0	0	50	0	0	0	0	50	194	0	0	0	
	BIRMINGHAM	SKY WINGS AIRLINES	C	D	2	1	0	50	0	0	0	0	50	208	0	0	0	
	GATWICK	STAF	C	A	5	0	0	80	0	0	20	0	0	29	0	0	0	
	GATWICK	STAF	C	D	5	0	0	60	20	0	20	0	0	42	0	0	0	
	MANCHESTER	STAF	C	A	5	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	STAF	C	D	5	0	0	80	0	20	0	0	0	15	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	75	8	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	5	75	13	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	6	82	16	11	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	11	0	0	82	9	9	0	0	0	6	75	20	12	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	16	86	34	7	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	5	50	44	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	90	0	10	0	0	0	6	82	12	11	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	83	0	0	17	0	0	22	83	17	12	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	54	0	62	3	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	31	0	64	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	0	13	0	0	11	71	10	7	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	0	11	0	0	14	89	3	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	85	15	0	0	0	0	6	56	15	9	
	GATWICK	THOMSON AIRWAYS LTD	C	D	14	0	0	71	21	7	0	0	0	11	73	13	11	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	3	0	0	67	0	0	0	0	33	125	33	66	3	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	50	55	4	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
					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)											
HERAKLION	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	50	16	4
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	7	40	19	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	71	14	7	7	0	0	22	80	38	10
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	15	0	0	60	33	0	7	0	0	21	85	30	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	11	67	26	3
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	100	6	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	100	4	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	4	4
<b>TOTAL HERAKLION</b>					<b>351</b>	<b>1</b>	<b>3</b>	<b>78</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>66</b>	<b>25</b>	<b>25</b>
HOLGUIN (FRANK PAIS)	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	1	50	275	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	50	235	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	3	60	52	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	12	75	31	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	75	95	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	7	60	135	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	7	0	0	71	14	0	14	0	0	19	67	85	3
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	40	60	0	0	0	0	11	20	41	5
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>21</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>57</b>	<b>97</b>	<b>97</b>
HONG KONG (CHEP LAP KOK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	87	5	5	3	0	0	8	66	20	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	87	2	5	7	0	0	13	85	7	62
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	124	0	0	78	12	6	4	0	0	12	51	25	122
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	123	0	1	92	6	1	2	0	0	6	88	7	122
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>370</b>	<b>1</b>	<b>2</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>15</b>	<b>15</b>
HOUSTON	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	68	23	8	2	0	0	12	46	52	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	79	16	3	2	0	0	10	55	21	55
	HEATHROW	CONTINENTAL AIRLINES	S	A	62	0	0	71	13	10	3	3	0	19	42	51	60
	HEATHROW	CONTINENTAL AIRLINES	S	D	62	0	0	89	5	2	5	0	0	8	50	61	60
<b>TOTAL HOUSTON</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>48</b>	<b>46</b>	<b>46</b>
HURGHADA																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010				
					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)												
HURGHADA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	22	0	0	0	0	5	100	0	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	4	100	5	9	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	1	50	56	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	3	38	66	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	25	13	0	0	0	13	88	8	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	0	11	0	0	13	75	10	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	16	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	14	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	11	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0	
<b>TOTAL HURGHADA</b>					<b>86</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>7</b>	<b>70</b>	<b>23</b>	<b>23</b>	
HYDERABAD ( RAJIV GHANDI )																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	1	77	9	9	0	0	5	46	89	77	19	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	77	9	14	0	0	0	11	63	11	19	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>44</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>76</b>	<b>44</b>	<b>44</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010				
					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
IBIZA																		
	GLASGOW	BA CITYFLYER LTD	C	A	4	0	0	100	0	0	0	0	0	6	0	0	0	0
	GLASGOW	BA CITYFLYER LTD	C	D	5	0	0	60	40	0	0	0	0	10	0	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	A	15	0	0	67	13	13	7	0	0	17	33	19	6	6
	LONDON CITY	BA CITYFLYER LTD	S	D	16	0	0	81	13	6	0	0	0	8	86	5	7	7
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	92	8	0	0	0	0	5	47	40	17	17
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	79	14	0	7	0	0	15	65	21	17	17
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	79	21	0	0	0	0	6	62	28	13	13
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	86	7	7	0	0	0	6	36	29	14	14
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	93	2	2	3	0	0	5	59	49	37	37
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	84	6	5	5	0	0	8	66	37	38	38
	EDINBURGH	FLYBE LTD	C	A	3	0	0	33	0	33	0	0	33	194	25	36	4	4
	EDINBURGH	FLYBE LTD	C	D	4	0	0	25	50	25	0	0	0	22	60	17	5	5
	EDINBURGH	JET2.COM LTD	S	A	3	0	0	0	0	100	0	0	0	47	0	53	2	2
	EDINBURGH	JET2.COM LTD	S	D	3	0	0	33	33	33	0	0	0	23	0	38	2	2
	MANCHESTER	JET2.COM LTD	S	A	21	0	0	38	19	24	19	0	0	35	30	74	20	20
	MANCHESTER	JET2.COM LTD	S	D	21	0	0	43	29	19	10	0	0	26	32	60	19	19
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	63	13	25	0	0	0	17	25	34	4	4
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	63	13	25	0	0	0	18	50	21	4	4
	BIRMINGHAM	MONARCH AIRLINES	S	A	4	0	0	100	0	0	0	0	0	0	100	1	3	3
	BIRMINGHAM	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	0	0	50	33	4	4
	GATWICK	MONARCH AIRLINES	S	A	5	0	0	100	0	0	0	0	0	3	75	13	4	4
	GATWICK	MONARCH AIRLINES	S	D	5	0	0	100	0	0	0	0	0	3	75	13	4	4
	MANCHESTER	MONARCH AIRLINES	S	A	5	0	0	40	0	60	0	0	0	29	67	29	6	6
	MANCHESTER	MONARCH AIRLINES	S	D	5	0	0	40	0	40	20	0	0	33	50	33	6	6
	BIRMINGHAM	RYANAIR	S	A	14	0	0	100	0	0	0	0	0	0	83	92	12	12
	BIRMINGHAM	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	2	77	25	13	13
	STANSTED	RYANAIR	S	A	32	0	0	78	16	3	3	0	0	9	76	23	21	21
	STANSTED	RYANAIR	S	D	32	0	0	91	3	3	3	0	0	6	90	6	21	21
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	86	5	7	7
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	2	100	5	8	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	38	100	3	3	3
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	0	0	25	132	0	23	3	3
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	0	25	134	100	5	4	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
					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)											
IBIZA	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	11	0	0	73	0	0	18	9	0	39	57	29	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	81	0	0	13	6	0	29	64	29	11
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	7	0	0	71	0	0	14	0	14	73	33	224	3
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	33	44	0	11	0	11	75	75	177	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	50	21	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	14	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	7	0	0	86	0	14	0	0	0	8	67	11	12
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	11	0	0	91	0	9	0	0	0	5	67	16	12
	GATWICK	THOMSON AIRWAYS LTD	C	A	14	1	0	79	7	14	0	0	0	10	71	20	17
	GATWICK	THOMSON AIRWAYS LTD	C	D	19	0	0	89	5	5	0	0	0	6	84	13	19
	GLASGOW	THOMSON AIRWAYS LTD	C	A	6	0	0	50	0	0	33	17	0	77	43	35	7
	GLASGOW	THOMSON AIRWAYS LTD	C	D	8	0	0	63	0	0	25	13	0	58	33	27	9
	LUTON	THOMSON AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	0	1	71	18	7
	LUTON	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	6	89	8	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	69	23	0	8	0	0	18	81	10	16
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	17	0	0	88	0	0	12	0	0	17	84	14	19
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	10	0	0	80	10	10	0	0	0	9	67	31	6
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	13	0	0	85	8	8	0	0	0	7	78	26	9
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	25	26	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	2	60	9	5
<b>TOTAL IBIZA</b>					<b>623</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>64</b>	<b>30</b>	<b>30</b>
ILHA DO SAL C.VERDE	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	5	50	20	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	7	75	11	4
	GATWICK	THOMSON AIRWAYS LTD	S	A	5	0	0	100	0	0	0	0	0	2	60	81	5
	GATWICK	THOMSON AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	3	60	67	5
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	1	25	25	50	0	0	0	31	50	19	4
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	9	100	6	4
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>27</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>37</b>	<b>37</b>
INNSBRUCK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	7	0	0	100	0	0	0	0	0	2	56	29	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	13	0	0	0	0	3	67	18	9
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 2010					
					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)												
INNSBRUCK																		
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	9	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	8	67	14	3	
<b>TOTAL INNSBRUCK</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>59</b>	<b>26</b>	<b>26</b>	
INVERNESS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	33	0	0	48	36	12	0	3	0	23	48	38	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	33	0	0	70	24	3	0	3	0	15	48	34	29	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	34	0	0	91	3	0	6	0	0	8	70	31	33	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	94	0	0	6	0	0	8	61	32	33	
	BIRMINGHAM	FLYBE LTD	S	A	29	1	0	100	0	0	0	0	0	1	81	9	27	
	BIRMINGHAM	FLYBE LTD	S	D	29	0	0	93	7	0	0	0	0	6	85	13	27	
	GATWICK	FLYBE LTD	S	A	87	0	1	91	5	2	2	0	0	6	89	9	85	
	GATWICK	FLYBE LTD	S	D	88	0	0	90	5	2	3	0	0	8	86	12	85	
	MANCHESTER	FLYBE LTD	S	A	51	0	0	92	4	2	2	0	0	6	81	12	47	
	MANCHESTER	FLYBE LTD	S	D	51	0	0	84	6	4	6	0	0	10	81	14	47	
<b>TOTAL INVERNESS</b>					<b>469</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>18</b>	<b>18</b>	
IRELAND WEST(KNOCK)																		
	GATWICK	AER LINGUS	S	A	31	0	0	87	3	3	6	0	0	11	83	10	29	
	GATWICK	AER LINGUS	S	D	31	0	0	84	6	3	3	3	0	14	66	15	29	
	BIRMINGHAM	BMIBABY LTD	S	A	19	0	0	89	0	5	0	5	0	11	75	22	16	
	BIRMINGHAM	BMIBABY LTD	S	D	19	0	0	68	26	5	0	0	0	14	69	31	16	
	MANCHESTER	BMIBABY LTD	S	A	21	0	0	76	10	14	0	0	0	11	81	12	21	
	MANCHESTER	BMIBABY LTD	S	D	21	0	0	81	5	10	5	0	0	12	71	14	21	
	EDINBURGH	FLYBE LTD	S	A	13	0	1	62	15	15	8	0	0	20	0	0	0	
	EDINBURGH	FLYBE LTD	S	D	13	0	1	77	8	8	8	0	0	16	0	0	0	
	LUTON	RYANAIR	S	A	18	0	0	56	22	22	0	0	0	15	93	4	14	
	LUTON	RYANAIR	S	D	18	0	0	56	33	11	0	0	0	12	86	6	14	
	STANSTED	RYANAIR	S	A	31	0	0	87	10	0	0	3	0	11	81	6	26	
	STANSTED	RYANAIR	S	D	31	0	0	97	3	0	0	0	0	2	96	2	28	
<b>TOTAL IRELAND WEST(KNOCK)</b>					<b>266</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>12</b>	<b>12</b>	
ISLAMABAD																		
	MANCHESTER	AIR BLUE	S	A	14	0	0	50	21	7	21	0	0	29	25	72	16	
	MANCHESTER	AIR BLUE	S	D	14	0	0	64	14	7	14	0	0	20	13	85	16	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010					
					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	
ISLAMABAD																			
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	18	0	0	61	22	17	0	0	0	15	89	6	19		
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	18	0	0	100	0	0	0	0	0	1	83	6	18		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	18	0	0	28	28	17	22	6	0	47	53	27	17		
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	18	0	0	89	11	0	0	0	0	5	88	12	17		
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	23	0	0	61	17	17	4	0	0	18	54	28	24		
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	23	0	0	87	0	9	4	0	0	10	76	61	21		
<b>TOTAL ISLAMABAD</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>61</b>	<b>36</b>	<b>36</b>		
ISLAY																			
	GLASGOW	LOGANAIR	S	A	52	0	0	94	4	2	0	0	0	3	94	3	47		
	GLASGOW	LOGANAIR	S	D	52	0	0	96	2	2	0	0	0	3	91	6	47		
<b>TOTAL ISLAY</b>					<b>104</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>93</b>	<b>5</b>	<b>5</b>		
ISLE OF MAN																			
	LONDON CITY	AER ARANN	S	A	79	0	0	87	8	0	4	1	0	10	83	16	69		
	LONDON CITY	AER ARANN	S	D	79	0	0	90	5	1	3	1	0	9	77	15	70		
	NEWCASTLE	FLM AVIATION	S	A	7	0	0	100	0	0	0	0	0	0	75	17	4		
	NEWCASTLE	FLM AVIATION	S	D	7	0	0	100	0	0	0	0	0	1	75	13	4		
	BIRMINGHAM	FLYBE LTD	S	A	53	0	0	96	0	2	2	0	0	4	100	0	46		
	BIRMINGHAM	FLYBE LTD	S	D	53	0	0	98	0	2	0	0	0	3	92	6	48		
	GATWICK	FLYBE LTD	S	A	114	0	0	93	4	2	1	0	0	3	97	1	103		
	GATWICK	FLYBE LTD	S	D	114	0	0	96	3	0	1	0	0	3	95	3	103		
	LUTON	FLYBE LTD	S	A	31	0	0	97	3	0	0	0	0	1	100	0	28		
	LUTON	FLYBE LTD	S	D	31	0	0	97	3	0	0	0	0	4	93	4	28		
	MANCHESTER	FLYBE LTD	S	A	131	1	1	95	3	2	1	0	0	3	93	6	120		
	MANCHESTER	FLYBE LTD	S	D	132	0	0	92	6	0	2	0	0	3	93	5	122		
	EDINBURGH	LOGANAIR	S	A	26	0	0	92	0	4	4	0	0	6	86	8	21		
	EDINBURGH	LOGANAIR	S	D	26	0	0	96	0	4	0	0	0	3	77	10	26		
	GLASGOW	LOGANAIR	S	A	29	0	0	79	7	10	3	0	0	9	88	7	25		
	GLASGOW	LOGANAIR	S	D	29	0	0	93	3	0	3	0	0	4	85	13	26		
	NEWCASTLE	VAN AIR EUROPE AS	S	A	6	0	0	100	0	0	0	0	0	1	95	6	19		
	NEWCASTLE	VAN AIR EUROPE AS	S	D	6	0	0	100	0	0	0	0	0	2	89	5	19		
<b>TOTAL ISLE OF MAN</b>					<b>953</b>	<b>1</b>	<b>1</b>	<b>93</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>7</b>	<b>7</b>		
ISTANBUL																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	83	9	2	6	0	0	11	93	6	83		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
					93	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	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	83	5	9	3	0	0	11	84	6	83
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	A	22	0	0	77	18	5	0	0	0	7	61	16	23
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	D	22	0	0	59	36	5	0	0	0	15	57	15	23
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	137	0	0	82	11	5	1	0	0	7	59	15	125
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	137	0	0	84	8	7	1	0	0	8	76	12	125
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	31	0	0	77	16	6	0	0	0	10	60	12	30
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	31	0	0	65	26	10	0	0	0	13	37	22	30
<b>TOTAL ISTANBUL</b>					<b>566</b>	<b>2</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>71</b>	<b>12</b>	<b>12</b>
ISTANBUL (SABIHA GOKCEN)	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	83	11	6	0	0	0	6	64	17	25
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	94	6	0	0	0	0	4	60	18	25
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	73	23	5	0	0	0	9	71	13	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	86	14	0	0	0	0	8	90	13	31
	STANSTED	PEGASUS AIRLINES	S	A	34	0	0	94	3	3	0	0	0	3	71	15	31
	STANSTED	PEGASUS AIRLINES	S	D	34	0	0	68	21	9	3	0	0	15	74	15	31
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>					<b>149</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>13</b>	<b>13</b>
IZMIR (ADNAM MENDERES)	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	6	0	0	83	17	0	0	0	0	5	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	6	0	0	67	33	0	0	0	0	9	0	0	0
	STANSTED	PEGASUS AIRLINES	S	A	18	0	0	83	11	6	0	0	0	5	0	0	0
	STANSTED	PEGASUS AIRLINES	S	D	18	0	0	67	22	11	0	0	0	12	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	0	17	0	0	0	8	100	0	7
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	13	0	0	0	13	78	8	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	0	86	0	0	14	0	0	26	56	39	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	25	0	0	13	0	31	44	45	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	11	0	0	0	10	56	48	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	22	0	0	0	0	9	64	44	11
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	8	100	0	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	10	80	7	5

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					MATCHED			UNMATCHED		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)		Actual (7)	Plan (8)									
IZMIR (ADNAM MENDERES)	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	16	50	18	6	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	71	11	7	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	2	80	39	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	83	36	6	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>117</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>21</b>	<b>21</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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)												
JEDDAH																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	69	8	15	8	0	0	14	33	37	12	
	HEATHROW	BMI BRITISH MIDLAND	S	D	14	0	0	57	14	29	0	0	0	19	62	20	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	0	0	95	5	0	0	0	0	2	100	1	20	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	20	0	0	95	0	0	5	0	0	5	100	2	19	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	31	0	0	71	13	16	0	0	0	10	81	19	31	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	31	0	0	97	3	0	0	0	0	2	90	5	31	
<b>TOTAL JEDDAH</b>					<b>129</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>12</b>	<b>12</b>	
JERBA																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	9	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	6	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	15	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL JERBA</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>19</b>	<b>19</b>	
JEREZ																		
	STANSTED	RYANAIR	S	A	18	0	0	67	22	6	6	0	0	17	82	9	17	
	STANSTED	RYANAIR	S	D	18	0	0	94	6	0	0	0	0	2	82	8	17	
<b>TOTAL JEREZ</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>8</b>	<b>8</b>	
JERSEY																		
	STANSTED	AURIGNY AIR SERVICES	S	A	10	0	0	90	10	0	0	0	0	4	100	2	31	
	STANSTED	AURIGNY AIR SERVICES	S	D	9	0	0	100	0	0	0	0	0	2	100	1	31	
	LONDON CITY	BLUE ISLANDS LIMITED	S	A	44	1	0	100	0	0	0	0	0	1	0	0	0	
	LONDON CITY	BLUE ISLANDS LIMITED	S	D	44	1	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	22	0	0	77	0	14	5	5	0	25	92	7	24	
	MANCHESTER	BMIBABY LTD	S	D	22	0	0	64	14	9	9	5	0	30	92	9	24	
	GATWICK	BRITISH AIRWAYS PLC	S	A	151	0	0	86	7	4	3	0	0	9	92	4	173	
	GATWICK	BRITISH AIRWAYS PLC	S	D	150	0	0	85	9	4	2	0	0	8	95	3	173	
	BIRMINGHAM	FLYBE LTD	S	A	54	0	0	85	7	4	2	2	0	8	84	7	56	
	BIRMINGHAM	FLYBE LTD	S	D	54	0	0	91	6	4	0	0	0	6	74	12	58	
	EDINBURGH	FLYBE LTD	S	A	16	0	0	63	19	13	0	6	0	28	95	1	22	
	EDINBURGH	FLYBE LTD	S	D	16	0	0	75	19	6	0	0	0	10	91	5	23	
	GATWICK	FLYBE LTD	S	A	164	0	0	96	1	1	2	0	0	4	95	3	200	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010			
					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																		
	GATWICK	FLYBE LTD	S	D	163	0	1	95	1	1	3	0	0	5	89	6	174	
	GLASGOW	FLYBE LTD	S	A	7	0	0	86	14	0	0	0	0	6	64	26	11	
	GLASGOW	FLYBE LTD	S	D	7	0	0	71	29	0	0	0	0	11	55	31	11	
	LUTON	FLYBE LTD	S	A	22	0	0	86	14	0	0	0	0	5	100	3	20	
	LUTON	FLYBE LTD	S	D	22	0	0	95	5	0	0	0	0	4	95	3	20	
	MANCHESTER	FLYBE LTD	S	A	35	0	0	83	9	3	6	0	0	10	95	6	40	
	MANCHESTER	FLYBE LTD	S	D	35	0	0	94	3	0	3	0	0	5	93	8	41	
	NEWCASTLE	FLYBE LTD	S	A	22	0	0	86	9	0	5	0	0	6	86	8	22	
	NEWCASTLE	FLYBE LTD	S	D	22	0	0	86	14	0	0	0	0	7	86	8	22	
<b>TOTAL JERSEY</b>					<b>1091</b>	<b>2</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>5</b>	<b>5</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	72	20	7	2	0	0	13	92	5	83	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	76	10	6	8	0	0	12	78	9	83	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	47	0	2	64	26	6	4	0	0	16	83	8	42	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	47	0	2	85	13	0	2	0	0	6	88	5	41	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	61	23	16	0	0	0	14	84	6	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	84	10	3	3	0	0	6	87	6	31	
<b>TOTAL JOHANNESBURG</b>					<b>279</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>7</b>	<b>7</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010			
					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)												
KALAMATA																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	50	18	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	0	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	33	20	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	4	5	
	GATWICK	TOR AIR	C	A	4	0	0	50	0	0	50	0	0	38	0	0	0	
	GATWICK	TOR AIR	C	D	3	0	0	33	0	0	67	0	0	55	0	0	0	
<b>TOTAL KALAMATA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>24</b>	<b>24</b>	
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	54	31	8	8	0	0	27	56	20	16	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	17	0	0	59	18	12	12	0	0	24	63	10	16	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	56	33	11	0	0	0	17	50	21	4	
<b>TOTAL KARACHI</b>					<b>39</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>26</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>58</b>	<b>16</b>	<b>16</b>	
KARLSRUHE/BADEN BADEN																		
	STANSTED	RYANAIR	S	A	31	0	0	97	3	0	0	0	0	2	87	6	52	
	STANSTED	RYANAIR	S	D	31	0	0	94	3	3	0	0	0	4	94	5	52	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>62</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>90</b>	<b>6</b>	<b>6</b>	
KATOWICE																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	5	100	1	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	89	0	11	0	0	0	9	100	2	9	
	STANSTED	RYANAIR	S	A	31	0	0	94	6	0	0	0	0	3	84	9	31	
	STANSTED	RYANAIR	S	D	31	0	0	84	13	3	0	0	0	6	81	8	31	
	LUTON	WIZZ AIR	S	A	62	0	0	92	2	2	2	0	3	20	87	7	61	
	LUTON	WIZZ AIR	S	D	62	0	0	61	19	15	2	3	0	22	56	27	61	
<b>TOTAL KATOWICE</b>					<b>204</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>77</b>	<b>13</b>	<b>13</b>	
KAUNAS																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	1	89	4	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	3	89	8	9	
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	88	5	8	
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	1	88	8	8	
	GATWICK	RYANAIR	S	A	21	0	1	95	5	0	0	0	0	1	93	4	28	
	GATWICK	RYANAIR	S	D	22	0	0	91	5	0	5	0	0	8	82	9	28	
	LUTON	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	3	92	2	13	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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																		
	LUTON	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	2	85	7	13	
	STANSTED	RYANAIR	S	A	36	1	0	97	0	0	0	3	0	7	85	9	33	
	STANSTED	RYANAIR	S	D	36	0	0	97	3	0	0	0	0	3	79	9	33	
<b>TOTAL KAUNAS</b>					<b>177</b>	<b>1</b>	<b>1</b>	<b>96</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>7</b>	<b>7</b>	
KAVALA																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	1	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	6	100	7	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	7	0	0	86	0	0	0	14	0	44	100	3	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	0	0	11	0	36	100	1	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	4	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	100	3	5	
<b>TOTAL KAVALA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>21</b>	<b>100</b>	<b>3</b>	<b>3</b>	
KEFALLINIA																		
	MANCHESTER	BMI BRITISH MIDLAND	C	A	7	0	0	86	14	0	0	0	0	5	86	4	7	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	7	0	0	100	0	0	0	0	0	2	100	3	8	
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	57	29	14	0	0	0	12	44	19	9	
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	71	14	14	0	0	0	8	89	3	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	67	10	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	75	9	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	0	0	100	0	0	0	0	0	2	88	19	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	100	0	0	0	0	0	1	78	20	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	13	0	0	25	0	58	83	7	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	0	5	75	17	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	9	75	11	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	22	60	19	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	3	0	0	67	0	0	33	0	0	52	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	39	0	44	1	
	GATWICK	THOMSON AIRWAYS LTD	C	A	14	0	0	100	0	0	0	0	0	0	91	37	11	
	GATWICK	THOMSON AIRWAYS LTD	C	D	16	0	0	88	13	0	0	0	0	3	77	38	13	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	67	66	3	
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	9	33	81	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	85	15	0	0	0	0	4	50	56	10	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	16	0	0	94	0	0	6	0	0	10	42	24	12	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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																		
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	75	7	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	0	5	
	GATWICK	TOR AIR	C	A	4	0	0	100	0	0	0	0	0	5	0	0	0	
	GATWICK	TOR AIR	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
<b>TOTAL KEFALLINIA</b>					<b>165</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>22</b>	<b>22</b>	
KEFLAVIK																		
	GATWICK	ASTRAEUS LTD	S	A	35	0	0	60	20	3	6	3	9	75	52	133	27	
	GATWICK	ASTRAEUS LTD	S	D	34	0	3	50	21	21	3	6	0	30	37	46	27	
	GLASGOW	ICELANDAIR	S	A	21	0	0	81	10	0	10	0	0	17	60	22	15	
	GLASGOW	ICELANDAIR	S	D	21	0	0	71	14	5	10	0	0	19	47	48	17	
	HEATHROW	ICELANDAIR	S	A	60	0	0	70	17	5	8	0	0	18	63	37	56	
	HEATHROW	ICELANDAIR	S	D	60	0	0	70	15	5	8	2	0	21	64	38	56	
	MANCHESTER	ICELANDAIR	S	A	21	0	0	76	10	10	5	0	0	16	69	28	16	
	MANCHESTER	ICELANDAIR	S	D	21	0	0	67	19	5	10	0	0	20	44	27	16	
<b>TOTAL KEFLAVIK</b>					<b>273</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>16</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>58</b>	<b>47</b>	<b>47</b>	
KERRY COUNTY																		
	MANCHESTER	AER ARANN	S	A	18	0	0	72	22	6	0	0	0	10	25	43	8	
	MANCHESTER	AER ARANN	S	D	18	0	0	89	6	6	0	0	0	4	75	24	8	
	LUTON	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	1	96	1	28	
	LUTON	RYANAIR	S	D	31	0	0	100	0	0	0	0	0	2	93	5	29	
	STANSTED	RYANAIR	S	A	31	0	0	97	3	0	0	0	0	2	100	1	31	
	STANSTED	RYANAIR	S	D	32	0	0	94	6	0	0	0	0	3	97	3	31	
<b>TOTAL KERRY COUNTY</b>					<b>161</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>6</b>	<b>6</b>	
KHARTOUM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	14	0	0	71	14	7	0	0	7	35	77	7	13	
	HEATHROW	BMI BRITISH MIDLAND	S	D	14	0	0	64	14	14	7	0	0	23	50	16	14	
<b>TOTAL KHARTOUM</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>29</b>	<b>63</b>	<b>12</b>	<b>12</b>	
KIEV (BORISPOL)																		
	GATWICK	AEROSVIT AIRLINES	S	A	22	0	0	50	18	18	14	0	0	28	0	0	0	
	GATWICK	AEROSVIT AIRLINES	S	D	22	0	0	73	9	9	9	0	0	16	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	53	0	0	83	9	6	2	0	0	8	65	14	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	53	0	0	96	2	2	0	0	0	2	90	7	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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)																		
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	31	0	0	68	23	6	3	0	0	16	87	18	31	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	31	0	0	71	10	16	3	0	0	18	68	27	31	
<b>TOTAL KIEV (BORISPOL)</b>					<b>212</b>	<b>3</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>17</b>	<b>17</b>	
KIEV (ZHULYANY)																		
	LUTON	WIZZ AIR	S	A	15	0	0	93	0	7	0	0	0	7	0	0	0	
	LUTON	WIZZ AIR	S	D	15	0	0	73	13	7	7	0	0	16	0	0	0	
<b>TOTAL KIEV (ZHULYANY)</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KINGSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	5	58	34	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	100	0	0	0	0	0	4	75	23	12	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	56	33	0	11	0	0	22	38	128	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	22	67	0	11	0	0	24	33	98	9	
<b>TOTAL KINGSTON</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>25</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>62</b>	<b>62</b>	
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	A	75	0	0	99	0	0	0	1	0	4	83	13	72	
	EDINBURGH	LOGANAIR	S	D	76	0	0	97	3	0	0	0	0	1	78	16	74	
	GLASGOW	LOGANAIR	S	A	30	1	0	83	13	0	0	3	0	12	90	7	29	
	GLASGOW	LOGANAIR	S	D	30	0	0	100	0	0	0	0	0	1	86	10	28	
<b>TOTAL KIRKWALL</b>					<b>211</b>	<b>1</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>13</b>	<b>13</b>	
KITTILA																		
KLAGENFURT																		
	STANSTED	RYANAIR	S	A	13	0	0	46	38	8	8	0	0	23	31	20	13	
	STANSTED	RYANAIR	S	D	13	0	0	85	8	0	8	0	0	10	92	3	13	
<b>TOTAL KLAGENFURT</b>					<b>26</b>	<b>0</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>62</b>	<b>12</b>	<b>12</b>	
KOS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	43	36	7	14	0	0	25	25	86	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	50	36	7	7	0	0	21	33	72	6	
	MANCHESTER	STAF	C	D	2	0	0	50	0	0	50	0	0	45	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	100	2	3	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	75	7	4	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	9	33	165	3	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

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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)											
KOS	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	4	40	122	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	0	33	0	0	24	0	357	3
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	0	25	0	0	30	25	49	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	0	17	0	0	0	11	75	94	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	7	0	0	57	14	29	0	0	0	19	50	112	6
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	4	3
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	5	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	3	0	0	33	67	0	0	0	0	16	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	25	50	0	25	0	0	28	100	11	1
	GATWICK	THOMSON AIRWAYS LTD	C	A	10	0	0	60	10	20	0	10	0	44	78	18	9
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	69	8	8	8	8	0	35	64	71	11
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	6	0	0	50	0	0	33	17	0	88	63	20	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	56	11	0	11	22	0	63	40	111	10
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	3	0	0	67	0	0	0	0	33	134	67	6	3
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	0	0	25	105	50	65	4
	GATWICK	TOR AIR	C	A	5	0	0	60	0	20	20	0	0	31	0	0	0
	GATWICK	TOR AIR	C	D	6	0	0	33	33	17	17	0	0	36	0	0	0
	MANCHESTER	TOR AIR	C	A	3	0	0	0	0	33	33	0	33	228	0	0	0
	MANCHESTER	TOR AIR	C	D	4	0	0	0	25	25	25	0	25	179	0	0	0
<b>TOTAL KOS</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>41</b>	<b>48</b>	<b>80</b>	<b>80</b>
KRAKOW	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	17	0	1	71	6	12	6	0	6	38	75	16	16
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	72	11	11	6	0	0	18	65	12	17
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	97	0	3	0	0	0	2	81	12	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	100	0	0	0	0	0	1	77	12	31
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	0	11	78	11	0	0	46	0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	9	1	0	0	11	78	11	0	0	44	0	0	0
	EDINBURGH	RYANAIR	S	A	12	0	1	100	0	0	0	0	0	3	54	25	13
	EDINBURGH	RYANAIR	S	D	12	0	1	92	8	0	0	0	0	3	77	19	13
	STANSTED	RYANAIR	S	A	62	0	0	90	8	2	0	0	0	3	92	19	62
	STANSTED	RYANAIR	S	D	62	0	0	90	6	3	0	0	0	3	89	11	62
<b>TOTAL KRAKOW</b>					<b>265</b>	<b>2</b>	<b>3</b>	<b>84</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>13</b>	<b>13</b>
KUALA LUMPUR (SEPANG)																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					MAY 2010					
					MATCHED			Actual (7)	Plan (8)	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)												
KUALA LUMPUR (SEPANG)																		
	STANSTED	AIR ASIA	S	A	27	0	0	85	4	4	7	0	0	8	83	4	18	
	STANSTED	AIR ASIA	S	D	27	0	1	78	15	0	7	0	0	9	91	5	22	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS	S	A	62	0	0	79	6	8	5	2	0	17	82	23	61	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS	S	D	62	0	0	94	2	2	3	0	0	6	87	16	61	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>178</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>16</b>	<b>16</b>	
KUWAIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	0	3	0	0	3	100	1	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	13	6	3	0	0	12	90	5	30	
	HEATHROW	KUWAIT AIRWAYS	S	A	31	0	0	32	35	13	19	0	0	36	35	31	31	
	HEATHROW	KUWAIT AIRWAYS	S	D	31	0	0	55	23	3	16	3	0	30	71	24	31	
<b>TOTAL KUWAIT</b>					<b>124</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>15</b>	<b>15</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
					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)											
LA CORUNA	HEATHROW	VUELING AIRLINES	S	A	31	0	0	84	6	6	0	3	0	14	71	17	28
	HEATHROW	VUELING AIRLINES	S	D	31	0	0	81	13	3	3	0	0	12	61	17	28
<b>TOTAL LA CORUNA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>17</b>	<b>17</b>
LA ROCHELLE	BIRMINGHAM	FLYBE LTD	S	A	2	0	0	50	50	0	0	0	0	15	100	2	6
	BIRMINGHAM	FLYBE LTD	S	D	2	0	0	50	0	50	0	0	0	19	83	8	6
	STANSTED	RYANAIR	S	A	23	0	0	91	4	0	0	4	0	15	83	8	18
	STANSTED	RYANAIR	S	D	23	0	0	91	9	0	0	0	0	4	83	5	18
<b>TOTAL LA ROCHELLE</b>					<b>52</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>82</b>	<b>7</b>	<b>7</b>
LA ROMANA																	
LAGOS	HEATHROW	ARIK AIR	S	A	31	0	0	65	6	13	10	6	0	39	45	35	31
	HEATHROW	ARIK AIR	S	D	31	0	0	90	3	0	6	0	0	10	86	5	29
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	3	0	0	0	3	74	23	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	26	10	3	0	0	16	61	17	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	81	13	0	6	0	0	11	71	26	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	81	10	6	3	0	0	10	81	7	31
<b>TOTAL LAGOS</b>					<b>186</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>19</b>	<b>19</b>
LAHORE	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	23	23	54	0	0	0	28	40	20	15
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	62	8	23	8	0	0	26	69	13	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	12	0	0	17	58	8	17	0	0	38	56	21	16
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	0	0	88	0	0	13	0	0	18	89	14	9
<b>TOTAL LAHORE</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>24</b>	<b>24</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>61</b>	<b>19</b>	<b>19</b>
LAMETIA-TERME	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	RYANAIR	S	A	18	0	0	44	17	33	6	0	0	27	0	0	0
	STANSTED	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL LAMETIA-TERME</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>7</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
LARNACA	HEATHROW	AEGEAN AIRLINES	S	A	31	0	0	84	13	0	3	0	0	9	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010				
					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																		
	HEATHROW	AEGEAN AIRLINES	S	D	31	0	0	68	23	6	3	0	0	14	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	1	39	29	19	3	10	0	40	87	11	31	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	48	29	10	3	10	0	40	81	12	31	31
	HEATHROW	CYPRUS AIRWAYS	S	A	79	0	0	72	22	5	1	0	0	11	68	13	69	69
	HEATHROW	CYPRUS AIRWAYS	S	D	79	0	0	73	19	5	3	0	0	12	65	18	69	69
	MANCHESTER	CYPRUS AIRWAYS	S	A	18	0	0	67	11	22	0	0	0	16	82	19	22	22
	MANCHESTER	CYPRUS AIRWAYS	S	D	18	0	0	61	22	17	0	0	0	15	50	26	22	22
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	67	29	5	0	0	0	13	40	32	30	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	73	23	5	0	0	0	12	47	26	30	30
	GATWICK	FLY HELLAS	C	D	2	0	0	0	50	50	0	0	0	24	0	0	0	0
	MANCHESTER	FLY HELLAS	C	A	4	0	0	50	0	50	0	0	0	22	0	0	0	0
	MANCHESTER	FLY HELLAS	C	D	4	0	0	0	25	75	0	0	0	38	0	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	3	0	0	0	33	0	67	0	0	61	0	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	3	0	0	33	0	0	67	0	0	61	0	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	0	1	100	0	0	0	0	0	1	83	5	12	12
	BIRMINGHAM	MONARCH AIRLINES	S	D	13	0	0	85	15	0	0	0	0	7	54	18	13	13
	GATWICK	MONARCH AIRLINES	S	A	26	0	0	73	19	8	0	0	0	10	55	19	22	22
	GATWICK	MONARCH AIRLINES	S	D	27	0	0	70	15	11	0	4	0	24	63	17	24	24
	LUTON	MONARCH AIRLINES	S	A	31	0	0	81	16	3	0	0	0	8	73	13	30	30
	LUTON	MONARCH AIRLINES	S	D	31	0	0	81	16	3	0	0	0	9	67	19	30	30
	MANCHESTER	MONARCH AIRLINES	S	A	35	0	0	71	17	0	9	3	0	20	57	20	28	28
	MANCHESTER	MONARCH AIRLINES	S	D	35	0	0	77	11	0	9	3	0	18	62	20	29	29
	GATWICK	STAF	C	D	2	0	0	50	0	0	0	50	0	109	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	22	11	11	0	0	25	71	16	7	7
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	11	11	0	0	16	100	3	9	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	16	13	84	8	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	11	0	0	91	0	9	0	0	0	8	89	43	9	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	52	50	101	4	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	14	100	6	3	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	13	13	25	0	0	42	22	42	9	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	0	22	22	11	0	66	50	27	10	10
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	20	0	0	0	0	8	38	50	8	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	10	0	0	60	20	20	0	0	0	18	40	60	10	10

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	2	86	19	7	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	0	0	11	0	30	67	22	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	14	0	0	50	0	29	7	14	0	59	33	43	6	
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	46	8	23	8	15	0	60	60	25	10	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	40	40	20	0	0	0	22	40	14	5	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	13	60	11	5	
	LUTON	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	49	3	
	LUTON	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	75	25	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	10	0	0	50	30	10	0	0	10	50	86	119	7	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	10	0	0	60	20	0	10	0	10	58	100	6	8	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	13	50	15	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	9	67	20	6	
	STANSTED	THOMSON AIRWAYS LTD	C	A	3	0	0	33	33	0	33	0	0	28	75	8	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	7	4	
<b>TOTAL LARNACA</b>					<b>775</b>	<b>3</b>	<b>2</b>	<b>69</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>22</b>	<b>22</b>	
LAS PALMAS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	62	15	15	8	0	0	17	17	56	12	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	62	15	15	8	0	0	17	33	42	12	
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	25	75	0	0	0	0	15	60	38	5	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	50	25	25	0	0	0	18	60	25	5	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	50	0	50	0	0	0	20	60	25	5	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	75	0	25	0	0	0	19	40	19	5	
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	89	11	0	0	0	0	8	60	40	10	
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	100	0	0	0	0	0	1	70	27	10	
	MANCHESTER	MONARCH AIRLINES	S	A	10	0	0	90	0	10	0	0	0	8	50	39	8	
	MANCHESTER	MONARCH AIRLINES	S	D	9	0	0	89	0	11	0	0	0	6	56	41	9	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	100	0	9		
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	3	89	6	9	
	EDINBURGH	RYANAIR	S	A	9	0	0	89	0	0	11	0	0	16	88	16	8	
	EDINBURGH	RYANAIR	S	D	9	0	0	89	0	0	11	0	0	19	88	4	8	
	LUTON	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	100	0	9		
	LUTON	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	4	100	5	9	
	STANSTED	RYANAIR	S	A	18	0	0	83	11	6	0	0	0	6	64	17	14	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					MAY 2010				
					Actual (7)	Plan (8)		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	
LAS PALMAS	STANSTED	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	3	92	8	13
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	7	60	53	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	11	0	0	0	5	50	45	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	80	8	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	8	67	44	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	1	0	50	20	10	10	10	0	52	40	212	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	33	11	11	0	0	26	40	227	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	33	0	33	0	0	29	60	10	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	27	100	3	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	40	40	20	0	0	0	20	80	36	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	6	60	20	5
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	3	0	0	0	0	33	67	0	0	75	0	0	0
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	0	25	50	25	0	0	59	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	17	0	0	47	35	6	12	0	0	21	33	58	15
	GATWICK	THOMSON AIRWAYS LTD	C	D	17	0	0	76	12	0	6	6	0	28	67	44	15
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	4	60	18	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	60	15	5
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	50	37	4
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	60	17	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	64	7	21	7	0	0	21	67	27	15
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	85	0	0	15	0	0	17	53	25	15
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	5	75	11	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	6	40	14	5
<b>TOTAL LAS PALMAS</b>					<b>331</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>34</b>	<b>34</b>
LAS VEGAS	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	48	16	29	6	0	0	26	39	41	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	10	3	3	0	0	9	65	17	31
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	50	0	0	52	75	10	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	49	50	12	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	55	13	19	10	3	0	30	32	120	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	71	3	23	3	0	0	18	52	92	31
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	67	22	0	11	0	0	16	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	67	0	11	11	11	0	48	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010			
					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 VEGAS																		
<b>TOTAL LAS VEGAS</b>					<b>150</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>10</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>48</b>	<b>64</b>	<b>64</b>	
LE CASTELLET																		
LE HAVRE																		
LEEDS BRADFORD																		
	EDINBURGH	BMI REGIONAL	S	A	34	0	0	97	0	3	0	0	0	3	94	3	34	
	EDINBURGH	BMI REGIONAL	S	D	34	0	0	100	0	0	0	0	0	1	88	4	34	
	GLASGOW	BMI REGIONAL	S	A	38	0	0	97	0	3	0	0	0	2	97	1	35	
	GLASGOW	BMI REGIONAL	S	D	38	0	0	92	8	0	0	0	0	2	100	1	35	
	EDINBURGH	JET2.COM LTD	S	D	2	0	0	50	50	0	0	0	0	20	0	0	0	
<b>TOTAL LEEDS BRADFORD</b>					<b>147</b>	<b>1</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>4</b>	<b>4</b>	
LEIPZIG																		
LEMNOS																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	4	0	29	1	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	34	2	
<b>TOTAL LEMNOS</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>0</b>	<b>27</b>	<b>27</b>	
LIBREVILLE																		
LIMOGES																		
	NEWCASTLE	FLYBE LTD	S	A	2	0	0	100	0	0	0	0	0	3	100	3	3	
	NEWCASTLE	FLYBE LTD	S	D	2	0	0	100	0	0	0	0	0	7	100	7	3	
	STANSTED	RYANAIR	S	A	31	0	0	94	6	0	0	0	0	2	81	5	31	
	STANSTED	RYANAIR	S	D	31	0	0	94	6	0	0	0	0	3	87	6	31	
<b>TOTAL LIMOGES</b>					<b>66</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>3</b>	<b>85</b>	<b>6</b>	<b>6</b>	
LINZ																		
	STANSTED	RYANAIR	S	A	22	0	0	91	9	0	0	0	0	3	83	6	18	
	STANSTED	RYANAIR	S	D	22	0	0	95	5	0	0	0	0	3	89	4	18	
<b>TOTAL LINZ</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>5</b>	<b>5</b>	
LISBON																		
	GATWICK	AIR PORTUGAL	S	A	22	0	0	100	0	0	0	0	0	0	86	14	21	
	GATWICK	AIR PORTUGAL	S	D	22	0	0	95	5	0	0	0	0	2	78	16	23	
	HEATHROW	AIR PORTUGAL	S	A	194	0	0	84	8	3	5	1	0	10	84	16	190	
	HEATHROW	AIR PORTUGAL	S	D	193	0	1	83	6	6	4	1	0	11	76	23	190	
	MANCHESTER	BMIBABY LTD	S	A	9	0	0	78	0	22	0	0	0	10	63	21	8	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					Actual (7)	Plan (8)		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		
LISBON																		
	MANCHESTER	BMIBABY LTD	S	D	9	0	0	78	22	0	0	0	0	7	75	17	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	85	9	3	2	0	0	7	64	19	109	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	85	7	6	2	0	0	8	69	16	108	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	85	0	8	8	0	0	10	70	19	10	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	85	8	0	8	0	0	9	82	11	11	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	6	0	3	0	0	8	29	64	28	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	10	0	0	0	0	4	39	51	28	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	83	12	5	0	0	0	7	63	24	56	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	78	17	5	0	0	0	7	75	19	56	
<b>TOTAL LISBON</b>					<b>908</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>22</b>	<b>22</b>	
LITTLE ROCK																		
LIVERPOOL (JOHN LENNON)																		
LJUBLJANA																		
	GATWICK	ADRIA AIRWAYS	S	A	21	0	0	90	0	5	5	0	0	10	83	25	23	
	GATWICK	ADRIA AIRWAYS	S	D	22	0	0	91	5	0	5	0	0	9	63	27	24	
	MANCHESTER	ADRIA AIRWAYS	S	A	5	0	0	60	20	20	0	0	0	15	100	0	6	
	MANCHESTER	ADRIA AIRWAYS	S	D	5	0	0	60	40	0	0	0	0	16	100	4	6	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	68	16	10	6	0	0	17	47	61	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	13	3	6	0	0	12	43	56	30	
<b>TOTAL LJUBLJANA</b>					<b>115</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>40</b>	<b>40</b>	
LODZ LUBLINEK																		
	EDINBURGH	RYANAIR	S	A	9	0	0	78	11	0	11	0	0	14	89	8	9	
	EDINBURGH	RYANAIR	S	D	9	0	0	89	0	0	11	0	0	11	78	8	9	
	STANSTED	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	1	95	2	40	
	STANSTED	RYANAIR	S	D	31	0	0	94	6	0	0	0	0	3	90	5	40	
<b>TOTAL LODZ LUBLINEK</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>4</b>	<b>4</b>	
LONDON CITY																		
	EDINBURGH	BA CITYFLYER LTD	S	A	187	0	0	89	4	2	5	0	0	7	77	14	149	
	EDINBURGH	BA CITYFLYER LTD	S	D	190	0	0	92	2	4	3	1	0	7	79	11	146	
	GLASGOW	BA CITYFLYER LTD	S	A	101	0	0	89	3	3	4	1	0	8	76	20	76	
	GLASGOW	BA CITYFLYER LTD	S	D	101	0	0	91	2	1	5	1	0	9	77	16	77	
	EDINBURGH	CITY JET	S	A	52	4	0	87	6	8	0	0	0	6	91	5	137	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
					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)											
LONDON CITY	EDINBURGH	CITY JET		S D	56	0	0	88	7	5	0	0	0	6	92	4	136
<b>TOTAL LONDON CITY</b>					<b>687</b>	<b>7</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>11</b>	<b>11</b>
LOS ANGELES INTERNATIONAL	HEATHROW	AMERICAN AIRLINES		S A	31	0	0	77	6	3	10	0	3	28	77	12	30
	HEATHROW	AMERICAN AIRLINES		S D	31	0	0	77	10	6	6	0	0	13	57	39	30
	HEATHROW	BRITISH AIRWAYS PLC		S A	93	0	0	57	20	14	9	0	0	22	45	35	91
	HEATHROW	BRITISH AIRWAYS PLC		S D	93	0	0	71	16	11	2	0	0	14	47	31	91
	HEATHROW	UNITED AIRLINES		S A	31	0	0	90	3	3	3	0	0	8	77	17	30
	HEATHROW	UNITED AIRLINES		S D	31	0	0	84	3	3	6	3	0	15	70	24	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	58	0	0	84	9	3	3	0	0	8	44	42	62
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	58	0	0	74	19	7	0	0	0	9	61	21	62
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>426</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>55</b>	<b>30</b>	<b>30</b>
LUANDA	HEATHROW	BRITISH AIRWAYS PLC		S A	9	0	0	89	0	11	0	0	0	6	100	1	9
	HEATHROW	BRITISH AIRWAYS PLC		S D	9	0	0	89	11	0	0	0	0	5	88	3	8
<b>TOTAL LUANDA</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>6</b>	<b>94</b>	<b>2</b>	<b>2</b>
LUBECK	STANSTED	RYANAIR		S A	18	0	0	94	0	6	0	0	0	4	94	4	31
	STANSTED	RYANAIR		S D	18	0	0	94	6	0	0	0	0	1	94	5	31
<b>TOTAL LUBECK</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>88</b>	<b>7</b>	<b>7</b>
LULEA	HEATHROW	SAS		S A	4	0	0	75	25	0	0	0	0	6	0	0	0
	HEATHROW	SAS		S D	4	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL LULEA</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUSAKA	HEATHROW	BRITISH AIRWAYS PLC		S A	13	0	0	46	15	31	0	8	0	33	58	33	12
	HEATHROW	BRITISH AIRWAYS PLC		S D	13	0	0	77	0	15	0	8	0	24	73	9	11
<b>TOTAL LUSAKA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>8</b>	<b>23</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>28</b>	<b>65</b>	<b>21</b>	<b>21</b>
LUTON	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	81	0	0	88	6	4	2	0	0	7	76	15	79
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	81	0	0	81	9	6	4	0	0	10	65	21	79
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	95	0	0	78	15	6	1	0	0	9	69	16	89

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
					95	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)										
LUTON	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	95	0	0	75	12	8	3	1	1	17	70	16	89
<b>TOTAL LUTON</b>					<b>352</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>17</b>	<b>17</b>
LUXEMBOURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	53	0	0	77	8	9	4	2	0	15	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	53	0	0	72	13	11	2	2	0	15	0	0	0
	LONDON CITY	LUXAIR	S	A	104	0	0	88	8	3	2	0	0	7	91	5	100
	LONDON CITY	LUXAIR	S	D	104	0	0	90	4	4	2	0	0	5	95	4	100
	LONDON CITY	VLM (BELGIUM)	S	A	78	0	0	95	4	0	1	0	0	3	97	3	74
	LONDON CITY	VLM (BELGIUM)	S	D	79	0	0	92	4	3	1	0	0	4	95	3	75
<b>TOTAL LUXEMBOURG</b>					<b>472</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>4</b>	<b>4</b>
LUXOR	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	100	0	0	0	0	0	4	0	0	0
	HEATHROW	EGYPT AIR	S	D	5	0	0	60	0	40	0	0	0	16	80	13	5
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	3	100	4	7
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	4	86	6	7
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	0	27	40	41	5
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	24	40	58	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	50	42	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	50	36	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	75	10	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	75	11	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	100	10	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	50	15	4
<b>TOTAL LUXOR</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>22</b>	<b>22</b>
LYON	MANCHESTER	BMI REGIONAL	S	A	21	0	0	90	5	0	5	0	0	5	83	11	18
	MANCHESTER	BMI REGIONAL	S	D	21	0	0	100	0	0	0	0	0	0	78	12	18
	BIRMINGHAM	BRIT AIR	S	A	48	0	0	96	2	0	2	0	0	4	78	13	40
	BIRMINGHAM	BRIT AIR	S	D	48	0	0	98	0	2	0	0	0	3	65	19	40
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	84	8	4	4	0	0	9	87	6	78
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	82	4	10	4	0	0	11	86	7	78
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	50	38	13	0	0	0	17	63	14	8



ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	75	13	13	0	0	0	14	44	18	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	74	17	5	0	3	0	15	31	43	54	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	81	12	7	0	0	0	9	54	24	54	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	16	3	3	0	0	12	39	53	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	97	0	0	3	0	0	4	55	44	31	
	EDINBURGH	EUROPE AIRPOST	C	A	2	0	0	50	0	0	50	0	0	88	0	193	1	
<b>TOTAL LYON</b>					<b>521</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>21</b>	<b>21</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2010					
					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
MADRID																		
	GATWICK	AIR EUROPA	S	A	61	0	0	77	10	8	5	0	0	15	77	14	61	
	GATWICK	AIR EUROPA	S	D	61	0	0	72	13	7	8	0	0	17	74	21	61	
	LONDON CITY	BA CITYFLYER LTD	S	A	45	0	0	96	0	2	2	0	0	4	84	8	44	
	LONDON CITY	BA CITYFLYER LTD	S	D	47	0	0	66	11	11	13	0	0	22	64	27	44	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	155	0	0	57	19	12	10	1	0	24	58	21	125	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	0	75	11	6	8	0	0	14	74	15	125	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	93	3	3	0	0	0	4	42	31	26	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	77	17	7	0	0	0	11	70	20	27	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	142	0	0	62	11	12	11	4	0	32	32	70	104	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	142	0	0	67	14	11	6	1	0	21	37	49	105	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	81	0	0	79	7	7	6	0	0	11	54	34	78	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	81	0	0	80	7	7	5	0	0	11	59	25	78	
	GATWICK	IBERIA	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	IBERIA	C	D	2	0	0	100	0	0	0	0	0	8	0	0	0	
	HEATHROW	IBERIA	S	A	242	0	5	52	20	17	10	0	0	25	71	16	246	
	HEATHROW	IBERIA	S	D	239	0	9	50	21	18	9	1	0	28	64	22	246	
	GATWICK	RYANAIR	S	A	62	0	0	84	11	2	3	0	0	7	47	38	30	
	GATWICK	RYANAIR	S	D	62	0	0	82	11	3	3	0	0	9	37	39	30	
	MANCHESTER	RYANAIR	S	A	18	0	0	89	0	6	0	6	0	13	0	0	0	
	MANCHESTER	RYANAIR	S	D	18	0	0	72	11	6	6	6	0	22	0	0	0	
	STANSTED	RYANAIR	S	A	62	0	0	65	16	8	5	0	6	40	65	38	60	
	STANSTED	RYANAIR	S	D	62	0	0	60	10	18	13	0	0	28	55	38	60	
<b>TOTAL MADRID</b>					<b>1803</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>60</b>	<b>28</b>	<b>28</b>	
MAHON																		
	GLASGOW	BA CITYFLYER LTD	C	A	3	0	0	100	0	0	0	0	0	2	0	0	0	
	GLASGOW	BA CITYFLYER LTD	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	1	91	4	4	0	0	0	6	40	31	20	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	88	8	4	0	0	0	5	50	27	20	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	75	25	0	0	0	0	6	38	32	8	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	100	0	0	0	0	0	0	50	29	8	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	25	50	25	0	0	0	22	0	30	2	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	25	50	25	0	0	0	21	0	30	2	
	BIRMINGHAM	MONARCH AIRLINES	S	A	18	0	0	94	6	0	0	0	0	2	82	11	17	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010				
					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																		
	BIRMINGHAM	MONARCH AIRLINES	S	D	18	0	0	83	11	6	0	0	0	7	71	21	17	
	GATWICK	MONARCH AIRLINES	S	A	17	0	0	82	0	12	6	0	0	12	76	13	21	
	GATWICK	MONARCH AIRLINES	S	D	17	0	0	88	6	6	0	0	0	7	81	10	21	
	LUTON	MONARCH AIRLINES	S	A	13	0	0	92	8	0	0	0	0	3	77	8	13	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	77	23	0	0	0	0	10	69	13	13	
	MANCHESTER	MONARCH AIRLINES	S	A	26	0	1	85	8	4	4	0	0	8	64	24	25	
	MANCHESTER	MONARCH AIRLINES	S	D	27	0	0	70	19	4	4	4	0	24	62	25	26	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	33	0	0	0	12	67	37	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	36	75	84	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	57	121	7	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	1	80	87	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	0	0	100	0	0	0	0	0	3	38	39	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	14	0	0	0	0	6	70	27	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	0	20	0	0	0	9	18	119	11	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	93	0	7	0	0	0	8	44	83	16	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	40	0	0	0	0	12	67	78	3	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	6	0	0	83	17	0	0	0	0	8	75	11	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	3	100	6	3	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	2	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	80	8	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	9	83	11	6	
	GATWICK	THOMSON AIRWAYS LTD	C	A	17	0	0	65	18	6	0	12	0	36	80	27	20	
	GATWICK	THOMSON AIRWAYS LTD	C	D	22	0	0	77	5	5	5	9	0	32	74	25	23	
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	67	9	6	
	LUTON	THOMSON AIRWAYS LTD	C	D	6	0	0	83	0	17	0	0	0	9	88	8	8	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	17	0	0	47	18	0	29	6	0	45	44	22	16	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	23	0	0	61	13	0	22	4	0	41	41	25	22	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	3	0	0	33	33	0	33	0	0	68	100	6	3	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	45	100	0	4	
	STANSTED	THOMSON AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	0	3	83	7	6	
	STANSTED	THOMSON AIRWAYS LTD	C	D	7	0	0	100	0	0	0	0	0	2	86	12	7	
<b>TOTAL MAHON</b>					<b>412</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>29</b>	<b>29</b>	

MALAGA

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010					
					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	
MALAGA																			
	GATWICK	AER LINGUS	S	A	90	0	1	74	11	8	6	1	0	15	66	17	86		
	GATWICK	AER LINGUS	S	D	90	0	0	78	6	8	9	0	0	15	84	9	86		
	GLASGOW	BA CITYFLYER LTD	C	A	5	0	0	40	20	40	0	0	0	18	0	70	4		
	GLASGOW	BA CITYFLYER LTD	C	D	5	0	0	80	20	0	0	0	0	12	80	30	5		
	BIRMINGHAM	BMIBABY LTD	S	A	19	0	0	89	11	0	0	0	0	5	65	32	20		
	BIRMINGHAM	BMIBABY LTD	S	D	19	0	0	74	16	11	0	0	0	10	65	41	20		
	GATWICK	BRITISH AIRWAYS PLC	S	A	105	0	0	63	19	12	6	0	0	17	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	106	0	0	77	8	8	6	0	0	13	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	159	0	0	89	6	3	2	1	0	7	51	37	142		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	159	0	0	87	11	1	1	1	0	7	57	26	143		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	80	7	10	3	0	0	10	54	33	28		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	93	3	3	0	0	0	5	69	13	29		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	86	9	4	2	0	0	8	60	39	65		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	82	11	5	2	0	0	10	65	29	66		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	52	30	11	7	0	0	21	46	37	24		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	78	11	7	4	0	0	10	54	26	24		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	93	3	0	3	0	0	6	55	35	42		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	97	3	0	0	0	0	3	65	28	43		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	73	0	0	75	16	8	0	0	0	9	51	46	88		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	74	0	0	91	4	3	3	0	0	7	67	28	87		
	EDINBURGH	JET2.COM LTD	S	A	10	0	0	40	10	30	10	10	0	67	0	0	0		
	EDINBURGH	JET2.COM LTD	S	D	10	0	0	50	30	20	0	0	0	16	0	0	0		
	MANCHESTER	JET2.COM LTD	S	A	26	0	0	15	27	42	15	0	0	38	41	45	22		
	MANCHESTER	JET2.COM LTD	S	D	26	0	0	65	19	12	4	0	0	15	73	15	22		
	NEWCASTLE	JET2.COM LTD	S	A	17	0	0	47	24	24	6	0	0	25	57	33	14		
	NEWCASTLE	JET2.COM LTD	S	D	17	0	0	53	29	18	0	0	0	17	64	23	14		
	BIRMINGHAM	MONARCH AIRLINES	S	A	36	0	0	86	14	0	0	0	0	5	67	25	30		
	BIRMINGHAM	MONARCH AIRLINES	S	D	36	0	0	97	0	3	0	0	0	5	83	16	30		
	GATWICK	MONARCH AIRLINES	S	A	54	0	1	59	24	11	4	0	2	44	56	45	43		
	GATWICK	MONARCH AIRLINES	S	D	54	0	0	83	6	7	2	0	2	16	67	30	42		
	LUTON	MONARCH AIRLINES	S	A	29	0	0	66	28	3	3	0	0	14	57	32	21		
	LUTON	MONARCH AIRLINES	S	D	29	0	0	86	7	3	3	0	0	10	77	26	22		
	MANCHESTER	MONARCH AIRLINES	S	A	57	0	0	56	23	16	4	0	2	27	60	23	55		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					MAY 2010				
					Actual (7)	Plan (8)		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	MANCHESTER	MONARCH AIRLINES	S	D	57	0	0	68	21	7	2	0	2	18	71	15	56
	BIRMINGHAM	RYANAIR	S	A	35	0	0	66	23	9	3	0	0	13	79	15	33
	BIRMINGHAM	RYANAIR	S	D	35	0	0	91	3	3	3	0	0	7	88	15	32
	EDINBURGH	RYANAIR	S	A	33	1	2	76	12	6	6	0	0	11	71	17	24
	EDINBURGH	RYANAIR	S	D	33	0	2	91	0	3	6	0	0	10	79	16	24
	STANSTED	RYANAIR	S	A	54	0	0	69	19	9	4	0	0	13	76	10	41
	STANSTED	RYANAIR	S	D	54	0	0	81	13	4	2	0	0	7	88	7	41
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	40	20	40	0	0	0	27	60	17	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	40	20	20	20	0	0	39	40	21	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	17	0	0	82	12	0	0	6	0	24	80	9	15
	GATWICK	THOMSON AIRWAYS LTD	C	D	18	0	0	83	6	6	0	6	0	24	73	10	15
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	20	25	20	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	4	4
	LUTON	THOMSON AIRWAYS LTD	C	A	7	0	0	29	43	29	0	0	0	26	25	39	8
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	67	33	0	0	0	0	12	70	24	10
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	18	0	0	44	22	11	6	17	0	58	31	48	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	18	0	0	72	0	6	11	11	0	47	64	28	14
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	17	40	23	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	11	100	1	5
<b>TOTAL MALAGA</b>					<b>2013</b>	<b>8</b>	<b>7</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>26</b>	<b>26</b>
MALE INTERNATIONAL	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	0	0	0	8	114	64	10	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	93	0	7	0	0	0	4	100	4	13
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	8	50	14	6
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	80	18	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	0	0	25	0	57	50	445	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	60	75	59	4
<b>TOTAL MALE INTERNATIONAL</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>46</b>	<b>70</b>	<b>55</b>	<b>55</b>
MALMO	<b>TOTAL MALMO</b>				<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>45</b>	<b>36</b>	<b>36</b>
MALTA	GATWICK	AIR MALTA	S	A	44	0	0	91	7	2	0	0	0	5	92	6	61
	GATWICK	AIR MALTA	S	D	44	0	0	89	9	2	0	0	0	4	89	6	61

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
					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)											
MALTA	HEATHROW	AIR MALTA	S	A	64	0	0	88	6	5	2	0	0	6	93	3	69
	HEATHROW	AIR MALTA	S	D	64	0	0	77	11	11	2	0	0	11	83	7	69
	MANCHESTER	AIR MALTA	S	A	23	0	0	87	4	9	0	0	0	7	65	17	31
	MANCHESTER	AIR MALTA	S	D	23	0	0	74	9	17	0	0	0	13	42	25	31
	NEWCASTLE	AIR MALTA	C	A	5	0	0	100	0	0	0	0	0	0	100	5	3
	NEWCASTLE	AIR MALTA	C	D	5	0	0	100	0	0	0	0	0	2	50	11	4
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	45	1	0	82	11	2	2	2	0	11	46	30	39
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	44	0	0	95	2	0	2	0	0	3	59	24	39
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	78	6	6	11	0	0	16	43	36	21
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	94	6	0	0	0	0	2	59	19	22
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	8	1	0	75	0	13	13	0	0	14	75	45	8
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	0	0	13	0	0	15	56	45	9
	BIRMINGHAM	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	5	0	0	0
	BIRMINGHAM	RYANAIR	S	D	9	0	0	78	22	0	0	0	0	8	0	0	0
	EDINBURGH	RYANAIR	S	A	12	0	1	92	8	0	0	0	0	3	92	8	12
	EDINBURGH	RYANAIR	S	D	12	0	1	83	17	0	0	0	0	5	100	3	12
	LUTON	RYANAIR	S	A	31	0	0	71	19	10	0	0	0	11	81	8	31
	LUTON	RYANAIR	S	D	31	0	0	94	6	0	0	0	0	5	90	6	31
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	2	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	1	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	10	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	15	75	13	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	20	0	0	0	0	5	86	14	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	10	0	10	0	0	20	88	6	8
	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	5	0	0	100	0	0	0	0	0	3	100	6	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	30	100	2	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	60	0	0	40	0	0	34	100	2	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	8	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	75	7	4
<b>TOTAL MALTA</b>					<b>581</b>	<b>3</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>13</b>	<b>13</b>
MANCHESTER	HEATHROW	BMI BRITISH MIDLAND	S	A	118	0	0	80	13	4	3	0	0	9	91	4	168

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010				
					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		
MANCHESTER																		
	HEATHROW	BMI BRITISH MIDLAND	S	D	117	0	0	86	7	3	3	0	0	7	90	6	168	
	EDINBURGH	BMI REGIONAL	S	A	104	0	0	96	2	0	1	1	0	5	88	7	101	
	EDINBURGH	BMI REGIONAL	S	D	104	0	0	95	2	1	1	1	0	4	89	6	101	
	GATWICK	BRITISH AIRWAYS PLC	S	A	121	0	1	81	11	5	3	0	0	10	87	9	149	
	GATWICK	BRITISH AIRWAYS PLC	S	D	122	0	1	88	7	5	1	0	0	5	95	4	149	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	224	0	0	88	7	2	3	0	0	7	92	4	140	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	224	0	0	89	7	2	2	0	0	6	88	6	139	
	EDINBURGH	FLYBE LTD	S	A	79	0	6	87	3	4	5	1	0	13	91	6	91	
	EDINBURGH	FLYBE LTD	S	D	81	0	3	85	10	2	2	0	0	9	84	9	90	
	GLASGOW	FLYBE LTD	S	A	63	0	3	89	5	6	0	0	0	6	88	7	86	
	GLASGOW	FLYBE LTD	S	D	63	0	3	87	6	6	0	0	0	7	89	6	85	
<b>TOTAL MANCHESTER</b>					<b>1422</b>	<b>7</b>	<b>18</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>6</b>	
MANSTON (KENT INT)																		
	EDINBURGH	FLYBE LTD	S	A	29	0	2	83	3	7	3	3	0	16	20	28	5	
	EDINBURGH	FLYBE LTD	S	D	30	0	1	77	10	10	0	3	0	17	80	6	5	
<b>TOTAL MANSTON (KENT INT)</b>					<b>59</b>	<b>1</b>	<b>3</b>	<b>80</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>17</b>	<b>17</b>	
MARRAKESH																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	14	0	0	36	14	29	21	0	0	32	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	14	0	0	79	7	7	7	0	0	14	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	84	6	0	9	0	0	12	76	20	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	91	0	6	3	0	0	6	76	17	29	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	38	25	25	13	0	0	30	75	29	12	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	63	0	25	13	0	0	29	58	34	12	
	GATWICK	ROYAL AIR MAROC	S	A	23	0	0	78	13	4	0	4	0	15	65	52	20	
	GATWICK	ROYAL AIR MAROC	S	D	23	0	0	91	4	0	4	0	0	11	68	29	19	
	EDINBURGH	RYANAIR	S	A	8	0	1	100	0	0	0	0	0	2	86	9	7	
	EDINBURGH	RYANAIR	S	D	8	0	1	88	13	0	0	0	0	3	71	19	7	
	LUTON	RYANAIR	S	A	18	0	0	89	11	0	0	0	0	4	82	5	17	
	LUTON	RYANAIR	S	D	18	0	0	72	22	6	0	0	0	11	94	5	17	
	STANSTED	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	1	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					MAY 2010					
					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)												
MARRAKESH																		
	GATWICK	THOMSON AIRWAYS LTD	S	A	9	0	0	89	0	11	0	0	0	6	0	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	S	D	9	0	0	89	0	0	11	0	0	11	0	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	9	0	0	78	11	11	0	0	0	10	63	13	8	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	9	0	0	100	0	0	0	0	0	2	100	3	9	
<b>TOTAL MARRAKESH</b>					<b>288</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>22</b>	<b>22</b>	
MARSA ALAM																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	50	24	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	9	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	50	29	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	75	10	4	
<b>TOTAL MARSA ALAM</b>					<b>16</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>18</b>	<b>18</b>	
MARSEILLE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	91	0	0	71	18	4	7	0	0	13	71	19	70	
	GATWICK	BRITISH AIRWAYS PLC	S	D	91	0	0	75	14	5	5	0	0	11	74	11	70	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	68	19	6	6	0	0	15	17	42	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	65	23	6	6	0	0	15	31	28	29	
	EDINBURGH	RYANAIR	S	A	8	0	1	75	13	0	13	0	0	17	85	12	13	
	EDINBURGH	RYANAIR	S	D	8	0	1	88	0	0	13	0	0	11	77	14	13	
	STANSTED	RYANAIR	S	A	35	0	0	80	6	14	0	0	0	9	88	8	32	
	STANSTED	RYANAIR	S	D	35	0	0	71	23	6	0	0	0	10	75	9	32	
<b>TOTAL MARSEILLE</b>					<b>330</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>16</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>17</b>	<b>17</b>	
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD	S	A	17	0	0	41	41	12	6	0	0	19	67	12	18	
	HEATHROW	AIR MAURITIUS LTD	S	D	17	0	0	71	12	12	6	0	0	15	78	10	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	38	31	15	8	8	0	39	86	4	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	62	23	8	0	8	0	31	54	15	13	
<b>TOTAL MAURITIUS</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>27</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>10</b>	<b>10</b>	
MELBOURNE																		
	HEATHROW	QANTAS	S	A	58	0	1	69	5	7	12	7	0	33	69	48	51	
	HEATHROW	QANTAS	S	D	58	0	0	91	3	3	2	0	0	5	88	7	50	
<b>TOTAL MELBOURNE</b>					<b>116</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>28</b>	<b>28</b>	
MEMMINGEN ALLGAU																		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010			
					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)												
MEMMINGEN ALLGAU																		
	EDINBURGH	RYANAIR	S	A	12	0	1	83	8	0	8	0	0	11	64	22	14	
	EDINBURGH	RYANAIR	S	D	13	0	0	85	15	0	0	0	5	50	22	14		
	STANSTED	RYANAIR	S	A	31	0	0	74	16	6	0	3	0	20	42	25	31	
	STANSTED	RYANAIR	S	D	31	0	0	87	10	3	0	0	5	77	10	31		
<b>TOTAL MEMMINGEN ALLGAU</b>					<b>87</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>19</b>	<b>19</b>	
MERSA MATROUH																		
METZ																		
MEXICO CITY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	78	11	6	6	0	0	16	33	38	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	59	12	12	12	6	0	31	50	26	18	
<b>TOTAL MEXICO CITY</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>51</b>	<b>46</b>	<b>46</b>	
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	65	16	10	10	0	0	17	34	37	35	
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	77	6	13	3	0	0	11	63	26	35	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	53	32	11	3	0	0	19	55	26	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	79	15	6	0	0	0	9	65	14	62	
	HEATHROW	DELTA AIRLINES	S	A	31	0	0	48	26	10	10	6	0	40	0	0	0	
	HEATHROW	DELTA AIRLINES	S	D	30	0	1	93	3	0	0	3	0	10	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	100	0	0	0	0	0	1	68	56	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	68	16	16	0	0	0	13	65	59	31	
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>309</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>32</b>	<b>32</b>	
MIKONOS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	91	9	0	0	0	0	3	50	19	12	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	82	18	0	0	0	0	6	58	18	12	
	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	11	33	46	3	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	16	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	12	33	34	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	13	4	
<b>TOTAL MIKONOS</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>53</b>	<b>21</b>	<b>21</b>	
MILAN (LINATE)																		
	HEATHROW	ALITALIA (CAI)	S	A	146	0	0	88	5	5	2	0	0	6	90	5	136	
	HEATHROW	ALITALIA (CAI)	S	D	146	0	0	88	6	2	3	0	0	7	85	6	136	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
						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)											
MILAN (Linate)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	157	0	0	87	8	3	2	0	0	6	82	13	121	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	157	0	0	89	6	4	1	0	0	5	85	6	121	
	LONDON CITY	CITY JET	S	A	49	0	0	98	2	0	0	0	0	1	93	5	41	
	LONDON CITY	CITY JET	S	D	49	0	0	90	4	0	6	0	0	8	83	9	42	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	95	0	0	5	0	0	6	27	49	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	44	0	0	95	2	2	0	0	0	3	40	37	30	
<b>TOTAL MILAN (Linate)</b>					<b>791</b>	<b>4</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>81</b>	<b>11</b>	<b>11</b>	
MILAN (MALPENSA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	82	0	0	84	11	1	4	0	0	9	91	4	101	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	82	0	0	87	9	2	2	0	0	7	79	8	101	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	73	23	3	0	0	0	8	61	21	28	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	67	20	13	0	0	0	12	54	25	28	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	116	0	0	67	9	9	12	3	1	32	53	36	106	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	115	0	0	74	11	9	6	0	0	15	42	36	108	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	50	0	0	64	8	20	8	0	0	19	36	40	47	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	50	1	0	72	14	10	4	0	0	14	54	32	48	
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	74	10	13	0	3	0	16	64	29	28	
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	84	13	3	0	0	0	8	72	30	29	
	MANCHESTER	FLYBE LTD	S	A	31	0	0	87	10	3	0	0	0	7	30	37	30	
	MANCHESTER	FLYBE LTD	S	D	31	0	0	97	0	3	0	0	0	4	60	25	30	
	HEATHROW	LUFTHANSA	S	A	143	0	1	66	19	13	1	1	0	15	57	22	143	
	HEATHROW	LUFTHANSA	S	D	143	0	1	75	12	11	2	0	0	11	69	17	143	
<b>TOTAL MILAN (MALPENSA)</b>					<b>972</b>	<b>1</b>	<b>2</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>23</b>	<b>23</b>	
MINNEAPOLIS-ST PAUL																		
	HEATHROW	DELTA AIRLINES	S	A	31	0	0	87	10	3	0	0	0	4	57	24	30	
	HEATHROW	DELTA AIRLINES	S	D	31	0	0	87	3	3	6	0	0	7	77	19	31	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>64</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>21</b>	<b>21</b>	
MINSK INT'L																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	13	0	0	69	31	0	0	0	0	12	77	7	13	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	13	0	0	92	0	8	0	0	0	5	92	7	13	
<b>TOTAL MINSK INT'L</b>					<b>28</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>6</b>	<b>6</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010			
					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																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	0	80	20	0	0	0	28	50	20	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	5	80	10	5		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	25	0	25	50	0	89	0	169	3		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	0	25	25	87	25	144	4		
<b>TOTAL MOMBASA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>11</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>48</b>	<b>52</b>	<b>53</b>	<b>53</b>	
MONASTIR																		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	0	20	0	53	100	1	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	2	100	5	5		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	26	83	14	6		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	25	100	2	5		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	13	80	65	10		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	4	63	100	8		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	40	60	0	0	0	16	60	13	5		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	4	100	3	5		
	MANCHESTER	TUNISAIR	S	A	2	0	0	50	50	0	0	0	17	0	0	0		
	MANCHESTER	TUNISAIR	S	D	2	0	0	0	0	50	50	0	57	0	0	0		
<b>TOTAL MONASTIR</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>59</b>	<b>35</b>	<b>35</b>	
MONTEGO BAY																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	11	11	0	0	10	60	37	10		
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	78	11	11	0	0	10	80	20	10		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	0	33	0	43	25	237	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	0	33	0	41	40	124	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	10	40	113	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	2	40	72	5		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	1	25	84	4		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	11	50	80	4		
	GATWICK	THOMSON AIRWAYS LTD	C	A	6	0	0	83	17	0	0	0	3	50	113	4		
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	6	25	97	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	1	50	12	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	1	80	59	5		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	78	0	22	0	0	10	56	103	9		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	56	33	11	0	0	18	33	92	9		
<b>TOTAL MONTEGO BAY</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>81</b>	<b>81</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010				
					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
MONTPELLIER																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	80	6	9	6	0	0	12	44	43	34	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	83	11	6	0	0	0	7	47	31	34	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	13	0	1	92	0	0	8	0	0	6	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	0	0	0	8	0	28	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	92	0	8	0	0	0	5	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	92	0	8	0	0	0	4	0	0	0	
<b>TOTAL MONTPELLIER</b>					<b>122</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>46</b>	<b>37</b>	<b>37</b>	
MONTREAL (DORVAL)																		
	HEATHROW	AIR CANADA	S	A	34	0	0	53	24	15	9	0	0	21	48	43	29	
	HEATHROW	AIR CANADA	S	D	32	0	0	72	9	3	13	3	0	25	80	17	30	
	GATWICK	AIR TRANSAT	S	A	5	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	AIR TRANSAT	S	D	5	0	0	80	20	0	0	0	0	7	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	42	32	16	10	0	0	25	48	35	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	19	6	3	0	0	12	74	12	31	
<b>TOTAL MONTREAL (DORVAL)</b>					<b>138</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>28</b>	<b>28</b>	
MOSCOW (DOMODEDOVO)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	62	0	0	79	10	8	3	0	0	10	92	4	61	
	HEATHROW	BMI BRITISH MIDLAND	S	D	62	0	0	77	10	10	3	0	0	11	90	7	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	87	4	4	3	1	0	9	92	5	78	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	79	11	7	2	1	0	11	83	8	77	
	HEATHROW	TRANSAERO AIRLINES	S	A	62	0	0	69	21	8	2	0	0	14	82	8	62	
	HEATHROW	TRANSAERO AIRLINES	S	D	62	0	0	77	11	6	5	0	0	12	74	9	62	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>432</b>	<b>2</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>86</b>	<b>7</b>	<b>7</b>	
MOSCOW (SHEREMETYEVO)																		
	HEATHROW	AEROFLOT	S	A	93	0	0	80	19	1	0	0	0	8	78	9	90	
	HEATHROW	AEROFLOT	S	D	92	0	1	65	24	10	1	0	0	12	89	7	90	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>185</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>22</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>8</b>	<b>8</b>	
MOSCOW (VNUKOVO)																		
MUMBAI																		
	HEATHROW	AIR INDIA	S	A	31	0	0	74	13	10	3	0	0	11	27	42	30	
	HEATHROW	AIR INDIA	S	D	31	0	0	90	6	3	0	0	0	5	48	28	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	2	72	15	7	5	2	0	17	68	16	62	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
					61	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)										
MUMBAI	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	90	8	0	2	0	0	8	90	6	62
	HEATHROW	JET AIRWAYS	S	A	62	0	0	77	13	3	6	0	0	11	55	23	62
	HEATHROW	JET AIRWAYS	S	D	62	0	0	89	5	6	0	0	0	6	89	7	62
	HEATHROW	KINGFISHER AIRLINES	S	A	31	0	0	74	0	16	10	0	0	17	87	6	30
	HEATHROW	KINGFISHER AIRLINES	S	D	31	0	0	87	3	6	3	0	0	6	93	2	30
<b>TOTAL MUMBAI</b>					<b>370</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>15</b>	<b>15</b>
MUNICH	HEATHROW	BRITISH AIRWAYS PLC	S	A	206	0	0	83	9	5	2	1	0	11	91	4	162
	HEATHROW	BRITISH AIRWAYS PLC	S	D	206	0	0	85	9	3	3	0	0	8	86	6	162
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	67	17	7	7	3	0	23	79	12	24
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	80	0	10	7	3	0	19	50	26	24
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	84	0	0	81	12	4	4	0	0	10	53	26	78
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	84	0	0	85	10	1	5	0	0	10	53	27	78
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	78	7	11	4	0	0	10	57	29	21
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	85	7	4	4	0	0	7	57	28	21
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	74	9	5	7	5	0	28	62	26	58
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	76	10	3	5	5	0	24	66	22	58
	HEATHROW	LUFTHANSA	S	A	215	0	0	70	20	9	1	0	0	13	86	8	202
	HEATHROW	LUFTHANSA	S	D	216	0	0	76	13	8	2	0	0	11	83	9	202
	MANCHESTER	LUFTHANSA	S	A	89	0	0	69	19	11	1	0	0	14	73	12	84
	MANCHESTER	LUFTHANSA	S	D	88	0	0	81	10	7	2	0	0	10	80	13	84
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	83	0	0	75	19	6	0	0	0	10	86	8	81
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	83	0	0	70	20	7	2	0	0	12	81	11	81
	LONDON CITY	LUFTHANSA CITY LINE	S	A	39	0	0	95	3	3	0	0	0	5	84	8	37
	LONDON CITY	LUFTHANSA CITY LINE	S	D	39	0	0	90	8	0	3	0	0	7	86	8	37
<b>TOTAL MUNICH</b>					<b>1662</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>12</b>	<b>12</b>
MUNSTER-OSNABRUCK	MANCHESTER	AIR BERLIN	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	AIR BERLIN	C	D	2	0	0	0	100	0	0	0	0	25	0	0	0
	STANSTED	AIR BERLIN	S	A	36	0	0	94	3	0	3	0	0	6	91	4	56
	STANSTED	AIR BERLIN	S	D	36	0	0	97	0	0	3	0	0	5	85	7	55
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>5</b>	<b>5</b>
MURCIA SAN JAVIER																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
					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	BIRMINGHAM	BMIBABY LTD	S	A	14	0	0	64	21	0	14	0	0	24	71	14	14
	BIRMINGHAM	BMIBABY LTD	S	D	14	0	0	86	7	0	7	0	0	15	64	20	14
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	94	3	0	3	0	0	6	41	49	32
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	94	0	6	0	0	0	3	41	49	32
	EDINBURGH	JET2.COM LTD	S	A	21	0	1	33	33	29	5	0	0	25	50	32	14
	EDINBURGH	JET2.COM LTD	S	D	21	0	0	57	19	19	5	0	0	19	79	12	14
	MANCHESTER	JET2.COM LTD	S	A	26	0	0	69	12	15	4	0	0	18	70	22	23
	MANCHESTER	JET2.COM LTD	S	D	26	0	0	69	23	8	0	0	0	12	58	33	24
	NEWCASTLE	JET2.COM LTD	S	A	24	0	1	38	21	42	0	0	0	22	48	28	21
	NEWCASTLE	JET2.COM LTD	S	D	25	0	0	80	8	12	0	0	0	12	81	18	21
	BIRMINGHAM	RYANAIR	S	A	18	0	0	83	0	11	6	0	0	13	75	18	16
	BIRMINGHAM	RYANAIR	S	D	18	0	0	94	0	6	0	0	0	5	75	20	16
	LUTON	RYANAIR	S	A	31	0	0	90	6	0	0	3	0	12	83	13	30
	LUTON	RYANAIR	S	D	31	0	0	90	6	3	0	0	0	5	80	12	30
	STANSTED	RYANAIR	S	A	44	0	0	75	20	5	0	0	0	8	69	21	42
	STANSTED	RYANAIR	S	D	44	0	0	93	7	0	0	0	0	3	93	9	42
<b>TOTAL MURCIA SAN JAVIER</b>					<b>427</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>23</b>	<b>23</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	0	6	0	0	0	3	97	7	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	10	10	0	0	0	8	90	5	30
	HEATHROW	OMAN AIR	S	A	31	0	0	74	16	6	3	0	0	12	84	4	31
	HEATHROW	OMAN AIR	S	D	31	0	0	97	0	3	0	0	0	1	100	0	31
<b>TOTAL MUSCAT</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>4</b>	<b>4</b>
MYTILINI	GATWICK	MONARCH AIRLINES	C	A	3	0	0	100	0	0	0	0	0	4	100	0	3
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	75	9	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	6	75	5	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	6	75	14	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	4	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	9	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	100	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	5	100	2	4
<b>TOTAL MYTILINI</b>					<b>31</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>6</b>	<b>6</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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	61	19	13	6	0	0	16	81	10	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	10	3	0	0	0	8	77	11	31	
	HEATHROW	KENYA AIRWAYS	S	A	32	0	0	84	9	6	0	0	0	7	77	65	31	
	HEATHROW	KENYA AIRWAYS	S	D	32	0	0	91	3	3	3	0	0	6	87	15	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	23	0	0	57	13	26	0	4	0	31	70	64	23	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	22	0	0	100	0	0	0	0	0	1	70	16	23	
<b>TOTAL NAIROBI</b>					<b>171</b>	<b>0</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>78</b>	<b>29</b>	<b>29</b>	
NANTES																		
	EDINBURGH	EUROPE AIRPOST	C	A	2	0	0	100	0	0	0	0	0	3	50	28	4	
	GATWICK	FLYBE LTD	S	A	54	0	0	91	4	0	6	0	0	7	0	0	0	
	GATWICK	FLYBE LTD	S	D	54	0	0	91	4	0	6	0	0	8	0	0	0	
	MANCHESTER	FLYBE LTD	S	A	24	0	0	63	25	8	4	0	0	16	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	24	0	0	83	8	4	4	0	0	10	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	53	0	0	92	6	2	0	0	0	4	92	8	50	
	LONDON CITY	VLM (BELGIUM)	S	D	51	0	0	92	2	4	2	0	0	6	84	12	50	
<b>TOTAL NANTES</b>					<b>263</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>11</b>	<b>11</b>	
NAPLES																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	91	0	0	85	9	2	4	0	0	9	71	14	93	
	GATWICK	BRITISH AIRWAYS PLC	S	D	91	0	0	90	4	1	4	0	0	7	87	8	93	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	6	3	0	0	0	5	77	12	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	94	6	0	0	0	0	3	83	11	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	88	6	4	2	0	0	7	46	29	54	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	90	6	2	2	0	0	5	74	20	54	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	24	100	5	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	27	75	11	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	62	8	8	15	8	0	49	62	33	13	
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	85	0	8	0	8	0	26	77	30	13	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	16	100	4	3	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	13	75	7	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	11	0	0	64	0	9	9	9	9	108	77	22	13	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	11	0	0	73	0	9	0	9	9	91	62	23	13	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	3	0	0	67	0	0	33	0	0	49	67	14	3	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	75	100	2	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
					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>426</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>17</b>	<b>17</b>
NASSAU																	
NEW YORK (JF KENNEDY)																	
	HEATHROW	AMERICAN AIRLINES	S	A	123	0	1	65	11	11	12	0	0	22	68	28	148
	HEATHROW	AMERICAN AIRLINES	S	D	123	0	1	82	7	5	5	1	0	11	69	21	148
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	65	6	13	10	6	0	31	71	19	17
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	77	3	6	10	3	0	21	88	3	17
	HEATHROW	BRITISH AIRWAYS PLC	S	A	217	0	0	54	19	18	8	0	0	23	62	35	182
	HEATHROW	BRITISH AIRWAYS PLC	S	D	217	0	0	71	18	6	4	0	0	15	74	13	183
	LONDON CITY	BRITISH AIRWAYS PLC	S	A	47	0	0	72	17	4	6	0	0	13	60	27	43
	LONDON CITY	BRITISH AIRWAYS PLC	S	D	49	0	0	100	0	0	0	0	0	1	98	1	43
	HEATHROW	DELTA AIRLINES	S	A	93	0	0	86	5	5	3	0	0	9	35	53	62
	HEATHROW	DELTA AIRLINES	S	D	92	0	0	90	5	1	3	0	0	6	73	19	63
	MANCHESTER	DELTA AIRLINES	S	A	22	0	0	77	18	5	0	0	0	7	34	59	29
	MANCHESTER	DELTA AIRLINES	S	D	22	0	0	95	5	0	0	0	0	3	59	29	29
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	54	31	8	8	0	0	16	69	34	13
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	23	0	15	54	8	0	83	8	57	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	13	0	0	46	38	0	15	0	0	29	18	55	11
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	88	0	0	74	7	8	11	0	0	18	34	59	93
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	88	0	0	82	11	3	3	0	0	10	61	24	93
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1282</b>	<b>1</b>	<b>2</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>29</b>	<b>29</b>
NEW YORK (NEWARK)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	81	11	5	2	0	1	22	65	35	84
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	81	12	3	3	1	0	13	64	15	83
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	31	0	0	81	10	3	3	3	0	16	60	19	30
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	31	0	0	87	6	0	6	0	0	11	77	14	30
	EDINBURGH	CONTINENTAL AIRLINES	S	A	58	0	2	67	10	17	5	0	0	17	37	54	52
	EDINBURGH	CONTINENTAL AIRLINES	S	D	57	0	3	88	5	2	5	0	0	8	42	80	52
	GLASGOW	CONTINENTAL AIRLINES	S	A	30	0	0	93	7	0	0	0	0	2	41	33	27
	GLASGOW	CONTINENTAL AIRLINES	S	D	30	0	0	93	0	3	3	0	0	7	46	43	26
	HEATHROW	CONTINENTAL AIRLINES	S	A	154	0	1	77	11	7	3	1	0	14	49	34	119
	HEATHROW	CONTINENTAL AIRLINES	S	D	154	0	1	88	7	1	3	1	0	10	68	22	120
	MANCHESTER	CONTINENTAL AIRLINES	S	A	62	0	0	84	10	2	3	2	0	11	52	37	62



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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)																		
	MANCHESTER	CONTINENTAL AIRLINES	S	D	62	0	0	90	3	2	3	2	0	9	58	44	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	58	0	0	81	7	7	3	2	0	15	65	42	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	58	0	0	72	14	2	12	0	0	16	73	12	62	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>971</b>	<b>1</b>	<b>7</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>34</b>	<b>34</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	165	1	0	88	7	4	1	0	0	7	87	7	133	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	166	1	0	89	5	5	1	0	0	6	86	7	133	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	53	0	3	89	8	4	0	0	0	6	96	4	52	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	53	0	3	87	11	2	0	0	0	4	96	4	51	
	GATWICK	FLYBE LTD	S	A	89	0	0	92	4	0	3	0	0	6	96	2	98	
	GATWICK	FLYBE LTD	S	D	89	0	0	91	6	0	2	1	0	7	94	6	98	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	12	0	0	0	
<b>TOTAL NEWCASTLE</b>					<b>626</b>	<b>7</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>8</b>	<b>8</b>	
NEWQUAY																		
	MANCHESTER	AIR SOUTHWEST	S	A	21	0	0	86	10	0	5	0	0	6	77	14	30	
	MANCHESTER	BMIBABY LTD	S	A	15	0	0	73	13	0	13	0	0	15	83	7	18	
	MANCHESTER	BMIBABY LTD	S	D	15	0	0	73	13	7	7	0	0	13	83	6	18	
	EDINBURGH	FLYBE LTD	S	A	20	0	0	100	0	0	0	0	0	3	76	23	21	
	EDINBURGH	FLYBE LTD	S	D	20	0	0	90	5	5	0	0	0	5	71	25	21	
	GATWICK	FLYBE LTD	S	A	84	0	0	95	1	0	4	0	0	7	93	8	81	
	GATWICK	FLYBE LTD	S	D	84	0	0	92	1	0	7	0	0	9	89	7	82	
<b>TOTAL NEWQUAY</b>					<b>259</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>8</b>	<b>87</b>	<b>8</b>	<b>8</b>	
NICE																		
	LONDON CITY	BA CITYFLYER LTD	S	A	36	0	0	83	8	6	3	0	0	8	77	23	31	
	LONDON CITY	BA CITYFLYER LTD	S	D	37	0	0	68	22	8	3	0	0	13	55	25	31	
	HEATHROW	BMI BRITISH MIDLAND	C	A	2	0	0	100	0	0	0	0	0	2	100	3	1	
	HEATHROW	BMI BRITISH MIDLAND	C	D	2	0	0	100	0	0	0	0	0	3	100	0	1	
	BIRMINGHAM	BMIBABY LTD	S	A	16	0	0	81	13	0	6	0	0	10	68	23	19	
	BIRMINGHAM	BMIBABY LTD	S	D	16	0	0	69	25	6	0	0	0	13	47	29	19	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	225	0	0	84	8	4	4	0	0	9	78	11	201	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	225	0	0	80	12	5	2	0	0	9	79	9	201	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	100	0	0	0	0	0	4	54	40	13	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2010					
					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
NICE																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	100	0	0	0	0	0	2	46	40	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	120	0	0	75	12	6	6	2	0	15	38	34	100	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	121	0	0	83	9	4	2	2	0	10	51	25	100	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	70	23	7	0	0	0	10	43	44	56	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	90	10	0	0	0	0	5	60	33	57	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	12	0	1	92	8	0	0	0	0	2	31	53	13	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	0	8	0	0	0	3	31	45	13	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	68	29	0	3	0	0	13	26	61	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	10	0	3	0	0	9	45	37	31	
	GLASGOW	JET2.COM LTD	S	A	8	0	1	0	25	38	38	0	0	61	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	8	0	0	38	38	13	0	13	0	45	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	24	0	0	38	46	8	8	0	0	21	15	71	13	
	MANCHESTER	JET2.COM LTD	S	D	25	0	0	68	20	8	4	0	0	14	14	82	14	
<b>TOTAL NICE</b>					<b>1105</b>	<b>20</b>	<b>2</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>25</b>	<b>25</b>	
NIEDERRHEIN																		
	EDINBURGH	RYANAIR	S	A	21	0	2	95	5	0	0	0	0	3	83	16	30	
	EDINBURGH	RYANAIR	S	D	22	0	1	95	5	0	0	0	0	2	87	9	30	
	STANSTED	RYANAIR	S	A	40	0	0	78	15	3	3	0	3	22	89	19	62	
	STANSTED	RYANAIR	S	D	40	0	0	75	18	5	3	0	0	11	82	20	62	
<b>TOTAL NIEDERRHEIN</b>					<b>123</b>	<b>1</b>	<b>3</b>	<b>83</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>87</b>	<b>15</b>	<b>15</b>	
NIMES																		
	LUTON	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	93	7	30		
	LUTON	RYANAIR	S	D	31	0	0	100	0	0	0	0	0	2	93	7	30	
<b>TOTAL NIMES</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>93</b>	<b>7</b>	<b>7</b>	
NORWICH																		
	EDINBURGH	FLYBE LTD	S	A	48	0	3	90	4	0	4	2	0	12	94	4	48	
	EDINBURGH	FLYBE LTD	S	D	49	0	2	88	6	0	4	2	0	12	88	8	48	
	MANCHESTER	FLYBE LTD	S	A	47	0	1	79	4	6	9	2	0	18	81	11	42	
	MANCHESTER	FLYBE LTD	S	D	47	0	0	79	4	4	11	2	0	20	75	15	44	
<b>TOTAL NORWICH</b>					<b>191</b>	<b>2</b>	<b>6</b>	<b>84</b>	<b>5</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>9</b>	<b>9</b>	
NUREMBERG																		
	GATWICK	AIR BERLIN	S	A	49	0	0	96	4	0	0	0	0	4	0	0	0	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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)											
NUREMBERG	GATWICK	AIR BERLIN	S	D	49	0	0	98	2	0	0	0	0	2	0	0	0
<b>TOTAL NUREMBERG</b>					<b>98</b>	<b>1</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>13</b>	<b>13</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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)												
OLBIA																		
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	100	0	0	0	0	0	7	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	50	50	0	0	0	0	12	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	100	0	0	0	0	0	2	24	92	21	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	92	8	0	0	0	0	3	33	26	21	
	EDINBURGH	JET2.COM LTD	S	A	2	0	0	0	0	50	50	0	0	58	0	58	3	
<b>TOTAL OLBIA</b>					<b>55</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>25</b>	<b>58</b>	<b>58</b>	
OPORTO (PORTUGAL)																		
	GATWICK	AIR PORTUGAL	S	A	62	0	0	97	2	2	0	0	0	4	86	17	59	
	GATWICK	AIR PORTUGAL	S	D	62	0	0	95	5	0	0	0	0	2	91	14	58	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	79	10	0	10	0	0	14	71	14	28	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	87	3	3	5	3	0	11	57	22	28	
	STANSTED	RYANAIR	S	A	54	0	0	89	7	4	0	0	0	6	78	25	50	
	STANSTED	RYANAIR	S	D	53	0	0	89	8	4	0	0	0	7	76	27	50	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>19</b>	<b>19</b>	
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	84	10	3	3	0	0	9	56	46	39	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	84	10	6	0	0	0	9	69	25	39	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	74	11	8	3	3	0	16	55	84	55	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	71	18	8	3	0	0	13	38	84	56	
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	6	0	0	67	17	17	0	0	0	11	0	0	0	
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	48	0	0	90	0	6	4	0	0	8	69	59	45	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	48	0	0	92	6	2	0	0	0	4	52	53	44	
<b>TOTAL ORLANDO</b>					<b>293</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>55</b>	<b>61</b>	<b>61</b>	
OSLO (GARDERMOEN)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	0	89	6	3	2	0	0	7	95	2	109	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	0	91	5	2	2	0	0	6	89	4	110	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	22	0	0	91	0	5	5	0	0	10	95	2	22	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	22	0	0	82	9	5	5	0	0	14	86	8	22	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	79	0	0	95	4	1	0	0	0	3	92	7	77	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	79	0	0	87	9	0	3	0	1	13	82	12	77	
	HEATHROW	SAS	S	A	149	0	0	87	8	4	1	0	0	7	93	3	145	
	HEATHROW	SAS	S	D	148	0	1	93	5	1	2	0	0	5	94	3	145	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					MATCHED			UNMATCHED		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)		Actual (7)	Plan (8)									
OSLO (GARDERMOEN)	MANCHESTER	SAS	S	A	19	0	0	95	0	5	0	0	0	4	89	10	18	
	MANCHESTER	SAS	S	D	19	0	0	95	5	0	0	0	0	4	83	13	18	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>786</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>5</b>	<b>5</b>	
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	30	0	0	73	27	0	0	0	0	8	47	43	30	
	HEATHROW	AIR CANADA	S	D	29	0	0	79	7	14	0	0	0	10	67	23	30	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>55</b>	<b>38</b>	<b>38</b>	
OUARZAZATE																		
OXFORD (KIDLINGTON)																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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	80	7	5	
	BIRMINGHAM	AIR BERLIN	C	D	5	0	0	100	0	0	0	0	0	6	60	13	5	
	MANCHESTER	AIR BERLIN	S	A	13	0	0	100	0	0	0	0	0	2	83	5	12	
	MANCHESTER	AIR BERLIN	S	D	13	0	0	100	0	0	0	0	0	0	92	2	12	
	STANSTED	AIR BERLIN	S	A	31	0	0	94	0	6	0	0	0	4	85	8	55	
	STANSTED	AIR BERLIN	S	D	31	0	0	81	6	10	3	0	0	10	91	5	54	
<b>TOTAL PADERBORN</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>6</b>	<b>6</b>	
PALERMO																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	83	11	0	6	0	0	10	38	25	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	83	11	6	0	0	0	7	54	18	13	
	STANSTED	RYANAIR	S	A	31	0	0	65	3	19	13	0	0	23	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	94	3	3	0	0	0	3	0	0	0	
<b>TOTAL PALERMO</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>46</b>	<b>22</b>	<b>22</b>	
PALMA DE MALLORCA																		
	GLASGOW	BA CITYFLYER LTD	C	A	2	0	0	50	0	0	50	0	0	39	0	70	6	
	GLASGOW	BA CITYFLYER LTD	C	D	2	0	0	50	50	0	0	0	0	9	80	8	5	
	LONDON CITY	BA CITYFLYER LTD	S	A	15	0	0	73	13	0	13	0	0	17	29	25	7	
	LONDON CITY	BA CITYFLYER LTD	S	D	15	0	0	93	0	0	7	0	0	9	100	3	7	
	MANCHESTER	BA CITYFLYER LTD	C	D	2	0	0	0	0	0	100	0	0	79	0	79	1	
	BIRMINGHAM	BMIBABY LTD	S	A	11	0	0	82	9	9	0	0	0	6	89	24	19	
	BIRMINGHAM	BMIBABY LTD	S	D	11	0	0	64	18	18	0	0	0	16	63	19	19	
	MANCHESTER	BMIBABY LTD	S	A	9	0	0	78	22	0	0	0	0	7	0	0	0	
	MANCHESTER	BMIBABY LTD	S	D	9	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	50	0	50	0	0	0	22	60	75	5	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	100	0	0	0	0	0	0	80	53	5	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	99	0	0	80	8	8	3	1	0	13	37	50	91	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	100	0	0	84	8	5	2	1	0	10	55	32	91	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	75	25	0	0	0	0	8	60	72	5	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	0	60	59	5	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	66	0	0	80	11	6	0	3	0	13	60	29	60	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	66	0	0	88	5	6	0	2	0	10	72	17	60	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	86	7	7	0	0	0	5	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	93	7	0	0	0	0	2	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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																		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	13	3	3	0	0	9	43	42	47	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	10	0	3	0	0	7	71	23	48	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	80	7	2	11	0	0	15	42	47	59	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	85	3	0	10	2	0	15	56	26	59	
	EDINBURGH	JET2.COM LTD	S	A	12	0	1	8	33	42	17	0	0	44	0	0	0	
	EDINBURGH	JET2.COM LTD	S	D	12	0	0	75	8	17	0	0	0	14	0	0	0	
	GLASGOW	JET2.COM LTD	S	A	20	0	0	40	10	35	15	0	0	34	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	20	0	0	65	20	10	5	0	0	19	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	23	0	0	52	35	9	0	4	0	28	27	73	22	
	MANCHESTER	JET2.COM LTD	S	D	23	0	0	70	13	13	4	0	0	18	55	39	22	
	NEWCASTLE	JET2.COM LTD	S	A	24	0	1	67	17	13	4	0	0	14	47	59	19	
	NEWCASTLE	JET2.COM LTD	S	D	25	0	0	72	12	16	0	0	0	15	74	28	19	
	BIRMINGHAM	MONARCH AIRLINES	S	A	17	0	0	82	18	0	0	0	0	5	71	24	17	
	BIRMINGHAM	MONARCH AIRLINES	S	D	17	0	0	100	0	0	0	0	0	2	72	12	18	
	GATWICK	MONARCH AIRLINES	S	A	32	0	0	47	28	22	3	0	0	21	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	32	0	0	81	9	9	0	0	0	8	0	0	0	
	LUTON	MONARCH AIRLINES	S	A	19	0	0	53	16	26	5	0	0	21	58	38	19	
	LUTON	MONARCH AIRLINES	S	D	19	0	0	74	5	16	5	0	0	22	63	38	19	
	MANCHESTER	MONARCH AIRLINES	S	A	62	0	0	52	16	11	18	2	2	37	43	39	53	
	MANCHESTER	MONARCH AIRLINES	S	D	62	0	0	68	15	6	8	3	0	26	60	23	53	
	BIRMINGHAM	RYANAIR	S	A	22	0	0	91	5	0	5	0	0	8	58	59	12	
	BIRMINGHAM	RYANAIR	S	D	22	0	0	91	5	0	5	0	0	7	75	30	12	
	EDINBURGH	RYANAIR	S	A	31	0	1	87	10	3	0	0	0	5	79	8	19	
	EDINBURGH	RYANAIR	S	D	31	0	1	100	0	0	0	0	0	1	74	12	19	
	MANCHESTER	RYANAIR	S	A	22	0	0	68	23	9	0	0	0	13	0	0	0	
	MANCHESTER	RYANAIR	S	D	22	0	0	59	27	9	5	0	0	18	0	0	0	
	STANSTED	RYANAIR	S	A	54	0	0	67	15	17	2	0	0	14	81	11	42	
	STANSTED	RYANAIR	S	D	54	0	0	83	11	6	0	0	0	6	82	11	45	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	14	0	0	64	21	7	7	0	0	15	58	108	12	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	16	0	0	88	6	0	6	0	0	8	71	78	14	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	93	0	7	0	0	0	3	25	82	12	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	16	0	0	75	13	13	0	0	0	8	36	63	14	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	22	0	0	68	5	14	9	0	5	41	29	38	21	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
					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
PALMA DE MALLORCA	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	21	0	0	62	19	14	5	0	0	21	67	42	24
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	41	0	0	56	15	22	7	0	0	21	19	59	26
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	49	0	0	71	14	4	10	0	0	20	47	58	32
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	7	1	0	71	0	14	0	14	0	47	13	52	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	11	0	0	55	9	27	9	0	0	20	56	12	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	22	3
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	5	75	21	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	21	0	0	43	29	19	10	0	0	27	45	31	22
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	24	0	0	83	8	4	4	0	0	11	76	16	21
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	11	0	0	0	9	36	45	0	9	143	0	0	0
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	12	0	0	8	67	17	8	0	0	29	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	52	1	0	54	21	15	8	0	2	29	51	26	39
	GATWICK	THOMSON AIRWAYS LTD	C	D	59	0	0	83	8	5	3	0	0	9	84	11	44
	GLASGOW	THOMSON AIRWAYS LTD	C	A	12	0	0	33	50	0	17	0	0	33	14	51	14
	GLASGOW	THOMSON AIRWAYS LTD	C	D	12	0	0	83	17	0	0	0	0	6	54	34	13
	LUTON	THOMSON AIRWAYS LTD	C	A	15	0	0	40	20	20	20	0	0	33	27	28	15
	LUTON	THOMSON AIRWAYS LTD	C	D	17	0	0	65	12	12	12	0	0	20	82	11	17
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	57	0	0	56	21	14	7	2	0	28	35	60	48
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	65	0	0	80	9	5	2	2	3	34	63	52	57
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	19	0	0	53	26	5	11	5	0	37	39	28	18
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	19	0	0	84	5	0	5	5	0	25	79	12	19
	STANSTED	THOMSON AIRWAYS LTD	C	A	13	0	0	62	8	23	8	0	0	19	62	47	13
	STANSTED	THOMSON AIRWAYS LTD	C	D	13	0	0	100	0	0	0	0	0	2	85	19	13
<b>TOTAL PALMA DE MALLORCA</b>					<b>1966</b>	<b>4</b>	<b>4</b>	<b>73</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>35</b>	<b>35</b>
PAPHOS	GATWICK	BRITISH AIRWAYS PLC	S	A	2	0	0	100	0	0	0	0	0	12	89	5	19
	GATWICK	BRITISH AIRWAYS PLC	S	D	2	0	0	100	0	0	0	0	0	11	68	9	19
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	88	0	13	0	0	0	5	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	63	25	0	13	0	0	20	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	82	12	4	2	0	0	8	53	42	58
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	80	16	2	2	0	0	10	48	24	58
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	64	0	9	27	0	0	27	62	16	13
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	56	33	0	11	0	0	21	69	14	13



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					28	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)											
PAPHOS																		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	75	11	11	4	0	0	13	48	34	27	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	57	36	4	4	0	0	16	54	30	28	
	GLASGOW	JET2.COM LTD	S	A	9	0	0	22	56	22	0	0	0	27	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	9	0	0	44	33	22	0	0	0	19	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	67	11	11	11	0	0	21	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	33	22	44	0	0	0	25	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	75	13	0	13	0	0	13	63	23	8	
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	63	13	13	13	0	0	25	38	39	8	
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	67	22	11	0	0	0	13	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	10	0	0	80	0	10	10	0	0	22	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	11	0	0	73	9	0	0	9	9	73	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	10	0	0	60	30	0	10	0	0	24	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	D	10	0	0	40	10	30	20	0	0	47	0	0	0	
	BIRMINGHAM	SKY WINGS AIRLINES	C	A	2	0	0	0	0	50	50	0	0	60	0	0	0	
	BIRMINGHAM	SKY WINGS AIRLINES	C	D	3	0	0	0	0	0	67	33	0	153	0	0	0	
	GATWICK	STAF	C	A	3	0	0	67	33	0	0	0	0	10	0	0	0	
	GATWICK	STAF	C	D	3	0	0	67	0	33	0	0	0	21	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	2	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	5	100	7	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	0	0	64	9	27	0	0	0	19	56	24	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	10	0	20	0	0	17	78	9	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	7	0	0	86	0	14	0	0	0	9	57	17	7	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	25	0	0	0	16	44	22	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	94	0	6	0	0	0	3	31	33	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	93	0	0	7	0	0	7	43	39	14	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	17	50	43	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	18	40	76	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	10	0	0	90	10	0	0	0	0	3	75	7	12	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	10	0	0	70	20	10	0	0	0	16	86	9	14	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	25	75	0	0	0	0	17	0	0	0	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	5	0	0	40	20	20	20	0	0	32	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	19	0	0	74	16	5	5	0	0	16	72	16	18	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
					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)											
PAPHOS	GATWICK	THOMSON AIRWAYS LTD	C	D	19	0	0	79	11	5	0	5	0	18	56	21	18
	LUTON	THOMSON AIRWAYS LTD	C	A	8	0	0	63	13	25	0	0	0	19	56	16	9
	LUTON	THOMSON AIRWAYS LTD	C	D	8	0	0	50	13	25	13	0	0	28	56	12	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	16	0	0	75	25	0	0	0	0	8	35	26	17
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	15	0	0	80	7	13	0	0	0	9	44	19	18
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	67	22	11	0	0	0	12	67	38	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	56	22	22	0	0	0	15	33	54	9
	STANSTED	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	8	56	17	9
	STANSTED	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	5	89	5	9
<b>TOTAL PAPHOS</b>					<b>550</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>24</b>	<b>24</b>
PARIS (CHARLES DE GAULLE)	BIRMINGHAM	AIR FRANCE	S	A	92	1	1	95	2	1	2	0	0	4	0	0	0
	BIRMINGHAM	AIR FRANCE	S	D	93	0	0	96	3	1	0	0	0	2	0	0	0
	HEATHROW	AIR FRANCE	S	A	242	0	0	67	22	10	1	0	0	12	82	8	241
	HEATHROW	AIR FRANCE	S	D	242	0	0	95	3	1	1	0	0	4	91	5	241
	MANCHESTER	AIR FRANCE	S	A	93	0	0	85	8	4	3	0	0	9	91	6	122
	MANCHESTER	AIR FRANCE	S	D	93	0	0	94	4	2	0	0	0	4	88	6	122
	NEWCASTLE	BRIT AIR	S	A	80	1	0	89	10	1	0	0	0	5	89	6	76
	NEWCASTLE	BRIT AIR	S	D	80	0	0	86	9	5	0	0	0	8	91	7	74
	HEATHROW	BRITISH AIRWAYS PLC	S	A	231	1	0	81	12	4	2	0	0	9	89	5	219
	HEATHROW	BRITISH AIRWAYS PLC	S	D	232	0	0	86	6	5	2	0	0	8	83	7	219
	EDINBURGH	CITY JET	S	A	118	0	0	92	3	3	1	0	0	5	85	7	118
	EDINBURGH	CITY JET	S	D	118	0	0	91	4	4	1	0	0	6	82	11	118
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	83	14	3	0	0	0	5	61	20	28
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	80	10	10	0	0	0	7	64	21	28
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	26	1	0	62	12	23	4	0	0	21	46	22	24
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	62	15	15	4	4	0	23	54	16	24
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	84	0	0	75	10	7	6	2	0	19	67	23	78
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	84	1	0	73	11	8	7	1	0	19	68	18	78
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	77	5	9	9	0	0	16	44	33	27
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	77	9	5	9	0	0	16	48	34	27
	BIRMINGHAM	FLYBE LTD	S	A	80	0	22	98	3	0	0	0	0	2	84	11	70
	BIRMINGHAM	FLYBE LTD	S	D	80	0	22	96	3	1	0	0	0	4	80	15	70

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 2010			
			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)	Actual (7)	Plan (8)										
PARIS (CHARLES DE GAULLE)																		
	GLASGOW	FLYBE LTD	S	A	30	0	0	93	3	3	0	0	0	4	79	20	28	
	GLASGOW	FLYBE LTD	S	D	30	0	0	93	7	0	0	0	0	5	93	14	28	
	MANCHESTER	FLYBE LTD	S	A	104	0	0	92	3	3	0	2	0	10	79	12	71	
	MANCHESTER	FLYBE LTD	S	D	104	0	0	91	7	2	0	0	0	4	83	9	71	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>2467</b>	<b>8</b>	<b>46</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>10</b>	<b>10</b>	
PARIS (LE BOURGET)																		
PARIS (ORLY)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	82	4	10	3	1	0	11	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	79	11	5	3	1	0	11	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	136	0	0	87	7	4	2	0	0	6	86	6	111	
	LONDON CITY	VLM (BELGIUM)	S	D	135	0	0	88	6	5	1	0	0	6	89	6	114	
<b>TOTAL PARIS (ORLY)</b>					<b>455</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>6</b>	<b>6</b>	
PARMA																		
	STANSTED	RYANAIR	S	A	13	0	0	62	23	15	0	0	0	16	8	36	13	
	STANSTED	RYANAIR	S	D	13	0	0	85	15	0	0	0	0	9	54	19	13	
<b>TOTAL PARMA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>31</b>	<b>27</b>	<b>27</b>	
PAU																		
	LONDON CITY	CITY JET	S	A	13	0	0	100	0	0	0	0	0	0	0	0	0	
	LONDON CITY	CITY JET	S	D	13	0	0	92	8	0	0	0	0	2	0	0	0	
<b>TOTAL PAU</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>0</b>	<b>1</b>	<b>81</b>	<b>15</b>	<b>15</b>	
PERPIGNAN																		
	MANCHESTER	BMIBABY LTD	S	A	15	0	0	67	13	13	0	7	0	29	100	4	4	
	MANCHESTER	BMIBABY LTD	S	D	15	0	0	80	7	7	0	7	0	26	100	4	4	
	STANSTED	RYANAIR	S	A	20	0	0	100	0	0	0	0	0	2	89	4	18	
	STANSTED	RYANAIR	S	D	20	0	0	95	5	0	0	0	0	3	89	4	18	
<b>TOTAL PERPIGNAN</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>91</b>	<b>4</b>	<b>4</b>	
PERUGIA																		
	STANSTED	RYANAIR	S	A	22	0	0	91	5	0	5	0	0	10	72	25	18	
	STANSTED	RYANAIR	S	D	22	0	0	95	0	0	5	0	0	7	78	18	18	
<b>TOTAL PERUGIA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>22</b>	<b>22</b>	
PESCARA																		
	STANSTED	RYANAIR	S	A	22	0	0	91	9	0	0	0	0	2	95	1	20	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
					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)											
PESCARA	STANSTED	RYANAIR	S	D	22	0	0	95	5	0	0	0	0	4	80	7	20
<b>TOTAL PESCARA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>4</b>	<b>4</b>
PESHAWAR	HEATHROW	PAKISTAN INTL AIRLINES	S	A	4	0	0	0	25	75	0	0	0	44	0	0	0
<b>TOTAL PESHAWAR</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
PHILADELPHIA INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	1	0	79	8	8	3	2	0	14	63	29	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	77	16	3	2	2	0	14	70	15	54
	GLASGOW	US AIRWAYS	S	A	24	0	0	63	13	17	8	0	0	17	79	24	14
	GLASGOW	US AIRWAYS	S	D	24	0	0	88	4	4	4	0	0	11	64	21	14
	HEATHROW	US AIRWAYS	S	A	31	0	0	52	16	6	23	3	0	37	53	35	30
	HEATHROW	US AIRWAYS	S	D	31	0	0	58	16	6	16	3	0	33	63	38	30
	MANCHESTER	US AIRWAYS	S	A	30	0	1	63	20	13	3	0	0	16	50	28	30
	MANCHESTER	US AIRWAYS	S	D	30	0	1	70	13	13	3	0	0	14	67	34	30
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>293</b>	<b>1</b>	<b>2</b>	<b>70</b>	<b>13</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>28</b>	<b>28</b>
PHOENIX	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	52	19	19	11	0	0	24	56	32	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	74	11	7	7	0	0	15	72	22	25
<b>TOTAL PHOENIX</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>27</b>	<b>27</b>
PISA	GATWICK	BRITISH AIRWAYS PLC	S	A	61	0	0	72	3	20	5	0	0	16	100	1	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	71	11	15	3	0	0	12	93	3	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	13	3	6	0	0	18	80	13	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	10	13	3	0	0	12	85	13	61
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	46	20	20	14	0	0	27	34	47	35
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	66	20	6	9	0	0	15	46	33	35
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	61	16	10	13	0	0	23	67	25	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	13	13	3	0	0	15	73	23	30
	MANCHESTER	JET2.COM LTD	S	A	19	0	0	42	21	32	5	0	0	27	0	39	3
	MANCHESTER	JET2.COM LTD	S	D	19	0	0	68	16	16	0	0	0	12	0	23	3
	NEWCASTLE	JET2.COM LTD	S	A	3	0	0	0	0	100	0	0	0	43	50	13	2
	NEWCASTLE	JET2.COM LTD	S	D	3	0	0	0	33	67	0	0	0	45	100	7	2

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
					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)											
PISA	EDINBURGH	RYANAIR	S	A	11	0	2	91	0	0	9	0	0	10	92	7	13
	EDINBURGH	RYANAIR	S	D	12	0	1	83	8	8	0	0	0	7	85	4	13
	STANSTED	RYANAIR	S	A	91	0	1	71	9	13	7	0	0	16	57	20	92
	STANSTED	RYANAIR	S	D	93	0	0	81	12	6	1	0	0	8	71	13	92
	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	3
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	5	75	8	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	3	0	0	33	33	0	33	0	0	59	100	2	3
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	75	11	4
<b>TOTAL PISA</b>					<b>582</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>12</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>17</b>	<b>17</b>
PLOVDIV	STANSTED	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	6	0	0	0
	STANSTED	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	7	0	0	0
<b>TOTAL PLOVDIV</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>0</b>	<b>0</b>	<b>0</b>
PLYMOUTH	GLASGOW	AIR SOUTHWEST	S	A	26	0	1	85	8	4	4	0	0	8	83	13	29
	GLASGOW	AIR SOUTHWEST	S	D	26	0	0	85	8	4	4	0	0	9	83	12	29
	MANCHESTER	AIR SOUTHWEST	S	D	21	0	0	95	0	5	0	0	0	3	85	9	47
<b>TOTAL PLYMOUTH</b>					<b>73</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>7</b>	<b>7</b>
PODGORICA	GATWICK	MONTENEGRO AIRLINES	S	A	12	0	0	100	0	0	0	0	0	0	85	4	13
	GATWICK	MONTENEGRO AIRLINES	S	D	12	0	0	92	0	8	0	0	0	4	100	4	13
<b>TOTAL PODGORICA</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>2</b>	<b>92</b>	<b>4</b>	<b>4</b>
POITIERS	STANSTED	RYANAIR	S	A	20	0	0	95	0	0	5	0	0	5	83	8	18
	STANSTED	RYANAIR	S	D	20	0	1	95	0	0	5	0	0	5	78	7	18
<b>TOTAL POITIERS</b>					<b>40</b>	<b>0</b>	<b>1</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>6</b>	<b>6</b>
PORT OF SPAIN	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	0	3	0	0	3	73	30	22
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	94	3	0	3	0	0	8	86	19	22
<b>TOTAL PORT OF SPAIN</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>80</b>	<b>25</b>	<b>25</b>
PORTO SANTO	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	0	25	25	0	75	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
					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)											
PORTO SANTO	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	60	0	20	0	20	0	46	0	0	0
<b>TOTAL PORTO SANTO</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>59</b>	<b>100</b>	<b>12</b>	<b>12</b>
POZNAN	EDINBURGH	RYANAIR	S	A	8	0	1	88	13	0	0	0	0	5	83	8	12
	EDINBURGH	RYANAIR	S	D	8	0	1	63	25	13	0	0	0	11	75	13	12
	STANSTED	RYANAIR	S	A	31	0	0	90	6	3	0	0	0	3	78	12	40
	STANSTED	RYANAIR	S	D	31	0	0	94	6	0	0	0	0	3	83	9	41
	LUTON	WIZZ AIR	S	A	31	0	0	100	0	0	0	0	0	1	83	16	30
	LUTON	WIZZ AIR	S	D	31	0	0	68	19	10	0	3	0	23	60	35	30
<b>TOTAL POZNAN</b>					<b>140</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>16</b>	<b>16</b>
PRAGUE	MANCHESTER	BMIBABY LTD	S	A	18	0	0	67	6	17	11	0	0	19	82	5	17
	MANCHESTER	BMIBABY LTD	S	D	18	0	0	72	6	11	11	0	0	16	76	12	17
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	0	85	10	2	1	2	0	9	94	3	114
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	0	88	6	4	2	1	0	9	90	5	113
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	88	7	2	3	0	0	8	49	26	53
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	91	5	0	2	2	0	7	66	20	53
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	63	33	0	4	0	0	13	47	33	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	81	11	4	4	0	0	11	73	22	30
	EDINBURGH	JET2.COM LTD	S	A	18	0	0	44	17	22	17	0	0	29	28	55	18
	EDINBURGH	JET2.COM LTD	S	D	18	0	0	89	11	0	0	0	0	6	61	44	18
	MANCHESTER	JET2.COM LTD	S	A	22	0	0	64	18	5	14	0	0	24	43	42	21
	MANCHESTER	JET2.COM LTD	S	D	22	0	0	73	9	5	14	0	0	20	55	29	20
	NEWCASTLE	JET2.COM LTD	S	A	14	0	0	79	0	14	7	0	0	13	0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	13	0	0	69	15	15	0	0	0	15	0	0	0
	LUTON	WIZZ AIR	S	A	49	0	0	92	2	4	2	0	0	7	56	36	32
	LUTON	WIZZ AIR	S	D	49	0	0	65	20	10	4	0	0	17	45	45	31
<b>TOTAL PRAGUE</b>					<b>658</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>16</b>	<b>16</b>
PRESTWICK	STANSTED	RYANAIR	S	A	29	0	2	90	0	7	0	3	0	10	95	3	87
	STANSTED	RYANAIR	S	D	30	0	1	93	0	7	0	0	0	4	93	3	87
<b>TOTAL PRESTWICK</b>					<b>59</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>3</b>	<b>3</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010				
					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)												
PREVEZA																		
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	78	11	11	0	0	0	7	78	11	9	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	89	11	0	0	0	0	5	89	9	9	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	24	75	7	4	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	20	60	0	20	0	0	35	60	11	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	40	41	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	5	40	38	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	25	296	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	67	199	6	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	6	29	59	7	
	GATWICK	THOMSON AIRWAYS LTD	C	D	10	0	0	90	10	0	0	0	0	7	30	85	10	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	75	13	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	16	60	22	5	
	GATWICK	TOR AIR	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	TOR AIR	C	D	3	0	0	100	0	0	0	0	0	1	0	0	0	
<b>TOTAL PREVEZA</b>					<b>82</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>56</b>	<b>56</b>	<b>56</b>	
PRISTINA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	73	18	5	5	0	0	11	84	13	19	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	91	5	5	0	0	0	6	63	20	19	
<b>TOTAL PRISTINA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>16</b>	<b>16</b>	
PROVIDENCIALES																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	100	0	0	0	0	0	5	20	80	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	100	0	0	0	0	0	4	50	40	4	
<b>TOTAL PROVIDENCIALES</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>5</b>	<b>33</b>	<b>62</b>	<b>62</b>	
PUERTO PLATA																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	0	43	75	72	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	63	80	38	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	19	83	34	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	34	80	8	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	20	92	5		
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	40	146	5	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	66	20	126	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	40	108	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	51	50	90	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
					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>TOTAL PUERTO PLATA</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>3</b>	<b>7</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>61</b>	<b>66</b>	<b>66</b>
PULA																	
	GATWICK	CROATIA AIRLINES	C	D	2	0	0	50	0	0	50	0	0	91	0	0	0
	MANCHESTER	CROATIA AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	RYANAIR	S	A	13	0	0	92	8	0	0	0	4	85	6	13	
	STANSTED	RYANAIR	S	D	13	0	0	92	8	0	0	0	5	92	6	13	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	1	3	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	100	0	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	1	67	9	3	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	75	11	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	5	100	0	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	9	100	2	4	
<b>TOTAL PULA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>6</b>	<b>6</b>
PUNTA CANA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	1	89	16	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	100	0	0	0	0	2	78	21	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	10	25	52	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	5	25	54	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	0	0	0	67	165	75	61	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	0	50	135	25	84	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	20	43	238	7	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	3	50	41	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	8	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	4	89	48	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	0	11	0	13	60	35	10	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	67	30	3	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	5	50	66	4	
<b>TOTAL PUNTA CANA</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>67</b>	<b>67</b>



ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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)												
RALEIGH																		
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	83	7	7	3	0	0	8	41	53	29	
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	90	7	3	0	0	0	5	67	19	30	
<b>TOTAL RALEIGH</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>54</b>	<b>36</b>	<b>36</b>	
RENNES																		
	MANCHESTER	FLYBE LTD	S	A	4	0	0	100	0	0	0	0	0	2	67	72	3	
	MANCHESTER	FLYBE LTD	S	D	4	0	0	75	25	0	0	0	0	8	67	6	3	
<b>TOTAL RENNES</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>5</b>	<b>67</b>	<b>39</b>	<b>39</b>	
REUS																		
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	75	0	0	25	0	0	26	75	237	4	
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	75	25	0	0	0	0	11	80	182	5	
	MANCHESTER	JET2.COM LTD	S	A	3	0	0	0	33	33	33	0	0	58	50	14	2	
	MANCHESTER	JET2.COM LTD	S	D	3	0	0	0	67	0	33	0	0	37	50	10	2	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	92	0	8	0	0	0	4	100	3	12	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	85	8	8	0	0	0	7	83	8	12	
	LUTON	RYANAIR	S	A	17	0	0	88	6	0	6	0	0	12	88	7	16	
	LUTON	RYANAIR	S	D	17	0	0	94	0	0	6	0	0	13	63	11	16	
	STANSTED	RYANAIR	S	A	24	0	0	79	13	0	4	4	0	25	89	9	18	
	STANSTED	RYANAIR	S	D	24	0	0	83	13	0	4	0	0	9	72	11	18	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	0	33	0	0	33	67	54	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	8	75	46	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	6	75	94	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	83	17	0	0	0	0	6	100	2	6	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	10	0	0	70	10	20	0	0	0	15	56	23	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	13	0	0	54	15	15	15	0	0	24	78	9	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	1	0	67	8	0	17	0	8	63	64	88	11	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	87	7	0	7	0	0	13	53	36	15	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	60	27	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	5	80	7	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	8	67	32	6	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	7	75	31	8	
	GATWICK	THOMSON AIRWAYS LTD	C	A	11	0	0	55	27	9	0	9	0	44	80	6	10	
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	85	0	8	0	8	0	31	92	5	13	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	6	67	63	3	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
					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)											
REUS	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	48	4
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	33	85	3
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	67	21	3
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	11	0	0	27	45	27	0	0	0	21	73	19	11
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	100	0	0	0	0	0	3	85	6	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	12	86	26	7
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	7	89	5	9
<b>TOTAL REUS</b>					<b>294</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>26</b>	<b>26</b>
RHODES	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	56	19	0	25	0	0	38	56	50	18
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	69	19	0	13	0	0	21	56	34	18
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	67	0	0	33	0	0	35	50	14	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	32	80	135	5
	STANSTED	RYANAIR	S	A	13	0	0	85	8	8	0	0	0	9	0	0	0
	STANSTED	RYANAIR	S	D	13	0	0	85	8	0	8	0	0	10	0	0	0
	BIRMINGHAM	SKY WINGS AIRLINES	C	A	2	0	0	0	0	100	0	0	0	45	0	0	0
	BIRMINGHAM	SKY WINGS AIRLINES	C	D	2	0	0	50	0	50	0	0	0	37	0	0	0
	GATWICK	STAF	C	A	4	0	0	75	25	0	0	0	0	8	0	0	0
	GATWICK	STAF	C	D	5	0	0	20	20	40	20	0	0	35	0	0	0
	MANCHESTER	STAF	C	A	7	0	0	71	0	29	0	0	0	14	0	0	0
	MANCHESTER	STAF	C	D	8	0	0	63	13	25	0	0	0	17	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	3
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	25	18	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	11	11	0	0	12	56	26	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	10	10	0	0	0	8	44	32	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	0	33	33	0	0	49	67	12	3
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	0	25	0	56	67	15	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	0	20	20	0	72	75	12	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	0	20	0	42	40	35	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	6	0	0	33	17	50	0	0	0	29	50	35	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	25	38	25	13	0	0	24	20	45	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	63	25	0	0	13	0	42	100	0	7
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	75	0	13	0	13	0	42	89	106	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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)												
RHODES																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	44	22	11	11	11	0	45	90	11	10	
	GATWICK	THOMSON AIRWAYS LTD	C	D	12	0	0	75	8	8	0	8	0	29	62	50	13	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	3	0	0	67	0	0	0	33	0	65	33	32	3	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	55	33	43	3	
	LUTON	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	9	50	29	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	15	100	6	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	10	0	0	70	10	10	0	10	0	39	45	35	11	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	11	0	0	64	9	0	18	9	0	46	50	100	12	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	3	0	0	67	0	0	33	0	0	55	67	29	3	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	54	40	54	5	
	STANSTED	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	3	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	6	4	
<b>TOTAL RHODES</b>					<b>241</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>12</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>28</b>	<b>63</b>	<b>43</b>	<b>43</b>	
RIGA																		
	GATWICK	AIR BALTIC	S	A	40	0	0	93	8	0	0	0	0	6	83	11	48	
	GATWICK	AIR BALTIC	S	D	40	0	0	80	15	3	3	0	0	8	83	11	48	
	STANSTED	RYANAIR	S	A	62	0	0	95	2	2	0	0	2	14	89	6	62	
	STANSTED	RYANAIR	S	D	62	0	0	97	2	2	0	0	0	1	94	5	62	
	LUTON	WIZZ AIR	S	A	19	0	0	26	26	42	5	0	0	29	85	18	13	
	LUTON	WIZZ AIR	S	D	19	0	0	26	16	47	11	0	0	33	69	22	13	
<b>TOTAL RIGA</b>					<b>242</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>11</b>	<b>87</b>	<b>9</b>	<b>9</b>	
RIJEKA																		
	STANSTED	RYANAIR	S	A	8	0	1	100	0	0	0	0	0	0	0	0	0	
	STANSTED	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL RIJEKA</b>					<b>17</b>	<b>0</b>	<b>1</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>	
RIMINI																		
	STANSTED	RYANAIR	S	A	13	0	0	69	31	0	0	0	0	9	46	19	13	
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	2	85	6	13	
<b>TOTAL RIMINI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>65</b>	<b>13</b>	<b>13</b>	
RIO DE JANEIRO (GALEAO)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	93	0	7	0	0	0	6	62	17	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	0	8	8	0	0	16	86	10	14	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					Actual (7)	Plan (8)		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		
RIO DE JANEIRO (GALEAO)																		
	HEATHROW	TAM LINHAS AEREAS	S	A	14	0	0	79	7	7	7	0	0	10	0	0	0	0
	HEATHROW	TAM LINHAS AEREAS	S	D	14	0	0	100	0	0	0	0	0	2	0	0	0	0
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>55</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>13</b>	<b>13</b>	
RIYADH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	90	5	0	5	0	0	7	95	2	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	90	5	0	5	0	0	7	86	6	22	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	18	0	0	89	0	6	0	6	0	16	84	16	19	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	18	0	0	83	17	0	0	0	0	5	89	8	19	
<b>TOTAL RIYADH</b>					<b>78</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>8</b>	<b>8</b>	
ROCHESTER (USA)																		
RODEZ																		
	STANSTED	RYANAIR	S	A	18	0	0	89	6	6	0	0	0	6	94	4	18	
	STANSTED	RYANAIR	S	D	18	0	0	89	6	6	0	0	0	4	100	1	18	
<b>TOTAL RODEZ</b>					<b>36</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>5</b>	<b>97</b>	<b>2</b>	<b>2</b>	
ROME (CIAMPINO)																		
	EDINBURGH	RYANAIR	S	A	18	0	0	61	22	17	0	0	0	17	19	32	16	
	EDINBURGH	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	3	88	7	16	
	GATWICK	RYANAIR	S	A	31	0	0	97	0	0	0	3	0	8	0	0	0	
	GATWICK	RYANAIR	S	D	31	0	0	94	0	3	0	3	0	11	0	0	0	
	STANSTED	RYANAIR	S	A	95	0	0	71	19	9	0	1	0	14	63	16	93	
	STANSTED	RYANAIR	S	D	95	0	0	87	9	3	0	0	0	6	82	9	93	
<b>TOTAL ROME (CIAMPINO)</b>					<b>288</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>14</b>	<b>14</b>	
ROME (FIUMICINO)																		
	HEATHROW	ALITALIA (CAI)	S	A	154	0	0	82	12	5	1	0	0	8	75	9	151	
	HEATHROW	ALITALIA (CAI)	S	D	154	0	0	78	13	6	3	0	0	10	58	16	150	
	GATWICK	BRITISH AIRWAYS PLC	S	A	61	0	0	62	18	15	5	0	0	17	39	28	56	
	GATWICK	BRITISH AIRWAYS PLC	S	D	61	0	0	84	5	8	3	0	0	9	77	9	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	183	0	0	75	14	6	4	1	0	14	68	17	171	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	184	0	0	79	10	4	5	1	0	14	80	8	171	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	114	0	0	69	18	9	4	0	0	13	21	48	80	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	114	0	0	86	8	4	3	0	0	7	64	20	80	
	MANCHESTER	JET2.COM LTD	S	A	31	0	0	55	23	13	6	0	3	32	36	51	28	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
					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)											
ROME (FIUMICINO)	MANCHESTER	JET2.COM LTD	S	D	31	0	0	61	16	16	3	3	0	21	70	18	30
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	61	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>					<b>1094</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>18</b>	<b>18</b>
RONNEBY	EDINBURGH	GOLDEN AIR	C	A	2	0	0	100	0	0	0	0	0	4	0	0	0
	EDINBURGH	GOLDEN AIR	C	D	3	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL RONNEBY</b>					<b>5</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>
ROTTERDAM	LONDON CITY	VLM (BELGIUM)	S	A	186	0	0	97	2	1	1	0	0	3	97	2	174
	LONDON CITY	VLM (BELGIUM)	S	D	188	0	0	94	4	1	1	0	0	4	95	4	172
<b>TOTAL ROTTERDAM</b>					<b>374</b>	<b>1</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>6</b>	<b>6</b>
RYGGE	GATWICK	RYANAIR	S	A	31	0	0	97	3	0	0	0	0	1	0	0	0
	GATWICK	RYANAIR	S	D	31	0	0	100	0	0	0	0	0	1	0	0	0
	NEWCASTLE	RYANAIR	S	A	12	0	1	92	0	0	0	8	0	18	100	0	6
	NEWCASTLE	RYANAIR	S	D	12	0	1	92	0	0	0	8	0	18	100	0	6
	STANSTED	RYANAIR	S	A	62	0	0	97	2	0	0	2	0	5	95	7	62
	STANSTED	RYANAIR	S	D	62	0	0	97	3	0	0	0	0	1	94	5	62
<b>TOTAL RYGGE</b>					<b>210</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>6</b>	<b>6</b>
RZESZOW	BIRMINGHAM	RYANAIR	S	A	9	0	0	78	11	0	0	0	11	73	100	0	9
	BIRMINGHAM	RYANAIR	S	D	9	0	0	78	22	0	0	0	0	6	89	5	9
	LUTON	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	3	89	31	9
	LUTON	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	5	89	7	9
	STANSTED	RYANAIR	S	A	31	0	0	94	0	0	3	3	0	15	87	9	31
	STANSTED	RYANAIR	S	D	31	0	0	94	3	0	3	0	0	5	81	13	31
<b>TOTAL RZESZOW</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>87</b>	<b>11</b>	<b>11</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					MAY 2010					
					Actual (7)	Plan (8)		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		
SALONIKA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	94	6	0	0	0	0	3	78	14	23	
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	76	18	6	0	0	0	10	74	12	23	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	79	21	0	0	0	0	5	67	27	18	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	95	5	0	0	0	0	3	67	25	18	
	STANSTED	RYANAIR	S	A	13	0	0	92	0	0	8	0	0	13	0	0	0	
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	STAF	C	D	2	0	0	50	50	0	0	0	0	15	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	28	1	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	7	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	13	80	24	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	81	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	6	40	71	5	
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	0	1	
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	0	2	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	3	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	2	6	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	7	100	2	1	
<b>TOTAL SALONIKA</b>					<b>148</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>21</b>	<b>21</b>	
SALZBURG																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	88	6	6	0	0	0	6	94	3	18	
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	71	18	12	0	0	0	11	94	3	18	
	STANSTED	RYANAIR	S	A	22	0	0	91	0	5	5	0	0	8	72	12	18	
	STANSTED	RYANAIR	S	D	22	0	0	91	0	5	5	0	0	6	78	10	18	
	GATWICK	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	12	100	4	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	2	100	2	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	4	75	9	4	
<b>TOTAL SALZBURG</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>7</b>	<b>7</b>	
SAMANA (EL CATEY)																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	67	68	3	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	50	77	4	
<b>TOTAL SAMANA (EL CATEY)</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>57</b>	<b>73</b>	<b>73</b>	
SAMOS																		

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: S

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					MATCHED	UNMATCHED		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)
SAMOS																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	2	100	0	3	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	100	8	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	2	100	0	1	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	1	2	
<b>TOTAL SAMOS</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>14</b>	<b>14</b>	
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	61	23	10	6	0	0	18	63	24	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	73	15	5	8	0	0	15	65	17	63	
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	82	6	3	6	2	0	15	63	29	60	
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	85	5	3	5	2	0	14	65	38	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	84	6	10	0	0	0	7	52	71	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	84	10	0	6	0	0	10	52	65	31	
<b>TOTAL SAN FRANCISCO</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>35</b>	<b>35</b>	
SAN JOSE																		
SAN JUAN (PUERTO RICO)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	0	11	0	0	13	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	4	0	0	0	
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SANDEFJORD(TORP)																		
	EDINBURGH	RYANAIR	S	A	17	0	1	94	6	0	0	0	0	2	92	10	12	
	EDINBURGH	RYANAIR	S	D	17	0	1	94	6	0	0	0	0	3	50	23	12	
	STANSTED	RYANAIR	S	A	31	0	0	94	6	0	0	0	0	3	92	4	62	
	STANSTED	RYANAIR	S	D	31	0	0	100	0	0	0	0	0	1	87	7	62	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>96</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>7</b>	<b>7</b>	
SANFORD																		
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	83	17	0	0	0	0	9	67	185	6	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	19	50	154	6	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	25	0	25	25	0	108	100	5	3	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	50	0	0	25	0	104	0	26	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	0	0	100	0	0	0	0	0	1	60	35	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	50	0	0	0	24	75	36	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	0	0	0	0	17	67	100	0	3	

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					MATCHED	UNMATCHED		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)
SANFORD																		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	0	13	0	0	28	60	45	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	64	7	7	21	0	0	29	44	63	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	50	10	10	30	0	0	44	60	52	10	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	0	2	60	94	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	7	67	18	3	
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	62	23	15	0	0	0	11	62	60	13	
	GATWICK	THOMSON AIRWAYS LTD	C	D	12	0	0	67	8	8	17	0	0	19	64	80	14	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	9	25	122	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	20	107	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	12	0	0	75	8	17	0	0	0	10	54	54	13	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	77	8	15	0	0	0	11	50	85	14	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	12	67	8	3	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	50	39	4	
<b>TOTAL SANFORD</b>					<b>143</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>56</b>	<b>70</b>	<b>70</b>	
SANTA CLARA																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	62	50	16	2	
	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	33	0	67	0	0	0	25	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL SANTA CLARA</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>20</b>	<b>33</b>	<b>21</b>	<b>21</b>	
SANTA CRUZ DE LA PALMA																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	50	42	4	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	8	80	32	5	
<b>TOTAL SANTA CRUZ DE LA PALMA</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>50</b>	<b>41</b>	<b>41</b>	
SANTANDER																		
	STANSTED	RYANAIR	S	A	31	0	0	97	3	0	0	0	0	3	90	8	29	
	STANSTED	RYANAIR	S	D	31	0	0	100	0	0	0	0	0	2	93	4	30	
<b>TOTAL SANTANDER</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>92</b>	<b>6</b>	<b>6</b>	
SANTIAGO DE COMPOSTELA																		
	STANSTED	RYANAIR	S	A	18	0	0	61	33	6	0	0	0	12	94	4	17	
	STANSTED	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	4	100	2	18	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>97</b>	<b>3</b>	<b>3</b>	
SAO PAULO (GUARULHOS)																		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					MAY 2010					
					Actual (7)	Plan (8)		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		
SAO PAULO (GUARULHOS)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	6	0	0	0	0	3	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	0	10	6	0	0	12	0	0	0	0
	HEATHROW	TAM LINHAS AEREAS	S	A	31	0	0	87	13	0	0	0	0	5	71	11	31	31
	HEATHROW	TAM LINHAS AEREAS	S	D	31	0	0	100	0	0	0	0	0	0	97	3	31	31
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>7</b>	<b>7</b>	<b>7</b>
SEATTLE (TACOMA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	61	19	10	10	0	0	21	58	26	31	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	23	6	6	0	0	16	55	22	31	31
<b>TOTAL SEATTLE (TACOMA)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>24</b>	<b>24</b>	<b>24</b>
SEOUL (INCHEON)																		
	HEATHROW	ASIANA AIRLINES	S	A	18	0	0	33	22	28	17	0	0	34	44	22	18	18
	HEATHROW	ASIANA AIRLINES	S	D	18	0	0	94	0	6	0	0	0	5	100	2	18	18
	HEATHROW	KOREAN AIR	S	A	31	0	0	58	26	10	3	3	0	22	63	10	30	30
	HEATHROW	KOREAN AIR	S	D	31	0	0	87	6	0	6	0	0	9	97	3	30	30
<b>TOTAL SEOUL (INCHEON)</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>9</b>
SEVILLE																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	94	0	0	6	0	0	4	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	89	6	0	6	0	0	7	0	0	0	0
	GATWICK	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	2	0	0	0	0
	GATWICK	RYANAIR	S	D	13	0	0	85	15	0	0	0	0	6	0	0	0	0
	STANSTED	RYANAIR	S	A	31	0	0	68	16	6	3	6	0	23	89	4	28	28
	STANSTED	RYANAIR	S	D	31	0	0	77	16	6	0	0	0	8	96	4	28	28
	HEATHROW	VUELING AIRLINES	S	A	18	0	0	94	6	0	0	0	0	2	45	24	29	29
	HEATHROW	VUELING AIRLINES	S	D	18	0	0	89	6	6	0	0	0	6	62	18	29	29
<b>TOTAL SEVILLE</b>					<b>160</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>13</b>	<b>13</b>	<b>13</b>
SEYCHELLES																		
	HEATHROW	AIR SEYCHELLES	S	A	8	0	1	25	25	25	25	0	0	37	11	50	9	9
	HEATHROW	AIR SEYCHELLES	S	D	8	0	1	75	13	0	13	0	0	14	67	33	9	9
<b>TOTAL SEYCHELLES</b>					<b>16</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>19</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>31</b>	<b>58</b>	<b>58</b>	<b>58</b>
SHANGHAI (PU DONG)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	52	15	30	4	0	0	19	30	38	23	23
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	77	15	8	0	0	0	9	74	13	23	23

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010			
					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)												
SHANGHAI (PU DONG)																		
	HEATHROW	CHINA EASTERN AIRLINES	S	A	18	0	0	78	6	11	6	0	0	11	44	34	18	
	HEATHROW	CHINA EASTERN AIRLINES	S	D	18	0	0	89	6	6	0	0	0	4	72	14	18	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	57	11	25	7	0	0	22	6	55	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	86	7	0	7	0	0	12	77	7	31	
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>145</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>49</b>	<b>27</b>	<b>27</b>	
SHANNON																		
	BIRMINGHAM	AER ARANN	S	A	31	0	0	87	3	3	6	0	0	9	0	0	0	
	BIRMINGHAM	AER ARANN	S	D	31	0	0	81	6	6	6	0	0	11	0	0	0	
	EDINBURGH	AER ARANN	S	A	22	0	0	77	14	5	5	0	0	12	0	0	0	
	EDINBURGH	AER ARANN	S	D	22	0	0	77	14	5	5	0	0	13	0	0	0	
	GLASGOW	AER ARANN	S	A	11	0	0	73	18	0	9	0	0	12	0	0	0	
	GLASGOW	AER ARANN	S	D	11	0	0	82	9	0	9	0	0	9	0	0	0	
	MANCHESTER	AER ARANN	S	A	58	0	0	93	2	0	5	0	0	7	0	0	0	
	MANCHESTER	AER ARANN	S	D	58	0	0	88	5	5	2	0	0	6	0	0	0	
	GATWICK	AER LINGUS	S	A	27	0	0	78	4	7	11	0	0	17	0	0	0	
	GATWICK	AER LINGUS	S	D	27	0	0	78	0	7	15	0	0	18	0	0	0	
	HEATHROW	AER LINGUS	S	A	93	0	0	81	10	5	3	1	0	12	97	4	88	
	HEATHROW	AER LINGUS	S	D	93	0	0	83	5	6	4	1	0	14	90	6	88	
	GATWICK	RYANAIR	S	A	27	0	0	89	11	0	0	0	0	6	85	17	27	
	GATWICK	RYANAIR	S	D	27	0	0	93	0	7	0	0	0	6	85	19	27	
	STANSTED	RYANAIR	S	A	48	0	0	81	19	0	0	0	0	5	92	4	53	
	STANSTED	RYANAIR	S	D	48	0	0	96	4	0	0	0	0	2	96	3	53	
<b>TOTAL SHANNON</b>					<b>634</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>10</b>	<b>89</b>	<b>8</b>	<b>8</b>	
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	2	0	0	50	50	0	0	0	0	22	69	11	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	67	22	0	11	0	0	18	47	25	15	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	89	0	6	6	0	0	10	44	25	18	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	82	0	9	9	0	0	14	68	14	22	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	91	5	0	5	0	0	10	82	13	22	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	69	31	0	0	0	0	7	83	7	12	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	54	31	15	0	0	0	12	73	9	11	
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	71	7	7	14	0	0	26	40	30	20	
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	71	7	0	21	0	0	30	63	22	19	

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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)																		
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	100	0	0	0	0	0	2	75	10	8	
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	100	0	0	0	0	0	1	89	6	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	3	54	44	13	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	64	45	14	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	0	33	0	0	43	67	68	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	33	33	0	33	0	0	57	56	77	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	0	0	67	17	17	0	0	0	10	33	51	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	0	83	17	0	0	0	0	6	50	32	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	11	0	0	64	18	9	0	9	0	29	32	35	22	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	11	0	0	0	12	78	22	23	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	15	75	24	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	63	21	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	0	11	0	0	13	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	67	11	22	0	0	0	13	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	30	0	0	83	3	10	3	0	0	13	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	31	0	0	81	10	6	3	0	0	10	0	0	0	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	0	0	13	0	27	0	0	0	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	8	0	0	75	13	0	0	13	0	33	0	0	0	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	0	0	0	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	26	0	0	62	19	15	4	0	0	15	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	27	0	0	78	11	7	4	0	0	15	0	0	0	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	8	0	0	63	13	13	0	0	13	151	0	0	0	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	78	0	11	0	0	11	135	0	0	0	
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	20	40	40	0	0	0	27	0	0	0	
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	11	0	0	0	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>394</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>58</b>	<b>35</b>	<b>35</b>	
SIBIU																		
SINGAPORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	10	0	0	0	0	6	61	22	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	97	0	3	0	0	0	3	81	12	31	
	HEATHROW	SINGAPORE AIRLINES	S	A	93	0	0	66	19	12	2	0	1	18	65	16	93	
	HEATHROW	SINGAPORE AIRLINES	S	D	92	0	1	87	5	5	1	0	1	14	84	10	93	

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					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)												
SINGAPORE		MANCHESTER	SINGAPORE AIRLINES	S	A	31	0	0	97	0	3	0	0	0	1	91	8	23
		MANCHESTER	SINGAPORE AIRLINES	S	D	31	0	0	90	10	0	0	0	0	4	91	11	23
<b>TOTAL SINGAPORE</b>						<b>309</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>76</b>	<b>13</b>	<b>13</b>
SKIATHOS		GATWICK	MONARCH AIRLINES	C	D	3	0	0	67	0	33	0	0	0	17	86	6	7
		MANCHESTER	MONARCH AIRLINES	C	A	3	0	0	0	0	67	33	0	0	64	50	29	6
		MANCHESTER	MONARCH AIRLINES	C	D	3	0	0	33	33	33	0	0	0	23	43	25	7
		GATWICK	STAF	C	A	2	1	0	50	0	0	0	0	50	410	0	0	0
		GATWICK	STAF	C	D	4	0	0	75	0	0	0	0	25	239	0	0	0
		MANCHESTER	STAF	C	A	3	0	0	67	0	0	33	0	0	21	0	0	0
		MANCHESTER	STAF	C	D	2	0	0	0	100	0	0	0	0	18	0	0	0
		GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	1	100	2	2
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	7	3
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	0	0	33	0	85	100	4	4
		NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	13	100	6	2
		BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	5	100	6	2
		GATWICK	THOMSON AIRWAYS LTD	C	A	7	0	0	86	0	0	14	0	0	15	100	3	5
		GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	67	22	0	11	0	0	18	63	13	8
		MANCHESTER	THOMSON AIRWAYS LTD	C	A	7	0	0	57	14	14	14	0	0	17	33	94	6
		MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	67	11	11	11	0	0	18	14	76	7
		GATWICK	TOR AIR	C	A	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL SKIATHOS</b>						<b>69</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>45</b>	<b>62</b>	<b>26</b>	<b>26</b>
SOFIA		HEATHROW	BRITISH AIRWAYS PLC	S	A	36	0	0	69	25	0	6	0	0	11	89	3	35
		HEATHROW	BRITISH AIRWAYS PLC	S	D	35	0	0	97	3	0	0	0	0	2	89	4	35
		HEATHROW	BULGARIA AIR	S	A	22	0	0	59	36	5	0	0	0	14	96	4	23
		HEATHROW	BULGARIA AIR	S	D	22	0	0	64	18	14	5	0	0	16	65	15	23
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	89	11	0	0	0	0	5	61	19	31
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	96	4	0	0	0	0	3	65	19	31
		MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	56	11	11	11	11	0	58	78	14	9
		MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	67	11	0	11	11	0	50	89	8	9
		LUTON	WIZZ AIR	S	A	32	0	0	75	3	19	3	0	0	14	87	7	31
		LUTON	WIZZ AIR	S	D	31	0	0	19	16	29	32	0	3	71	29	35	31

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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)												
SOFIA																		
<b>TOTAL SOFIA</b>					<b>250</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>13</b>	<b>13</b>	
SONDRE STROMFJORD																		
	EDINBURGH	JET TIME	C	A	5	5	0	40	0	0	60	0	0	65	0	0	0	
	EDINBURGH	JET TIME	C	D	10	0	0	70	20	0	10	0	0	13	0	0	0	
<b>TOTAL SONDRE STROMFJORD</b>					<b>15</b>	<b>5</b>	<b>0</b>	<b>60</b>	<b>13</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SOUTHAMPTON																		
	EDINBURGH	FLYBE LTD	S	A	154	0	6	84	10	3	3	0	0	9	84	9	144	
	EDINBURGH	FLYBE LTD	S	D	153	0	7	76	12	8	4	0	0	13	78	12	144	
	GLASGOW	FLYBE LTD	S	A	109	0	3	88	6	5	1	0	0	5	86	6	125	
	GLASGOW	FLYBE LTD	S	D	109	0	3	80	12	3	6	0	0	10	82	9	125	
	MANCHESTER	FLYBE LTD	S	A	108	1	0	79	12	6	3	0	0	9	89	7	122	
	MANCHESTER	FLYBE LTD	S	D	108	0	0	76	13	8	3	0	0	11	85	9	122	
	NEWCASTLE	FLYBE LTD	S	A	79	0	3	90	4	5	1	0	0	5	90	5	99	
	NEWCASTLE	FLYBE LTD	S	D	79	0	3	85	10	5	0	0	0	7	95	5	99	
<b>TOTAL SOUTHAMPTON</b>					<b>899</b>	<b>1</b>	<b>25</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>8</b>	<b>8</b>	
SOUTHEND																		
SPLIT																		
	GATWICK	CROATIA AIRLINES	S	A	9	0	0	78	11	0	11	0	0	22	56	16	9	
	GATWICK	CROATIA AIRLINES	S	D	9	0	0	78	0	11	11	0	0	26	75	9	8	
	HEATHROW	CROATIA AIRLINES	S	A	4	0	0	50	50	0	0	0	0	14	60	37	5	
	HEATHROW	CROATIA AIRLINES	S	D	4	0	0	25	75	0	0	0	0	19	56	24	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	93	0	7	0	0	0	3	85	5	26	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	97	0	3	0	0	0	2	73	8	26	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	50	10	10	10	20	0	72	70	13	10	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	60	10	10	10	10	0	48	70	16	10	
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	75	0	0	25	0	0	19	60	10	5	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	75	0	25	0	0	0	18	80	9	5	
<b>TOTAL SPLIT</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>13</b>	<b>13</b>	
ST JOHNS																		
	HEATHROW	AIR CANADA	S	A	5	0	0	60	20	20	0	0	0	14	25	80	4	
	HEATHROW	AIR CANADA	S	D	5	0	0	100	0	0	0	0	0	7	75	13	4	
<b>TOTAL ST JOHNS</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>10</b>	<b>50</b>	<b>47</b>	<b>47</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010			
					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)												
ST KITTS																		
	GATWICK	BRITISH AIRWAYS PLC		S A	8	0	1	100	0	0	0	0	0	1	44	66	9	
	GATWICK	BRITISH AIRWAYS PLC		S D	9	0	0	100	0	0	0	0	0	3	56	61	9	
<b>TOTAL ST KITTS</b>					<b>17</b>	<b>0</b>	<b>1</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>64</b>	<b>64</b>	
ST LUCIA (HEWANORRA)																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	13	0	0	69	0	23	8	0	0	17	71	63	14	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	14	0	0	71	0	21	7	0	0	19	54	51	13	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>58</b>	<b>58</b>	
ST PETERSBURG																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	90	6	3	0	0	0	3	87	6	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	87	13	0	0	0	0	5	87	7	31	
	GATWICK	ROSSIYA AIRLINES		S A	19	0	0	95	5	0	0	0	0	5	0	0	0	
	GATWICK	ROSSIYA AIRLINES		S D	19	0	0	95	5	0	0	0	0	3	0	0	0	
<b>TOTAL ST PETERSBURG</b>					<b>100</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>6</b>	<b>6</b>	
STANSTED																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	127	0	1	87	4	5	2	2	0	12	74	16	110	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	127	0	0	84	7	4	2	2	0	11	75	14	110	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	112	0	0	90	5	4	1	0	0	4	76	15	108	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	112	0	0	93	3	4	1	0	0	5	81	15	108	
<b>TOTAL STANSTED</b>					<b>478</b>	<b>2</b>	<b>1</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>17</b>	<b>17</b>	
STAVANGER																		
	HEATHROW	BMI BRITISH MIDLAND		S A	30	0	0	83	13	3	0	0	0	8	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND		S D	30	0	0	90	7	3	0	0	0	4	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS		S A	19	0	1	84	11	0	5	0	0	10	80	9	20	
	NEWCASTLE	EASTERN AIRWAYS		S D	18	0	2	89	6	0	6	0	0	14	80	13	20	
	GATWICK	NORWEGIAN AIR SHUTTLE		S A	27	0	0	100	0	0	0	0	0	0	96	2	26	
	GATWICK	NORWEGIAN AIR SHUTTLE		S D	27	0	0	100	0	0	0	0	0	1	92	5	26	
	HEATHROW	SAS		S A	52	0	0	90	6	2	2	0	0	6	94	2	48	
	HEATHROW	SAS		S D	51	0	1	92	6	0	2	0	0	4	98	1	48	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S A	18	0	0	89	6	0	6	0	0	11	75	50	12	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S D	18	0	0	67	22	6	6	0	0	19	58	58	12	
<b>TOTAL STAVANGER</b>					<b>292</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>10</b>	<b>10</b>	
STOCKHOLM (ARLANDA)																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010			
					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
STOCKHOLM (ARLANDA)																	
	LONDON CITY	BA CITYFLYER LTD	S	A	46	0	0	100	0	0	0	0	0	2	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	47	0	0	81	13	4	2	0	0	9	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	149	0	0	84	8	5	3	0	0	9	91	7	152
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	0	82	9	6	3	0	0	9	84	9	152
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	92	8	0	0	0	0	4	73	23	11
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	85	15	0	0	0	0	8	73	20	11
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	80	0	0	74	16	9	1	0	0	11	31	26	26
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	80	0	0	68	21	10	1	0	0	12	31	28	26
	EDINBURGH	SAS	S	A	9	0	0	67	33	0	0	0	0	12	89	6	9
	EDINBURGH	SAS	S	D	9	0	0	78	22	0	0	0	0	7	78	6	9
	HEATHROW	SAS	S	A	192	0	0	76	16	5	4	0	0	13	95	3	187
	HEATHROW	SAS	S	D	191	0	0	91	6	1	3	1	0	6	91	5	186
	MANCHESTER	SAS	S	A	46	0	0	89	9	2	0	0	0	7	87	8	39
	MANCHESTER	SAS	S	D	46	0	0	96	4	0	0	0	0	2	87	8	39
	GATWICK	TOR AIR	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	TOR AIR	C	D	2	0	0	50	0	0	50	0	0	38	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>1077</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>11</b>	<b>11</b>
STOCKHOLM (SKAVSTA)																	
	EDINBURGH	RYANAIR	S	A	18	0	0	94	0	0	6	0	0	8	81	15	21
	EDINBURGH	RYANAIR	S	D	18	0	0	94	0	0	0	0	6	25	86	9	21
	GATWICK	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	2	65	16	31
	GATWICK	RYANAIR	S	D	31	0	0	100	0	0	0	0	0	2	68	18	31
	STANSTED	RYANAIR	S	A	75	0	0	88	8	4	0	0	0	5	86	8	83
	STANSTED	RYANAIR	S	D	75	0	0	97	1	0	0	1	0	7	88	6	83
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>10</b>	<b>10</b>
STORNOWAY																	
	EDINBURGH	LOGANAIR	S	A	46	0	0	96	0	2	0	2	0	5	85	8	48
	EDINBURGH	LOGANAIR	S	D	46	0	0	93	2	2	2	0	0	7	85	11	48
	GLASGOW	LOGANAIR	S	A	100	0	0	95	3	1	1	0	0	2	92	6	91
	GLASGOW	LOGANAIR	S	D	100	0	0	94	3	2	1	0	0	4	82	10	91
<b>TOTAL STORNOWAY</b>					<b>292</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>9</b>	<b>9</b>
STUTT GART																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	85	11	2	0	2	0	8	93	4	69

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010			
					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
STUTT GART	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	94	2	3	0	2	0	7	87	7	68
	HEATHROW	CONTACTAIR FLUGDIENST	S	A	89	0	0	81	12	6	1	0	0	10	0	0	0
	HEATHROW	CONTACTAIR FLUGDIENST	S	D	88	0	0	85	6	8	1	0	0	9	0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	47	0	0	96	0	2	2	0	0	2	88	11	42
	BIRMINGHAM	FLYBE LTD	S	D	47	0	0	87	2	9	2	0	0	9	85	13	41
	STANSTED	GERMANWINGS	S	A	53	0	0	92	6	0	2	0	0	6	90	4	52
	STANSTED	GERMANWINGS	S	D	53	0	0	89	9	0	2	0	0	7	87	6	52
	HEATHROW	LUFTHANSA	S	A	3	0	0	100	0	0	0	0	0	1	88	6	89
	HEATHROW	LUFTHANSA	S	D	3	0	0	100	0	0	0	0	0	0	89	6	88
	MANCHESTER	LUFTHANSA CITY LINE	S	A	27	0	0	89	7	4	0	0	0	5	72	9	25
	MANCHESTER	LUFTHANSA CITY LINE	S	D	27	0	0	89	11	0	0	0	0	4	96	3	25
<b>TOTAL STUTT GART</b>					<b>561</b>	<b>3</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>7</b>	<b>7</b>
SUMBURGH	EDINBURGH	LOGANAIR	S	A	68	0	1	91	4	3	1	0	0	5	91	5	56
	EDINBURGH	LOGANAIR	S	D	70	0	1	90	3	3	3	1	0	9	82	8	57
	GLASGOW	LOGANAIR	S	A	30	2	0	97	0	3	0	0	0	2	93	8	29
	GLASGOW	LOGANAIR	S	D	30	2	0	87	7	3	3	0	0	8	79	18	29
<b>TOTAL SUMBURGH</b>					<b>198</b>	<b>6</b>	<b>2</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>9</b>	<b>9</b>
SYDNEY	HEATHROW	BRITISH AIRWAYS PLC	S	A	51	0	0	84	10	2	4	0	0	12	70	14	43
	HEATHROW	BRITISH AIRWAYS PLC	S	D	53	0	0	83	8	9	0	0	0	8	68	18	44
	HEATHROW	QANTAS	S	A	55	0	1	69	15	5	9	2	0	23	71	19	56
	HEATHROW	QANTAS	S	D	55	0	0	91	2	7	0	0	0	7	84	31	56
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	77	19	0	3	0	0	10	68	27	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	94	3	3	0	0	0	2	100	1	31
<b>TOTAL SYDNEY</b>					<b>276</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>19</b>	<b>19</b>
SZCZECIN (GOLENOW)	STANSTED	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	3	67	13	18
	STANSTED	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	1	61	15	18
<b>TOTAL SZCZECIN (GOLENOW)</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>0</b>	<b>2</b>	<b>64</b>	<b>14</b>	<b>14</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010			
					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																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	1	0	75	0	25	0	0	0	20	100	0	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	15	100	7	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	25	25	50	0	0	0	26	50	110	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	14	25	124	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	12	25	22	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	75	18	4	
<b>TOTAL TABA</b>					<b>29</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>48</b>	<b>48</b>	
TAIPEI																		
	HEATHROW	CHINA AIRLINES	S	A	9	0	0	78	0	11	11	0	0	15	73	8	11	
	HEATHROW	CHINA AIRLINES	S	D	9	0	0	89	0	11	0	0	0	7	82	10	11	
	HEATHROW	EVA AIR	S	A	24	0	0	50	38	13	0	0	0	15	50	17	28	
	HEATHROW	EVA AIR	S	D	24	0	0	96	0	4	0	0	0	2	96	2	28	
<b>TOTAL TAIPEI</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>9</b>	<b>9</b>	
TALLIN																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	86	5	0	5	5	0	25	68	15	22	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	77	14	0	5	5	0	26	64	17	22	
	GATWICK	ESTONIAN AIR	S	A	19	0	0	63	16	11	11	0	0	20	89	8	9	
	GATWICK	ESTONIAN AIR	S	D	18	0	0	67	11	6	17	0	0	19	78	9	9	
	EDINBURGH	RYANAIR	S	A	12	0	1	100	0	0	0	0	0	1	0	0	0	
	EDINBURGH	RYANAIR	S	D	12	0	1	92	0	8	0	0	0	5	0	0	0	
	LUTON	RYANAIR	S	A	18	0	0	83	11	6	0	0	0	9	0	0	0	
	LUTON	RYANAIR	S	D	18	0	0	89	6	6	0	0	0	8	0	0	0	
<b>TOTAL TALLIN</b>					<b>141</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>14</b>	<b>14</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	71	19	6	3	0	0	12	57	43	23	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	87	3	6	3	0	0	9	74	22	23	
<b>TOTAL TAMPA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>32</b>	<b>32</b>	
TAMPERE																		
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	2	100	0	7	
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	2	77	10	13	
	STANSTED	RYANAIR	S	A	22	0	0	95	0	0	5	0	0	7	91	2	23	
	STANSTED	RYANAIR	S	D	22	0	0	91	5	0	5	0	0	7	91	5	23	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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)												
TAMPERE																		
<b>TOTAL TAMPERE</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>5</b>	<b>5</b>	
TANGIERS (IBN BATUTA)																		
	HEATHROW	ROYAL AIR MAROC	S	A	8	0	0	63	38	0	0	0	0	12	63	12	8	
	HEATHROW	ROYAL AIR MAROC	S	D	8	0	0	75	13	13	0	0	0	9	88	15	8	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>13</b>	<b>13</b>	
TARBES-LOURDES INTERNA																		
	MANCHESTER	BMIBABY LTD	S	A	9	0	0	56	22	11	11	0	0	22	67	26	9	
	MANCHESTER	BMIBABY LTD	S	D	9	0	0	78	0	11	11	0	0	19	56	28	9	
	STANSTED	RYANAIR	S	A	9	0	0	67	33	0	0	0	0	9	0	0	0	
	STANSTED	RYANAIR	S	D	9	0	0	78	22	0	0	0	0	6	0	0	0	
	BIRMINGHAM	TITAN AIRWAYS LTD	C	D	3	0	0	33	33	0	33	0	0	40	0	0	0	
	STANSTED	TITAN AIRWAYS LTD	C	A	8	0	0	63	38	0	0	0	0	10	75	26	8	
	STANSTED	TITAN AIRWAYS LTD	C	D	8	0	0	63	25	13	0	0	0	12	88	7	8	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>24</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>22</b>	<b>22</b>	
TASHKENT																		
	HEATHROW	UZBEKISTAN AIRLINES	S	A	9	0	0	89	0	11	0	0	0	7	75	9	8	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	9	0	0	33	56	11	0	0	0	19	50	17	8	
<b>TOTAL TASHKENT</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>13</b>	<b>63</b>	<b>13</b>	<b>13</b>	
TBILISI																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	18	0	0	100	0	0	0	0	0	95	17	19		
	HEATHROW	BMI BRITISH MIDLAND	S	D	17	0	0	47	18	18	18	0	0	33	67	12	18	
<b>TOTAL TBILISI</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>15</b>	<b>15</b>	
TEHRAN IMAM KHOMEINI																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	3	90	6	3	0	0	0	3	65	26	31	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	61	16	6	16	0	0	26	65	34	31	
	HEATHROW	IRAN AIR	S	A	14	0	0	79	7	7	7	0	0	16	31	30	13	
	HEATHROW	IRAN AIR	S	D	14	0	0	64	21	7	7	0	0	21	54	17	13	
	BIRMINGHAM	MAHAN AIR	S	A	5	0	0	80	20	0	0	0	0	3	100	1	14	
	BIRMINGHAM	MAHAN AIR	S	D	5	0	0	60	40	0	0	0	0	9	79	8	14	
<b>TOTAL TEHRAN IMAM KHOMEINI</b>					<b>100</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>14</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>23</b>	<b>23</b>	
TEL AVIV																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	1	0	56	5	15	23	2	0	34	79	13	57	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
					62	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	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	85	5	5	5	0	0	9	84	11	55
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	69	7	7	17	0	0	23	65	20	26
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	39	26	26	10	0	0	27	42	39	26
	HEATHROW	EL AL	S	A	48	0	1	67	13	15	4	2	0	18	82	11	45
	HEATHROW	EL AL	S	D	48	0	1	63	17	10	8	2	0	23	76	13	46
	LUTON	EL AL	S	A	25	0	0	88	4	0	8	0	0	11	85	10	26
	LUTON	EL AL	S	D	25	0	0	48	16	20	16	0	0	29	58	19	26
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	44	22	11	11	11	0	62	11	56	9
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	33	33	33	0	0	0	24	22	56	9
<b>TOTAL TEL AVIV</b>					<b>349</b>	<b>4</b>	<b>2</b>	<b>64</b>	<b>12</b>	<b>12</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>71</b>	<b>18</b>	<b>18</b>
TENERIFE (SURREINA SOFIA)	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	91	9	0	0	0	0	4	57	22	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	86	9	6	0	0	0	9	30	36	30
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	86	0	9	5	0	0	10	43	35	23
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	91	0	5	5	0	0	11	57	32	23
	GLASGOW	JET2.COM LTD	S	A	9	0	0	44	11	33	11	0	0	23	0	0	0
	GLASGOW	JET2.COM LTD	S	D	8	0	0	50	25	13	13	0	0	27	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	10	0	0	80	20	0	0	0	0	4	69	14	13
	MANCHESTER	JET2.COM LTD	S	D	11	0	0	55	27	9	9	0	0	20	54	20	13
	NEWCASTLE	JET2.COM LTD	S	A	12	0	1	58	17	8	8	8	0	34	31	42	13
	NEWCASTLE	JET2.COM LTD	S	D	13	0	0	31	38	15	8	8	0	41	38	42	13
	BIRMINGHAM	MONARCH AIRLINES	S	A	26	1	1	100	0	0	0	0	0	0	60	88	25
	BIRMINGHAM	MONARCH AIRLINES	S	D	27	1	0	85	11	4	0	0	0	7	50	43	26
	GATWICK	MONARCH AIRLINES	S	A	38	0	0	82	5	11	3	0	0	10	50	26	32
	GATWICK	MONARCH AIRLINES	S	D	39	0	0	69	26	5	0	0	0	10	66	17	32
	LUTON	MONARCH AIRLINES	S	A	33	0	1	85	12	0	3	0	0	10	63	27	32
	LUTON	MONARCH AIRLINES	S	D	33	0	0	61	27	9	0	3	0	17	50	33	32
	MANCHESTER	MONARCH AIRLINES	S	A	39	0	1	28	31	23	13	3	3	46	46	27	37
	MANCHESTER	MONARCH AIRLINES	S	D	40	0	0	53	28	10	5	3	3	35	64	31	36
	BIRMINGHAM	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	0	91	5	11
	BIRMINGHAM	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	2	82	13	11
	EDINBURGH	RYANAIR	S	A	17	0	1	100	0	0	0	0	0	3	83	4	12
	EDINBURGH	RYANAIR	S	D	17	0	1	94	6	0	0	0	0	4	91	4	11

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010			
					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)	LUTON	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	0	100	1	7
	LUTON	RYANAIR	S	D	13	0	0	77	15	8	0	0	0	8	86	8	7
	MANCHESTER	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	RYANAIR	S	D	17	0	0	88	12	0	0	0	0	6	0	0	0
	STANSTED	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	2	83	12	18
	STANSTED	RYANAIR	S	D	31	0	0	100	0	0	0	0	0	2	82	12	17
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	7	0	0	86	0	14	0	0	0	6	75	10	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	9	100	6	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	0	0	73	18	9	0	0	0	9	67	11	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	20	10	0	0	0	9	88	11	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	18	0	0	39	22	17	11	6	6	80	53	40	19
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	14	0	0	64	7	7	14	7	0	47	47	46	15
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	19	0	0	47	26	16	5	5	0	28	50	20	16
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	20	0	0	70	20	0	10	0	0	18	58	20	19
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	14	0	0	79	0	0	21	0	0	21	63	221	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	14	0	0	50	21	7	21	0	0	38	88	55	8
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	9	75	9	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	12	100	3	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	12	0	0	83	8	8	0	0	0	10	75	10	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	13	0	0	100	0	0	0	0	0	4	88	20	8
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	36	0	0	69	17	8	6	0	0	17	71	20	21
	GATWICK	THOMSON AIRWAYS LTD	C	D	37	0	0	84	11	0	3	3	0	12	64	15	22
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	60	20	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	9	75	22	4
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	0	25	0	75	0	0	64	50	18	4
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	19	60	22	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	20	0	0	65	10	15	5	5	0	34	47	26	15
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	20	0	0	85	0	0	10	5	0	30	38	53	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	25	0	0	25	50	0	138	75	9	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	25	0	0	25	50	0	139	100	5	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	75	42	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
					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)											
TENERIFE (SURREINA SOFIA)	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	75	36	4
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>962</b>	<b>2</b>	<b>6</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>30</b>	<b>30</b>
THIRA (SANTORINI)	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	70	20	10	0	0	0	12	25	32	12
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	90	10	0	0	0	0	6	83	12	12
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	0	0	33	0	67	50	54	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	33	80	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	4	0	102	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	33	68	3
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	100	6	3
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	2	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	4	3
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	1	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	14	67	38	3
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	13	75	27	4
<b>TOTAL THIRA (SANTORINI)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>26</b>	<b>26</b>
TIMISOARA	LUTON	WIZZ AIR	S	A	13	0	0	85	8	0	8	0	0	11	92	2	13
	LUTON	WIZZ AIR	S	D	13	0	0	77	8	8	8	0	0	14	54	15	13
<b>TOTAL TIMISOARA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>8</b>	<b>8</b>
TIRANA	STANSTED	BELLE AIR	S	A	10	0	0	100	0	0	0	0	0	3	0	0	0
	STANSTED	BELLE AIR	S	D	10	0	0	80	10	10	0	0	0	7	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	74	19	3	3	0	0	13	97	2	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	90	6	0	3	0	0	9	74	7	31
<b>TOTAL TIRANA</b>					<b>82</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>4</b>	<b>4</b>
TIREE	GLASGOW	LOGANAIR	S	A	24	0	0	67	17	0	13	4	0	27	72	25	25
	GLASGOW	LOGANAIR	S	D	24	1	0	83	0	8	4	4	0	22	80	25	25
<b>TOTAL TIREE</b>					<b>48</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>76</b>	<b>25</b>	<b>25</b>
TIRGU MURES	LUTON	WIZZ AIR	S	A	16	0	1	88	6	6	0	0	0	5	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

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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)											
TIRGU MURES	LUTON	WIZZ AIR	S	D	15	0	0	73	13	13	0	0	0	12	0	0	0
<b>TOTAL TIRGU MURES</b>					<b>31</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOBAGO	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	86	15	7	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	100	0	0	0	0	2	88	18	8	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	75	0	0	0	19	75	97	4	
<b>TOTAL TOBAGO</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>34</b>	<b>34</b>	
TOKYO (HANEDA)																	
<b>TOTAL TOKYO (HANEDA)</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>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOKYO (NARITA)	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	84	6	10	0	0	5	77	9	31	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	97	0	3	0	0	2	94	3	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	45	29	13	13	0	27	58	19	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	52	23	10	16	0	29	77	11	31	
	HEATHROW	JAPAN AIRLINES	S	A	31	0	0	90	10	0	0	0	4	100	1	31	
	HEATHROW	JAPAN AIRLINES	S	D	31	0	0	90	6	0	3	0	4	90	3	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	1	65	15	15	4	0	13	68	13	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	81	8	8	4	0	9	71	12	31	
<b>TOTAL TOKYO (NARITA)</b>					<b>238</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>9</b>	<b>9</b>	
TORONTO	HEATHROW	AIR CANADA	S	A	119	1	0	66	13	13	8	0	1	23	55	29	119
	HEATHROW	AIR CANADA	S	D	120	0	0	81	13	3	3	1	0	12	61	32	119
	BIRMINGHAM	AIR TRANSAT	S	A	5	0	0	100	0	0	0	0	6	0	0	0	
	BIRMINGHAM	AIR TRANSAT	S	D	5	0	0	80	20	0	0	0	11	0	0	0	
	GATWICK	AIR TRANSAT	S	A	36	0	0	72	11	11	6	0	12	62	26	29	
	GATWICK	AIR TRANSAT	S	D	38	0	0	66	26	5	3	0	13	62	47	29	
	GLASGOW	AIR TRANSAT	S	A	21	0	0	81	10	5	5	0	10	50	23	2	
	GLASGOW	AIR TRANSAT	S	D	21	0	0	76	14	5	5	0	13	67	8	3	
	HEATHROW	AIR TRANSAT	S	A	4	0	0	100	0	0	0	0	1	100	5	2	
	HEATHROW	AIR TRANSAT	S	D	4	0	0	50	25	25	0	0	16	50	19	2	
	MANCHESTER	AIR TRANSAT	S	A	25	0	0	68	20	12	0	0	12	0	0	0	
	MANCHESTER	AIR TRANSAT	S	D	25	0	0	84	4	12	0	0	10	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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																		
	NEWCASTLE	AIR TRANSAT	S	A	2	0	0	100	0	0	0	0	0	0	100	0	2	
	NEWCASTLE	AIR TRANSAT	S	D	2	0	0	100	0	0	0	0	0	0	100	3	2	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	50	23	16	10	0	2	41	52	41	54	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	68	15	11	6	0	0	17	52	22	54	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	60	20	0	20	0	0	27	28	79	18	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	5	0	0	40	20	20	20	0	0	32	29	59	17	
<b>TOTAL TORONTO</b>					<b>561</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>40</b>	<b>40</b>	
TOULON / HYERES																		
	LONDON CITY	CITY JET	S	A	2	0	0	100	0	0	0	0	0	6	0	0	0	
	LONDON CITY	CITY JET	S	D	2	0	0	0	100	0	0	0	0	20	0	0	0	
	STANSTED	RYANAIR	S	A	18	0	0	78	17	6	0	0	0	11	69	10	13	
	STANSTED	RYANAIR	S	D	18	0	0	89	11	0	0	0	0	7	85	7	13	
<b>TOTAL TOULON / HYERES</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>8</b>	<b>8</b>	
TOULOUSE (BLAGNAC)																		
	MANCHESTER	BMIBABY LTD	S	A	9	0	0	67	11	11	0	11	0	34	75	6	12	
	MANCHESTER	BMIBABY LTD	S	D	9	0	0	67	11	11	0	11	0	35	92	6	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	79	11	4	4	0	1	16	90	7	71	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	85	7	3	5	0	0	10	81	7	70	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	89	0	0	83	9	6	2	0	0	8	37	42	83	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	89	0	0	84	8	7	1	0	0	8	50	30	84	
	BIRMINGHAM	FLYBE LTD	S	A	2	0	0	50	50	0	0	0	0	12	50	25	2	
	BIRMINGHAM	FLYBE LTD	S	D	2	0	0	50	0	50	0	0	0	19	0	45	2	
	NEWCASTLE	JET2.COM LTD	S	A	2	0	0	50	50	0	0	0	0	13	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	2	0	0	100	0	0	0	0	0	7	0	0	0	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>390</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>22</b>	<b>22</b>	
TOURS																		
	STANSTED	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	1	100	1	20	
	STANSTED	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	2	95	2	20	
<b>TOTAL TOURS</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>0</b>	<b>1</b>	<b>98</b>	<b>1</b>	<b>1</b>	
TRAPANI																		
	LUTON	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	1	77	7	13	
	LUTON	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	4	69	16	13	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 2010			
			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)	Actual (7)	Plan (8)										
TRAPANI																		
<b>TOTAL TRAPANI</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>0</b>	<b>3</b>	<b>80</b>	<b>10</b>	<b>10</b>	
TREVISO																		
	STANSTED	RYANAIR	S	A	62	0	0	84	10	3	2	2	0	11	66	14	62	
	STANSTED	RYANAIR	S	D	62	0	0	95	5	0	0	0	0	3	77	9	62	
<b>TOTAL TREVISO</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>11</b>	<b>11</b>	
TRIESTE (RONCHI DEI LEGIO)																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	67	11	11	0	11	0	33	88	26	8	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	67	11	11	11	0	0	28	78	22	9	
	STANSTED	RYANAIR	S	A	31	0	0	61	35	0	3	0	0	12	81	11	31	
	STANSTED	RYANAIR	S	D	31	0	0	94	3	3	0	0	0	4	90	7	31	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>12</b>	<b>12</b>	
TRIPOLI																		
TROMSOE																		
TRONDHEIM (VAERNES)																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	14	0	0	71	29	0	0	0	0	8	92	3	13	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	14	0	0	79	21	0	0	0	0	6	85	6	13	
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>28</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>7</b>	<b>89</b>	<b>5</b>	<b>5</b>	
TUNIS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	86	5	10	0	0	0	8	87	18	23	
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	76	24	0	0	0	0	10	83	11	23	
	HEATHROW	TUNISAIR	S	A	18	0	0	11	17	67	6	0	0	42	33	28	18	
	HEATHROW	TUNISAIR	S	D	18	0	0	11	11	61	17	0	0	48	16	45	19	
<b>TOTAL TUNIS</b>					<b>79</b>	<b>2</b>	<b>1</b>	<b>48</b>	<b>14</b>	<b>32</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>58</b>	<b>24</b>	<b>24</b>	
TURIN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	85	15	0	0	0	0	6	65	12	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	78	19	4	0	0	0	9	84	6	31	
	STANSTED	RYANAIR	S	A	31	0	0	74	23	3	0	0	0	10	70	15	30	
	STANSTED	RYANAIR	S	D	31	0	0	94	3	3	0	0	0	4	93	5	30	
<b>TOTAL TURIN</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>10</b>	<b>10</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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)												
VALENCIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	89	3	6	2	0	0	7	33	45	55	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	90	3	5	2	0	0	7	60	29	55	
	STANSTED	RYANAIR	S	A	44	0	0	77	18	5	0	0	0	7	55	20	42	
	STANSTED	RYANAIR	S	D	44	0	0	95	5	0	0	0	0	3	86	12	42	
<b>TOTAL VALENCIA</b>					<b>213</b>	<b>0</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>57</b>	<b>28</b>	<b>28</b>	
VALLADOLID																		
	STANSTED	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	5	58	61	12	
	STANSTED	RYANAIR	S	D	13	0	0	85	15	0	0	0	0	4	92	8	12	
<b>TOTAL VALLADOLID</b>					<b>26</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>4</b>	<b>75</b>	<b>31</b>	<b>31</b>	
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	31	0	0	42	42	13	3	0	0	22	47	29	34	
	HEATHROW	AIR CANADA	S	D	31	0	0	65	19	10	6	0	0	17	65	21	34	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	0	54	25	8	12	0	2	47	75	14	40	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	53	0	0	70	17	8	6	0	0	15	61	20	38	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	22	0	0	86	9	5	0	0	0	5	67	40	21	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	22	0	0	73	9	9	9	0	0	17	62	26	21	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	4	0	0	50	50	0	0	0	0	11	75	101	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	4	0	0	25	25	50	0	0	0	29	67	30	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	0	100	0	0	0	0	0	2	44	54	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	8	0	0	75	13	13	0	0	0	13	40	72	10	
<b>TOTAL VANCOUVER</b>					<b>237</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>28</b>	<b>28</b>	
VARADERO																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	33	278	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	6	60	102	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	43	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	11	50	15	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	23	50	31	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	23	25	40	4	
<b>TOTAL VARADERO</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>44</b>	<b>93</b>	<b>93</b>	
VARNA																		
	MANCHESTER	BH AIR	C	D	2	0	0	50	50	0	0	0	0	17	100	12	1	
	NEWCASTLE	BH AIR	C	D	2	0	0	100	0	0	0	0	0	5	100	2	2	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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)												
VARNA																		
	GATWICK	BULGARIA AIR	S	A	7	0	0	57	0	0	14	14	14	113	100	0	8	
	GATWICK	BULGARIA AIR	S	D	7	0	0	57	0	14	0	14	14	109	100	2	8	
	LUTON	WIZZ AIR	S	A	8	0	0	38	13	25	25	0	0	37	25	36	8	
	LUTON	WIZZ AIR	S	D	9	0	0	11	56	11	22	0	0	38	38	31	8	
<b>TOTAL VARNA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>11</b>	<b>14</b>	<b>6</b>	<b>6</b>	<b>62</b>	<b>74</b>	<b>12</b>	<b>12</b>	
VASTERAS																		
	STANSTED	RYANAIR	S	A	31	0	0	94	6	0	0	0	0	3	65	14	31	
	STANSTED	RYANAIR	S	D	31	0	0	97	3	0	0	0	0	2	71	11	31	
<b>TOTAL VASTERAS</b>					<b>62</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>68</b>	<b>13</b>	<b>13</b>	
VENICE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	92	0	0	70	13	11	5	1	0	17	77	12	95	
	GATWICK	BRITISH AIRWAYS PLC	S	D	92	0	0	77	11	7	4	1	0	15	81	10	95	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	36	0	0	89	11	0	0	0	0	7	71	10	35	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	36	0	0	97	3	0	0	0	0	4	89	6	35	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	82	10	8	0	0	0	8	45	27	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	82	8	6	2	2	0	12	62	20	60	
	MANCHESTER	FLYBE LTD	C	A	4	0	0	100	0	0	0	0	0	2	33	80	3	
	MANCHESTER	FLYBE LTD	C	D	5	0	0	100	0	0	0	0	0	7	60	34	5	
	EDINBURGH	JET2.COM LTD	S	A	13	0	0	23	38	23	0	15	0	58	21	71	14	
	EDINBURGH	JET2.COM LTD	S	D	13	0	0	77	15	0	0	8	0	21	79	32	14	
	MANCHESTER	JET2.COM LTD	S	A	27	0	0	52	33	4	11	0	0	29	11	71	18	
	MANCHESTER	JET2.COM LTD	S	D	27	0	0	70	15	4	11	0	0	24	47	25	17	
	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	15	0	105	3	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	0	25	0	74	75	10	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	12	67	24	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	34	100	6	4	
<b>TOTAL VENICE</b>					<b>488</b>	<b>6</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>19</b>	<b>19</b>	
VERONA VILLAFRANCA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	49	0	0	57	29	8	4	2	0	22	73	10	59	
	GATWICK	BRITISH AIRWAYS PLC	S	D	49	0	0	82	6	6	4	2	0	17	83	8	60	
	MANCHESTER	FLYBE LTD	C	A	3	0	0	67	33	0	0	0	0	6	100	1	3	
	MANCHESTER	FLYBE LTD	C	D	3	0	0	33	67	0	0	0	0	14	67	13	3	
	STANSTED	RYANAIR	S	A	18	0	0	61	28	6	6	0	0	14	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
					18	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)										
VERONA VILLAGRANCA	STANSTED	RYANAIR	S	D	18	0	0	94	6	0	0	0	0	4	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	7	0	0	100	0	0	0	0	0	2	75	6	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	4	83	3	6
	GATWICK	THOMSON AIRWAYS LTD	C	A	11	0	0	91	0	9	0	0	0	5	78	36	9
	GATWICK	THOMSON AIRWAYS LTD	C	D	12	0	0	92	8	0	0	0	0	4	91	6	11
	GLASGOW	THOMSON AIRWAYS LTD	C	A	3	0	0	67	0	0	0	33	0	78	100	0	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	0	20	0	48	100	2	6
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	56	22	11	11	0	0	21	44	38	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	10	0	0	80	10	10	0	0	0	9	69	24	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	25	0	25	25	0	25	185	25	97	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	0	50	0	0	52	50	63	6
<b>TOTAL VERONA VILLAGRANCA</b>					<b>219</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>17</b>	<b>17</b>
VIENNA	HEATHROW	AUSTRIAN AIRLINES	S	A	93	0	0	85	10	1	4	0	0	10	90	5	93
	HEATHROW	AUSTRIAN AIRLINES	S	D	93	0	0	71	18	4	6	0	0	16	77	11	93
	HEATHROW	BMI BRITISH MIDLAND	S	A	62	0	0	77	15	5	3	0	0	12	81	9	63
	HEATHROW	BMI BRITISH MIDLAND	S	D	62	0	0	89	5	5	2	0	0	7	78	15	63
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	85	12	2	2	0	0	7	78	12	97
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	91	5	2	2	0	0	6	69	17	96
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	13	6	3	0	0	12	57	27	51
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	94	3	3	0	0	0	4	61	27	51
<b>TOTAL VIENNA</b>					<b>624</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>14</b>	<b>14</b>
VIGO	HEATHROW	VUELING AIRLINES	S	A	13	0	0	31	31	31	8	0	0	25	0	0	0
	HEATHROW	VUELING AIRLINES	S	D	13	0	0	62	8	15	15	0	0	31	0	0	0
<b>TOTAL VIGO</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>19</b>	<b>23</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>215</b>	<b>215</b>
VILNIUS	STANSTED	RYANAIR	S	A	30	0	0	90	3	0	7	0	0	9	0	0	0
	STANSTED	RYANAIR	S	D	30	0	0	93	3	0	3	0	0	4	0	0	0
	LUTON	WIZZ AIR	S	A	22	0	0	100	0	0	0	0	0	2	0	0	0
	LUTON	WIZZ AIR	S	D	22	0	0	32	50	18	0	0	0	20	0	0	0
<b>TOTAL VILNIUS</b>					<b>104</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>10</b>	<b>10</b>

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010					
			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)											
VOLOS																	
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	0	0	67	33	0	0	55	100	6	3
	GATWICK	TOR AIR	C	D	2	0	0	0	100	0	0	0	0	21	0	0	0
<b>TOTAL VOLOS</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>100</b>	<b>7</b>	<b>7</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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	92	0	0	82	10	5	3	0	0	9	94	4	72	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	89	5	5	0	0	0	5	85	7	71	
	HEATHROW	LOT-POLISH AIRLINES	S	A	89	0	0	60	26	9	6	0	0	17	80	10	88	
	HEATHROW	LOT-POLISH AIRLINES	S	D	88	0	0	82	9	6	2	1	0	12	89	5	88	
	LUTON	WIZZ AIR	S	A	93	0	0	74	9	12	3	2	0	17	86	15	92	
	LUTON	WIZZ AIR	S	D	93	0	0	47	25	17	10	1	0	26	57	26	92	
<b>TOTAL WARSAW</b>					<b>547</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>14</b>	<b>81</b>	<b>12</b>	<b>12</b>	
WASHINGTON (DULLES)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	62	23	11	4	0	0	16	58	35	91	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	73	18	3	5	0	0	13	70	13	87	
	HEATHROW	UNITED AIRLINES	S	A	124	0	0	67	14	11	6	2	0	20	60	32	89	
	HEATHROW	UNITED AIRLINES	S	D	122	0	3	81	9	6	4	0	0	11	75	20	88	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	70	15	7	7	0	0	14	58	63	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	78	7	15	0	0	0	9	77	20	31	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>486</b>	<b>3</b>	<b>3</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>28</b>	<b>28</b>	
WATERFORD																		
	BIRMINGHAM	AER ARANN	S	A	18	0	0	78	0	6	11	6	0	26	78	15	18	
	BIRMINGHAM	AER ARANN	S	D	18	0	0	78	0	6	11	6	0	28	78	17	18	
	LUTON	AER ARANN	S	A	5	0	0	100	0	0	0	0	0	2	79	23	48	
	LUTON	AER ARANN	S	D	6	0	0	83	17	0	0	0	0	6	73	27	48	
	MANCHESTER	AER ARANN	S	A	18	0	0	78	6	0	11	6	0	29	65	22	20	
	MANCHESTER	AER ARANN	S	D	18	0	0	78	6	0	11	6	0	28	70	20	20	
<b>TOTAL WATERFORD</b>					<b>83</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>2</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>74</b>	<b>22</b>	<b>22</b>	
WHITE PLAINS																		
WICK																		
	EDINBURGH	LOGANAIR	S	A	25	0	0	96	4	0	0	0	0	3	79	16	19	
	EDINBURGH	LOGANAIR	S	D	26	0	0	92	4	4	0	0	0	3	84	15	19	
<b>TOTAL WICK</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>16</b>	<b>16</b>	
WROCLAW																		
	STANSTED	RYANAIR	S	A	40	0	0	88	8	5	0	0	0	5	96	3	52	
	STANSTED	RYANAIR	S	D	41	0	0	90	5	2	2	0	0	6	94	4	52	
	LUTON	WIZZ AIR	S	A	22	0	0	86	9	0	0	5	0	19	93	12	30	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							MAY 2010		
			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	LUTON	WIZZ AIR	S	D	22	0	0	32	32	32	0	5	0	40	63	23	30
<b>TOTAL WROCLAW</b>					<b>125</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>9</b>	<b>9</b>

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2010					
			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)											
YEREVAN	HEATHROW	BMI BRITISH MIDLAND	S	A	17	0	0	82	12	6	0	0	0	7	89	19	18
	HEATHROW	BMI BRITISH MIDLAND	S	D	18	0	0	78	0	17	6	0	0	14	76	8	17
<b>TOTAL YEREVAN</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>14</b>	<b>14</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2010		
					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)											
ZADAR	STANSTED	RYANAIR	S	A	22	0	0	100	0	0	0	0	0	2	0	0	0
	STANSTED	RYANAIR	S	D	22	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL ZADAR</b>					<b>44</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>
ZAGREB	GATWICK	CROATIA AIRLINES	S	A	18	0	0	100	0	0	0	0	0	2	71	11	17
	GATWICK	CROATIA AIRLINES	S	D	18	0	0	94	6	0	0	0	0	5	61	20	18
	HEATHROW	CROATIA AIRLINES	S	A	35	0	0	71	20	9	0	0	0	10	77	10	35
	HEATHROW	CROATIA AIRLINES	S	D	34	0	0	68	15	18	0	0	0	12	71	16	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	96	0	4	0	0	0	3	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	96	0	4	0	0	0	3	0	0	0
<b>TOTAL ZAGREB</b>					<b>151</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>14</b>	<b>14</b>
ZAKINTHOS	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	79	14	0	7	0	0	12	29	46	7
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	93	7	0	0	0	0	2	57	27	7
	BIRMINGHAM	MONARCH AIRLINES	C	A	3	0	0	100	0	0	0	0	0	0	67	16	3
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	12	75	23	4
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	100	0	0	0	0	0	0	60	17	10
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	60	16	10
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	3	80	9	5
	GATWICK	STAF	C	A	3	0	0	33	0	0	33	0	33	174	0	0	0
	GATWICK	STAF	C	D	3	0	0	33	0	0	33	0	33	178	0	0	0
	MANCHESTER	STAF	C	A	2	0	0	0	50	0	50	0	0	46	0	0	0
	MANCHESTER	STAF	C	D	3	0	0	67	0	0	33	0	0	48	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	2	100	2	7
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	0	3	100	3	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	0	86	14	0	0	0	0	3	75	12	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	4	70	36	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	50	12	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	80	0	0	0	0	21	60	12	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	1	43	25	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	67	33	0	0	0	0	9	67	24	12
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	50	0	0	0	26	100	2	7
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	40	0	0	0	23	78	8	9



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010				
					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)												
ZAKINTHOS																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	8	100	3	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	6	0	0	67	17	17	0	0	0	17	67	10	6	
	GATWICK	THOMSON AIRWAYS LTD	C	A	15	0	0	87	0	13	0	0	0	10	62	27	13	
	GATWICK	THOMSON AIRWAYS LTD	C	D	18	0	0	89	0	6	6	0	0	10	81	15	16	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	14	0	29	3	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	80	23	5	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	67	38	3	
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	75	24	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	11	0	0	64	27	9	0	0	0	11	82	14	11	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	71	21	7	0	0	0	9	50	16	16	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	75	5	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	80	9	5	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	67	9	3	
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	75	8	4	
<b>TOTAL ZAKINTHOS</b>					<b>236</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>67</b>	<b>19</b>	<b>19</b>	
ZARAGOZA																		
	STANSTED	RYANAIR	S	A	18	0	0	50	39	11	0	0	0	14	50	18	18	
	STANSTED	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	1	67	13	18	
<b>TOTAL ZARAGOZA</b>					<b>40</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>15</b>	<b>15</b>	
ZURICH																		
	LONDON CITY	BA CITYFLYER LTD	S	A	88	0	0	94	2	1	2	0	0	4	90	8	83	
	LONDON CITY	BA CITYFLYER LTD	S	D	88	1	0	90	1	6	3	0	0	8	82	12	85	
	EDINBURGH	BMI REGIONAL	S	A	28	0	0	71	25	4	0	0	0	10	79	13	24	
	EDINBURGH	BMI REGIONAL	S	D	30	0	0	97	0	3	0	0	0	3	92	8	24	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	178	0	0	82	8	7	3	0	0	10	88	6	129	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	178	0	0	83	12	3	2	0	0	8	91	5	129	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	65	19	10	6	0	0	18	64	18	50	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	83	6	6	6	0	0	11	66	15	50	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	65	19	13	3	0	0	16	79	14	48	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	13	10	0	0	0	10	77	17	48	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	70	22	7	0	0	0	9	76	29	25	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	89	7	4	0	0	0	4	76	26	25	
	BIRMINGHAM	HELVETIC AIRWAYS	S	A	82	0	0	90	6	4	0	0	0	6	89	6	81	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2011

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						MAY 2010				
			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)												
ZURICH																		
	BIRMINGHAM	HELVETIC AIRWAYS	S	D	82	0	0	71	27	2	0	0	0	11	83	10	81	
	MANCHESTER	HELVETIC AIRWAYS	S	A	7	0	0	86	14	0	0	0	5	89	5	9		
	MANCHESTER	HELVETIC AIRWAYS	S	D	7	0	0	71	29	0	0	0	10	89	9	9		
	BIRMINGHAM	SWISS AIRLINES	S	A	11	0	0	64	18	18	0	0	17	91	4	11		
	BIRMINGHAM	SWISS AIRLINES	S	D	11	0	0	36	27	27	9	0	26	55	15	11		
	HEATHROW	SWISS AIRLINES	S	A	185	0	0	77	16	6	1	0	10	79	9	185		
	HEATHROW	SWISS AIRLINES	S	D	185	0	0	81	9	8	2	0	9	77	10	185		
	LONDON CITY	SWISS AIRLINES	S	A	181	1	2	88	8	4	0	0	5	87	7	176		
	LONDON CITY	SWISS AIRLINES	S	D	180	1	0	88	7	4	1	1	8	86	7	176		
	MANCHESTER	SWISS AIRLINES	S	A	86	0	0	74	20	6	0	0	11	77	10	81		
	MANCHESTER	SWISS AIRLINES	S	D	86	0	0	58	30	10	1	0	15	77	10	81		
<b>TOTAL ZURICH</b>					<b>1913</b>	<b>8</b>	<b>2</b>	<b>81</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>10</b>	<b>10</b>		

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2011

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
	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)	940	9	0	83	6	5	4	1	0	12	74	23	999
SCHEDULED FLIGHTS(ALL ROUTES)	6632	9	119	87	7	4	2	0	0	8	82	13	6624
AIRPORT TOTAL	7572	18	119	86	7	4	2	0	0	8	81	14	7623

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2011

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
	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)	133	9	0	50	20	14	14	1	2	39	52	42	92
SCHEDULED FLIGHTS(ALL ROUTES)	8659	13	175	85	8	4	3	1	0	9	78	13	8119
AIRPORT TOTAL	8792	22	175	84	8	4	3	1	0	10	78	14	8211

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2011

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
	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)	2430	16	0	79	9	6	4	2	0	17	63	41	2545
SCHEDULED FLIGHTS(ALL ROUTES)	19425	10	33	83	9	5	3	0	0	11	69	21	18253
AIRPORT TOTAL	21855	26	33	82	9	5	3	1	0	11	69	23	20798

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2011

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
	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)	700	5	0	72	13	6	5	2	2	28	54	40	772
SCHEDULED FLIGHTS(ALL ROUTES)	5302	20	53	84	7	5	3	0	0	9	81	12	5084
AIRPORT TOTAL	6002	25	53	83	8	5	3	0	0	11	77	16	5856

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2011

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
	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)	55	10	0	69	18	11	2	0	0	12	63	15	48
SCHEDULED FLIGHTS(ALL ROUTES)	40493	14	74	79	11	6	3	0	0	12	78	13	37568
AIRPORT TOTAL	40548	24	74	79	11	6	3	0	0	12	78	13	37616

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2011

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
	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)	5318	6	2	90	5	3	2	0	0	6	86	8	5098
AIRPORT TOTAL	5318	6	2	90	5	3	2	0	0	6	86	8	5100



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2011

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
	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)	321	112	0	70	15	9	7	0	0	15	60	20	292
SCHEDULED FLIGHTS(ALL ROUTES)	5921	7	13	78	12	7	3	1	0	13	72	19	5718
AIRPORT TOTAL	6242	119	13	77	12	7	3	1	0	13	71	19	6010

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2011

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
	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)	2502	31	0	73	11	7	6	2	1	23	56	42	2507
SCHEDULED FLIGHTS(ALL ROUTES)	11758	7	31	80	11	6	3	1	0	12	75	17	10520
AIRPORT TOTAL	14260	38	31	79	11	6	4	1	0	14	71	22	13027

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2011

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
	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)	742	8	0	72	13	6	6	2	1	26	65	29	683
SCHEDULED FLIGHTS(ALL ROUTES)	3233	31	88	83	9	6	2	0	0	9	79	15	3572
AIRPORT TOTAL	3975	39	88	81	10	6	3	1	0	13	77	17	4255

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2011

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2010			
	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)	417	52	0	72	10	8	9	1	0	19	72	19	377
SCHEDULED FLIGHTS(ALL ROUTES)	11196	8	14	87	8	3	2	0	0	8	77	14	11486
AIRPORT TOTAL	11613	60	14	86	8	4	2	0	0	8	77	14	11863