

# Punctuality Statistics

Regulatory Policy Group



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

**Full and Summary Analysis**

**September 2011**

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## Contents

Foreword		
Introductory Notes		
Full Analysis – By Reporting Airport	Birmingham	
	Edinburgh	
	Gatwick	
	Glasgow	
	Heathrow	
	London City	
	Luton	
	Manchester	
	Newcastle	
	Stansted	
Full Analysis With Arrival / Departure Split – By Origin / Destination Airport	A	
	B	
	C – E	
	F – H	
	I – L	
	M – N	
	O – P	
	Q – S	
	T – U	
	V – Z	
Summary Analysis		

## 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:

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CAA House  
45/59 Kingsway  
London WC2B 6TE

Tel. 020-7453-6258  
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2.2 Enquiries concerning further analysis of punctuality or other UK civil aviation statistics should be addressed to

Tel: 020-7453-6258  
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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 SEPTEMBER 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	FLYBE LTD	C	5	0	0	100	0	0	0	0	0	4	80	6	5
TOTAL INNSBRUCK			5	0	0	100	0	0	0	0	0	4	80	6	5
SALZBURG	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	1	80	4	5
TOTAL SALZBURG			7	0	0	100	0	0	0	0	0	1	80	4	5
TOTAL AUSTRIA			12	0	0	100	0	0	0	0	0	2	80	5	10
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	247	0	0	83	9	8	1	0	0	9	86	9	232
TOTAL BRUSSELS			247	0	0	83	9	8	1	0	0	9	86	9	232
TOTAL BELGIUM			247	0	0	83	9	8	1	0	0	9	86	9	232
<b>BULGARIA</b>															
BURGAS	BH AIR	C	9	0	0	44	33	22	0	0	0	18	27	28	11
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	0	0	14	0	0	23	71	58	7
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	1	71	37	7
TOTAL BURGAS			23	0	0	74	13	9	4	0	0	14	52	39	25
TOTAL BULGARIA			23	0	0	74	13	9	4	0	0	14	52	39	25
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	8	0	0	50	25	25	0	0	0	19	0	0	0
TOTAL TORONTO			8	0	0	50	25	25	0	0	0	19	75	35	16
TOTAL CANADA			8	0	0	50	25	25	0	0	0	19	75	35	16
<b>CAPE VERDE ISLANDS</b>															
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	75	25	0	0	0	0	8	75	28	8
TOTAL ILHA DO SAL C.VERDE			8	0	0	75	25	0	0	0	0	8	75	28	8
TOTAL CAPE VERDE ISLANDS			8	0	0	75	25	0	0	0	0	8	75	28	8
<b>CROATIA</b>															
DUBROVNIK	FLYBE LTD	S	8	0	0	100	0	0	0	0	0	5	75	15	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL DUBROVNIK			16	0	0	100	0	0	0	0	0	3	80	15	10
PULA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	88	8	8
TOTAL PULA			8	0	0	100	0	0	0	0	0	0	88	8	8
TOTAL CROATIA			24	0	0	100	0	0	0	0	0	2	73	15	26
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	25	1	1	64	8	12	16	0	0	23	50	18	26
	SKY WINGS AIRLINES	C	8	1	0	0	13	38	38	0	13	188	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	44	6	25	25	0	0	45	50	40	18
	THOMSON AIRWAYS LTD	C	17	0	0	76	6	12	6	0	0	19	83	8	18
TOTAL LARNACA			66	2	1	55	8	18	18	0	2	47	59	26	88
PAPHOS	MONARCH AIRLINES	S	16	0	0	81	13	6	0	0	0	7	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
PAPHOS	SKY WINGS AIRLINES	C	7	0	0	0	0	29	14	57	0	171	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	0	0	71	14	14	0	0	0	13	63	15	8
	THOMSON AIRWAYS LTD	C	24	0	0	79	13	8	0	0	0	9	77	16	26
<b>TOTAL PAPHOS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>30</b>	<b>69</b>	<b>16</b>	<b>52</b>
<b>TOTAL CYPRUS</b>			<b>120</b>	<b>2</b>	<b>1</b>	<b>61</b>	<b>9</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>39</b>	<b>63</b>	<b>22</b>	<b>140</b>
<b>DENMARK</b>															
COPENHAGEN	SAS	S	96	0	0	90	6	4	0	0	0	5	94	3	86
<b>TOTAL COPENHAGEN</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>3</b>	<b>86</b>
<b>TOTAL DENMARK</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>3</b>	<b>86</b>
<b>EGYPT</b>															
HURGHADA	THOMSON AIRWAYS LTD	S	9	0	0	89	0	0	11	0	0	11	0	0	0
<b>TOTAL HURGHADA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>44</b>	<b>30</b>	<b>9</b>
LUXOR	THOMSON AIRWAYS LTD	C	8	0	0	50	0	25	25	0	0	31	80	6	10
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>80</b>	<b>6</b>	<b>10</b>
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	8	1	0	100	0	0	0	0	0	4	69	21	26
	THOMSON AIRWAYS LTD	S	18	0	0	56	22	11	11	0	0	28	53	33	17
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>22</b>	<b>53</b>
TABA	THOMSON AIRWAYS LTD	C	8	0	0	63	0	0	25	0	13	192	13	56	8
<b>TOTAL TABA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>192</b>	<b>13</b>	<b>56</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>51</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>47</b>	<b>61</b>	<b>24</b>	<b>80</b>
<b>FRANCE</b>															
BERGERAC	FLYBE LTD	S	30	0	0	90	7	3	0	0	0	4	64	134	22
<b>TOTAL BERGERAC</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>134</b>	<b>22</b>
BORDEAUX	FLYBE LTD	S	14	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL BORDEAUX</b>			<b>14</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>
BREST	FLYBE LTD	S	6	0	0	67	0	17	0	17	0	52	0	0	0
<b>TOTAL BREST</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>
LA ROCHELLE	FLYBE LTD	S	16	0	0	100	0	0	0	0	0	3	92	4	12
<b>TOTAL LA ROCHELLE</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>92</b>	<b>4</b>	<b>12</b>
LYON	BRIT AIR	S	94	0	0	97	3	0	0	0	0	2	85	6	89
<b>TOTAL LYON</b>			<b>94</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>2</b>	<b>85</b>	<b>6</b>	<b>89</b>
MONTPELLIER	RYANAIR	S	26	0	0	88	8	4	0	0	0	4	0	0	0
<b>TOTAL MONTPELLIER</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	BMIBABY LTD	S	46	0	0	48	26	15	11	0	0	24	58	19	48
<b>TOTAL NICE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>26</b>	<b>15</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>58</b>	<b>19</b>	<b>48</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	180	0	0	94	4	1	2	0	0	4	0	0	0
	FLYBE LTD	S	154	0	0	88	6	6	0	0	0	7	77	12	150
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>7</b>	<b>480</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)
TOULOUSE (BLAGNAC)	FLYBE LTD	S	8	0	0	100	0	0	0	0	0	1	0	37	6
<b>TOTAL TOULOUSE (BLAGNAC)</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>37</b>	<b>6</b>
<b>TOTAL FRANCE</b>			<b>575</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>12</b>	<b>671</b>
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	154	0	0	83	11	5	1	0	0	8	80	10	148
	FLYBE LTD	S	196	0	0	79	11	9	2	0	0	10	83	8	193
<b>TOTAL DUSSELDORF</b>			<b>350</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>9</b>	<b>341</b>
FRANKFURT MAIN	LUFTHANSA	S	239	0	0	57	25	12	5	0	0	20	79	10	222
<b>TOTAL FRANKFURT MAIN</b>			<b>239</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>25</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>79</b>	<b>11</b>	<b>353</b>
HAMBURG	FLYBE LTD	S	60	0	0	87	8	2	3	0	0	7	88	5	60
<b>TOTAL HAMBURG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>5</b>	<b>60</b>
HANOVER	AIR BERLIN	C	16	0	0	75	25	0	0	0	0	9	78	18	18
	FLYBE LTD	S	104	0	0	65	12	10	13	0	1	29	75	16	88
<b>TOTAL HANOVER</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>75</b>	<b>17</b>	<b>106</b>
MUNICH	LUFTHANSA CITY LINE	S	162	0	0	66	19	12	2	1	0	16	76	11	164
<b>TOTAL MUNICH</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>11</b>	<b>166</b>
PADERBORN	AIR BERLIN	C	8	0	0	75	0	0	25	0	0	28	63	13	8
<b>TOTAL PADERBORN</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>28</b>	<b>63</b>	<b>13</b>	<b>8</b>
STUTTGART	CITY JET	C	2	0	0	0	0	50	50	0	0	66	0	0	0
	FLYBE LTD	S	96	0	0	83	5	3	7	0	1	24	84	10	96
	THOMAS COOK BELGIUM	C	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL STUTTGART</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>84</b>	<b>10</b>	<b>96</b>
<b>TOTAL GERMANY</b>			<b>1039</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>11</b>	<b>1156</b>
<b>GREECE</b>															
CORFU	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	1	75	23	16
	SKY WINGS AIRLINES	C	21	0	0	29	10	10	24	19	10	112	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	0	11	0	0	0	6	81	10	16
	THOMSON AIRWAYS LTD	C	21	0	0	76	10	10	5	0	0	12	88	6	17
<b>TOTAL CORFU</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>6</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>40</b>	<b>82</b>	<b>13</b>	<b>49</b>
HERAKLION	FLY HELLAS	C	6	0	0	33	0	50	17	0	0	37	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	0	0	25	0	0	26	76	17	25
	SKY WINGS AIRLINES	C	14	2	0	14	0	21	21	43	0	153	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	76	6	6	6	6	0	25	13	64	16
	THOMSON AIRWAYS LTD	C	18	0	0	50	11	28	11	0	0	31	86	4	22
<b>TOTAL HERAKLION</b>			<b>64</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>5</b>	<b>19</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>58</b>	<b>63</b>	<b>25</b>	<b>63</b>
KAVALA	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	9	88	5	8
<b>TOTAL KAVALA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>5</b>	<b>8</b>
KEFALLINIA	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	10	50	52	8
	THOMSON AIRWAYS LTD	C	9	0	0	67	11	0	0	22	0	60	89	4	9
<b>TOTAL KEFALLINIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>36</b>	<b>71</b>	<b>27</b>	<b>17</b>
KOS	SKY WINGS AIRLINES	C	8	0	0	13	13	0	63	13	0	99	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: BIRMINGHAM (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)										
KOS	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	13	13	0	48	25	37	8
	THOMSON AIRWAYS LTD	C	8	0	0	50	13	13	25	0	0	30	67	24	9
<b>TOTAL KOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>8</b>	<b>4</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>59</b>	<b>47</b>	<b>30</b>	<b>17</b>
RHODES	SKY WINGS AIRLINES	C	17	0	0	18	12	35	29	6	0	67	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	13	13	0	0	18	44	29	9
	THOMSON AIRWAYS LTD	C	16	0	0	56	13	31	0	0	0	19	67	15	18
<b>TOTAL RHODES</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>12</b>	<b>29</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>67</b>	<b>19</b>	<b>45</b>
SALONIKA	SKY WINGS AIRLINES	C	3	0	0	0	33	0	67	0	0	105	0	0	0
<b>TOTAL SALONIKA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>105</b>	<b>0</b>	<b>0</b>	<b>0</b>
SKIATHOS	SKY WINGS AIRLINES	C	8	0	0	13	25	0	50	13	0	97	0	0	0
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	2	100	4	8
<b>TOTAL SKIATHOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>12</b>	<b>0</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>47</b>	<b>100</b>	<b>4</b>	<b>8</b>
THIRA (SANTORINI)	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	3	50	14	8
<b>TOTAL THIRA (SANTORINI)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>14</b>	<b>8</b>
ZAKINTHOS	MONARCH AIRLINES	C	9	0	0	89	11	0	0	0	0	3	22	46	9
	SKY WINGS AIRLINES	C	13	1	0	38	8	8	38	0	8	115	0	0	0
	THOMAS COOK AIRLINES LTD	C	26	0	0	69	8	8	4	8	4	50	65	20	23
	THOMSON AIRWAYS LTD	C	18	0	0	72	11	11	6	0	0	16	63	18	16
<b>TOTAL ZAKINTHOS</b>			<b>66</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>9</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>47</b>	<b>56</b>	<b>24</b>	<b>48</b>
<b>TOTAL GREECE</b>			<b>316</b>	<b>3</b>	<b>0</b>	<b>59</b>	<b>8</b>	<b>12</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>45</b>	<b>67</b>	<b>20</b>	<b>263</b>
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	120	0	0	89	2	3	2	5	0	16	0	0	0
<b>TOTAL CORK</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>5</b>	<b>52</b>
DUBLIN	AER LINGUS	S	162	0	1	93	2	2	3	0	0	6	93	4	178
	CITY JET	S	2	0	0	0	0	50	50	0	0	61	0	0	0
	RYANAIR	S	180	0	0	95	4	1	0	1	0	4	83	10	181
<b>TOTAL DUBLIN</b>			<b>344</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>7</b>	<b>360</b>
IRELAND WEST(KNOCK)	BMIBABY LTD	S	38	0	0	71	11	8	5	5	0	24	33	50	36
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>24</b>	<b>33</b>	<b>50</b>	<b>36</b>
SHANNON	AER ARANN	S	60	0	0	93	3	3	0	0	0	2	100	1	52
<b>TOTAL SHANNON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>1</b>	<b>52</b>
WATERFORD	AER ARANN	S	37	1	0	65	19	8	3	0	5	31	85	7	34
<b>TOTAL WATERFORD</b>			<b>37</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>31</b>	<b>85</b>	<b>7</b>	<b>34</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>599</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>9</b>	<b>534</b>
<b>ITALY</b>															
MILAN (MALPENSA)	FLYBE LTD	S	60	0	0	82	10	5	3	0	0	11	68	13	60
<b>TOTAL MILAN (MALPENSA)</b>			<b>60</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>11</b>	<b>68</b>	<b>13</b>	<b>60</b>
NAPLES	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	2	50	40	8
<b>TOTAL NAPLES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>40</b>	<b>8</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	18	0	0	78	22	0	0	0	0	7	89	31	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
TOTAL TRIESTE (RONCHI DEI LEGIONARI)			18	0	0	78	22	0	0	0	0	7	89	31	18
VERONA VILLAFRANCA	THOMSON AIRWAYS LTD	C	14	0	0	93	0	7	0	0	0	4	82	13	17
TOTAL VERONA VILLAFRANCA			14	0	0	93	0	7	0	0	0	4	82	13	17
TOTAL ITALY			102	0	0	83	11	4	2	0	0	9	73	18	104
<b>JAMAICA</b>															
MONTEGO BAY	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	5	67	16	9
TOTAL MONTEGO BAY			10	0	0	90	10	0	0	0	0	5	67	16	9
TOTAL JAMAICA			10	0	0	90	10	0	0	0	0	5	67	16	9
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	16	0	0	100	0	0	0	0	0	1	89	5	18
TOTAL KAUNAS			16	0	0	100	0	0	0	0	0	1	89	5	18
TOTAL LITHUANIA			16	0	0	100	0	0	0	0	0	1	89	5	18
<b>MALTA</b>															
MALTA	RYANAIR	S	18	0	0	100	0	0	0	0	0	2	0	0	0
MALTA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	2	9
TOTAL MALTA			26	0	0	100	0	0	0	0	0	2	93	16	27
TOTAL MALTA			26	0	0	100	0	0	0	0	0	2	93	16	27
<b>MEXICO</b>															
CANCUN	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	26	63	70	8
TOTAL CANCUN			8	0	0	75	0	0	25	0	0	26	63	70	8
TOTAL MEXICO			8	0	0	75	0	0	25	0	0	26	63	70	8
<b>NETHERLANDS</b>															
AMSTERDAM	BMIBABY LTD	S	108	0	0	74	10	8	7	0	0	16	72	12	107
	KLM	S	178	0	0	87	8	4	2	0	0	8	95	4	129
	KLM CITYHOPPER	S	122	0	0	95	3	2	0	0	0	4	87	7	171
TOTAL AMSTERDAM			408	0	0	86	7	4	3	0	0	9	85	7	407
ROTTERDAM	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	10	0	0	0
TOTAL ROTTERDAM			2	0	0	100	0	0	0	0	0	10	67	9	6
TOTAL NETHERLANDS			410	0	0	86	7	4	3	0	0	9	85	7	413
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	34	0	0	65	21	12	3	0	0	18	77	25	30
TOTAL ISLAMABAD			34	0	0	65	21	12	3	0	0	18	77	25	30
TOTAL PAKISTAN			34	0	0	65	21	12	3	0	0	18	77	25	30
<b>POLAND</b>															
BYDGOSZCZ	RYANAIR	S	26	0	0	65	27	8	0	0	0	13	73	10	26
TOTAL BYDGOSZCZ			26	0	0	65	27	8	0	0	0	13	73	10	26
GDANSK	RYANAIR	S	16	0	0	88	13	0	0	0	0	4	75	28	16

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			Actual (7)	Plan (8)											
TOTAL GDANSK			16	0	0	88	13	0	0	0	0	4	75	28	16
KATOWICE	RYANAIR	S	18	0	0	100	0	0	0	0	0	1	94	5	16
TOTAL KATOWICE			18	0	0	100	0	0	0	0	0	1	94	5	16
RZESZOW	RYANAIR	S	16	0	0	94	6	0	0	0	0	4	100	3	18
TOTAL RZESZOW			16	0	0	94	6	0	0	0	0	4	100	3	18
TOTAL POLAND			76	0	0	84	13	3	0	0	0	6	86	9	102
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BMIBABY LTD	S	36	0	0	83	8	6	3	0	0	9	65	26	34
	FLYBE LTD	C	10	0	0	100	0	0	0	0	0	2	89	13	9
	MONARCH AIRLINES	S	60	0	0	92	2	3	3	0	0	7	70	19	60
	RYANAIR	S	34	0	0	91	9	0	0	0	0	4	36	38	36
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	1	56	42	9
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	3	78	16	18
TOTAL FARO			167	0	0	92	4	2	2	0	0	6	63	25	166
OPORTO (PORTUGAL)	SATA	C	2	0	0	50	0	50	0	0	0	29	0	0	0
TOTAL OPORTO (PORTUGAL)			2	0	0	50	0	50	0	0	0	29	63	26	16
TOTAL PORTUGAL(EXCLUDING MADEIRA)			169	0	0	91	4	3	2	0	0	6	63	25	182
PORTUGAL(MADEIRA)															
FUNCHAL	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	75	9	8
TOTAL FUNCHAL			8	0	0	100	0	0	0	0	0	1	75	9	8
TOTAL PORTUGAL(MADEIRA)			8	0	0	100	0	0	0	0	0	1	75	9	8
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	26	0	0	92	4	0	4	0	0	4	69	22	26
TOTAL BRATISLAVA			26	0	0	92	4	0	4	0	0	4	69	22	26
TOTAL SLOVAK REPUBLIC			26	0	0	92	4	0	4	0	0	4	69	22	26
SLOVENIA															
MARIBOR	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL MARIBOR			2	2	0	100	0	0	0	0	0	0	0	0	0
TOTAL SLOVENIA			2	2	0	100	0	0	0	0	0	0	0	0	0
SPAIN															
ALICANTE	BMIBABY LTD	S	40	0	0	83	8	5	5	0	0	12	40	45	40
	MONARCH AIRLINES	S	52	0	0	94	2	2	2	0	0	5	60	28	60
	RYANAIR	S	60	0	0	95	5	0	0	0	0	4	70	20	56
	THOMSON AIRWAYS LTD	C	16	0	0	63	19	6	13	0	0	19	75	36	16
TOTAL ALICANTE			168	0	0	89	6	2	3	0	0	7	60	30	172
ALMERIA	MONARCH AIRLINES	S	18	0	0	67	11	17	6	0	0	14	11	79	9
TOTAL ALMERIA			18	0	0	67	11	17	6	0	0	14	11	79	9
GERONA	RYANAIR	S	26	0	0	100	0	0	0	0	0	1	62	32	34
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	75	9	8

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			Actual (7)	Plan (8)											
<b>TOTAL GERONA</b>			<b>34</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>64</b>	<b>27</b>	42
<b>IBIZA</b>	MONARCH AIRLINES	S	35	0	0	86	3	6	6	0	0	8	58	26	33
	RYANAIR	S	26	0	0	92	0	4	0	4	0	12	81	23	26
	THOMAS COOK AIRLINES LTD	C	17	0	0	94	0	6	0	0	2	63	18	19	
	THOMSON AIRWAYS LTD	C	28	0	0	86	4	4	7	0	11	71	20	24	
<b>TOTAL IBIZA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>22</b>	102
<b>MAHON</b>	MONARCH AIRLINES	S	36	0	0	83	6	6	0	6	0	19	50	68	32
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	0	0	30	10	0	60	100	4	8
	THOMSON AIRWAYS LTD	C	16	0	0	94	6	0	0	0	2	78	28	18	
<b>TOTAL MAHON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>65</b>	<b>46</b>	60
<b>MALAGA</b>	BMIBABY LTD	S	54	0	0	87	9	4	0	0	0	8	45	29	58
	MONARCH AIRLINES	S	68	0	0	81	12	6	1	0	0	10	40	57	60
	RYANAIR	S	68	1	0	84	9	6	1	0	0	7	56	38	66
	THOMSON AIRWAYS LTD	C	8	0	0	25	0	50	25	0	0	51	75	7	8
<b>TOTAL MALAGA</b>			<b>198</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>48</b>	<b>40</b>	192
<b>MURCIA SAN JAVIER</b>	BMIBABY LTD	S	28	0	0	86	7	0	7	0	0	11	71	13	28
	RYANAIR	S	34	0	0	85	12	3	0	0	0	5	74	15	39
<b>TOTAL MURCIA SAN JAVIER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>14</b>	67
<b>PALMA DE MALLORCA</b>	BMIBABY LTD	S	48	0	0	65	17	15	4	0	0	16	55	30	40
	MONARCH AIRLINES	S	38	0	0	76	11	5	3	0	5	28	53	45	34
	RYANAIR	S	42	0	0	83	14	2	0	0	0	6	59	34	44
	THOMAS COOK AIRLINES LTD	C	32	1	0	81	6	6	6	0	0	11	58	43	26
	THOMSON AIRWAYS LTD	C	56	0	0	64	16	13	7	0	0	21	50	34	58
<b>TOTAL PALMA DE MALLORCA</b>			<b>216</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>54</b>	<b>36</b>	204
<b>REUS</b>	RYANAIR	S	26	0	0	96	4	0	0	0	0	2	73	18	26
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	0	22	0	0	37	57	20	7
	THOMSON AIRWAYS LTD	C	18	0	0	89	0	0	11	0	0	9	75	19	16
<b>TOTAL REUS</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>19</b>	49
<b>TOTAL SPAIN</b>			<b>917</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>32</b>	898
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	MONARCH AIRLINES	S	26	0	0	73	4	4	19	0	0	18	58	24	26
	RYANAIR	S	26	0	0	96	4	0	0	0	0	3	69	26	16
	THOMAS COOK AIRLINES LTD	C	11	0	0	91	0	9	0	0	0	5	50	31	18
	THOMSON AIRWAYS LTD	C	18	0	0	89	0	6	6	0	0	9	72	20	18
<b>TOTAL ARRECIFE</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>25</b>	78
<b>FUERTEVENTURA</b>	MONARCH AIRLINES	S	16	0	0	75	6	13	6	0	0	13	61	23	18
	RYANAIR	S	18	0	0	89	6	6	0	0	0	6	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	6	30	60	10
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	90	7	10
<b>TOTAL FUERTEVENTURA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>61</b>	<b>29</b>	38
<b>LAS PALMAS</b>	MONARCH AIRLINES	S	16	0	0	100	0	0	0	0	0	4	50	53	16
	RYANAIR	S	16	0	0	75	13	13	0	0	0	10	61	15	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	88	7	8
	THOMSON AIRWAYS LTD	C	8	0	0	63	13	0	25	0	0	28	100	2	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 LAS PALMAS</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>24</b>	50
<b>TENERIFE (SURREINA SOFIA)</b>	MONARCH AIRLINES	S	54	0	0	70	9	7	13	0	0	22	35	59	49
	RYANAIR	S	32	2	2	97	0	3	0	0	0	2	50	46	26
	THOMAS COOK AIRLINES LTD	C	18	0	0	50	6	33	11	0	0	28	44	24	9
	THOMSON AIRWAYS LTD	C	26	0	0	77	8	8	4	4	0	19	71	14	17
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>130</b>	<b>2</b>	<b>2</b>	<b>75</b>	<b>6</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>47</b>	<b>44</b>	103
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>309</b>	<b>2</b>	<b>2</b>	<b>82</b>	<b>5</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>57</b>	<b>33</b>	269
<b>SWEDEN</b>															
<b>GOTEBORG</b>	CITY AIRLINE	S	52	0	0	83	8	6	4	0	0	11	95	3	82
<b>TOTAL GOTEBORG</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>95</b>	<b>3</b>	83
<b>TOTAL SWEDEN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>4</b>	87
<b>SWITZERLAND</b>															
<b>ZURICH</b>	HELVETIC AIRWAYS	S	162	0	0	85	12	2	1	0	0	8	88	6	170
	SWISS AIRLINES	S	14	0	1	36	43	14	0	0	7	45	80	8	10
<b>TOTAL ZURICH</b>			<b>176</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>88</b>	<b>6</b>	180
<b>TOTAL SWITZERLAND</b>			<b>176</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>88</b>	<b>6</b>	180
<b>TUNISIA</b>															
<b>ENFIDHA</b>	THOMAS COOK AIRLINES LTD	C	8	0	0	25	13	13	50	0	0	65	0	0	0
<b>TOTAL ENFIDHA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>0</b>	0
<b>MONASTIR</b>	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	8	63	38	8
<b>TOTAL MONASTIR</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>8</b>	<b>85</b>	<b>15</b>	26
<b>TOTAL TUNISIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>85</b>	<b>15</b>	26
<b>TURKEY</b>															
<b>ANTALYA</b>	THOMAS COOK AIRLINES LTD	C	27	0	0	81	4	7	0	7	0	22	56	33	25
	THOMSON AIRWAYS LTD	C	17	0	0	65	24	0	12	0	0	21	59	43	17
<b>TOTAL ANTALYA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>59</b>	<b>35</b>	44
<b>BODRUM (MILAS)</b>	MONARCH AIRLINES	S	11	1	1	100	0	0	0	0	0	1	0	0	0
	THOMAS COOK AIRLINES LTD	C	15	0	0	100	0	0	0	0	0	1	69	36	16
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	3	67	19	18
<b>TOTAL BODRUM (MILAS)</b>			<b>45</b>	<b>1</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>73</b>	<b>22</b>	44
<b>DALAMAN</b>	MONARCH AIRLINES	S	26	0	0	92	8	0	0	0	0	4	42	53	26
	ONUR AIR	C	6	0	0	67	0	33	0	0	0	15	89	8	18
	PEGASUS AIRLINES	S	8	0	0	88	0	13	0	0	0	7	0	0	0
	THOMAS COOK AIRLINES LTD	C	54	0	0	80	7	2	6	6	0	26	50	37	58
	THOMSON AIRWAYS LTD	C	42	0	0	88	2	5	5	0	0	9	74	13	43
<b>TOTAL DALAMAN</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>29</b>	146
<b>ISTANBUL</b>	THY TURK HAVA YOLLARI TURKIS	S	44	0	0	41	23	25	11	0	0	29	33	41	42
<b>TOTAL ISTANBUL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>23</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>33</b>	<b>41</b>	42
<b>IZMIR (ADNAM MENDERES)</b>	THOMAS COOK AIRLINES LTD	C	9	0	0	56	22	22	0	0	0	19	39	53	18
	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)			12	0	0	67	17	17	0	0	0	15	39	53	18
TOTAL TURKEY			281	1	1	78	9	7	4	2	0	16	57	32	294
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	34	0	0	85	15	0	0	0	0	7	56	39	34
TOTAL ASHKHABAD			34	0	0	85	15	0	0	0	0	7	56	39	34
TOTAL TURKMENISTAN			34	0	0	85	15	0	0	0	0	7	56	39	34
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	120	0	0	59	25	12	4	0	0	17	53	17	120
TOTAL DUBAI			120	0	0	59	25	12	4	0	0	17	53	17	120
TOTAL UNITED ARAB EMIRATES			120	0	0	59	25	12	4	0	0	17	53	17	120
UNITED KINGDOM															
ABERDEEN	FLYBE LTD	S	163	0	3	76	9	9	6	0	0	15	84	10	131
TOTAL ABERDEEN			163	0	3	76	9	9	6	0	0	15	89	6	227
BELFAST CITY (GEORGE BEST)	BMIBABY LTD	S	112	0	2	79	5	12	4	0	0	12	0	0	0
	FLYBE LTD	S	302	0	8	80	12	7	1	0	0	8	89	6	304
TOTAL BELFAST CITY (GEORGE BEST)			414	0	10	80	10	8	2	0	0	9	89	6	304
CITY OF DERRY (EGLINTON)	RYANAIR	S	34	0	0	91	9	0	0	0	0	4	94	2	34
TOTAL CITY OF DERRY (EGLINTON)			34	0	0	91	9	0	0	0	0	4	94	2	34
DUNDEE	LOGANAIR	S	84	0	0	98	2	0	0	0	0	1	97	2	88
TOTAL DUNDEE			84	0	0	98	2	0	0	0	0	1	97	2	88
EDINBURGH	FLYBE LTD	S	372	0	2	83	7	6	4	0	0	10	89	8	373
TOTAL EDINBURGH			372	0	2	83	7	6	4	0	0	10	89	8	373
GLASGOW	FLYBE LTD	S	339	0	5	82	8	5	5	0	0	12	84	10	317
TOTAL GLASGOW			339	0	5	82	8	5	5	0	0	12	84	10	317
GUERNSEY	FLYBE LTD	S	60	1	1	70	13	5	10	0	2	24	77	11	61
TOTAL GUERNSEY			60	1	1	70	13	5	10	0	2	24	77	11	61
INVERNESS	FLYBE LTD	S	60	0	0	83	8	7	2	0	0	10	85	13	60
TOTAL INVERNESS			60	0	0	83	8	7	2	0	0	10	85	13	60
ISLE OF MAN	FLYBE LTD	S	102	1	2	79	10	5	6	0	0	12	92	4	104
TOTAL ISLE OF MAN			102	1	2	79	10	5	6	0	0	12	92	4	104
JERSEY	FLYBE LTD	S	105	0	2	76	9	11	4	0	0	13	79	12	107
TOTAL JERSEY			105	0	2	76	9	11	4	0	0	13	79	12	107
NEWCASTLE	EASTERN AIRWAYS	S	122	2	2	94	2	2	2	0	0	4	97	2	130
TOTAL NEWCASTLE			123	2	2	93	2	2	2	0	0	5	97	2	130
TOTAL UNITED KINGDOM			1857	6	29	82	8	6	4	0	0	10	87	8	1913
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	60	0	0	90	7	3	0	0	0	3	88	6	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2010			
		CHARTER/ SCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL NEW YORK (NEWARK)			60	0	0	90	7	3	0	0	0	3	88	6	60
SANFORD	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	3	90	7	10
TOTAL SANFORD			8	0	0	88	13	0	0	0	0	3	90	7	10
TOTAL USA			68	0	0	90	7	3	0	0	0	3	89	6	70
TOTAL BIRMINGHAM			7835	23	36	81	9	6	4	1	0	13	77	15	8102

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	FLYBE LTD	C	3	0	0	100	0	0	0	0	0	2	67	323	3
<b>TOTAL INNSBRUCK</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>2</b>	<b>67</b>	<b>323</b>	<b>3</b>
VIENNA	NIKI	S	3	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL VIENNA</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>75</b>	<b>7</b>	<b>4</b>
<b>TOTAL AUSTRIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>142</b>	<b>7</b>
<b>BELGIUM</b>															
BRUSSELS	AIREXPLORE	C	2	0	0	50	0	0	50	0	0	43	0	0	0
	BMI REGIONAL	S	156	0	0	83	12	3	2	0	0	7	96	4	150
<b>TOTAL BRUSSELS</b>			<b>158</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>8</b>	<b>96</b>	<b>4</b>	<b>150</b>
CHARLEROI	RYANAIR	S	36	0	0	78	8	6	6	3	0	19	75	11	24
<b>TOTAL CHARLEROI</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>11</b>	<b>24</b>
<b>TOTAL BELGIUM</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>5</b>	<b>175</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	10	0	0	90	0	10	0	0	0	8	86	3	7
<b>TOTAL BURGAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>3</b>	<b>7</b>
<b>TOTAL BULGARIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>3</b>	<b>7</b>
<b>CROATIA</b>															
DUBROVNIK	JET2.COM LTD	S	7	0	1	86	14	0	0	0	0	6	25	26	8
<b>TOTAL DUBROVNIK</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>25</b>	<b>26</b>	<b>8</b>
<b>TOTAL CROATIA</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>25</b>	<b>26</b>	<b>8</b>
<b>CYPRUS</b>															
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	16	0	3	88	6	6	0	0	0	5	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	0	0	0
<b>TOTAL PAPHOS</b>			<b>24</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>40</b>	<b>17</b>	<b>10</b>
<b>TOTAL CYPRUS</b>			<b>24</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>40</b>	<b>17</b>	<b>10</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	36	0	0	64	19	14	3	0	0	15	44	23	34
	TRAVEL SERVICE AIRLINES	C	4	0	0	25	25	0	50	0	0	77	0	0	0
<b>TOTAL PRAGUE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>44</b>	<b>23</b>	<b>34</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>44</b>	<b>23</b>	<b>34</b>
<b>DENMARK</b>															
BILLUND	RYANAIR	S	26	0	0	100	0	0	0	0	0	4	73	11	26
<b>TOTAL BILLUND</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>4</b>	<b>74</b>	<b>11</b>	<b>27</b>
COPENHAGEN	BMI REGIONAL	S	104	0	0	90	6	0	4	0	0	7	91	4	104
	NORWEGIAN AIR SHUTTLE	S	26	0	0	65	23	12	0	0	0	13	56	13	16
<b>TOTAL COPENHAGEN</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>8</b>	<b>136</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 DENMARK			156	0	0	88	8	2	3	0	0	7	83	8	163
ESTONIA															
TALLIN	RYANAIR	S	26	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL TALLIN			26	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL ESTONIA			26	0	0	100	0	0	0	0	0	1	0	0	0
FINLAND															
HELSINKI	BLUE 1	S	18	0	0	72	22	6	0	0	0	11	0	0	0
TOTAL HELSINKI			18	2	0	72	22	6	0	0	0	11	0	0	0
TAMPERE	RYANAIR	S	18	0	0	100	0	0	0	0	0	0	95	2	22
TOTAL TAMPERE			18	0	0	100	0	0	0	0	0	0	95	2	22
TOTAL FINLAND			36	2	0	86	11	3	0	0	0	6	95	2	22
FRANCE															
BEAUVAIS	RYANAIR	S	34	0	0	88	3	9	0	0	0	6	86	7	22
TOTAL BEAUVAIS			34	0	0	88	3	9	0	0	0	6	86	7	22
BERGERAC	FLYBE LTD	S	8	0	0	100	0	0	0	0	0	1	100	3	8
TOTAL BERGERAC			8	0	0	100	0	0	0	0	0	1	100	3	8
BORDEAUX	RYANAIR	S	26	0	0	96	4	0	0	0	0	2	68	10	34
TOTAL BORDEAUX			26	0	0	96	4	0	0	0	0	2	68	10	34
LA ROCHELLE	JET2.COM LTD	S	2	0	0	100	0	0	0	0	0	8	0	39	2
TOTAL LA ROCHELLE			2	0	0	100	0	0	0	0	0	8	0	39	2
LYON	EASYJET AIRLINE COMPANY LTD	S	16	0	0	69	25	6	0	0	0	12	78	10	18
TOTAL LYON			16	0	0	69	25	6	0	0	0	12	80	9	20
NICE	EASYJET AIRLINE COMPANY LTD	S	32	0	0	81	16	3	0	0	0	7	63	25	24
TOTAL NICE			32	0	0	81	16	3	0	0	0	7	63	25	24
PARIS (CHARLES DE GAULLE)	CITY JET	S	240	0	0	85	9	4	2	0	0	7	86	7	236
	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	78	17	5	0	0	0	8	64	14	56
TOTAL PARIS (CHARLES DE GAULLE)			302	0	0	84	11	4	1	0	0	7	82	8	294
TOULOUSE (BLAGNAC)	JET2.COM LTD	S	10	0	0	40	20	10	30	0	0	39	38	30	8
TOTAL TOULOUSE (BLAGNAC)			10	0	0	40	20	10	30	0	0	39	38	30	8
TOTAL FRANCE			430	4	16	83	10	4	2	0	0	8	80	10	455
GERMANY															
BERLIN (SCHONEFELD)	RYANAIR	S	25	1	0	88	8	4	0	0	0	5	88	6	34
TOTAL BERLIN (SCHONEFELD)			25	1	0	88	8	4	0	0	0	5	88	6	34
BREMEN	RYANAIR	S	26	0	0	100	0	0	0	0	0	3	56	18	34
TOTAL BREMEN			26	0	0	100	0	0	0	0	0	3	56	18	34
COLOGNE BONN	EASYJET AIRLINE COMPANY LTD	S	26	0	0	81	15	4	0	0	0	6	0	0	0
	GERMANWINGS	S	42	0	0	74	19	2	5	0	0	11	81	9	42

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 COLOGNE BONN</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>9</b>	42
DUSSELDORF	LUFTHANSA CITY LINE	S	60	0	0	58	17	20	5	0	0	19	79	11	52
<b>TOTAL DUSSELDORF</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>11</b>	52
FRANKFURT MAIN	LUFTHANSA	S	120	0	0	55	28	13	5	0	0	17	76	13	119
<b>TOTAL FRANKFURT MAIN</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>28</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>13</b>	119
HAHN	RYANAIR	S	32	0	1	78	9	9	0	3	0	16	57	22	42
<b>TOTAL HAHN</b>			<b>32</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>58</b>	<b>22</b>	43
MEMMINGEN ALLGAU	RYANAIR	S	26	0	0	81	19	0	0	0	0	8	56	19	34
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>56</b>	<b>19</b>	34
MUNICH	EASYJET AIRLINE COMPANY LTD	S	65	0	1	89	11	0	0	0	0	4	64	14	58
<b>TOTAL MUNICH</b>			<b>65</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>15</b>	59
NIEDERRHEIN	RYANAIR	S	44	0	0	77	9	7	5	2	0	17	77	11	60
<b>TOTAL NIEDERRHEIN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>11</b>	60
<b>TOTAL GERMANY</b>			<b>467</b>	<b>2</b>	<b>2</b>	<b>73</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>14</b>	507
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	10	0	0	40	0	10	30	20	0	68	0	0	0
<b>TOTAL ATHENS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>10</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>0</b>	0
CORFU	THOMSON AIRWAYS LTD	C	10	0	0	80	0	0	20	0	0	24	0	0	0
<b>TOTAL CORFU</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>100</b>	<b>1</b>	8
<b>TOTAL GREECE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>5</b>	<b>25</b>	<b>10</b>	<b>0</b>	<b>46</b>	<b>100</b>	<b>1</b>	8
<b>GREENLAND</b>															
SONDRE STROMFJORD	TITAN AIRWAYS LTD	C	25	1	0	56	16	8	20	0	0	31	73	34	26
<b>TOTAL SONDRE STROMFJORD</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>16</b>	<b>8</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>73</b>	<b>34</b>	26
<b>TOTAL GREENLAND</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>16</b>	<b>8</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>73</b>	<b>34</b>	26
<b>HUNGARY</b>															
BUDAPEST	JET2.COM LTD	S	24	0	0	46	33	8	13	0	0	26	0	0	0
<b>TOTAL BUDAPEST</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>33</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL HUNGARY</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>33</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	0
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	60	0	1	75	7	12	7	0	0	18	94	4	94
<b>TOTAL CORK</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>7</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>94</b>	<b>4</b>	94
DUBLIN	AER ARANN	S	112	0	0	87	3	5	5	0	0	10	91	5	112
	AER LINGUS	S	60	0	0	77	13	7	3	0	0	12	92	9	60
	RYANAIR	S	174	0	0	86	8	3	3	0	0	7	67	15	144
<b>TOTAL DUBLIN</b>			<b>347</b>	<b>0</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>80</b>	<b>11</b>	316
GALWAY	AER ARANN	S	36	0	0	78	6	6	11	0	0	15	78	11	46
<b>TOTAL GALWAY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>11</b>	46

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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)
IRELAND WEST(KNOCK)	FLYBE LTD	S	26	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHANNON	AER ARANN	S	42	0	0	93	5	2	0	0	0	4	0	0	0
<b>TOTAL SHANNON</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>42</b>	<b>32</b>	<b>26</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>511</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>10</b>	<b>482</b>
<b>ITALY</b>															
BOLOGNA	RYANAIR	S	14	0	0	71	0	21	0	0	7	43	81	10	26
<b>TOTAL BOLOGNA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>43</b>	<b>81</b>	<b>10</b>	<b>26</b>
BRESCIA/MONTICHIARI	BA CITYFLYER LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BRESCIA/MONTICHIARI</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>
CAGLIARI (ELMAS)	BA CITYFLYER LTD	C	7	0	0	100	0	0	0	0	0	0	86	4	7
<b>TOTAL CAGLIARI (ELMAS)</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>0</b>	<b>86</b>	<b>4</b>	<b>7</b>
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	58	0	0	83	10	3	3	0	10	57	16	60	
<b>TOTAL MILAN (MALPENSA)</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>56</b>	<b>17</b>	<b>61</b>	
OLBIA	JET2.COM LTD	S	8	0	0	38	0	25	38	0	52	0	62	8	
<b>TOTAL OLBIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>62</b>	<b>8</b>	
PISA	RYANAIR	S	24	0	0	83	17	0	0	0	5	88	6	26	
<b>TOTAL PISA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>6</b>	<b>26</b>	
ROME (CIAMPINO)	RYANAIR	S	34	0	0	79	15	6	0	0	7	44	28	34	
<b>TOTAL ROME (CIAMPINO)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>44</b>	<b>28</b>	<b>34</b>	
VENICE	JET2.COM LTD	S	26	0	0	77	15	0	8	0	13	25	31	24	
<b>TOTAL VENICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>31</b>	<b>24</b>	
<b>TOTAL ITALY</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>13</b>	<b>56</b>	<b>20</b>	<b>186</b>	
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	18	0	0	100	0	0	0	0	2	95	1	22	
<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>96</b>	<b>1</b>	<b>23</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>97</b>	<b>1</b>	<b>32</b>	
<b>MALTA</b>															
MALTA	RYANAIR	S	26	0	0	92	8	0	0	0	4	65	14	26	
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>14</b>	<b>26</b>	
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>14</b>	<b>26</b>	
<b>MOROCCO</b>															
MARRAKESH	RYANAIR	S	16	0	0	94	6	0	0	0	3	75	16	16	
<b>TOTAL MARRAKESH</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>3</b>	<b>75</b>	<b>16</b>	<b>16</b>	
<b>TOTAL MOROCCO</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>3</b>	<b>75</b>	<b>16</b>	<b>16</b>	
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	96	0	0	88	9	2	1	0	7	82	14	92	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
AMSTERDAM	KLM	S	192	0	0	76	15	7	3	0	0	13	88	7	230
	KLM CITYHOPPER	S	168	0	0	82	12	5	1	0	0	9	81	8	70
	TRANSAVIA	C	3	0	0	100	0	0	0	0	0	9	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>460</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>9</b>	<b>392</b>
<b>TOTAL NETHERLANDS</b>			<b>460</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>9</b>	<b>392</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	44	0	0	89	9	2	0	0	0	6	84	9	44
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>44</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>6</b>	<b>85</b>	<b>9</b>	<b>46</b>
SANDEFJORD(TORP)	RYANAIR	S	34	0	0	100	0	0	0	0	0	1	73	11	26
<b>TOTAL SANDEFJORD(TORP)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>11</b>	<b>26</b>
<b>TOTAL NORWAY</b>			<b>78</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>4</b>	<b>81</b>	<b>9</b>	<b>74</b>
<b>POLAND</b>															
GDANSK	RYANAIR	S	26	0	0	85	4	8	4	0	0	9	96	3	26
<b>TOTAL GDANSK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>96</b>	<b>3</b>	<b>26</b>
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	34	0	0	82	9	6	3	0	0	10	74	17	34
	RYANAIR	S	26	0	0	81	15	4	0	0	0	6	65	32	26
	THOMSON AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	22	0	0	0
<b>TOTAL KRAKOW</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>22</b>	<b>62</b>
LODZ LUBLINEK	RYANAIR	S	16	0	0	88	6	6	0	0	0	7	94	6	16
<b>TOTAL LODZ LUBLINEK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>6</b>	<b>16</b>
POZNAN	RYANAIR	S	18	0	0	89	6	6	0	0	0	4	61	35	18
<b>TOTAL POZNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>61</b>	<b>35</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>18</b>	<b>122</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	JET2.COM LTD	S	34	0	0	62	24	3	6	6	0	29	56	20	34
	RYANAIR	S	34	0	0	76	18	0	6	0	0	11	73	23	26
<b>TOTAL FARO</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>1</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>21</b>	<b>60</b>
LISBON	EASYJET AIRLINE COMPANY LTD	S	26	0	0	92	0	0	0	8	0	24	58	37	26
<b>TOTAL LISBON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>24</b>	<b>58</b>	<b>37</b>	<b>26</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>26</b>	<b>86</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	26	0	0	88	12	0	0	0	0	5	81	11	36
<b>TOTAL BRATISLAVA</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>5</b>	<b>81</b>	<b>11</b>	<b>36</b>
<b>TOTAL SLOVAK REPUBLIC</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>5</b>	<b>81</b>	<b>11</b>	<b>36</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	10	0	0	100	0	0	0	0	0	2	75	20	12
	RYANAIR	S	68	0	0	93	4	0	3	0	0	6	64	22	50
<b>TOTAL ALICANTE</b>			<b>78</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>6</b>	<b>66</b>	<b>22</b>	<b>62</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2010		
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				Actual (7)	Plan (8)										
BARCELONA	RYANAIR	S	34	0	0	68	15	18	0	0	0	12	25	19	4
<b>TOTAL BARCELONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>38</b>	<b>41</b>	<b>50</b>
IBIZA	BA CITYFLYER LTD	C	7	0	0	100	0	0	0	0	0	5	0	0	0
	FLYBE LTD	C	8	0	0	75	0	0	25	0	0	21	25	29	8
	JET2.COM LTD	S	12	0	0	8	17	25	50	0	0	59	67	15	12
<b>TOTAL IBIZA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>7</b>	<b>11</b>	<b>30</b>	<b>0</b>	<b>33</b>	<b>50</b>	<b>21</b>	<b>20</b>	
MADRID	EASYJET AIRLINE COMPANY LTD	S	62	0	0	92	5	0	3	0	0	7	52	28	60
	IBERWORLD	C	4	0	0	75	25	0	0	0	0	9	0	0	0
<b>TOTAL MADRID</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>43</b>	<b>36</b>	<b>90</b>	
MAHON	JET2.COM LTD	S	2	0	0	50	50	0	0	0	0	17	0	0	0
<b>TOTAL MAHON</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>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MALAGA	JET2.COM LTD	S	24	0	0	33	42	8	8	8	0	43	0	0	0
	RYANAIR	S	70	0	0	89	7	1	3	0	0	9	64	28	50
<b>TOTAL MALAGA</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>17</b>	<b>64</b>	<b>28</b>	<b>50</b>	
MURCIA SAN JAVIER	JET2.COM LTD	S	44	0	0	64	9	16	11	0	0	18	38	46	26
<b>TOTAL MURCIA SAN JAVIER</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>9</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>46</b>	<b>26</b>	
PALMA DE MALLORCA	BA CITYFLYER LTD	C	7	0	0	57	14	0	0	29	0	61	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	14	0	0	93	7	0	0	0	0	3	43	33	14
	JET2.COM LTD	S	40	0	0	60	25	8	5	3	0	24	38	47	16
	RYANAIR	S	60	0	0	77	15	5	3	0	0	9	74	29	42
	THOMSON AIRWAYS LTD	C	26	0	0	35	23	31	12	0	0	30	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>147</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>19</b>	<b>58</b>	<b>38</b>	<b>90</b>	
REUS	FLYBE LTD	C	7	0	0	86	14	0	0	0	0	5	0	0	0
<b>TOTAL REUS</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>5</b>	<b>57</b>	<b>12</b>	<b>7</b>	
<b>TOTAL SPAIN</b>			<b>499</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>32</b>	<b>417</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	RYANAIR	S	26	0	0	100	0	0	0	0	0	4	44	28	16
<b>TOTAL ARRECIFE</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>4</b>	<b>44</b>	<b>28</b>	<b>16</b>	
FUERTEVENTURA	RYANAIR	S	16	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL FUERTEVENTURA</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>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LAS PALMAS	RYANAIR	S	16	0	0	69	13	0	19	0	0	25	56	21	18
	THOMSON AIRWAYS LTD	C	8	0	0	13	13	25	50	0	0	56	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>8</b>	<b>29</b>	<b>0</b>	<b>35</b>	<b>56</b>	<b>21</b>	<b>18</b>	
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	8	0	1	100	0	0	0	0	0	1	0	0	0
	RYANAIR	S	34	0	0	97	3	0	0	0	0	3	69	15	26
	THOMSON AIRWAYS LTD	C	9	0	0	56	22	11	11	0	0	22	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>54</b>	<b>27</b>	<b>35</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>117</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>5</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>11</b>	<b>52</b>	<b>25</b>	<b>69</b>	
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	26	0	0	96	4	0	0	0	0	2	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
TOTAL GOTEORG (SAVE)			26	0	0	96	4	0	0	0	0	2	0	0	0
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	26	0	0	88	4	8	0	0	0	7	69	9	26
	SAS	S	18	0	0	100	0	0	0	0	0	4	89	17	18
TOTAL STOCKHOLM (ARLANDA)			44	0	0	93	2	5	0	0	0	5	77	13	44
STOCKHOLM (SKAVSTA)	RYANAIR	S	34	0	0	88	9	3	0	0	0	6	82	31	34
TOTAL STOCKHOLM (SKAVSTA)			34	0	0	88	9	3	0	0	0	6	82	31	34
TOTAL SWEDEN			104	0	0	92	5	3	0	0	0	5	79	21	78
SWITZERLAND															
BASLE MULHOUSE	EASYJET SWITZERLAND	S	34	0	0	85	6	6	3	0	0	7	0	0	0
TOTAL BASLE MULHOUSE			34	0	0	85	6	6	3	0	0	7	0	0	0
GENEVA	EASYJET AIRLINE COMPANY LTD	S	66	0	0	82	17	2	0	0	0	9	58	23	65
	EASYJET SWITZERLAND	S	8	0	0	75	25	0	0	0	0	8	0	0	0
TOTAL GENEVA			74	0	0	81	18	1	0	0	0	9	58	23	65
ZURICH	BMI REGIONAL	S	60	0	0	65	25	5	5	0	0	15	85	7	60
TOTAL ZURICH			60	0	0	65	25	5	5	0	0	15	85	6	61
TOTAL SWITZERLAND			168	0	0	76	18	4	2	0	0	11	71	15	126
TURKEY															
ANTALYA	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	25	25	0	0	36	0	0	0
TOTAL ANTALYA			8	0	0	50	0	25	25	0	0	36	0	0	0
DALAMAN	THOMAS COOK AIRLINES LTD	C	9	0	0	56	22	22	0	0	0	18	67	51	9
	THOMSON AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	15	0	0	0
TOTAL DALAMAN			17	0	0	59	24	18	0	0	0	17	71	30	17
TOTAL TURKEY			25	0	0	56	16	20	8	0	0	23	71	30	17
UNITED KINGDOM															
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	221	0	5	91	5	0	3	0	0	6	90	6	208
TOTAL BELFAST CITY (GEORGE BEST)			221	0	5	91	5	0	3	0	0	6	90	6	208
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	174	0	0	94	4	1	1	0	0	4	86	11	154
TOTAL BELFAST INTERNATIONAL			174	0	0	94	4	1	1	0	0	4	86	11	154
BIRMINGHAM	FLYBE LTD	S	372	0	2	80	10	6	4	0	0	11	87	9	373
TOTAL BIRMINGHAM			372	0	2	80	10	6	4	0	0	11	87	9	373
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	180	0	0	87	7	3	2	0	0	6	53	28	154
TOTAL BRISTOL			180	0	0	87	7	3	2	0	0	6	53	28	154
CARDIFF WALES	FLYBE LTD	S	140	0	0	89	6	3	2	0	0	6	84	23	112
TOTAL CARDIFF WALES			140	0	0	89	6	3	2	0	0	6	74	25	158
EAST MIDLANDS INTERNATIONAL	BMIBABY LTD	S	116	0	0	78	13	5	3	2	0	13	82	12	136
TOTAL EAST MIDLANDS INTERNATIONAL			116	0	0	78	13	5	3	2	0	13	82	12	136
EXETER	FLYBE LTD	S	104	0	0	80	12	3	6	0	0	12	73	15	120
TOTAL EXETER			104	0	0	80	12	3	6	0	0	12	73	15	120

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			Actual (7)	Plan (8)											
GATWICK	BRITISH AIRWAYS PLC	S	240	0	0	69	17	10	3	1	0	15	71	13	240
	EASYJET AIRLINE COMPANY LTD	S	216	0	0	72	16	7	4	0	0	13	51	29	216
<b>TOTAL GATWICK</b>			<b>456</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>20</b>	<b>456</b>
HEATHROW	BMI BRITISH MIDLAND	S	421	0	2	75	14	7	4	0	0	12	78	9	377
	BRITISH AIRWAYS PLC	S	543	0	1	66	16	13	4	0	0	16	73	15	604
<b>TOTAL HEATHROW</b>			<b>964</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>13</b>	<b>982</b>
ISLE OF MAN	LOGANAIR	S	52	0	0	98	2	0	0	0	0	3	98	1	50
<b>TOTAL ISLE OF MAN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>98</b>	<b>1</b>	<b>50</b>
JERSEY	FLYBE LTD	S	36	0	0	67	11	14	8	0	0	20	80	8	40
<b>TOTAL JERSEY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>8</b>	<b>40</b>
KIRKWALL	LOGANAIR	S	138	0	0	98	2	0	0	0	0	1	92	8	140
<b>TOTAL KIRKWALL</b>			<b>138</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>92</b>	<b>8</b>	<b>140</b>
LEEDS BRADFORD	BMI REGIONAL	S	72	0	0	86	3	4	7	0	0	10	93	4	86
<b>TOTAL LEEDS BRADFORD</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>4</b>	<b>86</b>
LONDON CITY	BA CITYFLYER LTD	S	370	0	0	88	5	4	2	1	0	9	84	7	349
	CITY JET	S	131	1	0	83	11	4	2	0	0	8	91	5	286
<b>TOTAL LONDON CITY</b>			<b>501</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>6</b>	<b>635</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	170	0	0	89	8	2	1	0	0	4	80	13	158
<b>TOTAL LUTON</b>			<b>170</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>13</b>	<b>158</b>
MANCHESTER	BMI REGIONAL	S	214	0	0	95	3	0	2	0	0	4	94	4	243
	FLYBE LTD	S	162	0	0	89	6	2	2	1	0	9	87	8	207
<b>TOTAL MANCHESTER</b>			<b>376</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>6</b>	<b>450</b>
MANSTON (KENT INT)	FLYBE LTD	S	60	0	0	88	8	0	3	0	0	6	75	14	60
<b>TOTAL MANSTON (KENT INT)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>14</b>	<b>60</b>
NEWQUAY	FLYBE LTD	S	44	0	0	73	18	2	7	0	0	17	83	8	40
<b>TOTAL NEWQUAY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>8</b>	<b>40</b>
NORWICH	FLYBE LTD	S	104	0	0	88	5	1	4	0	2	18	92	4	104
<b>TOTAL NORWICH</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>92</b>	<b>4</b>	<b>104</b>
SOUTHAMPTON	FLYBE LTD	S	320	0	0	78	12	7	3	0	0	10	74	15	300
<b>TOTAL SOUTHAMPTON</b>			<b>320</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>15</b>	<b>300</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	244	0	0	86	7	5	2	0	0	7	81	16	222
<b>TOTAL STANSTED</b>			<b>244</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>16</b>	<b>222</b>
STORNOWAY	LOGANAIR	S	103	0	0	96	3	1	0	0	0	3	93	6	102
<b>TOTAL STORNOWAY</b>			<b>103</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>93</b>	<b>6</b>	<b>102</b>
SUMBURGH	LOGANAIR	S	142	0	0	98	1	0	1	0	0	3	91	6	137
<b>TOTAL SUMBURGH</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>6</b>	<b>137</b>
WICK	LOGANAIR	S	52	0	0	100	0	0	0	0	0	3	95	3	44
<b>TOTAL WICK</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>95</b>	<b>3</b>	<b>44</b>
<b>TOTAL UNITED KINGDOM</b>			<b>5141</b>	<b>4</b>	<b>10</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>11</b>	<b>5309</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	108	1	0	85	2	5	8	0	0	12	81	11	120
TOTAL NEW YORK (NEWARK)			108	1	0	85	2	5	8	0	0	12	81	11	120
TOTAL USA			108	5	0	85	2	5	8	0	0	12	81	11	120
TOTAL EDINBURGH			9154	24	34	82	10	5	3	0	0	10	78	13	9020

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	60	0	0	73	13	7	5	2	0	19	78	12	60
TOTAL TIRANA			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>12</b>	<b>60</b>
TOTAL ALBANIA			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>12</b>	<b>60</b>
<b>ALGERIA</b>															
HASSI MESSAOUD	MONARCH AIRLINES	C	26	0	0	100	0	0	0	0	0	2	71	15	28
TOTAL HASSI MESSAOUD			<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>15</b>	<b>28</b>
TOTAL ALGERIA			<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>15</b>	<b>28</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	2	62	8	23	8	0	0	18	50	31	26
TOTAL ANTIGUA			<b>26</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>8</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>31</b>	<b>26</b>
TOTAL ANTIGUA AND BARBUDA			<b>26</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>8</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>31</b>	<b>26</b>
<b>AUSTRIA</b>															
INNSBRUCK	EASYJET AIRLINE COMPANY LTD	S	20	0	0	60	35	5	0	0	0	11	56	45	18
	MONARCH AIRLINES	C	6	0	0	50	17	17	17	0	0	26	0	0	0
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL INNSBRUCK			<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>24</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>45</b>	<b>19</b>
SALZBURG	BRITISH AIRWAYS PLC	S	34	0	0	85	12	3	0	0	0	6	88	6	34
	THOMSON AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	0	100	2	10
TOTAL SALZBURG			<b>39</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>5</b>	<b>91</b>	<b>5</b>	<b>44</b>
VIENNA	EASYJET AIRLINE COMPANY LTD	S	86	0	0	77	14	5	5	0	0	12	62	17	104
TOTAL VIENNA			<b>86</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>17</b>	<b>104</b>
TOTAL AUSTRIA			<b>158</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>17</b>	<b>167</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	41	0	3	83	10	7	0	0	0	9	98	2	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	28	0	0	61	7	14	18	0	0	28	83	13	36
TOTAL BRIDGETOWN			<b>69</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>9</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>93</b>	<b>6</b>	<b>96</b>
TOTAL BARBADOS			<b>69</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>9</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>93</b>	<b>6</b>	<b>96</b>
<b>BELARUS</b>															
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	26	0	0	65	19	12	4	0	0	15	81	8	26
TOTAL MINSK INT'L			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>7</b>	<b>28</b>
TOTAL BELARUS			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>7</b>	<b>28</b>
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	58	0	0	86	3	2	7	2	0	14	91	7	56
TOTAL BERMUDA			<b>58</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>91</b>	<b>7</b>	<b>56</b>
TOTAL BERMUDA			<b>58</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>91</b>	<b>7</b>	<b>56</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	10	0	0	40	40	20	0	0	0	20	70	26	10
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	0	50	102	8
	THOMSON AIRWAYS LTD	C	16	0	0	94	6	0	0	0	0	3	71	15	17
<b>TOTAL BURGAS</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>38</b>	<b>35</b>
SOFIA	EASYJET AIRLINE COMPANY LTD	S	50	0	0	94	6	0	0	0	0	3	75	45	52
<b>TOTAL SOFIA</b>			<b>50</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>72</b>	<b>46</b>	<b>54</b>
VARNA	BULGARIA AIR	S	14	0	0	86	14	0	0	0	0	4	67	11	12
<b>TOTAL VARNA</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>57</b>	<b>18</b>	<b>30</b>
<b>TOTAL BULGARIA</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>36</b>	<b>119</b>
<b>CANADA</b>															
CALGARY	THOMAS COOK AIRLINES LTD	S	30	0	0	67	13	7	10	3	0	25	70	24	27
<b>TOTAL CALGARY</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>70</b>	<b>24</b>	<b>27</b>
HALIFAX INT	THOMAS COOK AIRLINES LTD	S	10	0	0	50	10	0	20	20	0	80	44	42	9
<b>TOTAL HALIFAX INT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>80</b>	<b>44</b>	<b>42</b>	<b>9</b>
MONTREAL (DORVAL)	AIR TRANSAT	S	8	0	0	50	25	25	0	0	0	17	0	0	0
<b>TOTAL MONTREAL (DORVAL)</b>			<b>8</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>17</b>	<b>75</b>	<b>36</b>	<b>8</b>
TORONTO	AIR TRANSAT	S	69	0	0	72	7	10	9	1	0	19	85	10	68
	SUNWING AIRLINES INC	C	14	0	0	50	7	7	0	21	14	146	0	0	0
	THOMAS COOK AIRLINES LTD	S	16	0	0	63	0	13	19	6	0	47	66	32	35
<b>TOTAL TORONTO</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>6</b>	<b>10</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>41</b>	<b>79</b>	<b>18</b>	<b>103</b>
VANCOUVER	AIR TRANSAT	S	8	0	0	75	13	0	13	0	0	17	33	22	6
	THOMAS COOK AIRLINES LTD	S	43	0	0	70	12	9	9	0	0	18	86	9	43
<b>TOTAL VANCOUVER</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>10</b>	<b>49</b>
<b>TOTAL CANADA</b>			<b>198</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>9</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>34</b>	<b>76</b>	<b>20</b>	<b>204</b>
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	10	0	0	70	20	10	0	0	0	11	50	60	10
<b>TOTAL BOA VISTA (RABIL)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>60</b>	<b>10</b>
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	5	88	6	8
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>6</b>	<b>8</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>36</b>	<b>18</b>
<b>CROATIA</b>															
DUBROVNIK	BRITISH AIRWAYS PLC	S	60	0	0	88	5	5	2	0	0	8	82	8	60
	EASYJET AIRLINE COMPANY LTD	S	36	0	0	100	0	0	0	0	0	2	71	14	58
	JET2.COM LTD	C	2	0	0	50	50	0	0	0	0	8	0	0	0
	MONARCH AIRLINES	C	2	0	0	0	50	50	0	0	0	33	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	3	8
<b>TOTAL DUBROVNIK</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>10</b>	<b>126</b>
PULA	CROATIA AIRLINES	C	10	0	0	100	0	0	0	0	0	7	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	75	6	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 PULA</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>5</b>	<b>78</b>	<b>6</b>	9
<b>SPLIT</b>	CROATIA AIRLINES	S	18	0	0	72	6	0	22	0	0	18	44	24	16
	EASYJET AIRLINE COMPANY LTD	S	74	0	0	95	1	1	3	0	0	4	79	13	72
<b>TOTAL SPLIT</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>15</b>	88
<b>ZAGREB</b>	CROATIA AIRLINES	S	36	0	0	61	28	11	0	0	0	12	68	13	34
	EASYJET AIRLINE COMPANY LTD	S	44	0	0	82	11	7	0	0	0	6	0	0	0
<b>TOTAL ZAGREB</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>13</b>	34
<b>TOTAL CROATIA</b>			<b>301</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>12</b>	257
<b>CUBA</b>															
<b>CUNAGUA (CAYO COCO)</b>	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	2	50	56	4
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>56</b>	4
<b>HAVANA</b>	CUBANA	S	8	0	0	50	25	13	13	0	0	20	70	30	10
	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	53	29	12	0	6	0	28	61	17	18
<b>TOTAL HAVANA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>28</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>64</b>	<b>22</b>	28
<b>HOLGUIN (FRANK PAIS)</b>	THOMAS COOK AIRLINES LTD	C	4	0	0	50	25	0	25	0	0	22	40	15	5
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	100	2	8
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>7</b>	13
<b>SANTA CLARA</b>	THOMSON AIRWAYS LTD	C	10	0	0	60	0	10	20	10	0	54	0	0	0
<b>TOTAL SANTA CLARA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	0
<b>VARADERO</b>	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	5	86	9	7
<b>TOTAL VARADERO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>10</b>	17
<b>TOTAL CUBA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>71</b>	<b>18</b>	62
<b>CYPRUS</b>															
<b>LARNACA</b>	EASYJET AIRLINE COMPANY LTD	S	51	0	0	69	14	10	8	0	0	16	47	28	60
	FLY HELLAS	C	4	0	0	50	0	0	0	0	50	222	0	0	0
	MONARCH AIRLINES	S	52	0	0	38	19	25	13	4	0	43	54	37	54
	THOMAS COOK AIRLINES LTD	C	33	0	0	79	3	15	0	3	0	16	54	40	26
	THOMSON AIRWAYS LTD	C	24	0	0	54	21	25	0	0	0	19	37	29	27
<b>TOTAL LARNACA</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>14</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>48</b>	<b>35</b>	185
<b>PAPHOS</b>	BRITISH AIRWAYS PLC	S	34	0	0	56	21	12	12	0	0	22	72	19	32
	EASYJET AIRLINE COMPANY LTD	S	119	1	1	66	23	8	1	2	0	16	41	52	119
	MONARCH AIRLINES	S	33	0	0	64	24	12	0	0	0	13	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	25	0	0	0	0	10	67	13	18
	THOMSON AIRWAYS LTD	C	40	0	0	73	10	5	13	0	0	20	73	11	44
<b>TOTAL PAPHOS</b>			<b>242</b>	<b>1</b>	<b>1</b>	<b>66</b>	<b>21</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>33</b>	232
<b>TOTAL CYPRUS</b>			<b>406</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>18</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>34</b>	417
<b>CZECH REPUBLIC</b>															
<b>PRAGUE</b>	EASYJET AIRLINE COMPANY LTD	S	102	0	0	78	7	11	4	0	0	12	60	23	102
<b>TOTAL PRAGUE</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>23</b>	102
<b>TOTAL CZECH REPUBLIC</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>23</b>	102

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>DENMARK</b>															
AALBORG	NORWEGIAN AIR SHUTTLE	S	26	0	0	92	0	8	0	0	0	5	85	5	26
<b>TOTAL AALBORG</b>			<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>5</b>	<b>85</b>	<b>5</b>	<b>26</b>
BILLUND	CIMBER AIR A/S	S	154	0	0	86	8	4	3	0	0	7	94	7	112
<b>TOTAL BILLUND</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>7</b>	<b>112</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	104	0	0	90	7	3	0	0	0	5	56	22	104
	NORWEGIAN AIR SHUTTLE	S	156	0	0	78	16	1	3	2	0	13	73	17	112
<b>TOTAL COPENHAGEN</b>			<b>260</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>19</b>	<b>216</b>
ODENSE	TOR AIR	C	2	0	0	50	50	0	0	0	0	12	0	0	0
<b>TOTAL ODENSE</b>			<b>2</b>	<b>2</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>TOTAL DENMARK</b>			<b>442</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>14</b>	<b>354</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMAS COOK AIRLINES LTD	C	4	0	0	75	0	25	0	0	0	15	50	23	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	88	4	8
<b>TOTAL PUERTO PLATA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>14</b>	<b>16</b>
PUNTA CANA	BRITISH AIRWAYS PLC	S	18	0	0	83	17	0	0	0	0	6	100	3	17
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	0	13	0	0	12	60	92	10
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	9	80	21	10
<b>TOTAL PUNTA CANA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>32</b>	<b>37</b>
SAMANA (EL CATEY)	THOMSON AIRWAYS LTD	C	9	0	0	78	11	11	0	0	0	8	88	30	8
<b>TOTAL SAMANA (EL CATEY)</b>			<b>9</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>88</b>	<b>30</b>	<b>8</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>26</b>	<b>69</b>
<b>EGYPT</b>															
HURGHADA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	61	17	22	0	0	0	15	56	24	16
	MONARCH AIRLINES	C	10	0	0	50	10	0	20	20	0	76	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	71	18	6	0	6	0	28	56	23	16
	THOMSON AIRWAYS LTD	S	9	0	0	56	22	22	0	0	0	14	50	40	8
<b>TOTAL HURGHADA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>56</b>	<b>27</b>	<b>50</b>
LUXOR	EASYJET AIRLINE COMPANY LTD	S	8	0	0	63	0	13	0	25	0	75	0	0	0
	MONARCH AIRLINES	C	3	0	0	100	0	0	0	0	0	0	63	21	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	70	39	10
<b>TOTAL LUXOR</b>			<b>19</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>32</b>	<b>67</b>	<b>31</b>	<b>18</b>
MARSA ALAM	THOMSON AIRWAYS LTD	C	8	0	0	50	25	0	25	0	0	27	70	9	10
<b>TOTAL MARSA ALAM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>70</b>	<b>9</b>	<b>10</b>
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	34	0	0	44	18	15	24	0	0	34	41	46	34
	MONARCH AIRLINES	C	26	0	0	69	4	12	8	8	0	38	55	120	40
	THOMSON AIRWAYS LTD	S	63	0	0	76	13	5	6	0	0	13	68	26	60
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>12</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>62</b>	<b>47</b>	<b>188</b>
TABA	MONARCH AIRLINES	C	8	0	0	50	25	0	25	0	0	24	38	74	16
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	10	33	69	9

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 TABA			16	0	0	63	13	13	13	0	0	17	36	72	25
TOTAL EGYPT			220	1	0	65	13	10	9	3	0	26	60	42	299
ESTONIA															
TALLIN	ESTONIAN AIR	S	32	0	2	59	22	13	6	0	0	20	78	79	18
TOTAL TALLIN			32	0	2	59	22	13	6	0	0	20	78	79	18
TOTAL ESTONIA			32	0	2	59	22	13	6	0	0	20	78	79	18
FINLAND															
HELSINKI	NORWEGIAN AIR SHUTTLE	S	52	0	0	54	31	8	8	0	0	19	0	0	0
TOTAL HELSINKI			52	0	0	54	31	8	8	0	0	19	55	25	42
TOTAL FINLAND			52	0	0	54	31	8	8	0	0	19	55	25	42
FRANCE															
AJACCIO	EASYJET AIRLINE COMPANY LTD	S	8	0	0	100	0	0	0	0	0	0	50	24	18
TOTAL AJACCIO			8	0	0	100	0	0	0	0	0	0	50	24	18
BASTIA	EASYJET AIRLINE COMPANY LTD	S	14	0	0	57	7	29	0	7	0	36	37	36	19
TOTAL BASTIA			14	0	0	57	7	29	0	7	0	36	37	35	27
BERGERAC	FLYBE LTD	S	24	0	0	88	4	0	0	8	0	23	88	7	8
TOTAL BERGERAC			24	0	0	88	4	0	0	8	0	23	88	7	8
BIARRITZ	EASYJET AIRLINE COMPANY LTD	S	24	0	0	88	13	0	0	0	0	3	50	18	8
TOTAL BIARRITZ			24	0	0	88	13	0	0	0	0	3	50	18	8
BORDEAUX	BRITISH AIRWAYS PLC	S	120	0	0	79	12	7	3	0	0	11	81	11	117
	EASYJET AIRLINE COMPANY LTD	S	64	0	0	84	8	3	5	0	0	10	41	40	56
TOTAL BORDEAUX			184	0	0	81	10	5	3	0	0	11	68	21	173
FIGARI	THOMSON AIRWAYS LTD	C	8	0	0	63	0	13	25	0	0	26	88	6	8
TOTAL FIGARI			8	0	0	63	0	13	25	0	0	26	88	6	8
LA ROCHELLE	EASYJET AIRLINE COMPANY LTD	S	18	0	0	83	11	6	0	0	0	5	13	36	8
TOTAL LA ROCHELLE			18	0	0	83	11	6	0	0	0	5	13	36	8
LYON	EASYJET AIRLINE COMPANY LTD	S	112	1	0	72	15	11	2	0	0	12	45	30	102
	NEOS SPA	C	2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL LYON			114	1	0	73	15	11	2	0	0	12	45	30	102
MARSEILLE	AIR NOSTRUM	C	2	0	0	50	50	0	0	0	0	21	0	0	0
	BRITISH AIRWAYS PLC	S	180	1	0	65	18	12	5	0	0	17	62	21	172
	EASYJET AIRLINE COMPANY LTD	S	68	0	0	76	18	6	0	0	0	9	47	21	58
TOTAL MARSEILLE			250	1	0	68	18	10	4	0	0	15	57	22	235
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	76	0	0	92	4	3	1	0	0	5	57	24	60
TOTAL MONTPELLIER			76	0	0	92	4	3	1	0	0	5	57	24	60
NANTES	EASYJET AIRLINE COMPANY LTD	S	16	0	0	75	19	6	0	0	0	9	60	12	10
	FLYBE LTD	S	104	0	2	83	8	6	4	0	0	10	88	9	49
TOTAL NANTES			120	0	2	82	9	6	3	0	0	10	83	10	59

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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)
NICE	EASYJET AIRLINE COMPANY LTD	S	244	0	0	80	9	7	4	0	0	11	48	31	225
	JETAIRFLY	C	2	0	0	0	50	0	50	0	0	49	0	0	0
<b>TOTAL NICE</b>			<b>247</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>49</b>	<b>30</b>	<b>229</b>
TOULOUSE (BLAGNAC)	EASYJET AIRLINE COMPANY LTD	S	172	0	0	82	7	6	5	0	0	12	44	39	156
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>44</b>	<b>39</b>	<b>156</b>
<b>TOTAL FRANCE</b>			<b>1259</b>	<b>5</b>	<b>2</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>26</b>	<b>1092</b>
<b>GAMBIA</b>															
BANJUL	MONARCH AIRLINES	C	8	0	0	50	25	25	0	0	0	17	0	0	0
<b>TOTAL BANJUL</b>			<b>8</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>17</b>	<b>50</b>	<b>28</b>	<b>16</b>
<b>TOTAL GAMBIA</b>			<b>8</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>17</b>	<b>50</b>	<b>28</b>	<b>16</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	168	0	0	74	12	6	6	2	1	20	65	24	164
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>20</b>	<b>65</b>	<b>25</b>	<b>165</b>
COLOGNE BONN	EASYJET AIRLINE COMPANY LTD	S	104	0	0	66	21	9	4	0	0	13	58	21	104
<b>TOTAL COLOGNE BONN</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>21</b>	<b>104</b>
DUSSELDORF	EASYJET AIRLINE COMPANY LTD	S	96	0	0	56	28	15	1	0	0	17	47	36	60
<b>TOTAL DUSSELDORF</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>19</b>	<b>211</b>
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	100	0	0	61	31	5	3	0	0	14	53	21	104
<b>TOTAL HAMBURG</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>31</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>53</b>	<b>21</b>	<b>104</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	160	0	0	76	18	6	0	0	0	9	54	31	156
<b>TOTAL MUNICH</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>54</b>	<b>31</b>	<b>156</b>
NUREMBERG	AIR BERLIN	S	104	0	0	85	8	3	5	0	0	12	0	0	0
<b>TOTAL NUREMBERG</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>733</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>24</b>	<b>742</b>
<b>GIBRALTAR</b>															
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	S	60	0	0	83	12	5	0	0	0	7	40	42	60
<b>TOTAL GIBRALTAR</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>40</b>	<b>42</b>	<b>60</b>
<b>TOTAL GIBRALTAR</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>40</b>	<b>42</b>	<b>60</b>
<b>GREECE</b>															
ATHENS	ASTRAEUS LTD	C	2	0	0	50	50	0	0	0	0	9	0	94	2
	EASYJET AIRLINE COMPANY LTD	S	102	0	0	52	13	11	21	4	0	41	47	37	120
<b>TOTAL ATHENS</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>13</b>	<b>11</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>40</b>	<b>46</b>	<b>38</b>	<b>122</b>
<b>CHANIA</b>															
	EASYJET AIRLINE COMPANY LTD	S	24	0	0	29	25	8	38	0	0	40	31	41	26
	MONARCH AIRLINES	C	8	0	0	50	13	13	0	0	25	148	63	21	16
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	38	18	8
	TOR AIR	C	8	0	0	63	25	13	0	0	0	12	0	0	0
<b>TOTAL CHANIA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>21</b>	<b>8</b>	<b>19</b>	<b>0</b>	<b>4</b>	<b>47</b>	<b>42</b>	<b>31</b>	<b>50</b>
<b>CORFU</b>															
	EASYJET AIRLINE COMPANY LTD	S	90	0	0	81	3	7	6	3	0	18	69	29	94
	MONARCH AIRLINES	C	16	0	0	44	13	6	25	0	13	90	62	105	50

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)
CORFU	THOMAS COOK AIRLINES LTD	C	22	0	0	82	5	9	5	0	0	10	80	11	30
	THOMSON AIRWAYS LTD	C	49	0	0	86	0	10	4	0	0	9	81	16	37
	TOR AIR	C	17	0	0	41	6	35	18	0	0	33	0	0	0
<b>TOTAL CORFU</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>4</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>22</b>	<b>72</b>	<b>41</b>	219
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	109	0	1	50	10	22	15	2	2	38	54	28	92
	FLY HELLAS	C	6	0	0	83	17	0	0	0	0	11	0	0	0
	MONARCH AIRLINES	C	14	0	0	50	14	29	7	0	0	20	77	16	39
	THOMAS COOK AIRLINES LTD	C	33	1	0	82	9	9	0	0	0	7	50	63	26
	THOMSON AIRWAYS LTD	C	30	0	0	60	13	10	10	7	0	34	67	12	36
	TOR AIR	C	9	0	0	78	11	11	0	0	0	9	0	0	0
<b>TOTAL HERAKLION</b>			<b>201</b>	<b>1</b>	<b>1</b>	<b>59</b>	<b>11</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>60</b>	<b>27</b>	195
KALAMATA	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	0	50	0	0	59	100	1	8
	TOR AIR	C	9	0	0	33	22	0	22	0	22	146	0	0	0
<b>TOTAL KALAMATA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>11</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>11</b>	<b>106</b>	<b>75</b>	<b>16</b>	32
KAVALA	THOMSON AIRWAYS LTD	C	14	0	0	71	7	21	0	0	0	12	100	3	7
<b>TOTAL KAVALA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>7</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>3</b>	7
KEFALLINIA	MONARCH AIRLINES	C	16	0	0	19	6	56	19	0	0	37	50	26	24
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	6	13	6	0	0	12	63	31	16
	THOMSON AIRWAYS LTD	C	33	0	0	76	12	6	6	0	0	17	61	25	31
	TOR AIR	C	16	0	0	44	6	6	19	13	13	132	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>9</b>	<b>17</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>43</b>	<b>56</b>	<b>29</b>	79
KOS	EASYJET AIRLINE COMPANY LTD	S	34	0	0	41	15	15	24	6	0	43	31	47	36
	THOMAS COOK AIRLINES LTD	C	19	0	0	89	0	5	5	0	0	7	75	30	20
	THOMSON AIRWAYS LTD	C	31	0	0	55	13	26	6	0	0	23	82	7	28
	TOR AIR	C	24	0	0	33	13	4	46	0	4	83	0	0	0
<b>TOTAL KOS</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>11</b>	<b>14</b>	<b>21</b>	<b>2</b>	<b>1</b>	<b>40</b>	<b>52</b>	<b>40</b>	122
LEMNOS	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	75	11	8
	TOR AIR	C	5	0	0	60	0	0	20	0	20	153	0	0	0
<b>TOTAL LEMNOS</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>58</b>	<b>17</b>	12
MIKONOS	EASYJET AIRLINE COMPANY LTD	S	28	0	0	57	14	11	14	4	0	33	38	24	26
	THOMSON AIRWAYS LTD	C	10	0	0	40	20	20	20	0	0	32	75	7	8
<b>TOTAL MIKONOS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>16</b>	<b>13</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>47</b>	<b>20</b>	34
MYTILINI	MONARCH AIRLINES	C	8	0	0	38	25	38	0	0	0	28	75	12	8
	THOMSON AIRWAYS LTD	C	10	0	0	80	0	0	0	20	0	63	100	2	10
<b>TOTAL MYTILINI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>47</b>	<b>89</b>	<b>7</b>	18
PREVEZA	MONARCH AIRLINES	C	16	0	0	75	13	6	6	0	0	12	56	32	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	56	50	9
	THOMSON AIRWAYS LTD	C	16	0	0	56	6	25	13	0	0	25	69	14	16
	TOR AIR	C	18	0	0	44	17	11	17	11	0	57	0	0	0
<b>TOTAL PREVEZA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>10</b>	<b>12</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>65</b>	<b>23</b>	57
RHODES	EASYJET AIRLINE COMPANY LTD	S	34	0	0	24	21	9	41	6	0	67	38	45	45
	FLY HELLAS	C	10	0	0	10	40	10	40	0	0	58	0	0	0
	MONARCH AIRLINES	C	9	0	0	67	11	11	11	0	0	24	56	21	36
	THOMAS COOK AIRLINES LTD	C	23	0	0	91	0	9	0	0	0	6	55	30	33

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	THOMSON AIRWAYS LTD	C	38	0	0	66	11	13	11	0	0	18	61	35	41
	TOR AIR	C	11	0	0	18	27	9	27	18	0	93	0	0	0
<b>TOTAL RHODES</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>15</b>	<b>10</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>52</b>	<b>33</b>	155
SALONIKA	BRITISH AIRWAYS PLC	S	34	0	0	59	15	18	9	0	0	20	62	31	42
	EASYJET AIRLINE COMPANY LTD	S	44	0	0	91	2	7	0	0	0	4	80	17	44
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	88	5	8
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	2	100	4	8
<b>TOTAL SALONIKA</b>			<b>93</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>9</b>	<b>75</b>	<b>21</b>	102
SAMOS	THOMSON AIRWAYS LTD	C	10	0	0	60	20	0	0	20	0	53	100	4	9
	TOR AIR	C	5	0	0	80	0	0	20	0	0	17	0	0	0
<b>TOTAL SAMOS</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>0</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>41</b>	<b>94</b>	<b>7</b>	18
SKIATHOS	MONARCH AIRLINES	C	5	0	0	80	0	20	0	0	0	18	67	8	12
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	0	14	0	0	0	7	75	13	8
	THOMSON AIRWAYS LTD	C	18	0	0	67	22	11	0	0	0	11	69	15	16
	TOR AIR	C	5	0	0	60	0	0	20	0	20	92	0	0	0
<b>TOTAL SKIATHOS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>23</b>	<b>65</b>	<b>14</b>	40
THIRA (SANTORINI)	EASYJET AIRLINE COMPANY LTD	S	38	0	0	26	32	21	16	5	0	47	43	53	28
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	13	25	0	0	31	50	113	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	75	29	8
	TOR AIR	C	8	0	0	75	0	25	0	0	0	13	0	0	0
<b>TOTAL THIRA (SANTORINI)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>19</b>	<b>18</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>44</b>	<b>68</b>	52
VOLOS	MONARCH AIRLINES	C	5	0	0	80	0	20	0	0	0	13	25	37	4
	TOR AIR	C	5	0	0	20	40	0	20	0	20	117	0	0	0
<b>TOTAL VOLOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>25</b>	<b>37</b>	4
ZAKINTHOS	EASYJET AIRLINE COMPANY LTD	S	38	0	0	45	24	13	18	0	0	29	74	19	34
	MONARCH AIRLINES	C	18	0	0	33	11	22	28	6	0	57	35	34	34
	THOMAS COOK AIRLINES LTD	C	42	0	0	81	10	2	7	0	0	12	84	10	32
	THOMSON AIRWAYS LTD	C	45	0	0	80	11	9	0	0	0	8	80	9	41
<b>TOTAL ZAKINTHOS</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>68</b>	<b>18</b>	142
<b>TOTAL GREECE</b>			<b>1380</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>11</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>32</b>	<b>61</b>	<b>31</b>	1460
<b>GREENLAND</b>															
SONDRE STROMFJORD	AIR BERLIN	C	2	0	0	50	0	50	0	0	0	18	0	0	0
<b>TOTAL SONDRE STROMFJORD</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>18</b>	<b>100</b>	<b>0</b>	2
<b>TOTAL GREENLAND</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>18</b>	<b>100</b>	<b>0</b>	2
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	15	0	0	93	7	0	0	0	0	3	88	3	17
	MONARCH AIRLINES	C	5	0	0	40	60	0	0	0	0	16	20	37	5
	VIRGIN ATLANTIC AIRWAYS LTD	S	10	0	0	70	10	10	10	0	0	13	22	38	9
<b>TOTAL GRENADA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>19</b>	31
<b>TOTAL GRENADA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>19</b>	31
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	56	0	0	89	9	2	0	0	0	4	57	33	58

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	S	120	0	0	45	24	25	6	0	0	24	51	26	108
<b>TOTAL BUDAPEST</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>53</b>	<b>28</b>	<b>166</b>
<b>TOTAL HUNGARY</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>53</b>	<b>28</b>	<b>166</b>
ICELAND															
KEFLAVIK	ASTRAEUS LTD	S	78	0	2	60	19	13	6	1	0	21	43	32	63
<b>TOTAL KEFLAVIK</b>			<b>78</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>43</b>	<b>32</b>	<b>63</b>
<b>TOTAL ICELAND</b>			<b>78</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>43</b>	<b>32</b>	<b>63</b>
IRAQ															
BAGHDAD (GECA)	AL-NASER AIRLINES	S	12	0	1	17	0	0	33	17	33	241	0	0	0
<b>TOTAL BAGHDAD (GECA)</b>			<b>12</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>33</b>	<b>241</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRAQ</b>			<b>12</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>33</b>	<b>241</b>	<b>0</b>	<b>0</b>	<b>0</b>
IRISH REPUBLIC															
CORK	AER LINGUS	S	60	0	0	87	7	3	3	0	0	8	73	22	120
	RYANAIR	S	44	0	8	95	0	0	5	0	0	8	95	3	60
<b>TOTAL CORK</b>			<b>104</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>16</b>	<b>180</b>
DUBLIN	AER LINGUS	S	300	0	0	82	10	5	3	0	0	9	84	8	295
	RYANAIR	S	266	0	0	88	9	3	0	0	0	6	81	8	240
<b>TOTAL DUBLIN</b>			<b>566</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>8</b>	<b>535</b>
IRELAND WEST(KNOCK)	AER LINGUS	S	59	0	0	100	0	0	0	0	0	2	35	67	60
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>59</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>35</b>	<b>67</b>	<b>60</b>
SHANNON	AER LINGUS	S	22	0	0	100	0	0	0	0	0	0	0	0	0
	RYANAIR	S	26	0	0	77	15	8	0	0	0	8	87	8	60
<b>TOTAL SHANNON</b>			<b>48</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>4</b>	<b>87</b>	<b>8</b>	<b>60</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>777</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>14</b>	<b>835</b>
ISLE OF CURACAO NETH.ANTILLES															
ARUBA	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	6	75	31	8
<b>TOTAL ARUBA</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>6</b>	<b>75</b>	<b>31</b>	<b>8</b>
<b>TOTAL ISLE OF CURACAO NETH.ANTILLES</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>6</b>	<b>75</b>	<b>31</b>	<b>8</b>
ITALY															
ALGHERO/SASSARI	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	43	17	7
<b>TOTAL ALGHERO/SASSARI</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>43</b>	<b>17</b>	<b>7</b>
BARI (PALESE)	BRITISH AIRWAYS PLC	S	24	0	0	71	17	4	8	0	0	14	73	11	26
<b>TOTAL BARI (PALESE)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>11</b>	<b>26</b>
BOLOGNA	BRITISH AIRWAYS PLC	S	170	0	0	62	18	8	11	0	0	20	66	14	172
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	87	7	3	0	3	0	14	0	0	0
<b>TOTAL BOLOGNA</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>14</b>	<b>172</b>
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	S	25	0	1	68	16	12	0	0	4	27	73	16	26
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>16</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>27</b>	<b>73</b>	<b>16</b>	<b>26</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
CATANIA (FONTANAROSSA)	BRITISH AIRWAYS PLC	S	60	0	1	47	27	23	3	0	0	21	58	20	60
	EASYJET AIRLINE COMPANY LTD	S	24	0	0	71	17	8	4	0	0	13	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	0	13	0	0	13	56	85	9
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>92</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>23</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>28</b>	<b>69</b>
FLORENCE	MERIDIANA AIR	S	117	2	1	74	9	12	6	0	0	14	50	29	119
<b>TOTAL FLORENCE</b>			<b>117</b>	<b>2</b>	<b>1</b>	<b>74</b>	<b>9</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>29</b>	<b>119</b>
GENOA	BRITISH AIRWAYS PLC	S	58	0	0	67	17	12	3	0	0	15	53	29	58
<b>TOTAL GENOA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>53</b>	<b>29</b>	<b>58</b>
LAMETIA-TERME	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	5	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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	82	0	0	90	5	1	4	0	0	6	33	30	60
<b>TOTAL MILAN (LINATE)</b>			<b>82</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>33</b>	<b>30</b>	<b>60</b>
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	218	0	0	73	17	5	4	1	0	15	50	32	217
<b>TOTAL MILAN (MALPENSA)</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>32</b>	<b>217</b>
NAPLES	BRITISH AIRWAYS PLC	S	178	0	0	64	20	11	5	0	0	17	55	20	180
	EASYJET AIRLINE COMPANY LTD	S	58	0	2	78	17	3	2	0	0	9	53	29	60
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	11	11	0	0	0	9	57	44	7
	THOMSON AIRWAYS LTD	C	28	0	0	86	11	4	0	0	0	5	88	5	24
<b>TOTAL NAPLES</b>			<b>274</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>18</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>57</b>	<b>22</b>	<b>274</b>
OLBIA	EASYJET AIRLINE COMPANY LTD	S	54	0	0	76	17	6	2	0	0	9	38	27	60
<b>TOTAL OLBIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>38</b>	<b>27</b>	<b>60</b>
PALERMO	EASYJET AIRLINE COMPANY LTD	S	42	0	0	69	21	5	2	2	0	18	53	28	38
<b>TOTAL PALERMO</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>53</b>	<b>28</b>	<b>38</b>
PISA	BRITISH AIRWAYS PLC	S	118	0	1	47	16	25	11	0	0	26	69	13	59
	EASYJET AIRLINE COMPANY LTD	S	72	0	2	71	10	18	0	1	0	17	44	22	71
	MONARCH AIRLINES	C	2	0	0	50	0	0	50	0	0	60	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	75	8	8
<b>TOTAL PISA</b>			<b>200</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>13</b>	<b>22</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>57</b>	<b>17</b>	<b>138</b>
ROME (CIAMPINO)	RYANAIR	S	60	0	0	83	3	2	8	3	0	20	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>60</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	118	0	0	72	9	8	10	0	0	19	42	27	112
	EASYJET AIRLINE COMPANY LTD	S	212	0	2	75	12	7	6	0	0	13	38	33	158
	TITAN AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	19	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>332</b>	<b>1</b>	<b>2</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>39</b>	<b>31</b>	<b>274</b>
TURIN	BRITISH AIRWAYS PLC	S	50	0	0	68	14	12	6	0	0	17	43	27	58
<b>TOTAL TURIN</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>44</b>	<b>27</b>	<b>59</b>
VENICE	BRITISH AIRWAYS PLC	S	178	0	0	50	23	15	12	0	0	23	58	19	180
	EASYJET AIRLINE COMPANY LTD	S	118	0	2	80	10	8	2	0	0	9	43	33	120
	THOMSON AIRWAYS LTD	C	9	0	0	67	11	11	0	11	0	43	0	33	8
	TITAN AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	18	0	32	2
<b>TOTAL VENICE</b>			<b>307</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>51</b>	<b>25</b>	<b>310</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)										
VERONA VILAFRANCA	BRITISH AIRWAYS PLC	S	118	0	0	68	17	8	8	0	0	17	79	13	120
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	88	5	0	7	0	0	8	0	0	0
	THOMSON AIRWAYS LTD	C	23	0	0	91	0	0	9	0	0	16	74	11	23
<b>TOTAL VERONA VILAFRANCA</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>13</b>	<b>144</b>
<b>TOTAL ITALY</b>			<b>2383</b>	<b>6</b>	<b>12</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>24</b>	<b>2069</b>
<b>JAMAICA</b>															
KINGSTON	BRITISH AIRWAYS PLC	S	17	0	0	65	24	12	0	0	0	15	88	8	26
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	50	31	19	0	0	0	15	59	25	17
<b>TOTAL KINGSTON</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>27</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>15</b>	<b>43</b>
MONTEGO BAY	BRITISH AIRWAYS PLC	S	17	0	0	71	12	12	6	0	0	17	65	23	17
	THOMAS COOK AIRLINES LTD	C	4	0	0	50	25	0	25	0	0	30	75	8	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	89	7	9
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	63	19	6	13	0	0	27	71	12	17
<b>TOTAL MONTEGO BAY</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>14</b>	<b>51</b>
<b>TOTAL JAMAICA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>14</b>	<b>94</b>
<b>JORDAN</b>															
AMMAN	EASYJET AIRLINE COMPANY LTD	S	26	0	0	73	23	4	0	0	0	11	0	0	0
<b>TOTAL AMMAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
AQABA	ASTRAEUS LTD	C	2	0	0	0	50	0	50	0	0	42	0	0	0
<b>TOTAL AQABA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>60</b>	<b>43</b>	<b>5</b>
<b>TOTAL JORDAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>25</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>43</b>	<b>5</b>
<b>KENYA</b>															
MOMBASA	MONARCH AIRLINES	C	8	0	0	38	13	50	0	0	0	29	63	12	8
	THOMSON AIRWAYS LTD	C	8	0	0	50	13	38	0	0	0	20	50	40	8
<b>TOTAL MOMBASA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>13</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>56</b>	<b>26</b>	<b>16</b>
<b>TOTAL KENYA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>13</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>56</b>	<b>26</b>	<b>16</b>
<b>KOSOVO</b>															
PRISTINA	BRITISH AIRWAYS PLC	S	43	0	0	70	12	9	9	0	0	20	79	11	42
<b>TOTAL PRISTINA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>79</b>	<b>11</b>	<b>42</b>
<b>TOTAL KOSOVO</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>79</b>	<b>11</b>	<b>42</b>
<b>LATVIA</b>															
RIGA	AIR BALTIC	S	70	0	0	53	33	14	0	0	0	17	73	19	88
<b>TOTAL RIGA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>33</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>19</b>	<b>88</b>
<b>TOTAL LATVIA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>33</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>19</b>	<b>88</b>
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	44	0	0	100	0	0	0	0	0	2	87	7	60
<b>TOTAL KAUNAS</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>2</b>	<b>87</b>	<b>7</b>	<b>60</b>
<b>TOTAL LITHUANIA</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>2</b>	<b>87</b>	<b>7</b>	<b>60</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>MALDIV ISLANDS</b>															
MALE INTERNATIONAL	BRITISH AIRWAYS PLC	S	25	0	0	72	4	20	4	0	0	14	76	14	25
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	5	50	56	8
<b>TOTAL MALE INTERNATIONAL</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>3</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>32</b>	<b>41</b>
<b>TOTAL MALDIV ISLANDS</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>3</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>32</b>	<b>41</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	112	0	0	85	8	4	4	0	0	8	76	13	118
	EASYJET AIRLINE COMPANY LTD	S	86	0	0	86	8	3	2	0	0	9	52	31	86
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	100	3	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	67	12	9
<b>TOTAL MALTA</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>20</b>	<b>224</b>
<b>TOTAL MALTA</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>20</b>	<b>224</b>
<b>MEXICO</b>															
CANCUN	BRITISH AIRWAYS PLC	S	27	0	0	96	4	0	0	0	0	3	0	0	0
	THOMAS COOK AIRLINES LTD	C	21	0	0	71	10	0	19	0	0	22	65	32	17
	THOMSON AIRWAYS LTD	C	43	0	0	60	21	9	5	0	5	35	74	21	34
<b>TOTAL CANCUN</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>71</b>	<b>25</b>	<b>51</b>
<b>TOTAL MEXICO</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>71</b>	<b>25</b>	<b>51</b>
<b>MOROCCO</b>															
AGADIR	EASYJET AIRLINE COMPANY LTD	S	16	0	0	63	6	6	25	0	0	31	56	52	18
	THOMSON AIRWAYS LTD	S	18	0	0	67	6	11	17	0	0	26	94	5	17
<b>TOTAL AGADIR</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>6</b>	<b>9</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>76</b>	<b>33</b>	<b>45</b>
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	2	0	0	100	0	0	0	0	0	3	71	24	24
<b>TOTAL CASABLANCA MOHAMED V</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>71</b>	<b>24</b>	<b>24</b>
MARRAKESH	BRITISH AIRWAYS PLC	S	26	0	0	81	4	8	8	0	0	14	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	93	5	2	0	0	0	2	40	61	60
	ROYAL AIR MAROC	S	30	0	0	80	13	7	0	0	0	8	74	45	38
	THOMSON AIRWAYS LTD	S	18	0	1	89	0	0	0	11	0	26	0	0	0
<b>TOTAL MARRAKESH</b>			<b>134</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>53</b>	<b>55</b>	<b>98</b>
<b>TOTAL MOROCCO</b>			<b>170</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>46</b>	<b>168</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	218	0	0	68	21	10	2	0	0	14	86	9	212
	EASYJET AIRLINE COMPANY LTD	S	252	0	0	81	10	6	3	0	0	12	63	18	254
<b>TOTAL AMSTERDAM</b>			<b>470</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>14</b>	<b>467</b>
<b>TOTAL NETHERLANDS</b>			<b>470</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>15</b>	<b>563</b>
<b>NORWAY</b>															
ALESUND	NORWEGIAN AIR SHUTTLE	S	16	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL ALESUND</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>0</b>	<b>0</b>	<b>0</b>
BERGEN	NORWEGIAN AIR SHUTTLE	S	96	0	0	79	17	2	2	0	0	8	85	10	112
	SAS BRAATHENS	S	36	0	0	94	6	0	0	0	0	4	91	6	34

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 BERGEN			132	0	0	83	14	2	2	0	0	7	86	9	146
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	156	0	0	88	9	1	1	0	0	5	85	6	156
TOTAL OSLO (GARDERMOEN)			156	0	0	88	9	1	1	0	0	5	85	6	156
RYGGE	RYANAIR	S	60	0	0	97	3	0	0	0	0	1	0	0	0
TOTAL RYGGE			60	0	0	97	3	0	0	0	0	1	0	0	0
STAVANGER	NORWEGIAN AIR SHUTTLE	S	52	0	0	83	10	4	4	0	0	9	90	5	52
TOTAL STAVANGER			52	0	0	83	10	4	4	0	0	9	87	6	55
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	26	0	0	92	0	8	0	0	0	5	85	6	26
TOTAL TRONDHEIM (VAERNES)			26	0	0	92	0	8	0	0	0	5	85	6	26
TOTAL NORWAY			442	0	0	88	9	2	1	0	0	6	85	7	399
POLAND															
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	60	0	0	92	3	3	2	0	0	6	53	23	60
TOTAL KRAKOW			60	0	0	92	3	3	2	0	0	6	53	23	60
TOTAL POLAND			60	0	0	92	3	3	2	0	0	6	53	23	60
PORTUGAL(EXCLUDING MADEIRA)															
AZORES PONTA DELGADA	SATA	S	8	0	0	100	0	0	0	0	0	2	50	44	8
TOTAL AZORES PONTA DELGADA			8	0	0	100	0	0	0	0	0	2	50	44	8
FARO	BRITISH AIRWAYS PLC	S	120	0	0	60	18	15	8	0	0	20	59	21	120
	EASYJET AIRLINE COMPANY LTD	S	308	0	0	85	11	3	0	0	0	5	46	39	302
	MONARCH AIRLINES	S	98	0	0	57	20	12	10	0	0	23	37	44	78
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	6	6	6	0	0	11	50	53	26
	THOMSON AIRWAYS LTD	C	23	0	0	87	9	0	4	0	0	8	50	34	26
TOTAL FARO			565	0	0	75	14	7	4	0	0	12	48	37	554
LISBON	AIR PORTUGAL	S	42	0	0	90	2	2	5	0	0	6	83	7	42
	EASYJET AIRLINE COMPANY LTD	S	60	1	0	78	7	12	3	0	0	11	46	25	56
	MONARCH AIRLINES	C	2	0	0	0	50	0	50	0	0	79	0	0	0
TOTAL LISBON			104	1	0	82	6	8	5	0	0	10	62	17	98
OPORTO (PORTUGAL)	AIR PORTUGAL	S	108	0	0	75	12	6	5	2	0	16	52	20	120
	EASYJET AIRLINE COMPANY LTD	S	80	0	0	79	11	8	3	0	0	10	62	24	60
TOTAL OPORTO (PORTUGAL)			189	0	0	77	12	7	4	1	0	13	55	21	181
TOTAL PORTUGAL(EXCLUDING MADEIRA)			866	1	0	76	12	7	4	0	0	12	51	31	841
PORTUGAL(MADEIRA)															
FUNCHAL	AIR PORTUGAL	S	60	0	0	58	18	13	7	3	0	24	47	24	60
	EASYJET AIRLINE COMPANY LTD	S	44	0	0	91	7	0	2	0	0	6	35	31	26
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	0	50	48	16
TOTAL FUNCHAL			122	0	0	76	11	7	4	2	0	14	44	30	102
PORTO SANTO	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL PORTO SANTO			8	0	0	100	0	0	0	0	0	1	67	45	6
TOTAL PORTUGAL(MADEIRA)			130	0	0	78	11	6	4	2	0	13	45	31	108

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	BRITISH AIRWAYS PLC	S	16	1	1	81	19	0	0	0	0	7	0	0	0
TOTAL SAN JUAN (PUERTO RICO)			16	1	1	81	19	0	0	0	0	7	0	0	0
TOTAL PUERTO RICO			16	1	1	81	19	0	0	0	0	7	0	0	0
<b>REPUBLIC OF MOLDOVA</b>															
CHISINAU (KISHINEV)	AIR MOLDOVA INTERNATIONAL	S	12	0	0	83	8	8	0	0	0	9	13	28	8
TOTAL CHISINAU (KISHINEV)			12	0	0	83	8	8	0	0	0	9	13	28	8
TOTAL REPUBLIC OF MOLDOVA			12	0	0	83	8	8	0	0	0	9	13	28	8
<b>REPUBLIC OF MONTENEGRO</b>															
PODGORICA	MONTENEGRO AIRLINES	S	28	0	0	100	0	0	0	0	0	2	72	15	32
TOTAL PODGORICA			28	0	0	100	0	0	0	0	0	2	72	15	32
TOTAL REPUBLIC OF MONTENEGRO			28	0	0	100	0	0	0	0	0	2	72	15	32
<b>RUSSIA</b>															
ST PETERSBURG	ROSSIYA AIRLINES	S	42	0	0	83	14	0	2	0	0	10	0	0	0
TOTAL ST PETERSBURG			42	0	0	83	14	0	2	0	0	10	0	0	0
TOTAL RUSSIA			42	0	0	83	14	0	2	0	0	10	0	0	0
<b>SAINT KITTS AND NEVIS</b>															
ST KITTS	BRITISH AIRWAYS PLC	S	14	0	0	79	21	0	0	0	0	9	88	6	17
TOTAL ST KITTS			14	0	0	79	21	0	0	0	0	9	88	6	17
TOTAL SAINT KITTS AND NEVIS			14	0	0	79	21	0	0	0	0	9	88	6	17
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	42	0	0	79	14	2	5	0	0	12	73	14	44
TOTAL LJUBLJANA			42	0	0	79	14	2	5	0	0	12	73	14	44
TOTAL SLOVENIA			42	0	0	79	14	2	5	0	0	12	73	14	44
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	263	0	1	79	12	5	3	2	0	15	39	40	247
	MONARCH AIRLINES	S	100	0	0	44	10	24	16	3	3	52	35	56	72
	RYANAIR	S	102	0	0	81	10	9	0	0	0	7	58	27	100
	THOMSON AIRWAYS LTD	C	26	0	0	77	19	4	0	0	0	9	65	20	34
TOTAL ALICANTE			491	0	1	72	11	9	5	1	1	20	45	38	453
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	52	0	0	100	0	0	0	0	0	3	50	32	52
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	1	67	33	9
TOTAL ALMERIA			61	0	0	100	0	0	0	0	0	3	52	32	61
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	300	0	0	83	9	4	3	1	0	11	52	40	277
TOTAL BARCELONA			300	0	0	83	9	4	3	1	0	11	52	40	277
GERONA	THOMSON AIRWAYS LTD	C	16	0	0	88	6	6	0	0	0	5	80	17	15
TOTAL GERONA			16	0	0	88	6	6	0	0	0	5	62	24	73

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
IBIZA	BRITISH AIRWAYS PLC	S	60	0	0	67	18	13	2	0	0	14	68	49	68
	EASYJET AIRLINE COMPANY LTD	S	122	0	0	86	7	7	1	0	0	7	55	31	115
	MONARCH AIRLINES	S	44	0	0	57	14	11	18	0	0	32	39	55	33
	THOMAS COOK AIRLINES LTD	C	21	0	0	90	0	5	5	0	0	7	76	19	34
	THOMSON AIRWAYS LTD	C	47	0	0	94	6	0	0	0	0	3	63	16	49
<b>TOTAL IBIZA</b>			<b>295</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>34</b>	<b>300</b>	
MADRID	AIR EUROPA	S	114	0	1	66	20	8	6	0	16	56	37	118	
	EASYJET AIRLINE COMPANY LTD	S	270	0	0	66	19	10	5	0	17	26	64	212	
	RYANAIR	S	120	0	0	77	8	14	2	0	12	16	54	58	
<b>TOTAL MADRID</b>			<b>504</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>34</b>	<b>54</b>	<b>388</b>	
MAHON	EASYJET AIRLINE COMPANY LTD	S	84	0	0	89	6	0	5	0	9	47	44	74	
	MONARCH AIRLINES	S	35	0	0	77	14	3	6	0	13	62	34	42	
	THOMAS COOK AIRLINES LTD	C	25	0	0	92	0	0	8	0	9	63	19	24	
	THOMSON AIRWAYS LTD	C	60	0	0	85	12	0	3	0	9	76	14	67	
<b>TOTAL MAHON</b>			<b>205</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>30</b>	<b>207</b>	
MALAGA	AER LINGUS	S	180	0	0	93	5	1	1	0	4	41	42	176	
	BRITISH AIRWAYS PLC	S	229	0	0	55	27	13	6	0	19	0	0	0	
	EASYJET AIRLINE COMPANY LTD	S	314	0	0	87	9	3	1	0	6	37	48	322	
	MONARCH AIRLINES	S	102	0	0	53	13	14	20	1	30	25	78	87	
	THOMSON AIRWAYS LTD	C	36	0	0	86	8	0	6	0	8	56	39	34	
<b>TOTAL MALAGA</b>			<b>861</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>37</b>	<b>50</b>	<b>621</b>	
MURCIA SAN JAVIER	EASYJET AIRLINE COMPANY LTD	S	76	0	0	89	3	1	7	0	8	44	38	64	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>44</b>	<b>38</b>	<b>64</b>	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	270	1	0	77	12	7	3	1	13	39	45	239	
	MONARCH AIRLINES	S	66	0	0	48	20	11	17	5	37	19	92	26	
	THOMAS COOK AIRLINES LTD	C	33	0	0	76	15	9	0	0	9	36	42	45	
	THOMSON AIRWAYS LTD	C	154	2	0	77	12	5	3	3	15	64	31	124	
<b>TOTAL PALMA DE MALLORCA</b>			<b>524</b>	<b>3</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>16</b>	<b>45</b>	<b>43</b>	<b>436</b>	
REUS	THOMAS COOK AIRLINES LTD	C	16	0	0	100	0	0	0	0	3	71	23	14	
	THOMSON AIRWAYS LTD	C	26	0	0	96	4	0	0	0	3	50	23	24	
<b>TOTAL REUS</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>23</b>	<b>39</b>	
SEVILLE	EASYJET AIRLINE COMPANY LTD	S	34	0	0	91	0	0	6	0	21	0	0	0	
	RYANAIR	S	26	0	0	100	0	0	0	0	3	0	0	0	
<b>TOTAL SEVILLE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
VALENCIA	BRITISH AIRWAYS PLC	C	2	0	0	0	0	0	50	50	137	0	0	0	
	EASYJET AIRLINE COMPANY LTD	S	120	0	0	86	7	4	3	0	8	47	34	117	
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	8	0	0	0	
<b>TOTAL VALENCIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>10</b>	<b>47</b>	<b>34</b>	<b>117</b>	
<b>TOTAL SPAIN</b>			<b>3560</b>	<b>3</b>	<b>2</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>14</b>	<b>46</b>	<b>42</b>	<b>3039</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	26	0	0	85	8	8	0	0	6	38	56	26	
	MONARCH AIRLINES	S	50	0	0	50	12	24	10	0	45	42	39	48	
	THOMAS COOK AIRLINES LTD	C	28	0	0	96	0	0	4	0	8	55	18	20	
	THOMSON AIRWAYS LTD	C	29	0	0	69	10	14	7	0	17	41	39	29	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 ARRECIFE</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>43</b>	<b>39</b>	123
FUERTEVENTURA	MONARCH AIRLINES	C	8	0	0	25	0	0	25	50	0	178	0	0	0
	THOMAS COOK AIRLINES LTD	C	32	0	0	91	3	6	0	0	0	5	63	19	35
	THOMSON AIRWAYS LTD	C	16	0	0	81	6	13	0	0	0	8	61	21	18
<b>TOTAL FUERTEVENTURA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>30</b>	<b>58</b>	<b>22</b>	65
LAS PALMAS	EASYJET AIRLINE COMPANY LTD	S	27	0	0	70	19	11	0	0	0	11	32	70	28
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	6	11	0	0	0	7	56	17	16
	THOMSON AIRWAYS LTD	C	33	0	0	79	9	3	9	0	0	15	62	29	34
<b>TOTAL LAS PALMAS</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>47</b>	<b>45</b>	86
SANTA CRUZ DE LA PALMA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	100	1	8
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>1</b>	8
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	69	0	0	75	16	9	0	0	0	9	26	44	68
	MONARCH AIRLINES	S	76	1	0	53	13	21	9	4	0	30	42	47	71
	THOMAS COOK AIRLINES LTD	C	28	0	0	89	11	0	0	0	0	4	51	67	35
	THOMSON AIRWAYS LTD	C	68	0	0	81	13	4	1	0	0	9	49	34	41
	TRAVEL SERVICE AIRLINES	C	2	0	0	0	0	0	0	100	0	230	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>244</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>40</b>	<b>47</b>	215
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>519</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>45</b>	<b>41</b>	497
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC AIRWAYS LTD	S	25	0	0	76	4	16	4	0	0	15	71	16	17
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>4</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>16</b>	17
<b>TOTAL ST LUCIA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>4</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>16</b>	17
<b>SWEDEN</b>															
GOTEBORG	EASYJET AIRLINE COMPANY LTD	S	60	0	0	92	8	0	0	0	0	4	85	10	48
<b>TOTAL GOTEBORG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>13</b>	52
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	156	0	0	69	18	12	2	0	0	12	71	13	104
	TOR AIR	C	8	0	0	25	38	13	13	0	13	108	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>65</b>	<b>23</b>	133
STOCKHOLM (SKAVSTA)	RYANAIR	S	60	0	0	88	8	0	3	0	0	10	73	14	60
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>14</b>	60
<b>TOTAL SWEDEN</b>			<b>284</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>19</b>	246
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	52	0	0	69	13	8	10	0	0	19	46	29	48
	EASYJET SWITZERLAND	S	60	0	0	85	13	0	0	2	0	9	63	25	60
<b>TOTAL BASLE MULHOUSE</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>27</b>	108
GENEVA	EASYJET AIRLINE COMPANY LTD	S	98	0	0	79	11	6	4	0	0	11	20	56	44
	EASYJET SWITZERLAND	S	198	0	0	79	15	4	1	2	0	13	54	31	228
<b>TOTAL GENEVA</b>			<b>296</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>49</b>	<b>35</b>	273
ZURICH	EASYJET AIRLINE COMPANY LTD	S	104	0	0	71	18	9	2	0	0	12	63	22	104
<b>TOTAL ZURICH</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>22</b>	104

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

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				Actual (7)	Plan (8)										
TOTAL SWITZERLAND			512	1	0	77	14	5	3	1	0	12	54	30	485
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BRITISH AIRWAYS PLC	S	60	0	0	87	8	2	3	0	0	9	89	6	44
TOTAL PORT OF SPAIN			60	0	0	87	8	2	3	0	0	9	89	6	44
TOBAGO	BRITISH AIRWAYS PLC	S	18	0	0	78	22	0	0	0	0	5	76	13	17
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	7	40	16	5
TOTAL TOBAGO			22	0	0	82	18	0	0	0	0	5	68	14	22
TOTAL TRINIDAD AND TOBAGO			82	0	0	85	11	1	2	0	0	8	82	9	66
TUNISIA															
ENFIDHA	NOUVELAIR TUNISIE	C	6	0	0	33	0	67	0	0	0	34	0	0	0
	THOMAS COOK AIRLINES LTD	C	23	0	0	74	4	4	13	4	0	30	0	0	0
	THOMSON AIRWAYS LTD	C	16	0	0	63	19	6	13	0	0	20	0	0	0
	TUNISAIR	C	8	0	0	0	38	13	50	0	0	59	88	10	8
TOTAL ENFIDHA			53	0	0	55	13	13	17	2	0	32	88	10	8
JERBA	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	38	0	0	0	20	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	60	0	0	20	20	0	61	0	0	0
TOTAL JERBA			18	0	0	56	6	17	11	11	0	43	50	15	8
TUNIS	BRITISH AIRWAYS PLC	S	42	0	0	43	33	19	5	0	0	24	62	19	42
TOTAL TUNIS			42	1	1	43	33	19	5	0	0	24	62	19	42
TOTAL TUNISIA			113	1	1	50	19	16	12	3	0	31	69	19	152
TURKEY															
ANTALYA	EASYJET AIRLINE COMPANY LTD	S	44	0	1	68	14	9	9	0	0	17	38	32	24
	MONARCH AIRLINES	C	13	0	0	46	38	0	15	0	0	23	10	46	10
	ONUR AIR	C	7	0	0	43	29	0	29	0	0	44	0	0	0
	THOMAS COOK AIRLINES LTD	C	66	0	0	79	12	6	3	0	0	10	70	32	69
	THOMSON AIRWAYS LTD	C	38	0	0	79	11	8	3	0	0	10	55	23	31
TOTAL ANTALYA			168	0	1	72	15	7	7	0	0	14	56	28	163
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	34	0	0	56	21	12	6	6	0	27	26	42	27
	MONARCH AIRLINES	S	22	0	0	68	9	23	0	0	0	12	0	0	0
	ONUR AIR	C	11	0	0	64	36	0	0	0	0	9	89	5	18
	PEGASUS AIRLINES	S	8	0	0	88	13	0	0	0	0	6	0	0	0
	THOMAS COOK AIRLINES LTD	C	42	0	0	90	5	2	2	0	0	7	70	38	56
	THOMSON AIRWAYS LTD	C	43	0	0	77	14	7	2	0	0	11	74	14	50
TOTAL BODRUM (MILAS)			160	0	0	74	14	8	3	1	0	13	64	35	181
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	44	0	0	75	11	14	0	0	0	11	16	65	44
	MONARCH AIRLINES	C	92	0	0	78	12	2	7	1	0	14	76	41	94
	ONUR AIR	C	18	0	0	83	0	11	6	0	0	17	73	10	15
	PEGASUS AIRLINES	S	7	0	0	29	43	29	0	0	0	25	75	20	8
	THOMAS COOK AIRLINES LTD	C	122	0	0	80	8	3	7	2	0	15	69	23	112
	THOMSON AIRWAYS LTD	C	83	0	0	81	11	6	2	0	0	8	71	24	94
TOTAL DALAMAN			366	0	0	78	10	6	5	1	0	13	66	32	377
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	34	0	0	91	3	6	0	0	0	5	66	29	32

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				Actual (7)	Plan (8)										
ISTANBUL (SABIHA GOKCEN)	MONARCH AIRLINES	C	2	0	0	0	100	0	0	0	0	21	0	0	0
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</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>6</b>	<b>66</b>	<b>29</b>	<b>32</b>
IZMIR (ADNAM MENDERES)	EASYJET AIRLINE COMPANY LTD	S	16	0	0	56	38	6	0	0	0	12	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	82	6	0	12	0	0	14	20	35	20
	THOMSON AIRWAYS LTD	C	10	0	0	70	20	10	0	0	0	12	81	8	16
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>21</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>16</b>	<b>70</b>
<b>TOTAL TURKEY</b>			<b>773</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>30</b>	<b>824</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	AEROSVIT AIRLINES	S	42	0	0	67	10	12	12	0	0	19	0	0	0
	UKRAINE INTERNATIONAL AIRLIN	S	60	0	0	35	38	27	0	0	0	25	70	15	76
<b>TOTAL KIEV (BORISPOL)</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>26</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>70</b>	<b>15</b>	<b>76</b>
<b>TOTAL UKRAINE</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>26</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>70</b>	<b>15</b>	<b>76</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	180	0	0	83	7	9	1	0	0	9	72	11	180
<b>TOTAL DUBAI</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>11</b>	<b>180</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>11</b>	<b>180</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	60	0	0	78	18	3	0	0	0	7	0	0	0
	FLYBE LTD	S	163	0	0	81	15	4	0	0	0	8	85	7	163
<b>TOTAL ABERDEEN</b>			<b>223</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>166</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	268	0	0	84	10	4	1	0	0	8	93	4	224
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>4</b>	<b>224</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	224	0	0	83	6	6	4	2	0	15	53	31	219
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>53</b>	<b>31</b>	<b>219</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	240	0	0	71	15	11	2	1	0	14	72	12	240
	EASYJET AIRLINE COMPANY LTD	S	216	0	0	78	12	6	4	0	0	11	56	27	216
<b>TOTAL EDINBURGH</b>			<b>456</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>19</b>	<b>456</b>
GLASGOW	BRITISH AIRWAYS PLC	S	232	0	0	65	17	10	7	0	0	19	81	9	232
	EASYJET AIRLINE COMPANY LTD	S	162	0	0	78	13	7	2	0	0	11	65	19	160
<b>TOTAL GLASGOW</b>			<b>394</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>14</b>	<b>394</b>
GUERNSEY	AURIGNY AIR SERVICES	S	328	0	2	85	7	4	2	3	0	14	90	5	290
	FLYBE LTD	S	280	0	6	91	3	5	2	0	0	6	93	5	323
<b>TOTAL GUERNSEY</b>			<b>608</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>5</b>	<b>613</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	70	0	0	80	13	4	3	0	0	10	57	16	60
	FLYBE LTD	S	171	0	0	87	8	4	1	0	0	7	88	6	171
	JET2.COM LTD	C	2	0	0	50	0	50	0	0	0	25	0	0	0
<b>TOTAL INVERNESS</b>			<b>243</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>9</b>	<b>231</b>
ISLE OF MAN	FLYBE LTD	S	224	0	0	87	6	4	3	0	0	8	92	5	224
<b>TOTAL ISLE OF MAN</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>5</b>	<b>224</b>
JERSEY	BRITISH AIRWAYS PLC	S	292	0	3	67	16	12	5	0	0	16	83	8	352

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
JERSEY	FLYBE LTD	S	324	0	5	88	6	4	2	0	0	7	91	6	364
<b>TOTAL JERSEY</b>			<b>616</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>7</b>	<b>716</b>
<b>TOTAL LIVERPOOL (JOHN LENNON)</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>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
MANCHESTER	BRITISH AIRWAYS PLC	S	236	0	0	67	18	11	5	0	0	16	76	11	300
	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL MANCHESTER</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>11</b>	<b>302</b>
NEWCASTLE	FLYBE LTD	S	188	0	0	85	9	4	2	1	0	10	81	10	212
<b>TOTAL NEWCASTLE</b>			<b>189</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>10</b>	<b>212</b>
NEWQUAY	FLYBE LTD	S	166	0	0	84	9	4	4	0	0	9	94	4	164
<b>TOTAL NEWQUAY</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>94</b>	<b>4</b>	<b>254</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3854</b>	<b>2</b>	<b>16</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>10</b>	<b>4317</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	60	0	0	97	3	0	0	0	0	2	75	22	59
<b>TOTAL ATLANTA</b>			<b>60</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>2</b>	<b>75</b>	<b>22</b>	<b>59</b>
CHARLOTTE	US AIRWAYS	S	58	0	2	69	3	7	19	2	0	28	88	5	60
<b>TOTAL CHARLOTTE</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>3</b>	<b>7</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>88</b>	<b>5</b>	<b>60</b>
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	78	8	8	5	0	0	14	77	14	60
<b>TOTAL LAS VEGAS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>14</b>	<b>60</b>
MINNEAPOLIS-ST PAUL	SUN COUNTRY AIRLINES INC	S	2	0	0	50	50	0	0	0	0	15	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>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
ORLANDO	BRITISH AIRWAYS PLC	S	60	0	0	92	5	3	0	0	0	4	88	7	66
	VIRGIN ATLANTIC AIRWAYS LTD	S	77	0	0	70	12	5	10	3	0	24	72	15	71
<b>TOTAL ORLANDO</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>11</b>	<b>137</b>
SANFORD	MONARCH AIRLINES	C	18	0	0	83	11	6	0	0	0	7	59	18	17
	THOMAS COOK AIRLINES LTD	C	13	0	0	92	0	0	8	0	0	6	100	2	8
	THOMSON AIRWAYS LTD	C	26	0	0	81	8	4	4	4	0	17	88	23	25
<b>TOTAL SANFORD</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>18</b>	<b>50</b>
TAMPA	BRITISH AIRWAYS PLC	S	60	0	0	82	7	3	8	0	0	14	88	6	42
<b>TOTAL TAMPA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>6</b>	<b>42</b>
<b>TOTAL USA</b>			<b>435</b>	<b>6</b>	<b>2</b>	<b>81</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>13</b>	<b>409</b>
<b>ZIMBABWE</b>															
HARARE	AIR ZIMBABWE	S	2	0	16	50	0	0	0	50	0	104	50	34	8
<b>TOTAL HARARE</b>			<b>2</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>104</b>	<b>50</b>	<b>34</b>	<b>8</b>
<b>TOTAL ZIMBABWE</b>			<b>2</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>104</b>	<b>50</b>	<b>34</b>	<b>8</b>
<b>TOTAL GATWICK</b>			<b>22659</b>	<b>37</b>	<b>75</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>24</b>	<b>22375</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>															
SALZBURG	BMI BRITISH MIDLAND	C	7	0	0	86	14	0	0	0	0	4	100	0	5
<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>4</b>	<b>100</b>	<b>0</b>	<b>5</b>
<b>TOTAL AUSTRIA</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>4</b>	<b>100</b>	<b>0</b>	<b>5</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	8	0	0	13	63	13	13	0	0	28	75	11	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	56	33	11	0	0	0	12	63	27	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	2	8
<b>TOTAL BURGAS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>32</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>13</b>	<b>24</b>
<b>TOTAL BULGARIA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>32</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>13</b>	<b>24</b>
<b>CANADA</b>															
CALGARY	THOMAS COOK AIRLINES LTD	S	9	0	0	67	22	11	0	0	0	11	57	54	14
<b>TOTAL CALGARY</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>54</b>	<b>14</b>
TORONTO	AIR TRANSAT	S	42	0	0	83	5	7	5	0	0	10	38	33	8
<b>TOTAL TORONTO</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>29</b>	<b>50</b>
VANCOUVER	THOMAS COOK AIRLINES LTD	S	9	0	0	78	0	11	11	0	0	20	40	81	10
<b>TOTAL VANCOUVER</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>81</b>	<b>10</b>
<b>TOTAL CANADA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>55</b>	<b>40</b>	<b>74</b>
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	8	0	0	63	25	13	0	0	0	13	0	0	0
<b>TOTAL BOA VISTA (RABIL)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	THOMAS COOK AIRLINES LTD	C	17	0	0	76	6	6	12	0	0	15	32	141	19
	THOMSON AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	10	75	5	8
<b>TOTAL LARNACA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>44</b>	<b>101</b>	<b>27</b>
PAPHOS	JET2.COM LTD	S	15	0	1	53	13	20	13	0	0	24	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	0	13	6	0	0	11	56	66	16
<b>TOTAL PAPHOS</b>			<b>31</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>6</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>47</b>	<b>24</b>
<b>TOTAL CYPRUS</b>			<b>56</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>9</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>55</b>	<b>75</b>	<b>51</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	TRAVEL SERVICE AIRLINES	C	2	0	0	0	50	50	0	0	0	41	0	0	0
<b>TOTAL PRAGUE</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>41</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CZECH REPUBLIC</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>41</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	58	0	0	93	2	5	0	0	0	3	98	2	60
<b>TOTAL COPENHAGEN</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>98</b>	<b>2</b>	<b>60</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 DENMARK			58	0	0	93	2	5	0	0	0	3	97	2	61
DOMINICAN REPUBLIC															
PUERTO PLATA	THOMSON AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	4	100	2	8
TOTAL PUERTO PLATA			4	0	0	100	0	0	0	0	0	4	90	4	10
PUNTA CANA	THOMSON AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL PUNTA CANA			4	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL DOMINICAN REPUBLIC			8	0	0	100	0	0	0	0	0	4	90	4	10
EGYPT															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	41	31	17
	THOMSON AIRWAYS LTD	S	17	0	0	76	12	6	6	0	0	18	50	27	18
TOTAL SHARM EL SHEIKH (OPHIRA)			25	0	0	84	8	4	4	0	0	13	46	29	35
TOTAL EGYPT			25	0	0	84	8	4	4	0	0	13	46	29	35
FRANCE															
NICE	JET2.COM LTD	S	16	0	0	31	38	13	19	0	0	35	0	0	0
TOTAL NICE			16	0	0	31	38	13	19	0	0	35	0	0	0
PARIS (CHARLES DE GAULLE)	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	52	0	0	71	25	2	2	0	0	10	36	29	50
	FLYBE LTD	S	60	0	0	87	7	3	3	0	0	9	78	12	60
TOTAL PARIS (CHARLES DE GAULLE)			114	0	0	80	15	3	3	0	0	10	59	20	110
TOTAL FRANCE			130	0	0	74	18	4	5	0	0	13	59	20	110
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	52	0	0	87	8	6	0	0	0	6	50	33	60
TOTAL BERLIN (SCHONEFELD)			52	0	0	87	8	6	0	0	0	6	50	33	60
FRANKFURT MAIN	FLYBE LTD	S	52	0	0	90	0	6	4	0	0	7	88	11	51
TOTAL FRANKFURT MAIN			52	0	0	90	0	6	4	0	0	7	88	11	51
LEIPZIG	TITAN AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	11	0	0	0
TOTAL LEIPZIG			2	0	0	50	50	0	0	0	0	11	0	0	0
TOTAL GERMANY			106	0	0	88	5	6	2	0	0	7	68	23	111
GREECE															
CORFU	THOMAS COOK AIRLINES LTD	C	14	0	0	79	7	0	7	7	0	27	25	64	8
	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	9	100	4	8
TOTAL CORFU			24	0	0	79	13	0	4	4	0	20	63	34	16
HERAKLION	THOMAS COOK AIRLINES LTD	C	17	0	0	71	12	0	18	0	0	22	32	91	19
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	78	13	9
TOTAL HERAKLION			25	0	0	80	8	0	12	0	0	15	46	66	28
KOS	THOMAS COOK AIRLINES LTD	C	10	0	0	60	10	10	20	0	0	26	56	48	9
TOTAL KOS			10	0	0	60	10	10	20	0	0	26	56	48	9
RHODES	THOMAS COOK AIRLINES LTD	C	15	0	0	47	0	13	40	0	0	50	50	21	18

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			Actual (7)	Plan (8)											
RHODES	THOMSON AIRWAYS LTD	C	9	0	0	67	11	0	0	22	0	61	20	41	10
<b>TOTAL RHODES</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>4</b>	<b>8</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>54</b>	<b>39</b>	<b>28</b>	<b>28</b>
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	19	0	0	37	11	21	21	11	0	61	39	32	18
	THOMSON AIRWAYS LTD	C	8	0	0	38	25	38	0	0	0	26	63	8	8
<b>TOTAL ZAKINTHOS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>15</b>	<b>26</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>50</b>	<b>46</b>	<b>25</b>	<b>26</b>
<b>TOTAL GREECE</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>10</b>	<b>9</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>34</b>	<b>48</b>	<b>40</b>	<b>107</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	34	0	0	85	3	3	3	3	3	32	87	13	38
<b>TOTAL KEFLAVIK</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>32</b>	<b>87</b>	<b>13</b>	<b>38</b>
<b>TOTAL ICELAND</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>32</b>	<b>87</b>	<b>13</b>	<b>38</b>
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	44	0	0	82	7	2	9	0	0	13	100	2	60
<b>TOTAL CORK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>100</b>	<b>2</b>	<b>60</b>
DONEGAL	AER ARANN	S	30	0	0	77	13	7	0	3	0	14	82	10	28
<b>TOTAL DONEGAL</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>10</b>	<b>28</b>
DUBLIN	AER ARANN	S	232	0	0	94	1	1	3	0	0	6	97	2	222
<b>TOTAL DUBLIN</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>97</b>	<b>2</b>	<b>223</b>
SHANNON	AER ARANN	S	26	0	0	92	0	0	8	0	0	5	92	8	52
<b>TOTAL SHANNON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>9</b>	<b>53</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>332</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>95</b>	<b>3</b>	<b>364</b>
<b>ITALY</b>															
NAPLES	BA CITYFLYER LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	8	75	8	8
<b>TOTAL NAPLES</b>			<b>12</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>7</b>	<b>75</b>	<b>8</b>	<b>8</b>
TRIESTE (RONCHI DEI LEGIONARI)	ALITALIA (CAI)	C	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</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>
VENICE	BA CITYFLYER LTD	C	8	0	0	75	0	0	25	0	0	24	0	0	0
<b>TOTAL VENICE</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>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
VERONA VILLAFRANCA	THOMSON AIRWAYS LTD	C	14	0	0	79	7	0	0	0	14	59	69	24	16
<b>TOTAL VERONA VILLAFRANCA</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>59</b>	<b>69</b>	<b>24</b>	<b>16</b>
<b>TOTAL ITALY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>31</b>	<b>71</b>	<b>19</b>	<b>24</b>
<b>LITHUANIA</b>															
VILNIUS	SMALL PLANET AIRLINES	C	2	0	0	50	0	50	0	0	0	21	0	0	0
<b>TOTAL VILNIUS</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>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LITHUANIA</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>21</b>	<b>100</b>	<b>0</b>	<b>2</b>
<b>MALTA</b>															
MALTA	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	6	75	17	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 MALTA			8	0	0	88	13	0	0	0	0	6	75	17	8
TOTAL MALTA			8	0	0	88	13	0	0	0	0	6	75	17	8
<b>MEXICO</b>															
CANCUN	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	4	75	15	8
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	18	88	4	8
TOTAL CANCUN			16	0	0	88	0	6	6	0	0	11	81	10	16
TOTAL MEXICO			16	0	0	88	0	6	6	0	0	11	81	10	16
<b>NETHERLANDS</b>															
AMSTERDAM	KLM	S	120	0	1	83	11	3	3	0	0	10	84	9	120
	KLM CITYHOPPER	S	179	0	0	87	8	4	0	0	0	7	91	7	106
TOTAL AMSTERDAM			299	1	1	85	9	4	1	0	0	8	87	8	226
TOTAL NETHERLANDS			299	1	1	85	9	4	1	0	0	8	87	8	226
<b>NORWAY</b>															
STAVANGER	EASTERN AIRWAYS	S	18	0	6	78	11	0	11	0	0	15	0	0	0
TOTAL STAVANGER			18	0	6	78	11	0	11	0	0	15	0	0	0
TOTAL NORWAY			18	0	6	78	11	0	11	0	0	15	0	0	0
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	18	0	0	83	6	11	0	0	0	10	81	5	16
	JET2.COM LTD	S	36	0	0	97	0	0	0	3	0	8	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	14	0	0	0	0	5	50	50	8
	THOMSON AIRWAYS LTD	C	10	0	0	80	0	0	20	0	0	22	70	26	10
TOTAL FARO			71	0	0	90	3	3	3	1	0	10	71	22	34
TOTAL PORTUGAL(EXCLUDING MADEIRA)			71	0	0	90	3	3	3	1	0	10	71	22	34
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	13	25	0	0	40	100	6	8
TOTAL FUNCHAL			8	0	0	50	13	13	25	0	0	40	100	6	8
TOTAL PORTUGAL(MADEIRA)			8	0	0	50	13	13	25	0	0	40	100	6	8
<b>SPAIN</b>															
ALICANTE	BA CITYFLYER LTD	C	8	0	0	100	0	0	0	0	0	1	50	13	2
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	93	7	0	0	0	0	3	58	38	60
	JET2.COM LTD	S	34	0	0	50	24	18	9	0	0	26	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	0	0	13	0	0	12	31	32	16
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	50	26	8
TOTAL ALICANTE			126	0	0	81	10	5	4	0	0	10	52	35	86
IBIZA	BA CITYFLYER LTD	C	8	0	0	88	13	0	0	0	0	5	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	100	6	2
	THOMAS COOK AIRLINES LTD	C	23	0	0	61	9	17	9	4	0	29	37	47	19
	THOMSON AIRWAYS LTD	C	16	1	0	25	38	13	25	0	0	38	33	31	18
TOTAL IBIZA			49	1	0	55	18	12	12	2	0	27	38	37	39

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)											
MADRID	ASTRAEUS LTD	C	2	0	0	50	0	50	0	0	0	29	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL MADRID</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
MAHON	BA CITYFLYER LTD	C	10	0	0	100	0	0	0	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	94	6	0	0	0	0	3	43	54	14
<b>TOTAL MAHON</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>55</b>	<b>36</b>	<b>22</b>	
MALAGA	BA CITYFLYER LTD	C	16	0	0	88	13	0	0	0	0	7	50	28	8
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	92	3	2	3	0	0	6	43	25	58
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	5	38	20	8
<b>TOTAL MALAGA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>45</b>	<b>24</b>	<b>76</b>	
PALMA DE MALLORCA	BA CITYFLYER LTD	C	13	3	0	31	31	15	23	0	0	32	50	18	8
	EASYJET AIRLINE COMPANY LTD	S	16	0	0	88	6	6	0	0	0	7	38	21	8
	JET2.COM LTD	S	48	0	0	46	25	19	6	4	0	34	0	0	0
	THOMAS COOK AIRLINES LTD	C	38	0	0	74	13	5	8	0	0	21	34	55	41
	THOMSON AIRWAYS LTD	C	35	0	0	66	11	11	11	0	0	21	52	38	33
<b>TOTAL PALMA DE MALLORCA</b>			<b>150</b>	<b>3</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>42</b>	<b>43</b>	<b>90</b>
REUS	BMI BRITISH MIDLAND	C	7	0	0	100	0	0	0	0	0	2	100	0	7
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	25	72	8
	THOMSON AIRWAYS LTD	C	7	0	0	71	14	0	14	0	0	23	71	13	7
<b>TOTAL REUS</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>30</b>	<b>22</b>	
<b>TOTAL SPAIN</b>			<b>464</b>	<b>4</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>47</b>	<b>34</b>	<b>339</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	THOMAS COOK AIRLINES LTD	C	27	0	0	70	7	11	11	0	0	16	33	46	21
	THOMSON AIRWAYS LTD	C	10	0	0	50	30	0	20	0	0	26	80	32	10
<b>TOTAL ARRECIFE</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>48</b>	<b>42</b>	<b>31</b>
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	38	0	0	0	22	63	74	16
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>74</b>	<b>16</b>
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	25	0	0	31	57	23	14
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	10	63	14	8
<b>TOTAL LAS PALMAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>20</b>	<b>22</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	18	0	0	61	11	17	11	0	0	21	0	0	0
	THOMAS COOK AIRLINES LTD	C	45	0	0	78	13	7	2	0	0	9	38	60	45
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	3	100	1	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>47</b>	<b>51</b>	<b>53</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>52</b>	<b>46</b>	<b>122</b>
<b>TUNISIA</b>															
ENFIDHA	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL ENFIDHA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>45</b>	<b>44</b>	<b>33</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	39	0	0	59	15	13	13	0	0	20	63	31	41

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				Actual (7)	Plan (8)										
ANTALYA	THOMSON AIRWAYS LTD	C	7	0	0	57	14	14	14	0	0	21	22	88	9
<b>TOTAL ANTALYA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>42</b>	<b>50</b>
BODRUM (MILAS)	THOMAS COOK AIRLINES LTD	C	16	0	0	56	19	13	13	0	0	33	33	53	18
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	8	63	69	8
<b>TOTAL BODRUM (MILAS)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>56</b>	<b>44</b>	<b>36</b>
DALAMAN	JET2.COM LTD	S	16	0	0	50	13	25	13	0	0	26	0	0	0
	ONUR AIR	C	4	0	0	0	25	50	25	0	0	47	22	125	18
	THOMAS COOK AIRLINES LTD	C	67	0	0	78	7	9	6	0	0	16	58	46	66
	THOMSON AIRWAYS LTD	C	18	0	0	83	6	6	6	0	0	11	59	26	17
<b>TOTAL DALAMAN</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>51</b>	<b>57</b>	<b>101</b>
<b>TOTAL TURKEY</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>53</b>	<b>50</b>	<b>189</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	60	0	0	40	42	15	3	0	0	20	60	16	60
<b>TOTAL DUBAI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>42</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>16</b>	<b>60</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>42</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>16</b>	<b>60</b>
<b>UNITED KINGDOM</b>															
BARRA	LOGANAIR	S	64	4	0	75	9	9	6	0	0	13	80	10	75
<b>TOTAL BARRA</b>			<b>64</b>	<b>4</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>10</b>	<b>75</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	221	0	5	84	5	4	6	0	0	12	94	3	196
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>221</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>5</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>94</b>	<b>3</b>	<b>196</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	200	0	0	91	8	2	0	0	0	3	79	13	196
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>13</b>	<b>196</b>
BENBECULA	LOGANAIR	S	90	0	0	92	3	3	1	0	0	4	94	4	98
<b>TOTAL BENBECULA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>4</b>	<b>98</b>
BIRMINGHAM	FLYBE LTD	S	339	0	5	80	10	6	4	1	0	13	83	11	317
<b>TOTAL BIRMINGHAM</b>			<b>339</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>11</b>	<b>317</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	156	0	0	85	3	10	3	0	0	10	64	17	148
<b>TOTAL BRISTOL</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>17</b>	<b>148</b>
CAMPBELTOWN	LOGANAIR	S	82	0	0	91	1	0	7	0	0	8	93	6	84
<b>TOTAL CAMPBELTOWN</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>6</b>	<b>84</b>
CARDIFF WALES	FLYBE LTD	S	36	0	0	69	11	6	11	0	3	31	94	5	34
<b>TOTAL CARDIFF WALES</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>31</b>	<b>94</b>	<b>5</b>	<b>34</b>
EAST MIDLANDS INTERNATIONAL	BMIBABY LTD	S	104	0	4	89	3	4	2	2	0	10	71	24	120
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>104</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>24</b>	<b>120</b>
EXETER	FLYBE LTD	S	52	0	0	87	4	4	4	2	0	14	72	11	60
<b>TOTAL EXETER</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>11</b>	<b>60</b>
GATWICK	BRITISH AIRWAYS PLC	S	232	0	0	64	19	11	6	0	0	19	81	9	232
	EASYJET AIRLINE COMPANY LTD	S	162	0	0	80	14	4	2	0	0	9	64	19	160
	THOMAS COOK AIRLINES LTD	S	9	0	0	56	33	11	0	0	0	13	29	52	7

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 GATWICK			<b>403</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>14</b>	399
HEATHROW	BRITISH AIRWAYS PLC	S	446	0	0	65	16	11	8	0	0	18	73	14	492
TOTAL HEATHROW			<b>446</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>12</b>	862
ISLAY	LOGANAIR	S	110	2	0	87	5	2	6	0	0	9	100	1	104
TOTAL ISLAY			<b>110</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>1</b>	104
ISLE OF MAN	LOGANAIR	S	52	0	0	77	2	19	2	0	0	12	96	2	50
TOTAL ISLE OF MAN			<b>52</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>2</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>96</b>	<b>2</b>	50
JERSEY	EASYJET AIRLINE COMPANY LTD	S	23	0	0	96	0	4	0	0	0	4	0	0	0
	FLYBE LTD	S	8	0	0	75	13	0	13	0	0	14	83	10	30
TOTAL JERSEY			<b>31</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>10</b>	30
KIRKWALL	LOGANAIR	S	60	0	0	92	0	5	3	0	0	7	93	4	60
TOTAL KIRKWALL			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>4</b>	60
LEEDS BRADFORD	BMI REGIONAL	S	88	0	0	92	2	6	0	0	0	4	94	3	82
TOTAL LEEDS BRADFORD			<b>88</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>3</b>	82
LONDON CITY	BA CITYFLYER LTD	S	224	0	0	90	5	3	2	0	0	6	80	10	176
TOTAL LONDON CITY			<b>224</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>10</b>	176
LUTON	EASYJET AIRLINE COMPANY LTD	S	186	0	0	80	12	4	4	0	0	9	67	20	183
TOTAL LUTON			<b>187</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>20</b>	183
MANCHESTER	FLYBE LTD	S	136	0	2	85	7	1	7	1	0	13	93	6	197
TOTAL MANCHESTER			<b>137</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>93</b>	<b>6</b>	199
NEWQUAY	EASTERN AIRWAYS	S	12	0	2	83	8	0	8	0	0	9	0	0	0
TOTAL NEWQUAY			<b>12</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	0
PLYMOUTH	EASTERN AIRWAYS	S	12	0	2	83	0	8	8	0	0	10	0	0	0
TOTAL PLYMOUTH			<b>12</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>23</b>	60
SOUTHAMPTON	FLYBE LTD	S	231	0	3	78	6	10	5	1	0	15	79	15	224
TOTAL SOUTHAMPTON			<b>231</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>6</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>15</b>	225
STANSTED	EASYJET AIRLINE COMPANY LTD	S	228	0	0	92	6	2	0	0	0	3	78	17	223
TOTAL STANSTED			<b>228</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>17</b>	223
STORNOWAY	LOGANAIR	S	196	0	0	92	4	3	1	0	0	5	96	3	181
TOTAL STORNOWAY			<b>196</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>96</b>	<b>3</b>	181
SUMBURGH	LOGANAIR	S	60	2	0	92	3	3	2	0	0	5	92	5	60
TOTAL SUMBURGH			<b>60</b>	<b>2</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>92</b>	<b>5</b>	60
TREE	LOGANAIR	S	52	0	0	71	8	4	13	4	0	25	94	3	50
TOTAL TREE			<b>52</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>4</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>94</b>	<b>3</b>	50
TOTAL UNITED KINGDOM			<b>3873</b>	<b>10</b>	<b>23</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>11</b>	4272
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	60	0	0	77	7	10	5	2	0	15	90	7	60
TOTAL NEW YORK (NEWARK)			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>7</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>90</b>	<b>7</b>	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	10	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL ORLANDO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	60	0	0	80	13	2	3	2	0	11	97	2	60
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>97</b>	<b>2</b>	<b>60</b>
SANFORD	THOMAS COOK AIRLINES LTD	C	17	0	0	88	6	6	0	0	0	6	64	21	14
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	4	100	2	8
<b>TOTAL SANFORD</b>			<b>27</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>6</b>	<b>77</b>	<b>14</b>	<b>22</b>
<b>TOTAL USA</b>			<b>157</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>6</b>	<b>142</b>
<b>TOTAL GLASGOW</b>			<b>6289</b>	<b>16</b>	<b>31</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>15</b>	<b>6484</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	42	0	0	33	21	12	33	0	0	44	16	95	38
	BRITISH AIRWAYS PLC	S	60	0	0	63	17	17	3	0	0	15	67	21	60
<b>TOTAL ALGIERS</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>19</b>	<b>15</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>47</b>	<b>50</b>	<b>98</b>
<b>TOTAL ALGERIA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>19</b>	<b>15</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>47</b>	<b>50</b>	<b>98</b>
<b>ANGOLA</b>															
LUANDA	BRITISH AIRWAYS PLC	S	16	0	0	75	13	13	0	0	0	10	76	18	17
<b>TOTAL LUANDA</b>			<b>16</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>10</b>	<b>76</b>	<b>18</b>	<b>17</b>
<b>TOTAL ANGOLA</b>			<b>16</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>10</b>	<b>76</b>	<b>18</b>	<b>17</b>
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	60	0	0	92	7	2	0	0	0	6	55	21	60
<b>TOTAL BUENOS AIRES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>55</b>	<b>21</b>	<b>60</b>
<b>TOTAL ARGENTINA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>55</b>	<b>21</b>	<b>60</b>
<b>ARMENIA</b>															
YEREVAN	BMI BRITISH MIDLAND	S	2	0	0	50	0	50	0	0	0	28	63	19	35
<b>TOTAL YEREVAN</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>28</b>	<b>63</b>	<b>19</b>	<b>35</b>
<b>TOTAL ARMENIA</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>28</b>	<b>63</b>	<b>19</b>	<b>35</b>
<b>AUSTRALIA</b>															
MELBOURNE	QANTAS	S	113	3	3	72	12	6	10	0	1	29	78	12	120
<b>TOTAL MELBOURNE</b>			<b>113</b>	<b>3</b>	<b>3</b>	<b>72</b>	<b>12</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>78</b>	<b>12</b>	<b>120</b>
SYDNEY	BRITISH AIRWAYS PLC	S	120	0	0	68	23	3	5	1	0	16	70	14	120
	QANTAS	S	116	0	0	53	27	11	2	7	1	42	72	16	113
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	97	3	0	0	0	0	3	65	20	60
<b>TOTAL SYDNEY</b>			<b>296</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>16</b>	<b>293</b>
<b>TOTAL AUSTRALIA</b>			<b>409</b>	<b>3</b>	<b>3</b>	<b>69</b>	<b>18</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>72</b>	<b>15</b>	<b>413</b>
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	180	0	0	59	31	9	2	0	0	14	52	21	180
	BMI BRITISH MIDLAND	S	120	0	0	73	13	13	1	1	0	12	73	12	120
	BRITISH AIRWAYS PLC	S	240	0	0	80	12	6	1	0	0	14	65	19	240
<b>TOTAL VIENNA</b>			<b>540</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>18</b>	<b>540</b>
<b>TOTAL AUSTRIA</b>			<b>540</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>18</b>	<b>540</b>
<b>AZERBAIJAN</b>															
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	26	0	0	73	19	8	0	0	0	11	46	33	26
	BMI BRITISH MIDLAND	S	34	0	0	71	21	6	3	0	0	12	65	16	26
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>56</b>	<b>25</b>	<b>52</b>
<b>TOTAL AZERBAIJAN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>56</b>	<b>25</b>	<b>52</b>
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	120	0	0	83	12	3	3	0	0	9	76	11	120

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: HEATHROW (Full Analysis)

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			Actual (7)	Plan (8)											
TOTAL BAHRAIN			120	0	0	83	12	3	3	0	0	9	76	11	120
TOTAL BAHRAIN			120	0	0	83	12	3	3	0	0	9	76	11	120
<b>BANGLADESH</b>															
DHAKHA	BIMAN BANGLADESH AIRLINES	S	37	0	1	41	14	5	16	22	3	91	67	33	36
TOTAL DHAKHA			37	0	1	41	14	5	16	22	3	91	67	33	36
TOTAL BANGLADESH			37	0	1	41	14	5	16	22	3	91	67	33	36
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	336	0	0	72	14	11	3	0	0	13	72	12	359
	BRUSSELS AIRLINES	S	216	0	0	74	13	9	4	0	0	12	75	13	206
TOTAL BRUSSELS			552	0	0	73	14	10	3	0	0	13	73	12	565
TOTAL BELGIUM			552	0	0	73	14	10	3	0	0	13	73	12	565
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	26	0	0	73	12	15	0	0	0	13	60	16	25
	TAM LINHAS AEREAS	S	50	0	0	72	12	14	2	0	0	12	46	26	24
TOTAL RIO DE JANEIRO (GALEAO)			76	0	0	72	12	14	1	0	0	13	53	21	49
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	60	0	0	63	18	15	3	0	0	16	0	0	0
	TAM LINHAS AEREAS	S	60	0	0	72	18	10	0	0	0	10	73	13	60
TOTAL SAO PAULO (GUARULHOS)			120	0	0	68	18	13	2	0	0	13	73	13	60
TOTAL BRAZIL			196	0	0	69	16	13	2	0	0	13	64	16	109
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	60	0	0	73	17	10	0	0	0	10	90	5	60
TOTAL BANDAR SERI BEGAWAN			60	0	0	73	17	10	0	0	0	10	90	5	60
TOTAL BRUNEI			60	0	0	73	17	10	0	0	0	10	90	5	60
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	68	0	0	79	9	9	3	0	0	11	81	10	68
	BULGARIA AIR	S	42	0	0	71	19	10	0	0	0	12	55	18	44
TOTAL SOFIA			110	0	0	76	13	9	2	0	0	11	71	13	112
TOTAL BULGARIA			110	0	0	76	13	9	2	0	0	11	71	13	112
<b>CANADA</b>															
CALGARY	AIR CANADA	S	60	0	0	60	25	10	3	2	0	20	83	13	103
	BRITISH AIRWAYS PLC	S	59	1	0	78	8	5	8	0	0	13	87	7	60
TOTAL CALGARY			119	1	0	69	17	8	6	1	0	16	85	10	163
EDMONTON	AIR CANADA	S	60	0	0	78	15	5	2	0	0	9	72	14	58
TOTAL EDMONTON			60	0	0	78	15	5	2	0	0	9	72	14	58
HALIFAX INT	AIR CANADA	S	56	0	0	73	18	4	5	0	0	13	90	7	60
TOTAL HALIFAX INT			56	0	0	73	18	4	5	0	0	13	90	7	60
MONTREAL (DORVAL)	AIR CANADA	S	120	0	0	61	20	9	9	0	1	24	87	6	60
	BRITISH AIRWAYS PLC	S	60	0	0	52	30	13	5	0	0	19	67	14	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

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			Actual (7)	Plan (8)											
TOTAL MONTREAL (DORVAL)			180	0	0	58	23	11	8	0	1	22	77	10	120
OTTAWA INTERNATIONAL	AIR CANADA	S	60	0	0	68	20	7	5	0	0	15	88	5	60
TOTAL OTTAWA INTERNATIONAL			60	0	0	68	20	7	5	0	0	15	88	5	60
ST JOHNS	AIR CANADA	S	48	0	0	60	27	4	6	2	0	23	70	47	50
TOTAL ST JOHNS			48	0	0	60	27	4	6	2	0	23	70	47	50
TORONTO	AIR CANADA	S	238	0	0	66	16	11	5	1	0	18	78	11	240
	AIR TRANSAT	S	12	0	0	50	25	17	8	0	0	19	92	3	12
	BRITISH AIRWAYS PLC	S	120	0	0	64	19	15	2	0	0	14	72	13	120
TOTAL TORONTO			370	0	0	65	18	13	4	1	0	17	77	12	432
VANCOUVER	AIR CANADA	S	60	0	0	57	25	13	3	2	0	23	77	13	77
	BRITISH AIRWAYS PLC	S	103	0	0	66	17	9	5	0	4	37	77	12	112
TOTAL VANCOUVER			163	0	0	63	20	10	4	1	2	32	77	12	189
TOTAL CANADA			1056	1	0	65	19	10	5	1	0	19	79	12	1132
CAYMAN ISLANDS															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	34	0	0	79	21	0	0	0	0	7	77	23	35
TOTAL GRAND CAYMAN			34	0	0	79	21	0	0	0	0	7	77	23	35
TOTAL CAYMAN ISLANDS			34	0	0	79	21	0	0	0	0	7	77	23	35
CHINA															
BEIJING	AIR CHINA	S	60	0	1	83	5	7	3	2	0	13	82	8	60
	BRITISH AIRWAYS PLC	S	60	0	0	70	17	8	5	0	0	17	68	11	60
TOTAL BEIJING			120	0	1	77	11	8	4	1	0	15	75	10	120
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	52	0	0	83	8	8	2	0	0	9	43	46	42
	CHINA EASTERN AIRLINES	S	34	0	5	85	9	0	6	0	0	8	76	12	34
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	83	12	3	2	0	0	7	43	39	60
TOTAL SHANGHAI (PU DONG)			146	0	5	84	10	4	3	0	0	8	51	34	136
TOTAL CHINA			266	0	6	80	10	6	3	0	0	11	63	23	256
CROATIA															
SPLIT	CROATIA AIRLINES	S	8	0	0	63	13	13	13	0	0	19	38	17	8
TOTAL SPLIT			8	0	0	63	13	13	13	0	0	19	38	17	8
ZAGREB	CROATIA AIRLINES	S	68	0	0	47	24	21	9	0	0	24	50	19	70
TOTAL ZAGREB			68	0	0	47	24	21	9	0	0	24	50	19	70
TOTAL CROATIA			76	0	0	49	22	20	9	0	0	24	49	19	78
CYPRUS															
LARNACA	AEGEAN AIRLINES	S	60	0	0	43	27	22	8	0	0	27	0	0	0
	BMI BRITISH MIDLAND	C	2	0	0	50	0	50	0	0	0	27	0	0	0
	BRITISH AIRWAYS PLC	S	60	0	0	63	18	10	7	2	0	21	75	12	60
	CYPRUS AIRWAYS	S	158	0	0	50	14	21	13	1	1	36	63	20	156
TOTAL LARNACA			280	0	0	51	18	19	10	1	1	31	66	18	216
TOTAL CYPRUS			280	0	0	51	18	19	10	1	1	31	66	18	216

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	240	0	0	79	13	6	2	0	0	9	76	11	240
TOTAL PRAGUE			<b>240</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>9</b>	<b>75</b>	<b>11</b>	<b>360</b>
TOTAL CZECH REPUBLIC			<b>240</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>9</b>	<b>75</b>	<b>11</b>	<b>360</b>
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS PLC	S	344	0	0	76	11	8	4	0	0	12	80	10	342
	SAS	S	334	0	0	74	13	9	4	0	0	12	81	9	321
TOTAL COPENHAGEN			<b>678</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>9</b>	<b>664</b>
TOTAL DENMARK			<b>678</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>9</b>	<b>664</b>
<b>EGYPT</b>															
CAIRO	BMI BRITISH MIDLAND	S	60	0	0	52	23	15	8	0	2	40	60	15	60
	BRITISH AIRWAYS PLC	S	60	0	0	60	32	3	5	0	0	15	72	15	60
	EGYPT AIR	S	97	0	0	35	20	26	19	1	0	37	50	19	84
TOTAL CAIRO			<b>217</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>24</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>59</b>	<b>16</b>	<b>204</b>
LUXOR	EGYPT AIR	S	8	0	0	38	13	50	0	0	0	26	25	26	8
TOTAL LUXOR			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>25</b>	<b>26</b>	<b>8</b>
SHARM EL SHEIKH (OPHIRA)	EGYPT AIR	S	16	0	0	75	19	0	6	0	0	10	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL EGYPT			<b>241</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>23</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>58</b>	<b>17</b>	<b>212</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	BMI BRITISH MIDLAND	S	26	0	0	62	27	12	0	0	0	12	54	21	26
	ETHIOPIAN AIRLINES	S	52	0	0	69	17	12	2	0	0	14	50	32	52
TOTAL ADDIS ABABA			<b>78</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>51</b>	<b>28</b>	<b>78</b>
TOTAL ETHIOPIA			<b>78</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>51</b>	<b>28</b>	<b>78</b>
<b>FINLAND</b>															
HELSINKI	BLUE 1	S	110	0	0	86	5	6	2	0	0	7	75	10	112
	BRITISH AIRWAYS PLC	S	111	0	1	69	13	11	7	0	0	16	71	16	120
	FINNAIR	S	240	0	0	78	12	8	2	0	0	9	87	7	240
TOTAL HELSINKI			<b>461</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>10</b>	<b>472</b>
TOTAL FINLAND			<b>461</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>10</b>	<b>472</b>
<b>FRANCE</b>															
BASTIA	BRITISH AIRWAYS PLC	C	8	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL BASTIA			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
FIGARI	BMI BRITISH MIDLAND	C	8	0	0	50	25	13	13	0	0	20	0	0	0
TOTAL FIGARI			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	BRITISH AIRWAYS PLC	S	180	0	0	78	10	6	6	0	0	11	68	20	176
TOTAL LYON			<b>180</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>20</b>	<b>176</b>
NICE	BMI BRITISH MIDLAND	S	60	0	0	83	12	5	0	0	0	7	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
NICE	BRITISH AIRWAYS PLC	S	436	0	0	69	16	10	5	0	0	15	65	21	414
<b>TOTAL NICE</b>			<b>496</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>21</b>	<b>416</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	475	0	1	65	16	14	5	0	0	17	76	11	500
	BRITISH AIRWAYS PLC	S	456	0	0	76	11	9	3	0	0	11	74	13	494
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>931</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>13</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>12</b>	<b>994</b>
PARIS (ORLY)	BRITISH AIRWAYS PLC	S	180	0	0	79	11	5	5	0	0	12	0	0	0
<b>TOTAL PARIS (ORLY)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	180	0	0	79	12	7	2	0	0	9	71	18	178
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>18</b>	<b>178</b>
<b>TOTAL FRANCE</b>			<b>1983</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>16</b>	<b>1765</b>
<b>GEORGIA</b>															
TBILISI	BMI BRITISH MIDLAND	S	26	0	0	88	4	4	4	0	0	7	79	15	34
<b>TOTAL TBILISI</b>			<b>26</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>7</b>	<b>79</b>	<b>15</b>	<b>34</b>
<b>TOTAL GEORGIA</b>			<b>26</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>7</b>	<b>79</b>	<b>15</b>	<b>34</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	BMI BRITISH MIDLAND	S	240	0	0	72	15	9	4	0	0	13	74	11	300
	BRITISH AIRWAYS PLC	S	360	0	0	74	11	9	5	0	0	13	78	10	358
<b>TOTAL BERLIN (TEGEL)</b>			<b>600</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>11</b>	<b>658</b>
COLOGNE BONN	LUFTHANSA	S	180	0	0	74	13	8	4	0	0	12	72	15	180
<b>TOTAL COLOGNE BONN</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>15</b>	<b>180</b>
DRESDEN	LUFTHANSA	S	58	0	0	43	33	21	3	0	0	21	87	8	60
<b>TOTAL DRESDEN</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>33</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>87</b>	<b>8</b>	<b>60</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	343	0	1	74	14	10	2	0	0	12	76	11	343
	CONTACTAIR FLUGDIENST	S	12	0	0	67	17	17	0	0	0	16	0	0	0
	LUFTHANSA	S	284	0	0	66	20	11	3	0	0	14	77	12	300
<b>TOTAL DUSSELDORF</b>			<b>639</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>11</b>	<b>643</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	424	0	0	69	15	12	4	0	0	15	72	13	375
	LUFTHANSA	S	658	0	0	65	19	11	4	0	0	16	63	16	600
<b>TOTAL FRANKFURT MAIN</b>			<b>1082</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>14</b>	<b>975</b>
HAMBURG	BRITISH AIRWAYS PLC	S	240	0	0	79	11	7	3	0	0	10	81	10	240
	LUFTHANSA	S	180	0	0	87	7	2	3	0	0	7	90	6	238
<b>TOTAL HAMBURG</b>			<b>420</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>85</b>	<b>8</b>	<b>478</b>
HANOVER	BMI BRITISH MIDLAND	S	164	0	0	78	13	7	2	0	0	10	86	7	164
<b>TOTAL HANOVER</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>7</b>	<b>164</b>
MUNICH	BRITISH AIRWAYS PLC	S	404	0	0	72	15	9	5	0	0	13	71	13	398
	LUFTHANSA	S	420	0	0	61	20	16	3	0	0	17	70	13	419
<b>TOTAL MUNICH</b>			<b>824</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>13</b>	<b>817</b>
STUTT GART	BRITISH AIRWAYS PLC	S	120	0	0	78	14	6	3	0	0	9	77	11	180
	CONTACTAIR FLUGDIENST	S	176	0	0	80	14	3	3	0	0	11	77	11	154

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 STUTTGART			296	0	0	79	14	4	3	0	0	10	78	10	358
TOTAL GERMANY			4263	1	1	71	16	10	4	0	0	13	74	12	4333
GHANA															
ACCRA	BRITISH AIRWAYS PLC	S	60	0	0	68	18	10	2	2	0	18	48	19	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	31	0	0	65	23	10	3	0	0	14	64	19	25
TOTAL ACCRA			91	0	0	67	20	10	2	1	0	16	53	19	85
TOTAL GHANA			91	0	0	67	20	10	2	1	0	16	53	19	85
GIBRALTAR															
GIBRALTAR	BRITISH AIRWAYS PLC	S	60	0	0	90	3	7	0	0	0	5	55	37	60
TOTAL GIBRALTAR			60	0	0	90	3	7	0	0	0	5	55	37	60
TOTAL GIBRALTAR			60	0	0	90	3	7	0	0	0	5	55	37	60
GREECE															
ATHENS	AEGEAN AIRLINES	S	222	0	0	53	19	15	12	1	0	28	68	14	120
	BRITISH AIRWAYS PLC	S	246	0	0	63	14	9	13	0	1	27	72	17	248
TOTAL ATHENS			468	0	0	58	16	12	13	0	1	27	72	15	548
HERAKLION	AEGEAN AIRLINES	S	18	0	0	78	6	6	11	0	0	15	0	0	0
TOTAL HERAKLION			18	0	0	78	6	6	11	0	0	15	0	0	0
TOTAL GREECE			486	0	0	59	16	12	13	0	1	27	72	15	556
HONG KONG															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	120	0	0	81	6	7	3	0	3	41	68	14	120
	CATHAY PACIFIC AIRWAYS	S	239	0	1	83	11	4	2	0	0	8	65	25	240
TOTAL HONG KONG (CHEP LAP KOK)			359	0	1	82	9	5	2	0	1	19	66	21	360
TOTAL HONG KONG			359	0	1	82	9	5	2	0	1	19	66	21	360
HUNGARY															
BUDAPEST	BRITISH AIRWAYS PLC	S	180	0	0	72	16	7	4	1	0	14	83	8	238
TOTAL BUDAPEST			180	0	0	72	16	7	4	1	0	14	83	8	238
TOTAL HUNGARY			180	0	0	72	16	7	4	1	0	14	83	8	238
ICELAND															
KEFLAVIK	ICELANDAIR	S	120	0	0	71	22	8	0	0	0	10	66	14	119
TOTAL KEFLAVIK			120	0	0	71	22	8	0	0	0	10	66	14	119
TOTAL ICELAND			120	0	0	71	22	8	0	0	0	10	66	14	119
INDIA															
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	60	0	0	88	7	5	0	0	0	6	75	10	60
TOTAL BANGALORE (BENGALURU)			60	0	0	88	7	5	0	0	0	6	75	10	60
CHENNAI	BRITISH AIRWAYS PLC	S	41	0	0	73	15	12	0	0	0	11	76	11	41
TOTAL CHENNAI			41	0	0	73	15	12	0	0	0	11	76	11	41
DELHI	AIR INDIA	S	120	0	0	66	24	8	2	0	0	12	58	19	85

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 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)											
DELHI	BRITISH AIRWAYS PLC	S	120	0	0	80	17	3	1	0	0	9	71	15	119
	JET AIRWAYS	S	60	0	0	68	17	10	5	0	0	15	78	10	60
	KINGFISHER AIRLINES	S	60	0	0	98	2	0	0	0	0	1	60	15	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	67	20	10	3	0	0	12	57	24	60
<b>TOTAL DELHI</b>			<b>420</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>17</b>	<b>384</b>
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	43	0	0	67	21	9	2	0	0	15	77	8	43
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>8</b>	<b>43</b>
MUMBAI	AIR INDIA	S	60	0	0	72	13	8	7	0	0	16	82	14	60
	BRITISH AIRWAYS PLC	S	118	0	0	75	14	6	4	2	0	17	77	10	118
	JET AIRWAYS	S	120	0	0	69	11	11	7	2	1	23	80	9	120
	KINGFISHER AIRLINES	S	58	0	2	90	9	2	0	0	0	4	88	5	60
<b>TOTAL MUMBAI</b>			<b>356</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>10</b>	<b>358</b>
<b>TOTAL INDIA</b>			<b>920</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>13</b>	<b>921</b>
IRAN															
TEHRAN IMAM KHOMEINI	BMI BRITISH MIDLAND	S	60	0	0	85	7	7	2	0	0	8	58	33	60
	IRAN AIR	S	26	0	0	65	19	12	0	0	4	67	40	27	30
<b>TOTAL TEHRAN IMAM KHOMEINI</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>52</b>	<b>31</b>	<b>90</b>
<b>TOTAL IRAN</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>52</b>	<b>31</b>	<b>90</b>
IRISH REPUBLIC															
CORK	AER LINGUS	S	239	0	0	85	8	4	3	0	0	7	83	8	240
<b>TOTAL CORK</b>			<b>239</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>7</b>	<b>83</b>	<b>8</b>	<b>240</b>
DUBLIN	AER LINGUS	S	759	0	1	78	13	6	3	0	0	10	79	11	747
	BMI BRITISH MIDLAND	S	290	0	0	81	8	7	4	0	0	11	78	11	246
<b>TOTAL DUBLIN</b>			<b>1049</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>79</b>	<b>11</b>	<b>993</b>
SHANNON	AER LINGUS	S	180	0	0	83	10	3	4	0	0	8	93	6	178
<b>TOTAL SHANNON</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>6</b>	<b>178</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1468</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>10</b>	<b>1411</b>
ISRAEL															
TEL AVIV	BRITISH AIRWAYS PLC	S	120	0	0	72	13	12	3	2	0	17	81	10	112
	EL AL	S	85	0	2	60	24	11	6	0	0	18	68	13	74
<b>TOTAL TEL AVIV</b>			<b>205</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>12</b>	<b>186</b>
<b>TOTAL ISRAEL</b>			<b>205</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>12</b>	<b>186</b>
ITALY															
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	C	16	0	0	69	6	25	0	0	0	15	50	11	8
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>6</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>11</b>	<b>8</b>
MILAN (LINATE)	ALITALIA (CAI)	S	282	0	0	73	12	8	5	1	0	16	80	9	282
	BRITISH AIRWAYS PLC	S	304	0	0	74	15	8	4	0	0	12	76	11	300
<b>TOTAL MILAN (LINATE)</b>			<b>586</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>10</b>	<b>582</b>
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	160	0	0	79	12	6	4	0	0	10	66	14	237
	LUFTHANSA	S	260	0	0	59	22	13	6	0	0	21	46	26	284

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
<b>TOTAL MILAN (MALPENSA)</b>			<b>420</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>21</b>	521
OLBIA	BRITISH AIRWAYS PLC	C	8	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL OLBIA</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>6</b>	<b>0</b>	<b>0</b>	0
PISA	BRITISH AIRWAYS PLC	S	58	0	0	72	17	7	3	0	0	12	69	17	118
<b>TOTAL PISA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>17</b>	118
<b>ROME (FIUMICINO)</b>	ALITALIA (CAI)	S	300	0	0	65	15	14	5	1	0	18	54	22	300
	BMI BRITISH MIDLAND	C	8	0	0	100	0	0	0	0	0	3	0	0	0
	BRITISH AIRWAYS PLC	S	356	0	0	74	14	8	3	1	0	14	56	19	356
	BRITISH AIRWAYS PLC	C	4	0	0	50	0	0	50	0	0	51	50	27	2
<b>TOTAL ROME (FIUMICINO)</b>			<b>668</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>55</b>	<b>20</b>	658
VENICE	BRITISH AIRWAYS PLC	S	66	0	0	61	24	5	8	0	3	30	49	24	70
	BRITISH AIRWAYS PLC	C	4	0	0	50	50	0	0	0	0	16	42	29	12
<b>TOTAL VENICE</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>26</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>29</b>	<b>48</b>	<b>25</b>	82
<b>TOTAL ITALY</b>			<b>1826</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>17</b>	1969
<b>JAPAN</b>															
TOKYO (HANEDA)	BRITISH AIRWAYS PLC	S	43	0	0	84	9	0	7	0	0	10	0	0	0
<b>TOTAL TOKYO (HANEDA)</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	0
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	60	0	0	82	12	3	3	0	0	9	73	12	60
	BRITISH AIRWAYS PLC	S	60	0	0	55	22	13	10	0	0	23	62	21	60
	JAPAN AIRLINES	S	60	0	0	82	8	5	2	3	0	19	85	7	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	80	13	7	0	0	0	8	73	12	60
<b>TOTAL TOKYO (NARITA)</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>13</b>	240
<b>TOTAL JAPAN</b>			<b>283</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>13</b>	240
<b>JORDAN</b>															
AMMAN	BMI BRITISH MIDLAND	S	60	0	0	53	23	10	13	0	0	22	65	28	34
	ROYAL JORDANIAN	S	60	0	0	70	22	7	2	0	0	10	85	7	60
<b>TOTAL AMMAN</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>15</b>	94
<b>TOTAL JORDAN</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>15</b>	94
<b>KAZAKHSTAN</b>															
ALMATY	AIR ASTANA	S	16	0	0	75	13	13	0	0	0	11	63	13	16
<b>TOTAL ALMATY</b>			<b>16</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>63</b>	<b>13</b>	16
<b>TOTAL KAZAKHSTAN</b>			<b>16</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>63</b>	<b>13</b>	16
<b>KENYA</b>															
NAIROBI	BRITISH AIRWAYS PLC	S	60	0	0	55	30	12	0	0	3	26	75	12	60
	KENYA AIRWAYS	S	86	0	0	79	9	8	3	0	0	10	84	8	68
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	72	20	5	3	0	0	12	70	30	56
<b>TOTAL NAIROBI</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>77</b>	<b>16</b>	184
<b>TOTAL KENYA</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>77</b>	<b>16</b>	184

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	60	0	0	80	15	3	0	2	0	11	82	9	60
	KUWAIT AIRWAYS	S	64	0	1	59	17	11	11	2	0	27	57	22	60
<b>TOTAL KUWAIT</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>16</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>16</b>	<b>120</b>
<b>TOTAL KUWAIT</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>16</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>16</b>	<b>120</b>
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BMI BRITISH MIDLAND	S	26	0	0	62	23	12	4	0	0	16	56	56	25
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>56</b>	<b>25</b>
<b>TOTAL KYRGYZSTAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>56</b>	<b>25</b>
<b>LEBANON</b>															
BEIRUT	BMI BRITISH MIDLAND	S	60	0	1	57	23	17	3	0	0	17	76	11	45
	MEA	S	60	0	0	63	22	15	0	0	0	16	67	17	60
<b>TOTAL BEIRUT</b>			<b>120</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>23</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>15</b>	<b>105</b>
<b>TOTAL LEBANON</b>			<b>120</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>23</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>15</b>	<b>105</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	104	0	0	62	19	13	7	0	0	21	0	0	0
<b>TOTAL LUXEMBOURG</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LUXEMBOURG</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-M	S	120	0	0	86	8	3	3	0	0	8	78	25	120
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>25</b>	<b>120</b>
<b>TOTAL MALAYSIA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>25</b>	<b>120</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	126	0	0	75	16	7	2	0	0	10	61	17	132
<b>TOTAL MALTA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>17</b>	<b>132</b>
<b>TOTAL MALTA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>17</b>	<b>132</b>
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	44	0	0	66	16	11	7	0	0	15	64	18	36
	BRITISH AIRWAYS PLC	S	26	0	0	69	23	8	0	0	0	11	85	15	26
<b>TOTAL MAURITIUS</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>16</b>	<b>62</b>
<b>TOTAL MAURITIUS</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>16</b>	<b>62</b>
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	34	0	0	76	12	9	0	3	0	16	85	7	34
<b>TOTAL MEXICO CITY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>7</b>	<b>34</b>
<b>TOTAL MEXICO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>7</b>	<b>34</b>
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	BMI BRITISH MIDLAND	S	34	0	0	65	24	3	9	0	0	17	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 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)										
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	60	0	0	55	28	8	8	0	0	20	0	0	0
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>27</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
MARRAKESH	BMI BRITISH MIDLAND	S	26	0	0	65	12	12	8	4	0	30	0	0	0
<b>TOTAL MARRAKESH</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>28</b>	<b>35</b>	<b>60</b>
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	16	0	0	56	19	25	0	0	0	17	70	23	20
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>23</b>	<b>20</b>
<b>TOTAL MOROCCO</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>39</b>	<b>32</b>	<b>80</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	468	0	0	70	14	10	5	0	0	16	73	14	412
	KLM	S	484	0	3	74	13	10	3	0	0	11	83	9	494
	KLM CITYHOPPER	S	117	0	0	82	10	4	3	0	0	9	78	12	94
<b>TOTAL AMSTERDAM</b>			<b>1069</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>11</b>	<b>1000</b>
<b>TOTAL NETHERLANDS</b>			<b>1069</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>11</b>	<b>1000</b>
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	114	0	1	80	16	3	2	0	0	9	80	9	102
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>114</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>16</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>9</b>	<b>102</b>
<b>TOTAL NEW ZEALAND</b>			<b>114</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>16</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>9</b>	<b>102</b>
<b>NIGERIA</b>															
ABUJA	ARIK AIR	S	43	0	0	53	28	14	5	0	0	17	55	38	42
	BRITISH AIRWAYS PLC	S	60	0	0	62	20	13	5	0	0	16	57	19	60
<b>TOTAL ABUJA</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>27</b>	<b>102</b>
LAGOS	ARIK AIR	S	63	0	8	49	22	25	3	0	0	20	46	38	57
	BRITISH AIRWAYS PLC	S	60	0	0	53	30	15	2	0	0	15	55	20	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	68	27	5	0	0	0	10	42	45	60
<b>TOTAL LAGOS</b>			<b>183</b>	<b>0</b>	<b>8</b>	<b>57</b>	<b>26</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>47</b>	<b>34</b>	<b>177</b>
<b>TOTAL NIGERIA</b>			<b>286</b>	<b>0</b>	<b>8</b>	<b>57</b>	<b>25</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>51</b>	<b>32</b>	<b>279</b>
<b>NORWAY</b>															
BERGEN	BMI BRITISH MIDLAND	S	60	0	0	77	10	7	7	0	0	13	0	0	0
<b>TOTAL BERGEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	240	0	0	78	10	9	3	0	0	12	78	10	237
	SAS	S	290	0	0	84	9	4	2	0	0	9	86	6	291
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>530</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>8</b>	<b>528</b>
STAVANGER	BMI BRITISH MIDLAND	S	60	0	0	82	12	5	2	0	0	8	0	0	0
	SAS	S	104	0	0	82	13	3	2	0	0	8	85	8	104
<b>TOTAL STAVANGER</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>8</b>	<b>105</b>
<b>TOTAL NORWAY</b>			<b>754</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>83</b>	<b>8</b>	<b>633</b>
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	60	0	0	90	7	2	2	0	0	6	85	8	60
	OMAN AIR	S	60	0	0	82	7	12	0	0	0	9	88	4	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
TOTAL MUSCAT			120	0	0	86	7	7	1	0	0	7	87	6	120
TOTAL OMAN			120	0	0	86	7	7	1	0	0	7	87	6	120
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	32	0	0	41	22	19	16	3	0	43	50	30	32
TOTAL ISLAMABAD			32	0	0	41	22	19	16	3	0	43	50	30	32
KARACHI	PAKISTAN INTL AIRLINES	S	16	0	0	44	25	13	19	0	0	32	53	22	36
TOTAL KARACHI			16	0	0	44	25	13	19	0	0	32	53	22	36
LAHORE	PAKISTAN INTL AIRLINES	S	26	0	0	23	23	27	19	8	0	62	55	37	22
TOTAL LAHORE			26	0	0	23	23	27	19	8	0	62	55	37	22
PESHAWAR	PAKISTAN INTL AIRLINES	S	4	0	0	25	0	50	25	0	0	49	0	0	0
TOTAL PESHAWAR			4	0	0	25	0	50	25	0	0	49	0	0	0
SIALKOT	PAKISTAN INTL AIRLINES	S	4	0	0	50	0	0	25	25	0	75	0	0	0
TOTAL SIALKOT			4	0	0	50	0	0	25	25	0	75	0	0	0
TOTAL PAKISTAN			82	0	0	35	21	21	18	5	0	49	52	28	90
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	180	0	0	71	13	11	5	0	0	15	68	15	148
	LOT-POLISH AIRLINES	S	172	0	0	55	23	18	4	0	0	18	58	23	148
TOTAL WARSAW			352	0	0	63	18	14	5	0	0	17	63	19	296
TOTAL POLAND			352	0	0	63	18	14	5	0	0	17	63	19	296
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
BEJA	BMI BRITISH MIDLAND	C	8	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL BEJA			8	0	0	100	0	0	0	0	0	2	0	0	0
LISBON	AIR PORTUGAL	S	377	0	0	70	14	10	6	0	0	15	61	22	372
	BRITISH AIRWAYS PLC	S	238	0	0	78	10	9	3	0	0	11	57	24	240
TOTAL LISBON			615	0	0	73	12	10	5	0	0	14	59	23	612
TOTAL PORTUGAL(EXCLUDING MADEIRA)			624	0	0	74	12	9	5	0	0	13	59	23	612
<b>QATAR</b>															
DOHA	BRITISH AIRWAYS PLC	S	60	0	0	85	12	3	0	0	0	6	71	10	59
	QATAR AIRWAYS	S	240	0	0	73	15	10	1	0	0	11	86	7	240
TOTAL DOHA			300	0	0	76	15	9	1	0	0	10	83	8	299
TOTAL QATAR			300	0	0	76	15	9	1	0	0	10	83	8	299
<b>REPUBLIC OF KOREA</b>															
SEOUL (INCHEON)	ASIANA AIRLINES	S	42	0	0	62	10	12	17	0	0	23	53	26	34
	KOREAN AIR	S	60	0	0	55	23	15	7	0	0	19	57	19	60
TOTAL SEOUL (INCHEON)			102	0	0	58	18	14	11	0	0	20	55	22	94
TOTAL REPUBLIC OF KOREA			102	0	0	58	18	14	11	0	0	20	55	22	94
<b>REPUBLIC OF SERBIA</b>															

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				Actual (7)	Plan (8)										
BELGRADE	JATAIRWAYS	S	76	0	0	74	13	13	0	0	0	11	71	13	70
<b>TOTAL BELGRADE</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>9</b>	129
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>9</b>	129
REPUBLIC OF SOUTH AFRICA															
CAPE TOWN	BRITISH AIRWAYS PLC	S	60	0	0	63	25	7	5	0	0	15	75	12	59
	SOUTH AFRICAN AIRWAYS	S	48	0	0	92	6	2	0	0	0	4	86	8	50
<b>TOTAL CAPE TOWN</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>17</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>10</b>	109
JOHANNESBURG	BRITISH AIRWAYS PLC	S	120	0	0	73	16	8	3	0	0	12	80	19	142
	SOUTH AFRICAN AIRWAYS	S	114	0	0	87	6	4	3	0	0	8	84	15	96
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	1	0	78	12	7	2	2	0	14	72	10	60
<b>TOTAL JOHANNESBURG</b>			<b>294</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>16</b>	298
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>402</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>15</b>	407
ROMANIA															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	120	0	0	63	21	13	3	0	0	15	72	15	144
	TAROM	S	60	0	0	80	13	7	0	0	0	7	73	18	60
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>16</b>	204
<b>TOTAL ROMANIA</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>16</b>	204
RUSSIA															
MOSCOW (DOMODEDOVO)	BMI BRITISH MIDLAND	S	120	0	0	85	11	4	0	0	0	7	89	6	120
	BRITISH AIRWAYS PLC	S	180	0	0	73	15	8	4	0	0	13	77	13	172
	TRANSAERO AIRLINES	S	120	0	0	64	22	9	4	1	0	18	69	12	120
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>420</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>13</b>	<b>78</b>	<b>11</b>	412
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	178	0	0	60	28	11	1	0	0	14	73	17	176
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>28</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>17</b>	176
ST PETERSBURG	BRITISH AIRWAYS PLC	S	60	0	0	93	7	0	0	0	0	4	82	9	60
<b>TOTAL ST PETERSBURG</b>			<b>60</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>82</b>	<b>9</b>	60
<b>TOTAL RUSSIA</b>			<b>658</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>13</b>	648
SAUDI ARABIA															
DAMMAM	BMI BRITISH MIDLAND	S	25	0	0	72	16	8	4	0	0	9	60	36	25
	SAUDI ARABIAN AIRLINES	S	5	0	0	40	60	0	0	0	0	15	78	12	9
<b>TOTAL DAMMAM</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>23</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>30</b>	34
JEDDAH	BMI BRITISH MIDLAND	S	28	0	0	57	18	14	11	0	0	24	56	43	25
	BRITISH AIRWAYS PLC	S	43	0	0	88	7	2	2	0	0	6	79	13	42
	SAUDI ARABIAN AIRLINES	S	60	0	0	70	10	13	7	0	0	17	75	12	60
<b>TOTAL JEDDAH</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>18</b>	127
RIYADH	BRITISH AIRWAYS PLC	S	44	0	0	84	9	5	2	0	0	8	74	11	43
	SAUDI ARABIAN AIRLINES	S	39	0	0	90	8	3	0	0	0	5	76	17	33
<b>TOTAL RIYADH</b>			<b>83</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>7</b>	<b>74</b>	<b>14</b>	77
<b>TOTAL SAUDI ARABIA</b>			<b>244</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>19</b>	238

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2010			
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			Actual (7)	Plan (8)												
<b>SEYCHELLES</b>																
SEYCHELLES	AIR SEYCHELLES	S	17	0	0	71	18	6	6	0	0	15	24	52	17	
TOTAL SEYCHELLES			17	0	0	71	18	6	6	0	0	15	24	52	17	
TOTAL SEYCHELLES			17	0	0	71	18	6	6	0	0	15	24	52	17	
<b>SIERRA LEONE</b>																
FREETOWN	BMI BRITISH MIDLAND	S	26	0	0	65	12	15	8	0	0	23	74	15	35	
TOTAL FREETOWN			26	0	0	65	12	15	8	0	0	23	74	15	35	
TOTAL SIERRA LEONE			26	0	0	65	12	15	8	0	0	23	74	15	35	
<b>SINGAPORE</b>																
SINGAPORE	BRITISH AIRWAYS PLC	S	60	0	0	77	8	8	5	2	0	18	81	12	54	
	SINGAPORE AIRLINES	S	179	0	1	69	13	15	3	1	0	16	79	14	180	
TOTAL SINGAPORE			239	0	1	71	12	13	3	1	0	16	79	14	234	
TOTAL SINGAPORE			239	0	1	71	12	13	3	1	0	16	79	14	234	
<b>SPAIN</b>																
BARCELONA	BMI BRITISH MIDLAND	C	2	0	0	50	0	50	0	0	0	33	0	0	0	
	BRITISH AIRWAYS PLC	S	480	0	0	77	12	7	3	0	0	11	51	34	408	
TOTAL BARCELONA			482	0	0	77	12	7	3	0	0	11	51	35	414	
BILBAO	VUELING AIRLINES	S	60	0	0	88	7	3	2	0	0	7	45	29	56	
TOTAL BILBAO			60	0	0	88	7	3	2	0	0	7	45	29	56	
LA CORUNA	VUELING AIRLINES	S	60	0	0	73	17	8	2	0	0	11	34	34	58	
TOTAL LA CORUNA			60	0	0	73	17	8	2	0	0	11	34	34	58	
MADRID	BRITISH AIRWAYS PLC	S	300	0	0	67	19	9	4	1	0	17	43	36	284	
	IBERIA	S	471	0	2	59	15	15	10	1	0	23	43	34	460	
TOTAL MADRID			771	0	2	62	16	13	8	1	0	20	43	35	744	
SEVILLE	VUELING AIRLINES	S	34	0	0	85	15	0	0	0	0	7	47	33	58	
TOTAL SEVILLE			34	0	0	85	15	0	0	0	0	7	47	33	58	
VIGO	VUELING AIRLINES	S	26	0	0	62	19	15	4	0	0	21	0	0	0	
TOTAL VIGO			26	0	0	62	19	15	4	0	0	21	0	0	0	
TOTAL SPAIN			1433	0	2	69	15	10	5	0	0	16	45	35	1448	
<b>SRI LANKA</b>																
COLOMBO	SRILANKAN AIRLINES	S	104	0	0	63	14	11	10	3	0	23	67	22	88	
TOTAL COLOMBO			104	0	0	63	14	11	10	3	0	23	67	22	88	
TOTAL SRI LANKA			104	0	0	63	14	11	10	3	0	23	67	22	88	
<b>SUDAN</b>																
KHARTOUM	BMI BRITISH MIDLAND	S	28	0	0	68	18	4	7	4	0	19	56	23	25	
TOTAL KHARTOUM			28	0	0	68	18	4	7	4	0	19	56	23	25	
TOTAL SUDAN			28	0	0	68	18	4	7	4	0	19	56	23	25	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: HEATHROW (Full Analysis)

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			Actual (7)	Plan (8)											
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS PLC	S	120	0	0	84	10	6	0	0	0	6	0	0	0
	SAS	S	110	0	0	80	12	6	2	0	0	9	86	8	111
<b>TOTAL GOTEBORG</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>8</b>	<b>111</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	292	0	0	70	14	9	7	0	0	16	78	10	343
	SAS	S	369	0	0	81	10	6	3	0	0	10	87	6	375
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>661</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>8</b>	<b>718</b>
<b>TOTAL SWEDEN</b>			<b>891</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>8</b>	<b>829</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	BMI BRITISH MIDLAND	S	162	0	1	87	10	2	1	0	0	6	0	0	0
	BRITISH AIRWAYS PLC	S	180	0	0	80	10	7	3	0	0	10	73	11	180
<b>TOTAL BASLE MULHOUSE</b>			<b>342</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>11</b>	<b>180</b>
GENEVA	BRITISH AIRWAYS PLC	S	475	0	0	76	13	8	3	0	0	11	62	20	432
	SWISS AIRLINES	S	356	0	0	83	9	5	3	0	0	9	74	11	360
<b>TOTAL GENEVA</b>			<b>831</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>10</b>	<b>67</b>	<b>16</b>	<b>792</b>
ZURICH	BRITISH AIRWAYS PLC	S	352	0	0	77	11	9	4	0	0	12	67	17	352
	SWISS AIRLINES	S	360	0	0	73	16	10	1	0	0	11	73	12	360
<b>TOTAL ZURICH</b>			<b>712</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>14</b>	<b>712</b>
<b>TOTAL SWITZERLAND</b>			<b>1885</b>	<b>2</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>15</b>	<b>1684</b>
<b>SYRIA</b>															
DAMASCUS	BMI BRITISH MIDLAND	S	26	0	9	77	19	0	0	4	0	18	67	19	60
	SYRIANAIR	S	14	0	0	50	21	21	7	0	0	21	56	20	18
<b>TOTAL DAMASCUS</b>			<b>40</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>20</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>19</b>	<b>78</b>
<b>TOTAL SYRIA</b>			<b>40</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>20</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>19</b>	<b>78</b>
<b>TAIWAN</b>															
TAIPEI	CHINA AIRLINES	S	18	0	0	61	22	17	0	0	0	13	62	15	26
	EVA AIR	S	58	0	0	84	10	3	2	0	0	7	73	11	60
<b>TOTAL TAIPEI</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>13</b>	<b>86</b>
<b>TOTAL TAIWAN</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>13</b>	<b>86</b>
<b>TANZANIA</b>															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	34	0	0	65	12	9	12	3	0	27	92	4	26
<b>TOTAL DAR-ES-SALAAM</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>9</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>92</b>	<b>4</b>	<b>26</b>
<b>TOTAL TANZANIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>9</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>92</b>	<b>4</b>	<b>26</b>
<b>THAILAND</b>															
BANGKOK SUVARNABHUMI	THAI AIRWAYS INTERNATIONAL	S	120	0	0	82	15	3	1	0	0	8	74	11	120
<b>TOTAL BANGKOK SUVARNABHUMI</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>11</b>	<b>120</b>
<b>TOTAL THAILAND</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>11</b>	<b>120</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

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			Actual (7)	Plan (8)											
<b>TUNISIA</b>															
TUNIS	TUNISAIR	S	33	0	1	6	3	42	48	0	0	78	13	57	32
TOTAL TUNIS			33	0	1	6	3	42	48	0	0	78	13	57	32
TOTAL TUNISIA			33	0	1	6	3	42	48	0	0	78	13	57	32
<b>TURKEY</b>															
BODRUM (MILAS)	BRITISH AIRWAYS PLC	C	8	0	0	75	13	13	0	0	0	13	0	0	0
TOTAL BODRUM (MILAS)			8	0	0	75	13	13	0	0	0	13	0	0	0
DALAMAN	BMI BRITISH MIDLAND	C	16	0	0	50	19	6	25	0	0	38	63	13	8
TOTAL DALAMAN			16	0	0	50	19	6	25	0	0	38	63	13	8
ISTANBUL	BMI BRITISH MIDLAND	C	2	0	0	0	50	50	0	0	0	29	0	0	0
	BRITISH AIRWAYS PLC	S	180	0	0	74	16	7	3	0	0	11	68	16	180
	THY TURK HAVA YOLLARI TURKIS	S	264	0	0	73	17	8	2	0	0	11	54	21	264
TOTAL ISTANBUL			446	0	0	73	17	8	2	0	0	11	60	19	444
TOTAL TURKEY			470	0	0	73	17	8	3	0	0	12	60	19	452
<b>TURKMENISTAN</b>															
ASHKhabAD	TURKMENISTAN AIRLINES	S	16	0	0	38	25	19	19	0	0	36	44	25	16
TOTAL ASHKhabAD			16	0	0	38	25	19	19	0	0	36	44	25	16
TOTAL TURKMENISTAN			16	0	0	38	25	19	19	0	0	36	44	25	16
<b>TURKS AND CAICOS ISLANDS</b>															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	8	0	0	88	13	0	0	0	0	5	75	28	8
TOTAL PROVIDENCIALES			8	0	0	88	13	0	0	0	0	5	75	28	8
TOTAL TURKS AND CAICOS ISLANDS			8	0	0	88	13	0	0	0	0	5	75	28	8
<b>UGANDA</b>															
ENTEBBE	BRITISH AIRWAYS PLC	S	42	0	0	64	19	10	2	0	5	76	81	13	42
TOTAL ENTEBBE			42	0	0	64	19	10	2	0	5	76	81	13	42
TOTAL UGANDA			42	0	0	64	19	10	2	0	5	76	81	13	42
<b>UKRAINE</b>															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	104	0	0	77	17	3	2	1	0	11	82	8	87
TOTAL KIEV (BORISPOL)			104	0	0	77	17	3	2	1	0	11	82	8	87
TOTAL UKRAINE			104	0	0	77	17	3	2	1	0	11	82	8	87
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	180	0	0	84	8	3	3	2	0	13	84	9	180
TOTAL ABU DHABI INTERNATIONAL			180	0	0	84	8	3	3	2	0	13	84	9	180
DUBAI	BRITISH AIRWAYS PLC	S	120	0	0	78	18	3	1	0	0	8	81	8	120
	EMIRATES	S	300	0	0	66	17	11	6	0	0	16	56	21	300
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	78	17	5	0	0	0	7	77	10	60
TOTAL DUBAI			480	0	0	71	18	8	4	0	0	13	65	16	480

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>660</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>14</b>	<b>660</b>
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	BMI BRITISH MIDLAND	S	326	0	0	82	11	4	3	0	0	8	84	7	327
	BRITISH AIRWAYS PLC	S	394	0	0	70	14	12	5	0	0	14	77	13	396
<b>TOTAL ABERDEEN</b>			<b>720</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>10</b>	<b>723</b>
<b>BELFAST CITY (GEORGE BEST)</b>	BMI BRITISH MIDLAND	S	334	0	2	74	13	10	3	0	0	12	77	12	352
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>334</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>12</b>	<b>352</b>
<b>BELFAST INTERNATIONAL</b>	AER LINGUS	S	238	0	0	79	12	3	5	0	0	11	68	17	232
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>17</b>	<b>232</b>
<b>EDINBURGH</b>	BMI BRITISH MIDLAND	S	421	0	0	76	14	7	3	0	0	12	81	8	377
	BRITISH AIRWAYS PLC	S	543	0	1	70	13	13	4	0	0	15	74	13	604
<b>TOTAL EDINBURGH</b>			<b>964</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>11</b>	<b>982</b>
<b>GLASGOW</b>	BRITISH AIRWAYS PLC	S	446	0	0	67	16	10	8	0	0	17	74	13	492
<b>TOTAL GLASGOW</b>			<b>446</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>11</b>	<b>862</b>
<b>MANCHESTER</b>	BMI BRITISH MIDLAND	S	353	0	1	73	12	9	5	0	0	13	81	9	353
	BRITISH AIRWAYS PLC	S	440	0	0	77	12	7	5	0	0	12	73	13	440
<b>TOTAL MANCHESTER</b>			<b>793</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>11</b>	<b>793</b>
<b>NEWCASTLE</b>	BRITISH AIRWAYS PLC	S	334	0	0	75	11	10	4	0	0	12	74	13	336
<b>TOTAL NEWCASTLE</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>13</b>	<b>336</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3829</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>12</b>	<b>4280</b>
<b>USA</b>															
<b>ATLANTA</b>	BRITISH AIRWAYS PLC	S	60	0	0	80	12	5	3	0	0	12	75	36	60
	DELTA AIRLINES	S	94	1	0	80	13	7	0	0	0	7	80	9	60
<b>TOTAL ATLANTA</b>			<b>154</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>23</b>	<b>120</b>
<b>BALTIMORE</b>	BRITISH AIRWAYS PLC	S	56	0	1	86	7	4	2	2	0	14	83	9	60
<b>TOTAL BALTIMORE</b>			<b>56</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>9</b>	<b>60</b>
<b>BOSTON</b>	AMERICAN AIRLINES	S	177	0	2	85	9	3	2	0	0	7	86	8	178
	BRITISH AIRWAYS PLC	S	180	0	0	76	13	7	4	1	0	14	79	13	180
	DELTA AIRLINES	S	116	0	0	86	8	3	2	1	0	8	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	88	7	2	3	0	0	8	78	12	60
<b>TOTAL BOSTON</b>			<b>533</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>11</b>	<b>418</b>
<b>CHICAGO (O'HARE)</b>	AMERICAN AIRLINES	S	240	0	0	77	10	9	3	1	0	13	78	14	238
	BRITISH AIRWAYS PLC	S	120	0	0	76	10	8	4	2	1	19	78	12	120
	UNITED AIRLINES	S	179	0	1	78	8	6	5	2	0	17	89	6	181
	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	91	3	2	3	0	0	7	92	2	25
<b>TOTAL CHICAGO (O'HARE)</b>			<b>597</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>11</b>	<b>564</b>
<b>DALLAS/FORT WORTH</b>	AMERICAN AIRLINES	S	170	0	0	62	18	15	5	1	0	19	64	23	169
	BRITISH AIRWAYS PLC	S	60	0	0	82	12	7	0	0	0	7	82	10	60
<b>TOTAL DALLAS/FORT WORTH</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>19</b>	<b>229</b>
<b>DENVER INTERNATIONAL</b>	BRITISH AIRWAYS PLC	S	60	0	0	73	17	7	3	0	0	12	62	15	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 DENVER INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>11</b>	120
DETROIT	DELTA AIRLINES	S	86	0	0	93	6	1	0	0	0	3	90	4	60
<b>TOTAL DETROIT</b>			<b>86</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>3</b>	<b>90</b>	<b>4</b>	60
HOUSTON	BRITISH AIRWAYS PLC	S	120	0	0	83	13	3	1	0	0	7	77	17	120
	CONTINENTAL AIRLINES	S	120	0	0	83	3	4	7	3	0	17	83	14	120
<b>TOTAL HOUSTON</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>16</b>	240
LAS VEGAS	BRITISH AIRWAYS PLC	S	60	0	0	75	13	5	7	0	0	16	63	23	60
<b>TOTAL LAS VEGAS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>23</b>	60
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	60	0	0	67	12	12	8	2	0	23	80	7	60
	BRITISH AIRWAYS PLC	S	180	0	0	65	19	12	3	0	0	15	59	20	180
	UNITED AIRLINES	S	60	0	0	73	7	10	10	0	0	17	85	11	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	120	0	0	78	13	4	5	0	0	12	73	10	120
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>420</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>14</b>	420
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	60	0	0	57	28	12	2	2	0	20	71	12	69
	BRITISH AIRWAYS PLC	S	120	0	0	59	26	13	1	1	0	17	68	26	120
	DELTA AIRLINES	S	52	0	0	90	4	2	4	0	0	7	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	90	10	0	0	0	0	4	88	6	60
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>292</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>18</b>	249
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	60	0	0	92	7	2	0	0	0	4	88	6	60
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>6</b>	60
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	232	1	0	78	10	8	3	1	0	12	70	19	292
	BRITISH AIRWAYS PLC	S	420	0	0	69	16	10	4	0	0	15	78	14	358
	DELTA AIRLINES	S	180	0	0	77	10	9	2	1	1	15	63	21	142
	KUWAIT AIRWAYS	S	26	0	0	69	12	8	12	0	0	19	58	29	26
	VIRGIN ATLANTIC AIRWAYS LTD	S	181	0	0	75	11	8	6	0	0	13	71	17	180
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1039</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>17</b>	998
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	178	0	0	86	11	1	2	1	0	8	75	13	171
	CONTINENTAL AIRLINES	S	300	0	0	79	11	5	4	1	0	12	81	14	240
	VIRGIN ATLANTIC AIRWAYS LTD	S	119	0	1	84	7	4	5	0	0	10	84	9	120
<b>TOTAL NEW YORK (NEWARK)</b>			<b>597</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>12</b>	531
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	120	0	0	82	10	6	3	0	0	9	77	10	120
	US AIRWAYS	S	60	0	0	85	10	3	2	0	0	8	88	5	60
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>9</b>	180
PHOENIX	BRITISH AIRWAYS PLC	S	51	0	0	55	20	25	0	0	0	18	64	13	50
<b>TOTAL PHOENIX</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>13</b>	50
RALEIGH	AMERICAN AIRLINES	S	60	0	0	80	17	0	2	2	0	10	87	6	60
<b>TOTAL RALEIGH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>17</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>6</b>	60
SAN DIEGO	BRITISH AIRWAYS PLC	S	60	0	0	62	20	10	2	3	3	62	0	0	0
<b>TOTAL SAN DIEGO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>62</b>	<b>0</b>	<b>0</b>	0
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	120	0	0	67	16	11	5	2	0	19	63	24	120
	UNITED AIRLINES	S	120	0	0	73	7	10	10	0	0	18	88	10	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	78	15	3	3	0	0	9	80	11	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 SAN FRANCISCO			300	0	0	72	12	9	7	1	0	17	76	16	300
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	60	0	0	73	15	8	3	0	0	13	57	38	60
TOTAL SEATTLE (TACOMA)			60	0	0	73	15	8	3	0	0	13	57	38	60
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	179	0	1	73	16	8	3	1	0	12	75	16	180
	UNITED AIRLINES	S	237	1	3	79	9	7	3	1	1	19	88	6	179
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	87	10	2	0	2	0	8	80	10	60
TOTAL WASHINGTON (DULLES)			476	1	4	78	12	7	3	1	0	15	81	11	419
TOTAL USA			5611	4	9	77	12	7	3	1	0	14	77	14	5198
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	18	0	0	11	28	22	39	0	0	54	19	36	16
TOTAL TASHKENT			18	0	0	11	28	22	39	0	0	54	19	36	16
TOTAL UZBEKISTAN			18	0	0	11	28	22	39	0	0	54	19	36	16
<b>ZAMBIA</b>															
LUSAKA	BRITISH AIRWAYS PLC	S	26	0	0	85	12	4	0	0	0	6	81	14	26
TOTAL LUSAKA			26	0	0	85	12	4	0	0	0	6	81	14	26
TOTAL ZAMBIA			26	0	0	85	12	4	0	0	0	6	81	14	26
TOTAL HEATHROW			40305	14	60	73	14	9	4	0	0	14	72	15	39775

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	237	0	0	89	7	3	1	1	0	7	94	4	237
TOTAL ANTWERP			<b>237</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>4</b>	<b>237</b>
TOTAL BELGIUM			<b>237</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>4</b>	<b>237</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	66	0	0	67	15	15	3	0	0	17	86	6	66
TOTAL BILLUND			<b>66</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>6</b>	<b>66</b>
COPENHAGEN	BA CITYFLYER LTD	S	90	0	0	81	13	3	1	1	0	11	94	6	33
TOTAL COPENHAGEN			<b>90</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>10</b>	<b>89</b>
TOTAL DENMARK			<b>156</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>8</b>	<b>155</b>
<b>FRANCE</b>															
AVIGNON	CITY JET	S	8	0	0	88	13	0	0	0	0	5	0	0	0
TOTAL AVIGNON			<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>0</b>	<b>0</b>	<b>0</b>
BRIVE-LA-GAILLARDE	CITY JET	S	28	0	0	89	7	4	0	0	0	5	65	14	20
TOTAL BRIVE-LA-GAILLARDE			<b>28</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>5</b>	<b>65</b>	<b>14</b>	<b>20</b>
DEAUVILLE	VLM (BELGIUM)	S	34	0	0	94	6	0	0	0	0	2	100	1	32
TOTAL DEAUVILLE			<b>34</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>1</b>	<b>32</b>
NANTES	VLM (BELGIUM)	S	102	0	0	92	6	1	1	0	0	5	79	13	100
TOTAL NANTES			<b>102</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>13</b>	<b>100</b>
NICE	BA CITYFLYER LTD	S	58	0	0	74	12	7	7	0	0	16	77	17	57
TOTAL NICE			<b>58</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>17</b>	<b>57</b>
PARIS (ORLY)	VLM (BELGIUM)	S	287	0	0	91	5	2	2	0	0	5	86	7	169
TOTAL PARIS (ORLY)			<b>287</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>82</b>	<b>8</b>	<b>257</b>
PAU	CITY JET	S	26	0	0	92	0	0	8	0	0	9	0	0	0
TOTAL PAU			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOULON / HYERES	CITY JET	S	15	0	0	93	7	0	0	0	0	2	0	0	0
TOTAL TOULON / HYERES			<b>15</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>0</b>	<b>0</b>	<b>0</b>
TOTAL FRANCE			<b>558</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>10</b>	<b>466</b>
<b>GERMANY</b>															
FRANKFURT MAIN	BA CITYFLYER LTD	S	137	0	0	84	6	5	5	0	0	8	86	8	139
	LUFTHANSA CITY LINE	S	171	0	0	80	6	11	3	0	0	11	66	14	172
TOTAL FRANKFURT MAIN			<b>308</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>11</b>	<b>311</b>
MUNICH	LUFTHANSA CITY LINE	S	84	0	0	73	15	10	2	0	0	12	77	10	84
TOTAL MUNICH			<b>84</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>10</b>	<b>84</b>
TOTAL GERMANY			<b>392</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>11</b>	<b>395</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	232	0	0	90	5	3	2	0	0	5	90	6	309

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 DUBLIN			232	0	0	90	5	3	2	0	0	5	90	6	309
TOTAL IRISH REPUBLIC			232	0	0	90	5	3	2	0	0	5	90	6	309
ITALY															
FLORENCE	CITY JET	S	50	0	0	76	20	0	4	0	0	11	0	0	0
TOTAL FLORENCE			50	0	0	76	20	0	4	0	0	11	0	0	0
MILAN (LINATE)	CITY JET	S	93	1	0	89	6	1	3	0	0	7	82	8	95
TOTAL MILAN (LINATE)			93	1	0	89	6	1	3	0	0	7	82	8	95
TOTAL ITALY			143	1	0	85	11	1	3	0	0	8	83	8	143
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	192	0	0	96	4	1	0	0	0	3	86	8	194
	VLM (BELGIUM)	S	156	0	0	94	3	1	1	0	0	4	90	5	155
TOTAL LUXEMBOURG			348	0	0	95	3	1	1	0	0	3	88	7	349
TOTAL LUXEMBOURG			348	0	0	95	3	1	1	0	0	3	88	7	349
NETHERLANDS															
AMSTERDAM	BA CITYFLYER LTD	S	235	0	0	86	7	5	2	1	0	9	88	9	165
	CITY JET	S	366	0	0	89	5	2	3	0	0	7	88	6	425
TOTAL AMSTERDAM			601	0	0	88	6	3	2	0	0	8	88	7	590
EINDHOVEN	VLM (BELGIUM)	S	85	0	0	91	4	5	0	1	0	7	91	9	95
TOTAL EINDHOVEN			85	0	0	91	4	5	0	1	0	7	91	9	95
ROTTERDAM	VLM (BELGIUM)	S	368	0	0	92	3	3	1	1	0	5	91	6	384
TOTAL ROTTERDAM			368	0	0	92	3	3	1	1	0	5	91	6	384
TOTAL NETHERLANDS			1054	0	0	89	5	3	2	0	0	7	90	7	1069
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BA CITYFLYER LTD	S	24	0	0	71	17	13	0	0	0	12	0	0	0
TOTAL FARO			24	0	0	71	17	13	0	0	0	12	0	0	0
TOTAL PORTUGAL(EXCLUDING MADEIRA)			24	0	0	71	17	13	0	0	0	12	0	0	0
SPAIN															
BARCELONA	BA CITYFLYER LTD	S	59	0	0	73	8	8	10	0	0	16	64	25	55
TOTAL BARCELONA			59	0	0	73	8	8	10	0	0	16	64	25	55
IBIZA	BA CITYFLYER LTD	S	46	0	0	65	22	4	9	0	0	16	59	25	22
TOTAL IBIZA			46	0	0	65	22	4	9	0	0	16	59	25	22
MADRID	BA CITYFLYER LTD	S	95	0	0	84	9	5	1	0	0	6	51	29	92
TOTAL MADRID			95	0	0	84	9	5	1	0	0	6	51	29	92
MALAGA	BA CITYFLYER LTD	S	32	0	0	53	25	19	3	0	0	19	0	0	0
TOTAL MALAGA			32	0	0	53	25	19	3	0	0	19	0	0	0
PALMA DE MALLORCA	BA CITYFLYER LTD	S	28	0	0	68	18	0	14	0	0	15	41	45	22
TOTAL PALMA DE MALLORCA			28	0	0	68	18	0	14	0	0	15	41	45	22

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: LONDON CITY (Full Analysis)

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			Actual (7)	Plan (8)											
TOTAL SPAIN			260	0	0	73	14	7	6	0	0	13	54	29	191
SWEDEN															
STOCKHOLM (ARLANDA)	BA CITYFLYER LTD	S	93	0	0	89	6	2	2	0	0	7	0	0	0
TOTAL STOCKHOLM (ARLANDA)			93	0	0	89	6	2	2	0	0	7	0	0	0
TOTAL SWEDEN			93	0	0	89	6	2	2	0	0	7	0	0	0
SWITZERLAND															
BERNE	SKY WORK AG	S	94	0	4	90	5	2	2	0	0	7	0	0	0
TOTAL BERNE			94	0	4	90	5	2	2	0	0	7	0	0	0
GENEVA	SWISS AIRLINES	S	211	0	0	90	6	4	0	0	0	4	89	5	211
TOTAL GENEVA			211	0	0	90	6	4	0	0	0	4	88	6	259
ZURICH	BA CITYFLYER LTD	S	179	0	0	91	3	5	1	0	0	6	84	9	182
	SWISS AIRLINES	S	361	0	0	85	10	4	1	0	0	8	86	7	359
TOTAL ZURICH			540	0	0	87	8	4	1	0	0	7	85	8	541
TOTAL SWITZERLAND			845	0	4	88	7	4	1	0	0	6	87	7	904
UNITED KINGDOM															
DUNDEE	CITY JET	S	114	0	0	92	4	3	2	0	0	4	93	4	200
TOTAL DUNDEE			114	0	0	92	4	3	2	0	0	4	93	4	200
EDINBURGH	BA CITYFLYER LTD	S	370	0	0	89	5	3	2	1	0	7	87	6	347
	CITY JET	S	131	0	0	88	8	3	1	0	0	6	94	3	287
TOTAL EDINBURGH			501	0	0	89	6	3	2	1	0	7	90	5	634
GLASGOW	BA CITYFLYER LTD	S	221	0	0	92	3	3	2	0	0	4	85	8	175
TOTAL GLASGOW			221	0	0	92	3	3	2	0	0	4	85	8	175
ISLE OF MAN	AER ARANN	S	152	0	2	82	7	7	3	1	0	14	90	8	156
TOTAL ISLE OF MAN			152	0	2	82	7	7	3	1	0	14	90	8	156
JERSEY	BLUE ISLANDS LIMITED	S	94	0	0	90	2	3	4	0	0	7	0	0	0
TOTAL JERSEY			94	0	0	90	2	3	4	0	0	7	86	13	44
TOTAL UNITED KINGDOM			1082	0	2	89	5	3	2	0	0	7	90	6	1209
USA															
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	95	0	1	91	7	1	1	0	0	3	94	4	96
TOTAL NEW YORK (JF KENNEDY)			95	0	1	91	7	1	1	0	0	3	94	4	96
TOTAL USA			95	0	1	91	7	1	1	0	0	3	94	4	96
TOTAL LONDON CITY			5520	1	7	87	7	4	2	0	0	7	86	8	5523

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: LUTON (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BULGARIA</b>															
BURGAS	THOMSON AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	10	75	14	8
	WIZZ AIR	S	38	0	0	32	26	29	8	5	0	35	48	27	40
<b>TOTAL BURGAS</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>22</b>	<b>28</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>52</b>	<b>25</b>	<b>48</b>
SOFIA	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	WIZZ AIR	S	60	0	0	63	12	17	8	0	0	20	62	19	60
<b>TOTAL SOFIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>11</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>19</b>	<b>60</b>
VARNA	WIZZ AIR	S	24	0	0	54	29	8	4	4	0	27	80	8	20
<b>TOTAL VARNA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>29</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>80</b>	<b>8</b>	<b>20</b>
<b>TOTAL BULGARIA</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>19</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>61</b>	<b>19</b>	<b>128</b>
<b>CROATIA</b>															
DUBROVNIK	WIZZ AIR	S	10	0	0	60	0	0	20	20	0	72	83	7	12
<b>TOTAL DUBROVNIK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>72</b>	<b>83</b>	<b>7</b>	<b>12</b>
SPLIT	WIZZ AIR	S	12	0	0	92	0	8	0	0	0	6	94	4	16
<b>TOTAL SPLIT</b>			<b>12</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>6</b>	<b>94</b>	<b>4</b>	<b>16</b>
<b>TOTAL CROATIA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>36</b>	<b>74</b>	<b>15</b>	<b>62</b>
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	59	0	0	51	27	19	2	2	0	24	62	22	61
	THOMSON AIRWAYS LTD	C	8	0	0	50	25	0	13	13	0	49	60	19	10
<b>TOTAL LARNACA</b>			<b>67</b>	<b>2</b>	<b>0</b>	<b>51</b>	<b>27</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>62</b>	<b>21</b>	<b>71</b>
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	16	0	0	56	19	13	13	0	0	24	50	40	26
	THOMSON AIRWAYS LTD	C	16	0	0	31	25	6	38	0	0	48	39	25	18
<b>TOTAL PAPHOS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>9</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>45</b>	<b>34</b>	<b>44</b>
<b>TOTAL CYPRUS</b>			<b>99</b>	<b>2</b>	<b>0</b>	<b>48</b>	<b>25</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>56</b>	<b>26</b>	<b>115</b>
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	WIZZ AIR	S	34	0	0	79	18	3	0	0	0	6	0	0	0
<b>TOTAL BRNO (TURANY)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
PRAGUE	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	WIZZ AIR	S	104	0	0	85	10	3	2	1	0	9	64	24	55
<b>TOTAL PRAGUE</b>			<b>106</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>24</b>	<b>55</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>140</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>64</b>	<b>24</b>	<b>55</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	86	11	2	0	0	0	7	83	7	42
	THOMSON AIRWAYS LTD	S	9	1	0	67	11	0	22	0	0	24	38	25	8
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>53</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>10</b>	<b>50</b>
<b>TOTAL EGYPT</b>			<b>53</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>10</b>	<b>50</b>
<b>ESTONIA</b>															
TALLIN	RYANAIR	S	34	0	0	91	3	6	0	0	0	6	0	0	0

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			Actual (7)	Plan (8)											
TOTAL TALLIN			34	0	0	91	3	6	0	0	0	6	0	0	0
TOTAL ESTONIA			34	0	0	91	3	6	0	0	0	6	0	0	0
FRANCE															
BEZIERS	RYANAIR	S	34	0	0	82	18	0	0	0	0	6	77	8	22
TOTAL BEZIERS			34	0	0	82	18	0	0	0	0	6	77	8	22
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	76	0	0	91	8	1	0	0	0	4	71	14	62
TOTAL BORDEAUX			76	0	0	91	8	1	0	0	0	4	71	14	62
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	38	0	0	89	5	5	0	0	0	4	81	50	16
TOTAL MONTPELLIER			38	0	0	89	5	5	0	0	0	4	81	50	16
NICE	EASYJET AIRLINE COMPANY LTD	S	120	0	0	68	19	8	5	0	0	14	61	27	100
TOTAL NICE			122	6	0	66	20	8	6	0	0	15	61	27	100
NIMES	RYANAIR	S	60	0	0	95	2	3	0	0	0	3	73	10	56
TOTAL NIMES			60	0	0	95	2	3	0	0	0	3	73	10	56
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	156	0	0	80	9	6	4	1	0	13	54	26	146
TOTAL PARIS (CHARLES DE GAULLE)			156	1	0	80	9	6	4	1	0	13	54	26	146
TOTAL FRANCE			486	13	0	81	11	5	3	0	0	10	65	21	426
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	110	0	0	95	3	1	1	0	0	4	69	20	140
TOTAL BERLIN (SCHONEFELD)			110	1	0	95	3	1	1	0	0	4	69	20	140
COLOGNE BONN	XL GERMAN AIRLINES	C	2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL COLOGNE BONN			2	1	0	100	0	0	0	0	0	1	0	0	0
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	112	0	0	88	6	5	1	0	0	7	67	17	112
TOTAL DORTMUND			113	0	0	87	6	6	1	0	0	7	67	17	112
DUSSELDORF	AIR BERLIN	C	2	0	0	50	50	0	0	0	0	18	0	0	0
TOTAL DUSSELDORF			2	1	0	50	50	0	0	0	0	18	0	0	0
FRANKFURT MAIN	XL GERMAN AIRLINES	C	2	0	0	50	50	0	0	0	0	13	0	0	0
TOTAL FRANKFURT MAIN			2	1	0	50	50	0	0	0	0	13	0	0	0
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	52	0	0	92	4	0	4	0	0	6	75	17	56
TOTAL HAMBURG			52	0	0	92	4	0	4	0	0	6	75	17	56
TOTAL GERMANY			282	8	0	90	5	3	1	0	0	6	69	18	312
GIBRALTAR															
GIBRALTAR	MONARCH AIRLINES	S	94	0	0	57	28	11	3	1	0	19	53	30	62
TOTAL GIBRALTAR			94	0	0	57	28	11	3	1	0	19	53	30	62
TOTAL GIBRALTAR			94	0	0	57	28	11	3	1	0	19	53	30	62
GREECE															
ATHENS	OLYMPIC AIR	C	2	0	0	50	50	0	0	0	0	14	0	0	0
TOTAL ATHENS			2	0	0	50	50	0	0	0	0	14	0	0	0

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			Actual (7)	Plan (8)											
CORFU	MONARCH AIRLINES	S	9	0	0	100	0	0	0	0	0	0	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	70	30	0	0	0	0	8	88	4	8
<b>TOTAL CORFU</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>5</b>	<b>13</b>	
HERAKLION	THOMSON AIRWAYS LTD	C	8	0	0	50	25	0	25	0	31	75	13	8	
<b>TOTAL HERAKLION</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>31</b>	<b>75</b>	<b>13</b>	<b>8</b>	
KEFALLINIA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	75	7	8	
<b>TOTAL KEFALLINIA</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>75</b>	<b>7</b>	<b>8</b>	
RHODES	THOMSON AIRWAYS LTD	C	8	0	0	50	13	38	0	0	19	88	8	8	
<b>TOTAL RHODES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>88</b>	<b>8</b>	<b>8</b>	
SALONIKA	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	100	1	7	
<b>TOTAL SALONIKA</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>100</b>	<b>1</b>	<b>7</b>	
ZAKINTHOS	MONARCH AIRLINES	C	8	0	0	38	38	0	0	25	93	100	8	8	
	THOMSON AIRWAYS LTD	C	8	0	0	50	13	38	0	0	21	88	6	8	
<b>TOTAL ZAKINTHOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>19</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>94</b>	<b>7</b>	<b>16</b>	
<b>TOTAL GREECE</b>			<b>68</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>21</b>	<b>87</b>	<b>7</b>	<b>60</b>	
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	60	0	0	85	10	3	2	0	7	70	18	60	
	WIZZ AIR	S	180	0	0	69	17	6	5	1	24	65	20	170	
<b>TOTAL BUDAPEST</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>20</b>	<b>67</b>	<b>20</b>	<b>230</b>	
<b>TOTAL HUNGARY</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>20</b>	<b>67</b>	<b>20</b>	<b>230</b>	
<b>IRISH REPUBLIC</b>															
DUBLIN	RYANAIR	S	182	0	0	88	10	2	0	0	5	69	19	136	
<b>TOTAL DUBLIN</b>			<b>182</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>19</b>	<b>136</b>	
GALWAY	AER ARANN	S	36	0	0	69	19	0	11	0	16	83	11	131	
<b>TOTAL GALWAY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>11</b>	<b>131</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	34	0	0	65	18	12	6	0	14	71	11	34	
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>11</b>	<b>34</b>	
KERRY COUNTY	RYANAIR	S	60	0	0	93	3	3	0	0	3	93	4	60	
<b>TOTAL KERRY COUNTY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>4</b>	<b>60</b>	
WATERFORD	AER ARANN	S	36	0	0	75	14	3	3	0	30	91	4	106	
<b>TOTAL WATERFORD</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>4</b>	<b>106</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>348</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>11</b>	<b>467</b>	
<b>ISRAEL</b>															
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	60	0	0	58	20	13	8	0	19	44	45	48	
	EL AL	S	42	0	0	57	19	19	5	0	18	70	14	47	
<b>TOTAL TEL AVIV</b>			<b>102</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>29</b>	<b>97</b>	
<b>TOTAL ISRAEL</b>			<b>102</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>29</b>	<b>97</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>ITALY</b>															
BARI (PALESE)	MALMO AVIATION	C	2	0	0	0	50	50	0	0	0	43	0	0	0
TOTAL BARI (PALESE)			2	0	0	0	50	50	0	0	0	43	0	0	0
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	90	0	0	76	11	12	1	0	0	12	42	48	84
TOTAL MILAN (MALPENSA)			90	0	0	76	11	12	1	0	0	12	42	48	84
PISA	EASYJET AIRLINE COMPANY LTD	S	58	0	2	81	5	9	3	2	0	16	42	38	60
TOTAL PISA			58	1	2	81	5	9	3	2	0	16	42	38	60
TRAPANI	RYANAIR	S	26	0	0	96	4	0	0	0	0	4	42	35	26
TOTAL TRAPANI			26	0	0	96	4	0	0	0	0	4	42	35	26
TOTAL ITALY			178	27	2	79	9	10	2	1	0	12	42	42	170
<b>LATVIA</b>															
RIGA	WIZZ AIR	S	44	0	0	52	20	20	7	0	0	21	81	6	26
TOTAL RIGA			44	0	0	52	20	20	7	0	0	21	81	6	26
TOTAL LATVIA			44	0	0	52	20	20	7	0	0	21	81	6	26
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	26	0	0	85	8	0	8	0	0	11	88	4	26
TOTAL KAUNAS			26	0	0	85	8	0	8	0	0	11	88	4	26
VILNIUS	WIZZ AIR	S	44	0	0	86	14	0	0	0	0	5	0	0	0
TOTAL VILNIUS			44	0	0	86	14	0	0	0	0	5	0	0	0
TOTAL LITHUANIA			70	0	0	86	11	0	3	0	0	7	88	4	26
<b>MACEDONIA</b>															
SKOPJE	WIZZ AIR	S	26	0	0	62	15	8	15	0	0	23	0	0	0
TOTAL SKOPJE			26	0	0	62	15	8	15	0	0	23	0	0	0
TOTAL MACEDONIA			26	0	0	62	15	8	15	0	0	23	0	0	0
<b>MALTA</b>															
MALTA	RYANAIR	S	60	0	0	80	10	8	2	0	0	11	72	13	60
TOTAL MALTA			60	0	0	80	10	8	2	0	0	11	72	13	60
TOTAL MALTA			60	0	0	80	10	8	2	0	0	11	72	13	60
<b>MOROCCO</b>															
MARRAKESH	RYANAIR	S	34	0	0	88	6	6	0	0	0	6	53	26	34
TOTAL MARRAKESH			34	0	0	88	6	6	0	0	0	6	53	26	34
TOTAL MOROCCO			34	0	0	88	6	6	0	0	0	6	53	26	34
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	182	0	0	80	10	8	1	0	0	9	75	14	161
TOTAL AMSTERDAM			182	2	0	80	10	8	1	0	0	9	75	14	161
TOTAL NETHERLANDS			182	3	0	80	10	8	1	0	0	9	75	14	161

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: LUTON (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>POLAND</b>															
GDANSK	WIZZ AIR	S	120	0	0	76	18	5	2	0	0	11	81	8	114
<b>TOTAL GDANSK</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>8</b>	<b>114</b>
KATOWICE	WIZZ AIR	S	121	0	0	80	12	4	2	1	0	12	84	11	120
<b>TOTAL KATOWICE</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>11</b>	<b>120</b>
LODZ LUBLINEK	WIZZ AIR	S	16	0	1	88	13	0	0	0	0	5	0	0	0
<b>TOTAL LODZ LUBLINEK</b>			<b>16</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>13</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>
POZNAN	WIZZ AIR	S	54	0	0	87	11	2	0	0	0	5	76	13	54
<b>TOTAL POZNAN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>13</b>	<b>54</b>
RZESZOW	RYANAIR	S	16	0	0	100	0	0	0	0	0	3	39	21	18
<b>TOTAL RZESZOW</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>39</b>	<b>21</b>	<b>18</b>
WARSAW	WIZZ AIR	S	180	0	0	70	19	9	2	0	0	14	75	15	170
<b>TOTAL WARSAW</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>15</b>	<b>170</b>
WROCLAW	WIZZ AIR	S	44	0	0	70	18	7	5	0	0	16	77	8	48
<b>TOTAL WROCLAW</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>8</b>	<b>48</b>
<b>TOTAL POLAND</b>			<b>551</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>13</b>	<b>584</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	102	0	0	87	9	2	2	0	0	7	63	26	120
	MONARCH AIRLINES	S	60	0	0	78	17	2	3	0	0	11	63	18	41
	THOMSON AIRWAYS LTD	C	18	0	0	83	11	0	6	0	0	8	78	13	18
<b>TOTAL FARO</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>64</b>	<b>23</b>	<b>179</b>
LISBON	EASYJET AIRLINE COMPANY LTD	S	116	0	0	72	19	5	3	0	0	14	47	37	118
<b>TOTAL LISBON</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>47</b>	<b>37</b>	<b>118</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>296</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>29</b>	<b>300</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	50	32	8
<b>TOTAL FUNCHAL</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>32</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</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>32</b>	<b>8</b>
<b>REPUBLIC OF SERBIA</b>															
BELGRADE	WIZZ AIR	S	34	0	0	79	18	3	0	0	0	9	67	26	30
<b>TOTAL BELGRADE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>26</b>	<b>30</b>
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>26</b>	<b>30</b>
<b>ROMANIA</b>															
BACAU	BLUE AIR TRANSPORT AERIAN	S	28	1	0	86	11	0	4	0	0	8	96	5	26
<b>TOTAL BACAU</b>			<b>28</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>96</b>	<b>5</b>	<b>26</b>
BUCHAREST (BANEASA)	BLUE AIR TRANSPORT AERIAN	S	41	2	3	49	29	12	5	2	2	38	41	33	58
	WIZZ AIR	S	120	1	0	78	13	8	2	0	0	9	93	5	111

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 BUCHAREST (BANEASA)</b>			<b>161</b>	<b>3</b>	<b>3</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>75</b>	<b>15</b>	<b>169</b>
CLUJ NAPOCA	WIZZ AIR	S	48	0	0	81	10	6	2	0	0	10	71	17	58
<b>TOTAL CLUJ NAPOCA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>17</b>	<b>58</b>
TIMISOARA	WIZZ AIR	S	26	0	0	77	4	19	0	0	0	10	77	19	26
<b>TOTAL TIMISOARA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>4</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>19</b>	<b>26</b>
TIRGU MURES	WIZZ AIR	S	34	0	0	74	15	9	3	0	0	11	0	0	0
<b>TOTAL TIRGU MURES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ROMANIA</b>			<b>297</b>	<b>4</b>	<b>3</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>14</b>	<b>305</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	60	0	0	73	20	7	0	0	0	11	82	8	60
<b>TOTAL BRATISLAVA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>8</b>	<b>60</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>8</b>	<b>60</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	86	0	0	84	8	7	1	0	0	8	59	32	87
	MONARCH AIRLINES	S	56	0	0	75	13	7	5	0	0	15	65	27	34
<b>TOTAL ALICANTE</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>31</b>	<b>121</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	120	0	0	93	5	2	0	0	0	3	50	39	114
<b>TOTAL BARCELONA</b>			<b>120</b>	<b>2</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>39</b>	<b>114</b>
GERONA	RYANAIR	S	34	0	0	79	12	6	3	0	0	11	59	22	32
<b>TOTAL GERONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>22</b>	<b>32</b>
IBIZA	EASYJET AIRLINE COMPANY LTD	S	56	0	0	88	0	2	11	0	0	13	62	30	52
	THOMSON AIRWAYS LTD	C	17	0	0	100	0	0	0	0	0	3	67	15	18
<b>TOTAL IBIZA</b>			<b>73</b>	<b>4</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>26</b>	<b>70</b>
MADRID	EASYJET AIRLINE COMPANY LTD	S	150	0	0	85	9	5	0	1	0	9	40	40	142
<b>TOTAL MADRID</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>40</b>	<b>40</b>	<b>142</b>
MAHON	EASYJET AIRLINE COMPANY LTD	S	18	0	0	89	6	6	0	0	0	5	55	45	22
	MONARCH AIRLINES	S	26	0	0	92	8	0	0	0	0	6	65	18	26
	THOMSON AIRWAYS LTD	C	16	0	0	88	13	0	0	0	0	5	44	20	18
<b>TOTAL MAHON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>56</b>	<b>28</b>	<b>66</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	122	0	0	88	8	4	0	0	0	6	51	34	133
	MONARCH AIRLINES	S	68	0	0	72	22	6	0	0	0	11	48	38	44
	THOMSON AIRWAYS LTD	C	18	0	0	50	39	11	0	0	0	15	56	18	18
<b>TOTAL MALAGA</b>			<b>208</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>51</b>	<b>33</b>	<b>195</b>
MURCIA SAN JAVIER	RYANAIR	S	60	0	0	93	7	0	0	0	0	4	71	18	56
<b>TOTAL MURCIA SAN JAVIER</b>			<b>60</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>71</b>	<b>18</b>	<b>56</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	134	0	0	87	5	4	4	0	0	9	45	42	120
	MONARCH AIRLINES	S	58	0	0	60	24	12	3	0	0	16	50	26	32
	THOMSON AIRWAYS LTD	C	47	0	0	68	11	6	13	0	2	49	49	46	43
<b>TOTAL PALMA DE MALLORCA</b>			<b>239</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>47</b>	<b>40</b>	<b>195</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
REUS	RYANAIR	S	36	0	0	100	0	0	0	0	0	2	59	14	32
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	63	22	8
<b>TOTAL REUS</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>1</b>	<b>60</b>	<b>16</b>	<b>40</b>
<b>TOTAL SPAIN</b>			<b>1130</b>	<b>9</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>52</b>	<b>33</b>	<b>1031</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MONARCH AIRLINES	S	26	0	0	62	12	23	4	0	0	17	16	58	25
	RYANAIR	S	18	0	0	83	17	0	0	0	0	8	67	12	18
	THOMSON AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	13	75	9	8
<b>TOTAL ARRECIFE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>43</b>	<b>34</b>	<b>51</b>
FUERTEVENTURA	RYANAIR	S	16	0	0	81	19	0	0	0	0	9	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	80	20	10
<b>TOTAL FUERTEVENTURA</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>7</b>	<b>80</b>	<b>22</b>	<b>20</b>
LAS PALMAS	RYANAIR	S	18	0	0	78	17	6	0	0	0	8	69	16	16
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	28	75	13	8
<b>TOTAL LAS PALMAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>14</b>	<b>32</b>
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	70	0	1	60	27	9	4	0	0	15	64	23	67
	RYANAIR	S	26	0	0	96	4	0	0	0	0	2	88	10	16
	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	8	63	32	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>106</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>21</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>21</b>	<b>91</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>208</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>24</b>	<b>194</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	120	0	0	87	8	5	0	0	0	6	54	32	116
<b>TOTAL GENEVA</b>			<b>120</b>	<b>3</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>54</b>	<b>32</b>	<b>116</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	60	0	0	82	8	3	7	0	0	12	54	33	104
<b>TOTAL ZURICH</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>33</b>	<b>104</b>
<b>TOTAL SWITZERLAND</b>			<b>180</b>	<b>4</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>55</b>	<b>32</b>	<b>224</b>
<b>TUNISIA</b>															
ENFIDHA	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	7	0	0	0
<b>TOTAL ENFIDHA</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>7</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>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>12</b>	<b>8</b>
<b>TURKEY</b>															
ANTALYA	MONARCH AIRLINES	C	5	0	0	40	60	0	0	0	0	16	50	67	8
	THOMSON AIRWAYS LTD	C	17	0	0	82	6	12	0	0	0	7	76	16	17
<b>TOTAL ANTALYA</b>			<b>22</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>32</b>	<b>25</b>
BODRUM (MILAS)	MONARCH AIRLINES	S	26	0	0	50	23	12	8	8	0	39	72	38	18
	THOMSON AIRWAYS LTD	C	10	0	0	60	40	0	0	0	0	12	70	16	10
<b>TOTAL BODRUM (MILAS)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>28</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>74</b>	<b>27</b>	<b>31</b>
DALAMAN	MONARCH AIRLINES	C	8	0	0	25	13	25	38	0	0	51	75	23	8
	MONARCH AIRLINES	S	36	0	0	33	44	14	8	0	0	23	69	24	16
	THOMSON AIRWAYS LTD	C	27	0	0	67	11	19	0	4	0	23	64	17	25

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)
TOTAL DALAMAN			71	0	0	45	28	17	8	1	0	26	67	20	49
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	42	0	0	88	10	0	2	0	0	7	60	16	48
TOTAL ISTANBUL (SABIHA GOKCEN)			42	1	0	88	10	0	2	0	0	7	60	16	48
TOTAL TURKEY			171	2	0	61	22	10	5	2	0	20	67	22	153
UKRAINE															
KIEV (ZHULYANY)	WIZZ AIR	S	26	0	0	88	8	4	0	0	0	7	0	0	0
TOTAL KIEV (ZHULYANY)			26	1	0	88	8	4	0	0	0	7	0	0	0
TOTAL UKRAINE			26	3	0	88	8	4	0	0	0	7	65	29	26
UNITED KINGDOM															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	110	0	0	85	10	4	1	0	0	8	61	18	99
TOTAL ABERDEEN			110	0	0	85	10	4	1	0	0	8	61	18	99
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	146	0	0	86	8	3	3	0	0	8	0	0	0
TOTAL BELFAST INTERNATIONAL			146	0	0	86	8	3	3	0	0	8	0	0	0
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	170	0	0	92	5	2	1	0	0	4	80	13	158
TOTAL EDINBURGH			170	1	0	92	5	2	1	0	0	4	80	13	158
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	186	0	0	81	10	5	4	0	0	9	72	18	183
TOTAL GLASGOW			187	0	0	80	10	5	4	0	0	9	72	18	183
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	70	0	0	86	7	1	6	0	0	10	65	15	66
TOTAL INVERNESS			70	0	0	86	7	1	6	0	0	10	65	15	66
ISLE OF MAN	FLYBE LTD	S	60	0	0	87	3	2	8	0	0	11	83	6	58
TOTAL ISLE OF MAN			60	1	0	87	3	2	8	0	0	11	83	6	58
JERSEY	FLYBE LTD	S	42	0	0	86	2	5	7	0	0	14	81	8	42
TOTAL JERSEY			42	0	0	86	2	5	7	0	0	14	81	8	42
TOTAL UNITED KINGDOM			786	9	0	86	7	3	4	0	0	8	73	15	721
TOTAL LUTON			6451	135	7	79	12	6	3	0	0	12	66	21	6188

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	MONARCH AIRLINES	C	4	0	0	50	0	25	0	0	25	105	0	0	0	
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	2	100	2	5	
<b>TOTAL INNSBRUCK</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>40</b>	<b>100</b>	<b>2</b>	<b>5</b>	
SALZBURG	THOMSON AIRWAYS LTD	C	15	0	0	93	7	0	0	0	0	2	77	9	13	
<b>TOTAL SALZBURG</b>			<b>15</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>63</b>	<b>14</b>	<b>19</b>	
<b>TOTAL AUSTRIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>18</b>	<b>71</b>	<b>11</b>	<b>24</b>	
<b>BARBADOS</b>																
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	88	0	13	0	0	0	5	100	7	8	
<b>TOTAL BRIDGETOWN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>7</b>	<b>8</b>	
<b>TOTAL BARBADOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>7</b>	<b>8</b>	
<b>BELGIUM</b>																
ANTWERP	VLM (BELGIUM)	S	86	0	0	87	13	0	0	0	0	7	89	9	88	
<b>TOTAL ANTWERP</b>			<b>86</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>7</b>	<b>89</b>	<b>9</b>	<b>88</b>	
BRUSSELS	BRUSSELS AIRLINES	S	203	0	0	82	10	6	1	0	0	9	84	8	194	
	FLYBE LTD	S	94	0	0	76	12	9	4	0	0	14	80	11	94	
<b>TOTAL BRUSSELS</b>			<b>297</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>9</b>	<b>288</b>	
<b>TOTAL BELGIUM</b>			<b>383</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>10</b>	<b>84</b>	<b>9</b>	<b>376</b>	
<b>BULGARIA</b>																
BURGAS	BH AIR	C	26	0	0	58	27	15	0	0	0	17	79	10	24	
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	13	6	6	0	0	12	53	45	15	
	THOMSON AIRWAYS LTD	C	16	0	0	75	0	0	19	6	0	40	81	10	16	
<b>TOTAL BURGAS</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>76</b>	<b>18</b>	<b>63</b>	
SOFIA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	25	44	13	13	6	0	47	78	11	18	
<b>TOTAL SOFIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>44</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>47</b>	<b>78</b>	<b>11</b>	<b>18</b>	
VARNA	BH AIR	C	9	0	0	0	56	33	11	0	0	37	50	29	8	
<b>TOTAL VARNA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>50</b>	<b>29</b>	<b>8</b>	
<b>TOTAL BULGARIA</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>25</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>74</b>	<b>17</b>	<b>89</b>	
<b>CANADA</b>																
CALGARY	THOMAS COOK AIRLINES LTD	S	17	0	0	82	6	6	0	0	6	88	56	38	16	
<b>TOTAL CALGARY</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>56</b>	<b>38</b>	<b>16</b>	
TORONTO	AIR TRANSAT	S	54	0	0	89	4	6	2	0	0	6	0	0	0	
<b>TOTAL TORONTO</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>66</b>	<b>21</b>	<b>61</b>	
VANCOUVER	THOMAS COOK AIRLINES LTD	S	17	0	0	71	12	6	6	6	0	29	56	19	16	
<b>TOTAL VANCOUVER</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>29</b>	<b>56</b>	<b>19</b>	<b>16</b>	
<b>TOTAL CANADA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>62</b>	<b>24</b>	<b>93</b>	
<b>CAPE VERDE ISLANDS</b>																
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	16	0	0	56	6	19	6	13	0	44	38	24	8	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 BOA VISTA (RABIL)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>6</b>	<b>19</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>44</b>	<b>38</b>	<b>24</b>	<b>8</b>
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	38	25	38	0	0	0	24	80	10	10
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>80</b>	<b>10</b>	<b>10</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>37</b>	<b>61</b>	<b>17</b>	<b>18</b>
<b>CROATIA</b>															
DUBROVNIK	JET2.COM LTD	S	18	0	0	78	11	11	0	0	0	9	72	20	18
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	7	88	4	8
<b>TOTAL DUBROVNIK</b>			<b>27</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>77</b>	<b>16</b>	<b>26</b>
PULA	CROATIA AIRLINES	C	10	0	0	100	0	0	0	0	0	0	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	100	2	8
<b>TOTAL PULA</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>2</b>	<b>100</b>	<b>2</b>	<b>8</b>
SPLIT	JET2.COM LTD	S	8	0	0	25	25	25	13	13	0	62	0	52	8
<b>TOTAL SPLIT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>52</b>	<b>8</b>
<b>TOTAL CROATIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>20</b>	<b>42</b>
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	4	40	39	10
<b>TOTAL CUNAGUA (CAYO COCO)</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>40</b>	<b>39</b>	<b>10</b>
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	9	0	0	67	11	11	11	0	0	17	58	66	12
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	88	7	8
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>42</b>	<b>20</b>
SANTA CLARA	THOMAS COOK AIRLINES LTD	C	4	0	0	50	25	25	0	0	0	19	0	124	3
<b>TOTAL SANTA CLARA</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>19</b>	<b>0</b>	<b>124</b>	<b>3</b>
VARADERO	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	11	0	0	0	7	63	24	8
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	1	78	22	9
<b>TOTAL VARADERO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>23</b>	<b>17</b>
<b>TOTAL CUBA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>40</b>	<b>50</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	34	0	0	44	12	24	15	6	0	39	48	34	42
	FLY HELLAS	C	20	0	0	0	30	15	30	10	15	140	0	0	0
	JET2.COM LTD	S	8	0	0	0	13	50	25	13	0	69	0	0	0
	MONARCH AIRLINES	S	71	0	0	72	8	14	3	3	0	21	37	43	62
	THOMAS COOK AIRLINES LTD	C	34	1	0	41	35	18	0	6	0	28	50	21	26
	THOMSON AIRWAYS LTD	C	16	0	0	44	19	31	6	0	0	27	56	55	18
	TOR AIR	C	4	0	0	0	0	0	25	50	25	266	0	0	0
<b>TOTAL LARNACA</b>			<b>187</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>17</b>	<b>19</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>46</b>	<b>45</b>	<b>37</b>	<b>182</b>
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	68	1	0	71	15	12	3	0	0	12	23	59	52
	JET2.COM LTD	S	16	1	1	50	44	6	0	0	0	18	0	0	0
	MONARCH AIRLINES	S	29	0	0	62	28	10	0	0	0	11	0	0	0
	THOMAS COOK AIRLINES LTD	C	32	1	0	69	13	9	9	0	0	17	62	34	26
	THOMSON AIRWAYS LTD	C	33	0	0	52	24	9	6	9	0	36	58	43	36

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 PAPHOS			178	3	1	63	21	10	4	2	0	18	43	46	128
TOTAL CYPRUS			365	4	1	55	19	15	7	4	1	32	44	40	310
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	36	0	0	58	14	22	6	0	0	22	71	19	34
	JET2.COM LTD	S	44	0	0	55	18	27	0	0	0	19	30	35	44
TOTAL PRAGUE			80	0	0	56	16	25	3	0	0	20	58	22	113
TOTAL CZECH REPUBLIC			80	0	0	56	16	25	3	0	0	20	58	22	113
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	96	0	0	83	15	0	2	0	0	8	86	12	94
TOTAL BILLUND			96	0	0	83	15	0	2	0	0	8	86	12	94
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	52	0	0	100	0	0	0	0	0	2	64	36	50
	SAS	S	118	0	0	92	5	1	2	0	0	5	87	6	112
TOTAL COPENHAGEN			170	0	0	95	4	1	1	0	0	4	80	15	162
TOTAL DENMARK			266	0	0	91	8	0	2	0	0	6	82	14	256
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMAS COOK AIRLINES LTD	C	4	0	0	50	25	25	0	0	0	15	50	81	8
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	3	78	6	9
TOTAL PUERTO PLATA			13	0	0	85	8	8	0	0	0	7	65	41	17
PUNTA CANA	THOMAS COOK AIRLINES LTD	C	10	0	0	70	20	10	0	0	0	9	56	90	9
	THOMSON AIRWAYS LTD	C	17	0	0	82	6	6	6	0	0	10	83	10	18
TOTAL PUNTA CANA			27	0	0	78	11	7	4	0	0	10	74	37	27
TOTAL DOMINICAN REPUBLIC			40	0	0	80	10	8	3	0	0	9	70	38	44
<b>EGYPT</b>															
HURGHADA	THOMAS COOK AIRLINES LTD	C	18	0	0	67	6	17	11	0	0	17	35	120	17
	THOMSON AIRWAYS LTD	S	9	0	0	78	11	11	0	0	0	6	75	17	8
TOTAL HURGHADA			27	0	0	70	7	15	7	0	0	13	48	87	25
LUXOR	MONARCH AIRLINES	C	3	0	0	67	33	0	0	0	0	9	25	110	8
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	10	90	10	10
TOTAL LUXOR			11	0	0	73	27	0	0	0	0	9	61	54	18
MARSA ALAM	THOMSON AIRWAYS LTD	C	10	0	0	60	20	20	0	0	0	15	50	22	10
TOTAL MARSA ALAM			10	0	0	60	20	20	0	0	0	15	50	22	10
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	26	0	0	65	15	0	19	0	0	23	62	43	26
	MONARCH AIRLINES	C	18	0	0	39	39	11	11	0	0	24	83	9	18
	THOMAS COOK AIRLINES LTD	C	17	0	0	41	12	18	18	12	0	64	38	65	42
	THOMSON AIRWAYS LTD	S	52	1	0	75	12	8	6	0	0	14	69	18	42
TOTAL SHARM EL SHEIKH (OPHIRA)			113	1	0	62	17	8	12	2	0	25	58	38	145
TABA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	56	37	9
TOTAL TABA			8	0	0	100	0	0	0	0	0	2	56	37	9
TOTAL EGYPT			169	1	0	66	15	9	9	1	0	21	56	44	215

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			Actual (7)	Plan (8)												
<b>FINLAND</b>																
HELSINKI	FINNAIR	S	120	0	0	81	18	2	0	0	0	6	88	6	120	
TOTAL HELSINKI			120	0	0	81	18	2	0	0	0	6	81	10	154	
TOTAL FINLAND			120	0	0	81	18	2	0	0	0	6	81	10	154	
<b>FRANCE</b>																
BASTIA	EASYJET AIRLINE COMPANY LTD	S	6	0	0	83	17	0	0	0	0	7	80	11	5	
TOTAL BASTIA			6	0	0	83	17	0	0	0	0	7	80	11	5	
BERGERAC	FLYBE LTD	S	6	0	0	33	33	0	33	0	0	54	0	0	0	
TOTAL BERGERAC			6	0	0	33	33	0	33	0	0	54	0	0	0	
BORDEAUX	BMIBABY LTD	S	6	0	0	100	0	0	0	0	0	2	56	15	18	
TOTAL BORDEAUX			6	0	0	100	0	0	0	0	0	2	56	15	18	
BRIVE-LA-GAILLARDE	JET2.COM LTD	S	6	0	0	67	17	17	0	0	0	20	0	0	0	
TOTAL BRIVE-LA-GAILLARDE			6	0	0	67	17	17	0	0	0	20	0	0	0	
LYON	BMI REGIONAL	S	44	0	0	95	5	0	0	0	0	2	79	9	43	
TOTAL LYON			44	0	0	95	5	0	0	0	0	2	79	9	43	
MONTPELLIER	BMIBABY LTD	S	6	0	0	83	17	0	0	0	0	5	0	0	0	
TOTAL MONTPELLIER			6	0	0	83	17	0	0	0	0	5	0	0	0	
NANTES	FLYBE LTD	S	52	0	0	69	15	12	4	0	0	14	0	0	0	
TOTAL NANTES			52	0	0	69	15	12	4	0	0	14	0	0	0	
NICE	JET2.COM LTD	S	50	0	0	52	16	18	12	2	0	30	53	36	36	
TOTAL NICE			50	0	0	52	16	18	12	2	0	30	50	35	38	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	180	0	0	77	12	7	4	0	0	12	86	8	244	
	FLYBE LTD	S	206	0	0	83	6	6	5	0	0	12	69	20	150	
TOTAL PARIS (CHARLES DE GAULLE)			386	0	0	80	9	6	5	0	0	12	81	12	445	
PERPIGNAN	BMIBABY LTD	S	18	0	0	78	11	0	11	0	0	12	72	10	18	
TOTAL PERPIGNAN			18	0	0	78	11	0	11	0	0	12	72	10	18	
RENNES	FLYBE LTD	S	4	0	0	25	25	0	50	0	0	49	83	4	6	
TOTAL RENNES			4	0	0	25	25	0	50	0	0	49	83	4	6	
TARBES-LOURDES INTERNATIONAL	BMIBABY LTD	S	18	0	0	56	22	11	11	0	0	23	81	24	16	
TOTAL TARBES-LOURDES INTERNATIONAL			18	0	0	56	22	11	11	0	0	23	81	24	16	
TOULOUSE (BLAGNAC)	BMIBABY LTD	S	10	0	0	80	0	0	20	0	0	22	65	22	26	
TOTAL TOULOUSE (BLAGNAC)			10	0	0	80	0	0	20	0	0	22	67	22	27	
TOTAL FRANCE			612	0	6	76	10	7	6	0	0	14	77	14	624	
<b>GERMANY</b>																
COLOGNE BONN	GERMANWINGS	S	44	0	0	45	32	20	2	0	0	22	83	9	42	
TOTAL COLOGNE BONN			44	0	0	45	32	20	2	0	0	22	83	9	42	
DUSSELDORF	FLYBE LTD	S	142	0	0	72	17	10	1	0	0	11	81	9	154	
	LUFTHANSA CITY LINE	S	200	0	0	59	23	15	4	0	0	17	82	9	147	

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			Actual (7)	Plan (8)											
TOTAL DUSSELDORF			342	0	0	64	20	13	3	0	0	15	82	9	301
FRANKFURT MAIN	LUFTHANSA	S	240	0	0	54	25	13	8	0	0	22	72	13	240
TOTAL FRANKFURT MAIN			240	0	0	54	25	13	8	0	0	22	69	14	380
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	52	0	0	92	6	2	0	0	0	5	0	0	0
	LUFTHANSA CITY LINE	S	144	0	0	87	12	1	1	0	0	6	84	7	147
TOTAL HAMBURG			196	0	0	88	10	1	1	0	0	6	84	7	147
HANOVER	FLYBE LTD	S	60	0	0	73	8	10	8	0	0	14	78	17	60
TOTAL HANOVER			60	0	0	73	8	10	8	0	0	14	78	17	60
MUNICH	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	8	0	0	0
	BMIBABY LTD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	52	0	0	81	13	6	0	0	0	8	67	23	52
	JET2.COM LTD	C	4	0	0	75	25	0	0	0	0	6	0	0	0
	LUFTHANSA	S	172	0	0	72	20	6	2	0	0	12	81	10	170
	THOMAS COOK SCANDANAVIA	C	2	0	0	50	0	50	0	0	0	27	0	0	0
TOTAL MUNICH			234	0	0	74	18	6	1	0	0	11	77	13	222
PADERBORN	AIR BERLIN	S	13	0	2	77	0	0	23	0	0	27	69	14	26
TOTAL PADERBORN			13	0	2	77	0	0	23	0	0	27	69	14	26
STUTTGART	LUFTHANSA CITY LINE	S	52	0	0	88	8	4	0	0	0	6	78	7	50
TOTAL STUTTGART			52	0	0	88	8	4	0	0	0	6	78	7	50
TOTAL GERMANY			1181	0	2	69	18	9	3	0	0	14	77	12	1228
GIBRALTAR															
GIBRALTAR	MONARCH AIRLINES	S	36	0	0	53	22	6	19	0	0	30	34	56	32
TOTAL GIBRALTAR			36	0	0	53	22	6	19	0	0	30	34	56	32
TOTAL GIBRALTAR			36	0	0	53	22	6	19	0	0	30	34	56	32
GREECE															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	26	0	0	69	12	4	15	0	0	27	62	28	26
	FLY HELLAS	S	18	0	4	11	11	11	44	11	11	129	11	71	18
TOTAL ATHENS			44	0	4	45	11	7	27	5	5	68	41	46	44
CHANIA	MONARCH AIRLINES	C	8	0	0	63	13	25	0	0	0	18	88	9	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	88	2	8
	TOR AIR	C	8	0	0	75	25	0	0	0	0	7	0	0	0
TOTAL CHANIA			24	0	0	79	13	8	0	0	0	9	88	5	16
CORFU	EASYJET AIRLINE COMPANY LTD	S	26	0	0	81	8	0	12	0	0	14	21	67	24
	MONARCH AIRLINES	C	8	0	0	50	38	13	0	0	0	15	57	106	30
	THOMAS COOK AIRLINES LTD	C	16	0	0	100	0	0	0	0	0	1	61	16	23
	THOMSON AIRWAYS LTD	C	40	1	0	60	8	8	15	3	8	61	65	58	26
	TOR AIR	C	15	0	0	67	13	7	7	0	7	39	0	0	0
TOTAL CORFU			105	1	0	71	10	5	10	1	4	33	51	65	103
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	27	1	0	59	7	19	7	7	0	40	44	62	25
	JET2.COM LTD	S	8	0	0	63	38	0	0	0	0	12	88	5	8
	MONARCH AIRLINES	C	8	0	0	63	13	25	0	0	0	13	52	49	33

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				Actual (7)	Plan (8)										
HERAKLION	THOMAS COOK AIRLINES LTD	C	31	0	0	81	3	3	10	3	0	21	56	44	34
	THOMSON AIRWAYS LTD	C	29	0	0	45	10	21	24	0	0	38	76	47	29
<b>TOTAL HERAKLION</b>			<b>103</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>10</b>	<b>14</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>59</b>	<b>47</b>	<b>129</b>
KALAMATA	THOMAS COOK AIRLINES LTD	C	8	0	0	13	0	38	50	0	0	80	63	8	8
<b>TOTAL KALAMATA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>63</b>	<b>8</b>	<b>8</b>
KAVALA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	100	2	8	
<b>TOTAL KAVALA</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>100</b>	<b>2</b>	<b>8</b>	
KEFALLINIA	BMI BRITISH MIDLAND	C	16	0	0	13	13	31	38	0	6	92	88	22	16
	THOMAS COOK AIRLINES LTD	C	16	0	0	63	19	19	0	0	14	69	53	16	
	THOMSON AIRWAYS LTD	C	33	0	0	45	27	15	6	6	0	33	73	15	33
<b>TOTAL KEFALLINIA</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>22</b>	<b>20</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>43</b>	<b>75</b>	<b>26</b>	<b>65</b>
KOS	JET2.COM LTD	S	8	0	0	38	25	13	25	0	0	33	50	19	10
	THOMAS COOK AIRLINES LTD	C	25	0	0	44	16	8	8	20	4	86	71	39	21
	THOMSON AIRWAYS LTD	C	23	0	0	52	13	30	4	0	0	22	64	15	28
	TOR AIR	C	13	0	0	31	15	38	0	15	0	54	0	0	0
<b>TOTAL KOS</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>16</b>	<b>22</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>52</b>	<b>70</b>	<b>27</b>	<b>87</b>
MIKONOS	THOMSON AIRWAYS LTD	C	10	0	0	60	20	10	10	0	0	17	88	8	8
<b>TOTAL MIKONOS</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>17</b>	<b>88</b>	<b>8</b>	<b>8</b>
MYTILINI	MONARCH AIRLINES	C	8	0	0	75	0	0	25	0	0	31	75	23	8
	THOMSON AIRWAYS LTD	C	10	0	0	30	30	10	10	20	0	72	90	5	10
<b>TOTAL MYTILINI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>6</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>54</b>	<b>83</b>	<b>13</b>	<b>18</b>
PREVEZA	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	14	0	68	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	10	88	5	8
	THOMSON AIRWAYS LTD	C	8	0	0	25	13	13	50	0	0	59	38	53	8
	TOR AIR	C	10	0	0	30	10	30	10	20	0	79	0	0	0
<b>TOTAL PREVEZA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>15</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>43</b>	<b>47</b>	<b>34</b>	<b>32</b>
RHODES	JET2.COM LTD	S	8	0	0	38	25	13	25	0	0	32	80	9	10
	MONARCH AIRLINES	C	8	0	0	38	13	25	0	0	25	138	38	33	26
	THOMAS COOK AIRLINES LTD	C	18	0	0	67	11	11	0	0	11	57	64	53	22
	THOMSON AIRWAYS LTD	C	33	0	0	64	9	15	9	3	0	24	64	19	36
<b>TOTAL RHODES</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>12</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>6</b>	<b>47</b>	<b>59</b>	<b>30</b>	<b>94</b>
SALONIKA	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	0	13	13	0	57	63	10	8
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	28	75	11	8
<b>TOTAL SALONIKA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>43</b>	<b>69</b>	<b>11</b>	<b>16</b>
SAMOS	THOMSON AIRWAYS LTD	C	9	0	0	44	33	0	0	22	0	55	78	6	9
<b>TOTAL SAMOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>55</b>	<b>78</b>	<b>6</b>	<b>9</b>
SKIATHOS	MONARCH AIRLINES	C	10	0	0	40	40	20	0	0	0	22	44	45	16
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	33	82	9	
	THOMSON AIRWAYS LTD	C	18	0	0	61	22	11	0	6	0	31	63	25	16
<b>TOTAL SKIATHOS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>49</b>	<b>45</b>	<b>41</b>
THIRA (SANTORINI)	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	13	0	25	0	69	25	166	8
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	10	63	28	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 THIRA (SANTORINI)			16	0	0	63	13	13	0	13	0	40	50	77	24
ZAKINTHOS	MONARCH AIRLINES	C	10	0	0	60	10	10	10	10	0	45	62	17	26
	THOMAS COOK AIRLINES LTD	C	41	0	0	41	10	20	22	7	0	53	67	21	36
	THOMSON AIRWAYS LTD	C	33	0	0	58	9	18	15	0	0	26	48	37	27
TOTAL ZAKINTHOS			85	0	0	49	9	18	19	5	0	42	60	25	89
TOTAL GREECE			716	2	4	56	13	13	12	4	2	40	61	37	791
HUNGARY															
BUDAPEST	JET2.COM LTD	S	59	0	1	80	3	8	7	2	0	17	37	45	54
TOTAL BUDAPEST			59	0	1	80	3	8	7	2	0	17	37	45	54
TOTAL HUNGARY			59	0	1	80	3	8	7	2	0	17	37	45	54
ICELAND															
KEFLAVIK	ICELANDAIR	S	34	0	0	88	6	0	6	0	0	8	82	11	38
TOTAL KEFLAVIK			34	0	0	88	6	0	6	0	0	8	82	11	38
TOTAL ICELAND			34	0	0	88	6	0	6	0	0	8	82	11	38
IRISH REPUBLIC															
CORK	AER ARANN	S	120	0	0	81	6	3	3	7	0	22	0	0	0
TOTAL CORK			120	0	0	81	6	3	3	7	0	22	82	8	51
DUBLIN	AER LINGUS	S	174	1	1	87	6	3	3	0	0	9	81	8	196
	CITY JET	C	2	0	0	50	50	0	0	0	0	15	33	13	3
	RYANAIR	S	180	0	0	89	6	4	2	0	0	6	76	12	144
TOTAL DUBLIN			356	1	1	88	6	4	3	0	0	8	78	10	347
GALWAY	AER ARANN	S	59	0	0	69	5	14	2	10	0	33	85	7	60
TOTAL GALWAY			59	0	0	69	5	14	2	10	0	33	85	7	60
IRELAND WEST(KNOCK)	BMIBABY LTD	S	40	0	0	85	10	0	5	0	0	10	70	15	44
TOTAL IRELAND WEST(KNOCK)			40	0	0	85	10	0	5	0	0	10	70	15	44
KERRY COUNTY	AER ARANN	S	36	0	1	75	17	3	6	0	0	11	68	13	34
TOTAL KERRY COUNTY			36	0	1	75	17	3	6	0	0	11	68	13	34
SHANNON	AER ARANN	S	112	0	0	96	3	0	2	0	0	3	93	9	60
TOTAL SHANNON			112	0	0	96	3	0	2	0	0	3	93	9	60
WATERFORD	AER ARANN	S	36	0	0	94	0	0	0	6	0	22	95	3	44
TOTAL WATERFORD			36	0	0	94	0	0	0	6	0	22	95	3	44
TOTAL IRISH REPUBLIC			759	1	2	86	6	3	3	2	0	12	81	9	640
ISLE OF CURACAO NETH.ANTILLES															
ARUBA	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	9	50	21	8
TOTAL ARUBA			8	0	0	75	13	13	0	0	0	9	50	21	8
TOTAL ISLE OF CURACAO NETH.ANTILLES			8	0	0	75	13	13	0	0	0	9	50	21	8
ISRAEL															
TEL AVIV	JET2.COM LTD	S	18	0	0	28	28	22	11	6	6	65	28	32	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 TEL AVIV			18	0	0	28	28	22	11	6	6	65	28	32	18
TOTAL ISRAEL			18	0	0	28	28	22	11	6	6	65	28	32	18
ITALY															
CAGLIARI (ELMAS)	BA CITYFLYER LTD	C	7	0	0	100	0	0	0	0	0	0	38	19	8
TOTAL CAGLIARI (ELMAS)			7	0	0	100	0	0	0	0	0	0	38	19	8
CATANIA (FONTANAROSSA)	THOMSON AIRWAYS LTD	C	8	0	0	38	38	13	13	0	0	25	50	98	8
TOTAL CATANIA (FONTANAROSSA)			8	0	0	38	38	13	13	0	0	25	50	98	8
MILAN (MALPENSA)	FLYBE LTD	S	60	0	0	73	13	5	5	3	0	20	53	21	60
TOTAL MILAN (MALPENSA)			60	0	0	73	13	5	5	3	0	20	53	21	60
NAPLES	ALITALIA (CAI)	C	6	0	0	17	17	0	67	0	0	76	0	0	0
	BLUE PANORAMA	C	2	0	0	0	0	0	100	0	0	88	0	0	0
	MISTRAL AIR	C	2	0	0	100	0	0	0	0	0	13	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	20	0	0	0	12	63	10	8
	THOMSON AIRWAYS LTD	C	28	0	0	75	14	4	7	0	0	16	63	19	24
TOTAL NAPLES			48	0	0	65	13	6	17	0	0	26	63	16	32
PISA	JET2.COM LTD	S	40	0	0	50	33	8	8	3	0	23	30	25	30
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	3	100	2	8
TOTAL PISA			48	0	0	56	29	6	6	2	0	20	45	20	38
ROME (FIUMICINO)	JET2.COM LTD	S	60	0	0	78	10	3	8	0	0	15	48	28	60
	THOMSON AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	12	0	0	0
TOTAL ROME (FIUMICINO)			63	0	0	76	11	5	8	0	0	16	49	28	61
VENICE	FLYBE LTD	C	7	0	0	57	43	0	0	0	0	11	63	22	8
	JET2.COM LTD	S	52	0	0	60	15	13	8	0	4	37	44	33	32
	THOMSON AIRWAYS LTD	C	15	0	0	80	20	0	0	0	0	5	100	5	8
TOTAL VENICE			74	0	0	64	19	9	5	0	3	28	54	26	52
VERONA VILLAFRANCA	FLYBE LTD	C	7	0	0	71	0	0	29	0	0	32	57	46	7
	THOMSON AIRWAYS LTD	C	22	0	0	64	5	23	9	0	0	23	48	62	33
TOTAL VERONA VILLAFRANCA			29	0	0	66	3	17	14	0	0	25	50	59	40
TOTAL ITALY			337	0	0	67	16	7	8	1	1	22	51	30	301
JAMAICA															
MONTEGO BAY	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	11	75	14	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	88	5	8
TOTAL MONTEGO BAY			16	0	0	88	0	13	0	0	0	6	81	9	16
TOTAL JAMAICA			16	0	0	88	0	13	0	0	0	6	81	9	16
KENYA															
MOMBASA	THOMSON AIRWAYS LTD	C	10	0	0	20	50	10	20	0	0	36	33	67	9
TOTAL MOMBASA			10	0	0	20	50	10	20	0	0	36	33	67	9
TOTAL KENYA			10	0	0	20	50	10	20	0	0	36	33	67	9

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	THOMSON AIRWAYS LTD	C	9	0	0	67	22	11	0	0	0	13	50	97	10
TOTAL MALE INTERNATIONAL			9	0	0	67	22	11	0	0	0	13	50	97	10
TOTAL MALDIVE ISLANDS			9	0	0	67	22	11	0	0	0	13	50	97	10
<b>MALTA</b>															
MALTA	AIR MALTA	S	52	0	0	71	17	8	4	0	0	15	48	27	60
	EASYJET AIRLINE COMPANY LTD	S	44	0	0	86	7	7	0	0	0	6	66	16	44
	THOMAS COOK AIRLINES LTD	C	18	0	0	72	22	6	0	0	0	6	94	3	16
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	10	100	1	9
TOTAL MALTA			122	0	0	77	13	8	2	0	0	10	63	19	131
TOTAL MALTA			122	0	0	77	13	8	2	0	0	10	63	19	131
<b>MEXICO</b>															
CANCUN	THOMAS COOK AIRLINES LTD	C	24	0	0	83	8	4	4	0	0	8	82	43	11
	THOMSON AIRWAYS LTD	C	35	9	0	91	9	0	0	0	0	4	52	37	27
TOTAL CANCUN			59	9	0	88	8	2	2	0	0	6	55	36	47
TOTAL MEXICO			59	9	0	88	8	2	2	0	0	6	55	36	47
<b>MOROCCO</b>															
AGADIR	THOMSON AIRWAYS LTD	S	8	0	0	88	0	13	0	0	0	6	25	23	8
TOTAL AGADIR			8	0	0	88	0	13	0	0	0	6	56	16	18
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	17	0	0	71	18	0	12	0	0	20	54	39	26
	THOMSON AIRWAYS LTD	S	18	0	0	44	17	11	22	6	0	48	56	26	16
TOTAL MARRAKESH			35	0	0	57	17	6	17	3	0	34	55	34	42
TOTAL MOROCCO			43	0	0	63	14	7	14	2	0	29	55	29	60
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	112	0	0	83	15	1	1	0	0	6	0	0	0
	KLM	S	348	0	0	81	13	5	1	0	0	9	85	9	190
	KLM CITYHOPPER	S	12	0	0	100	0	0	0	0	0	2	86	8	110
TOTAL AMSTERDAM			472	0	0	82	13	4	1	0	0	8	85	9	300
TOTAL NETHERLANDS			472	1	0	82	13	4	1	0	0	8	85	9	301
<b>NORWAY</b>															
OSLO (GARDERMOEN)	JET TIME	C	2	0	0	0	100	0	0	0	0	24	0	0	0
	SAS	S	44	0	0	93	2	5	0	0	0	5	88	7	32
	SAS	C	2	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL OSLO (GARDERMOEN)			51	0	0	84	8	8	0	0	0	7	88	7	32
TOTAL NORWAY			51	0	0	84	8	8	0	0	0	7	88	7	32
<b>PAKISTAN</b>															
ISLAMABAD	AIR BLUE	S	26	0	0	12	15	23	42	8	0	82	47	48	34
	PAKISTAN INTL AIRLINES	S	44	0	0	34	16	20	20	5	5	69	50	19	36
TOTAL ISLAMABAD			70	0	0	26	16	21	29	6	3	74	49	33	70

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				Actual (7)	Plan (8)										
KARACHI	PAKISTAN INTL AIRLINES	S	8	0	0	25	38	25	13	0	0	41	22	63	9
<b>TOTAL KARACHI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>22</b>	<b>63</b>	<b>9</b>
LAHORE	PAKISTAN INTL AIRLINES	S	23	0	0	35	13	30	4	9	9	83	48	64	21
<b>TOTAL LAHORE</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>13</b>	<b>30</b>	<b>4</b>	<b>9</b>	<b>9</b>	<b>83</b>	<b>48</b>	<b>64</b>	<b>21</b>
<b>TOTAL PAKISTAN</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>17</b>	<b>24</b>	<b>22</b>	<b>6</b>	<b>4</b>	<b>73</b>	<b>46</b>	<b>42</b>	<b>100</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
AZORES PONTA DELGADA	SATA	S	8	0	0	100	0	0	0	0	0	1	50	44	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>1</b>	<b>50</b>	<b>44</b>	<b>8</b>
FARO	JET2.COM LTD	S	52	0	0	60	19	10	12	0	0	20	48	24	52
	MONARCH AIRLINES	S	104	0	0	78	8	9	6	0	0	14	48	44	98
	RYANAIR	S	52	0	0	85	6	8	2	0	0	8	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	100	0	0	0	0	0	1	65	12	20
	THOMSON AIRWAYS LTD	C	18	0	0	89	6	6	0	0	0	5	85	15	26
<b>TOTAL FARO</b>			<b>242</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>55</b>	<b>32</b>	<b>196</b>
LISBON	AIR PORTUGAL	S	46	0	0	48	37	4	11	0	0	23	0	0	0
	BMIBABY LTD	S	16	0	0	75	25	0	0	0	0	9	69	15	16
	BMIBABY LTD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	THY TURK HAVA YOLLARI TURKIS	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL LISBON</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>31</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>15</b>	<b>16</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>317</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>31</b>	<b>220</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	JET2.COM LTD	S	18	0	0	89	6	6	0	0	0	7	75	6	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	4	88	9	8
	THOMSON AIRWAYS LTD	C	17	0	0	88	0	0	12	0	0	10	81	29	16
<b>TOTAL FUNCHAL</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>18</b>	<b>32</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>18</b>	<b>32</b>
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	120	0	0	71	17	13	0	0	0	10	85	7	60
<b>TOTAL DOHA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>7</b>	<b>60</b>
<b>TOTAL QATAR</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>7</b>	<b>60</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	60	0	0	93	3	2	2	0	0	4	87	6	60
<b>TOTAL SINGAPORE</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>87</b>	<b>6</b>	<b>60</b>
<b>TOTAL SINGAPORE</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>87</b>	<b>6</b>	<b>60</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	14	0	0	71	21	7	0	0	0	12	80	9	15
<b>TOTAL LJUBLJANA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>9</b>	<b>15</b>
<b>TOTAL SLOVENIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>9</b>	<b>15</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>SPAIN</b>															
<b>ALICANTE</b>	EASYJET AIRLINE COMPANY LTD	S	50	0	0	88	6	0	6	0	0	8	60	27	48
	JET2.COM LTD	S	78	0	0	79	9	6	4	1	0	14	50	49	52
	MONARCH AIRLINES	S	96	0	0	63	20	7	8	0	2	27	44	44	90
	RYANAIR	S	78	0	0	92	8	0	0	0	0	3	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	13	0	0	0	13	53	38	70	16
	THOMSON AIRWAYS LTD	C	29	0	0	90	0	7	3	0	0	8	50	29	26
<b>TOTAL ALICANTE</b>			<b>347</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>49</b>	<b>42</b>	232
<b>ALMERIA</b>	MONARCH AIRLINES	S	34	0	0	85	3	0	12	0	0	17	54	35	26
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	0	3	44	39	9
<b>TOTAL ALMERIA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>51</b>	<b>36</b>	35
<b>BARCELONA</b>	MONARCH AIRLINES	S	60	0	0	80	3	8	5	3	0	19	53	39	59
	THOMSON AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	15	0	0	0
<b>TOTAL BARCELONA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>5</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>51</b>	<b>36</b>	71
<b>BILBAO</b>	EASYJET AIRLINE COMPANY LTD	S	26	0	0	96	4	0	0	0	0	2	0	0	0
<b>TOTAL BILBAO</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>2</b>	<b>0</b>	<b>0</b>	0
<b>GERONA</b>	THOMSON AIRWAYS LTD	C	16	0	0	63	13	0	0	13	13	136	60	23	15
<b>TOTAL GERONA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>136</b>	<b>60</b>	<b>23</b>	15
<b>IBIZA</b>	JET2.COM LTD	S	52	0	0	62	17	13	8	0	0	18	44	39	54
	MONARCH AIRLINES	S	43	0	0	56	19	9	16	0	0	26	46	50	50
	THOMAS COOK AIRLINES LTD	C	45	0	0	67	2	7	22	0	2	41	57	70	28
	THOMSON AIRWAYS LTD	C	42	0	0	81	7	5	2	5	0	21	72	11	43
<b>TOTAL IBIZA</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>12</b>	<b>9</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>54</b>	<b>40</b>	175
<b>MADRID</b>	RYANAIR	S	34	0	0	79	6	6	9	0	0	13	0	0	0
<b>TOTAL MADRID</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	0
<b>MAHON</b>	EASYJET AIRLINE COMPANY LTD	S	26	0	0	81	8	4	8	0	0	16	68	12	22
	MONARCH AIRLINES	S	54	0	0	67	15	11	4	0	4	32	42	54	50
	THOMAS COOK AIRLINES LTD	C	25	0	0	92	0	4	4	0	0	6	57	43	23
	THOMSON AIRWAYS LTD	C	52	0	0	83	6	4	8	0	0	14	59	28	51
<b>TOTAL MAHON</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>54</b>	<b>37</b>	146
<b>MALAGA</b>	EASYJET AIRLINE COMPANY LTD	S	52	0	0	85	13	2	0	0	0	6	26	44	42
	JET2.COM LTD	S	60	0	0	65	23	12	0	0	0	13	40	43	42
	MONARCH AIRLINES	S	114	0	0	65	20	8	5	2	0	21	34	67	116
	THOMSON AIRWAYS LTD	C	36	0	0	86	11	3	0	0	0	8	76	11	34
<b>TOTAL MALAGA</b>			<b>262</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>40</b>	<b>51</b>	234
<b>MURCIA SAN JAVIER</b>	JET2.COM LTD	S	64	0	0	72	13	11	3	2	0	18	66	32	56
<b>TOTAL MURCIA SAN JAVIER</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>32</b>	56
<b>PALMA DE MALLORCA</b>	BMIBABY LTD	S	18	0	0	72	17	11	0	0	0	11	0	0	0
	CSA CZECH AIRLINES	C	8	0	0	0	0	63	38	0	0	59	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	42	0	0	86	12	2	0	0	0	7	0	0	0
	JET2.COM LTD	S	73	1	1	51	27	7	11	4	0	34	32	45	50
	MONARCH AIRLINES	S	120	0	0	48	23	17	12	2	0	31	31	76	106
	RYANAIR	S	42	0	0	50	26	19	0	5	0	29	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	C	88	1	0	65	14	13	9	0	0	18	53	40	59
	THOMSON AIRWAYS LTD	C	140	0	0	61	18	7	9	4	1	32	51	44	140
<b>TOTAL PALMA DE MALLORCA</b>			<b>531</b>	<b>2</b>	<b>1</b>	<b>58</b>	<b>19</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>43</b>	<b>53</b>	<b>355</b>
REUS	JET2.COM LTD	S	16	0	0	69	31	0	0	0	8	31	72	16	
	THOMAS COOK AIRLINES LTD	C	26	0	0	88	4	4	4	0	7	57	22	23	
	THOMSON AIRWAYS LTD	C	26	0	0	77	8	12	4	0	12	63	21	24	
<b>TOTAL REUS</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>52</b>	<b>34</b>	<b>63</b>	
<b>TOTAL SPAIN</b>			<b>1794</b>	<b>2</b>	<b>1</b>	<b>70</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>21</b>	<b>48</b>	<b>44</b>	<b>1390</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	10	0	0	80	10	10	0	0	0	10	71	22	17
	MONARCH AIRLINES	S	61	0	0	70	11	13	2	3	0	18	48	37	61
	THOMAS COOK AIRLINES LTD	C	35	0	0	69	9	6	17	0	0	21	37	83	30
	THOMSON AIRWAYS LTD	C	28	0	0	64	11	11	7	7	0	32	50	52	18
<b>TOTAL ARRECIFE</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>48</b>	<b>48</b>	<b>126</b>
FUERTEVENTURA	MONARCH AIRLINES	S	16	0	0	31	38	19	13	0	0	33	44	35	18
	THOMAS COOK AIRLINES LTD	C	24	1	0	71	0	4	25	0	0	27	59	17	27
	THOMSON AIRWAYS LTD	C	16	0	0	50	13	25	0	0	13	63	78	8	18
<b>TOTAL FUERTEVENTURA</b>			<b>56</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>39</b>	<b>61</b>	<b>18</b>	<b>69</b>
LAS PALMAS	JET2.COM LTD	S	8	0	0	38	38	0	25	0	0	27	63	16	8
	MONARCH AIRLINES	S	20	0	0	65	5	30	0	0	0	14	0	176	16
	THOMAS COOK AIRLINES LTD	C	18	1	0	89	6	6	0	0	0	5	44	32	9
	THOMSON AIRWAYS LTD	C	25	0	0	76	12	4	0	8	0	28	54	21	26
<b>TOTAL LAS PALMAS</b>			<b>71</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>39</b>	<b>64</b>	<b>59</b>
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	43	0	0	93	5	2	0	0	0	3	32	44	50
	JET2.COM LTD	S	25	1	0	84	12	4	0	0	0	7	63	25	27
	MONARCH AIRLINES	S	81	0	0	46	32	17	5	0	0	20	30	63	76
	RYANAIR	S	34	0	0	82	6	0	12	0	0	19	0	0	0
	THOMAS COOK AIRLINES LTD	C	42	0	0	57	19	10	14	0	0	25	36	82	44
	THOMSON AIRWAYS LTD	C	43	0	0	79	7	2	7	5	0	29	63	38	32
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>268</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>40</b>	<b>54</b>	<b>229</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>529</b>	<b>3</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>46</b>	<b>48</b>	<b>491</b>
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	96	0	0	80	11	5	1	2	0	12	94	3	96
	EASYJET AIRLINE COMPANY LTD	S	26	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL GOTEBORG</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>94</b>	<b>3</b>	<b>96</b>
STOCKHOLM (ARLANDA)	SAS	S	94	0	0	84	10	3	3	0	0	9	98	3	88
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>94</b>	<b>0</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>97</b>	<b>3</b>	<b>89</b>
<b>TOTAL SWEDEN</b>			<b>216</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>9</b>	<b>95</b>	<b>3</b>	<b>185</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	BMI BRITISH MIDLAND	S	60	0	0	100	0	0	0	0	0	1	0	0	0
	HELLO	C	6	0	0	50	33	17	0	0	0	17	0	0	0
<b>TOTAL BASLE MULHOUSE</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>5</b>	<b>37</b>

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				Actual (7)	Plan (8)										
GENEVA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	85	5	7	3	0	0	9	40	28	50
<b>TOTAL GENEVA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>40</b>	<b>28</b>	<b>50</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	52	0	0	83	4	13	0	0	0	9	67	44	52
	HELVETIC AIRWAYS	S	52	0	0	69	21	10	0	0	0	12	0	0	0
	SWISS AIRLINES	S	128	0	0	66	22	12	0	0	0	13	69	13	180
<b>TOTAL ZURICH</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>20</b>	<b>232</b>
<b>TOTAL SWITZERLAND</b>			<b>358</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>20</b>	<b>319</b>
<b>TUNISIA</b>															
ENFIDHA	FLYBE LTD	C	8	0	0	63	13	25	0	0	0	20	0	0	0
	THOMAS COOK AIRLINES LTD	C	33	0	0	70	24	6	0	0	0	11	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	9	0	0	0
<b>TOTAL ENFIDHA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
JERBA	THOMAS COOK AIRLINES LTD	C	15	0	0	60	7	13	7	13	0	59	0	0	0
<b>TOTAL JERBA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>7</b>	<b>13</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>
MONASTIR	THOMSON AIRWAYS LTD	C	8	0	0	75	13	0	13	0	0	16	56	20	18
	TUNISAIR	S	8	0	0	0	25	13	13	25	25	172	0	0	0
<b>TOTAL MONASTIR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>19</b>	<b>6</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>94</b>	<b>44</b>	<b>34</b>	<b>54</b>
<b>TOTAL TUNISIA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>37</b>	<b>44</b>	<b>34</b>	<b>54</b>
<b>TURKEY</b>															
ANTALYA	MONARCH AIRLINES	S	24	0	0	63	17	4	17	0	0	24	25	46	16
	PEGASUS AIRLINES	S	8	0	0	50	25	13	13	0	0	32	43	23	7
	THOMAS COOK AIRLINES LTD	C	64	0	0	61	13	6	19	2	0	28	69	41	59
	THOMSON AIRWAYS LTD	C	27	0	0	70	11	11	4	4	0	25	71	26	17
<b>TOTAL ANTALYA</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>7</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>58</b>	<b>39</b>	<b>107</b>
BODRUM (MILAS)	JET2.COM LTD	S	16	0	0	69	6	13	0	13	0	39	0	0	0
	MONARCH AIRLINES	S	18	0	0	72	6	6	11	6	0	29	0	0	0
	ONUR AIR	C	16	0	0	81	13	0	6	0	0	10	85	9	26
	THOMAS COOK AIRLINES LTD	C	50	0	0	90	8	0	2	0	0	4	75	22	51
	THOMSON AIRWAYS LTD	C	43	0	0	65	21	7	7	0	0	14	68	31	41
<b>TOTAL BODRUM (MILAS)</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>25</b>	<b>135</b>
DALAMAN	BMI BRITISH MIDLAND	C	7	0	0	71	0	29	0	0	0	16	88	5	8
	EASYJET AIRLINE COMPANY LTD	S	43	0	0	63	14	14	9	0	0	21	48	28	44
	JET2.COM LTD	S	18	0	0	67	11	17	6	0	0	16	74	23	23
	MONARCH AIRLINES	C	60	0	0	72	20	7	2	0	0	11	62	51	55
	ONUR AIR	C	15	0	0	73	13	0	13	0	0	15	62	23	13
	PEGASUS AIRLINES	C	8	0	0	100	0	0	0	0	0	4	75	7	8
	THOMAS COOK AIRLINES LTD	C	118	0	0	68	8	11	9	4	0	30	63	31	124
	THOMSON AIRWAYS LTD	C	82	0	0	76	9	4	12	0	0	14	84	12	80
<b>TOTAL DALAMAN</b>			<b>351</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>26</b>	<b>380</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	60	0	0	43	28	10	18	0	0	32	18	46	60
<b>TOTAL ISTANBUL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>28</b>	<b>10</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>18</b>	<b>46</b>	<b>60</b>
ISTANBUL (SABIHA GOKCEN)	THY TURK HAVA YOLLARI TURKIS	C	2	0	0	100	0	0	0	0	0	0	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 ISTANBUL (SABIHA GOKCEN)</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>	0
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	16	0	0	56	13	19	0	13	0	37	48	47	29
	THOMSON AIRWAYS LTD	C	9	0	0	78	0	0	11	11	0	40	81	14	16
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>38</b>	<b>61</b>	<b>33</b>	49
<b>TOTAL TURKEY</b>			<b>704</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>30</b>	731
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	120	0	0	92	5	1	3	0	0	5	82	21	60
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>21</b>	60
DUBAI	EMIRATES	S	179	0	0	61	23	12	3	1	0	17	45	20	119
<b>TOTAL DUBAI</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>23</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>45</b>	<b>20</b>	119
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>299</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>57</b>	<b>20</b>	179
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	212	0	0	92	3	4	0	0	0	4	93	4	271
	EASTERN AIRWAYS	C	6	0	0	50	50	0	0	0	0	14	67	15	6
	FLYBE LTD	S	154	0	2	79	12	5	5	0	0	10	100	6	1
<b>TOTAL ABERDEEN</b>			<b>373</b>	<b>1</b>	<b>5</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>4</b>	278
BELFAST CITY (GEORGE BEST)	BMIBABY LTD	S	99	0	1	83	9	4	4	0	0	9	0	0	0
	FLYBE LTD	S	346	1	1	85	5	5	4	1	0	10	85	7	320
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>445</b>	<b>1</b>	<b>2</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>7</b>	320
CITY OF DERRY (EGLINTON)	FLYBE LTD	S	34	0	0	65	24	9	0	3	0	18	0	0	0
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	0
EDINBURGH	BMI REGIONAL	S	214	0	0	98	0	0	2	0	0	3	93	4	243
	FLYBE LTD	S	162	0	0	90	6	2	1	1	0	7	85	8	207
<b>TOTAL EDINBURGH</b>			<b>376</b>	<b>7</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>6</b>	450
EXETER	FLYBE LTD	S	96	0	0	72	9	13	6	0	0	17	91	7	95
<b>TOTAL EXETER</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>91</b>	<b>7</b>	95
GATWICK	BRITISH AIRWAYS PLC	S	236	0	0	61	21	11	6	0	0	18	72	13	300
	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	10	0	0	0
<b>TOTAL GATWICK</b>			<b>239</b>	<b>4</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>13</b>	300
GLASGOW	FLYBE LTD	S	136	0	0	85	7	1	6	1	0	12	94	5	198
<b>TOTAL GLASGOW</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>94</b>	<b>5</b>	200
GUERNSEY	AURIGNY AIR SERVICES	S	120	0	0	88	8	1	2	1	1	12	97	4	120
<b>TOTAL GUERNSEY</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>97</b>	<b>4</b>	148
HEATHROW	BMI BRITISH MIDLAND	S	353	0	4	71	12	11	6	0	0	15	80	10	353
	BRITISH AIRWAYS PLC	S	440	0	0	70	17	8	6	0	0	14	69	15	440
<b>TOTAL HEATHROW</b>			<b>795</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>13</b>	793
INVERNESS	FLYBE LTD	S	103	0	1	81	8	7	4	1	0	14	91	11	104
<b>TOTAL INVERNESS</b>			<b>103</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>91</b>	<b>11</b>	104
ISLE OF MAN	FLYBE LTD	S	256	0	1	85	8	2	4	0	0	9	91	5	264

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: MANCHESTER (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 ISLE OF MAN			256	0	1	85	8	2	4	0	0	9	91	5	264
JERSEY	BMIBABY LTD	S	46	0	2	89	7	0	4	0	0	7	80	14	60
	FLYBE LTD	S	75	0	0	83	4	7	7	0	0	12	82	12	82
TOTAL JERSEY			121	0	2	85	5	4	6	0	0	10	81	13	142
NEWCASTLE	EASTERN AIRWAYS	C	2	0	0	50	0	50	0	0	0	26	0	0	0
TOTAL NEWCASTLE			2	6	0	50	0	50	0	0	0	26	0	37	2
NEWQUAY	BMIBABY LTD	S	28	0	0	54	25	14	7	0	0	20	87	7	46
	EASTERN AIRWAYS	S	18	0	2	89	0	0	6	6	0	22	0	0	0
TOTAL NEWQUAY			46	0	2	67	15	9	7	2	0	21	84	9	76
NORWICH	FLYBE LTD	S	96	0	0	74	5	8	8	4	0	25	82	18	96
TOTAL NORWICH			97	0	0	73	6	8	8	4	0	25	82	18	96
SOUTHAMPTON	FLYBE LTD	S	228	0	0	77	8	7	7	1	0	16	78	14	251
TOTAL SOUTHAMPTON			228	0	0	77	8	7	7	1	0	16	78	14	251
STORNOWAY	EASTERN AIRWAYS	C	4	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL STORNOWAY			4	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL UNITED KINGDOM			3476	26	18	79	10	6	5	0	0	12	84	9	3798
USA															
ATLANTA	DELTA AIRLINES	S	60	0	0	95	0	3	2	0	0	4	64	27	61
TOTAL ATLANTA			60	0	0	95	0	3	2	0	0	4	64	27	61
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	78	5	10	3	3	0	18	80	22	60
TOTAL CHICAGO (O'HARE)			60	0	0	78	5	10	3	3	0	18	80	22	60
LAS VEGAS	THOMAS COOK AIRLINES LTD	C	9	0	0	44	56	0	0	0	0	14	80	6	10
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	78	11	6	6	0	0	12	0	0	0
TOTAL LAS VEGAS			27	0	0	67	26	4	4	0	0	13	80	6	10
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	60	0	1	77	3	17	3	0	0	13	70	24	60
	DELTA AIRLINES	S	20	0	0	100	0	0	0	0	0	2	80	11	61
	PAKISTAN INTL AIRLINES	S	13	0	0	31	31	23	15	0	0	37	31	46	13
TOTAL NEW YORK (JF KENNEDY)			93	0	1	75	6	14	4	0	0	14	71	20	134
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	92	1	0	82	4	5	9	0	0	13	86	6	120
TOTAL NEW YORK (NEWARK)			92	1	0	82	4	5	9	0	0	13	86	6	120
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	94	0	0	88	2	3	6	0	0	8	86	7	78
TOTAL ORLANDO			94	0	0	88	2	3	6	0	0	8	86	7	78
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	60	1	1	67	10	5	12	7	0	33	92	11	60
TOTAL PHILADELPHIA INTERNATIONAL			60	1	1	67	10	5	12	7	0	33	92	11	60
SANFORD	MONARCH AIRLINES	C	16	0	0	50	25	13	13	0	0	21	25	292	8
	THOMAS COOK AIRLINES LTD	C	27	0	0	63	22	0	11	4	0	29	83	36	23
	THOMSON AIRWAYS LTD	C	26	0	0	88	4	8	0	0	0	6	80	8	25
TOTAL SANFORD			69	0	0	70	16	6	7	1	0	19	73	60	56
TOTAL USA			555	2	2	79	7	7	6	1	0	15	79	19	579

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2010		
		CHARTER/ SCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			MATCHED	Actual (7)										
TOTAL MANCHESTER		14963	52	37	74	12	7	5	1	0	17	71	21	14401

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>															
SALZBURG	THOMSON AIRWAYS LTD	C	5	0	0	80	0	0	20	0	0	20	100	0	5
TOTAL SALZBURG			5	0	0	80	0	0	20	0	0	20	100	0	5
TOTAL AUSTRIA			5	0	0	80	0	0	20	0	0	20	100	0	5
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	144	0	0	89	6	3	2	0	0	7	91	5	144
TOTAL BRUSSELS			144	0	0	89	6	3	2	0	0	7	91	5	144
TOTAL BELGIUM			144	0	0	89	6	3	2	0	0	7	91	5	144
<b>BULGARIA</b>															
BURGAS	BH AIR	C	16	0	0	69	19	6	6	0	0	14	60	14	15
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL BURGAS			23	0	0	78	13	4	4	0	0	11	60	14	15
VARNA	BH AIR	C	7	0	0	0	14	71	14	0	0	46	50	28	8
TOTAL VARNA			7	0	0	0	14	71	14	0	0	46	50	28	8
TOTAL BULGARIA			30	0	0	60	13	20	7	0	0	19	57	19	23
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	8	0	0	100	0	0	0	0	0	1	70	40	10
TOTAL TORONTO			8	0	0	100	0	0	0	0	0	1	70	40	10
TOTAL CANADA			8	0	0	100	0	0	0	0	0	1	70	40	10
<b>CYPRUS</b>															
LARNACA	THOMAS COOK AIRLINES LTD	C	24	0	0	92	8	0	0	0	0	6	50	33	18
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	88	8	8
TOTAL LARNACA			32	0	0	91	9	0	0	0	0	6	65	22	34
PAPHOS	JET2.COM LTD	S	16	0	0	38	44	19	0	0	0	17	67	13	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	6	63	13	8
	THOMSON AIRWAYS LTD	C	16	0	0	44	13	31	13	0	0	28	33	48	18
TOTAL PAPHOS			40	0	0	48	25	23	5	0	0	19	52	27	44
TOTAL CYPRUS			72	0	0	67	18	13	3	0	0	13	58	25	78
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	18	0	0	89	11	0	0	0	0	5	0	0	0
TOTAL PRAGUE			18	0	0	89	11	0	0	0	0	5	0	0	0
TOTAL CZECH REPUBLIC			18	0	0	89	11	0	0	0	0	5	0	0	0
<b>DOMINICAN REPUBLIC</b>															
PUNTA CANA	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	13	13	0	48	78	66	9
TOTAL PUNTA CANA			8	0	0	75	0	0	13	13	0	48	78	66	9
TOTAL DOMINICAN REPUBLIC			8	0	0	75	0	0	13	13	0	48	78	66	9
<b>EGYPT</b>															

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: NEWCASTLE (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)											
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	0	13	0	0	16	95	5	20
	THOMSON AIRWAYS LTD	S	17	0	0	88	6	6	0	0	0	6	83	14	12
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</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>9</b>	<b>90</b>	<b>8</b>	<b>42</b>
<b>TOTAL EGYPT</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>9</b>	<b>90</b>	<b>8</b>	<b>42</b>
<b>FRANCE</b>															
LIMOGES	FLYBE LTD	S	6	0	0	83	17	0	0	0	4	83	6	6	
<b>TOTAL LIMOGES</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>6</b>	<b>6</b>	
NICE	EASYJET AIRLINE COMPANY LTD	S	26	0	0	81	12	8	0	0	9	65	21	20	
<b>TOTAL NICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>21</b>	<b>20</b>	
PARIS (CHARLES DE GAULLE)	BRIT AIR	S	162	0	0	90	6	4	1	0	6	79	11	164	
	EASYJET AIRLINE COMPANY LTD	S	40	0	0	90	5	5	0	0	5	52	36	50	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>17</b>	<b>214</b>	
TOULOUSE (BLAGNAC)	JET2.COM LTD	S	2	0	0	100	0	0	0	0	0	0	0	0	
<b>TOTAL TOULOUSE (BLAGNAC)</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>TOTAL FRANCE</b>			<b>236</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>17</b>	<b>240</b>	
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	69	0	0	72	10	12	6	0	14	63	17	96	
	LUFTHANSA CITY LINE	S	35	0	0	83	9	9	0	0	9	0	0	0	
<b>TOTAL DUSSELDORF</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>17</b>	<b>96</b>	
HANOVER	FLYBE LTD	S	16	0	0	81	13	6	0	0	8	73	17	26	
<b>TOTAL HANOVER</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>17</b>	<b>26</b>	
<b>TOTAL GERMANY</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>17</b>	<b>122</b>	
<b>GREECE</b>															
CORFU	JET2.COM LTD	S	8	0	0	88	0	0	0	13	0	30	100	3	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	6	0	0	11	0	26	88	4	16
	THOMSON AIRWAYS LTD	C	18	0	0	78	11	6	6	0	10	88	6	16	
<b>TOTAL CORFU</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>20</b>	<b>90</b>	<b>5</b>	<b>40</b>
HERAKLION	JET2.COM LTD	S	8	0	0	63	25	13	0	0	15	50	21	8	
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	25	25	0	33	25	29	8	
	THOMSON AIRWAYS LTD	C	10	0	0	70	10	0	0	20	0	59	100	3	10
<b>TOTAL HERAKLION</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>37</b>	<b>71</b>	<b>13</b>	<b>34</b>
KEFALLINIA	THOMAS COOK AIRLINES LTD	C	8	0	0	25	25	38	0	13	0	60	50	53	8
<b>TOTAL KEFALLINIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>60</b>	<b>50</b>	<b>53</b>	<b>8</b>
KOS	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	11	11	0	13	100	0	8	
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	13	13	0	15	100	1	10	
<b>TOTAL KOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>1</b>	<b>18</b>	
RHODES	JET2.COM LTD	S	8	0	0	38	25	13	0	25	0	78	80	7	10
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	31	0	0	0	9	57	17	7	
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	25	0	0	11	100	0	10	
<b>TOTAL RHODES</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>27</b>	<b>81</b>	<b>7</b>	<b>27</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)
SALONIKA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	100	0	3
<b>TOTAL SALONIKA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>0</b>	<b>3</b>
SKIATHOS	THOMAS COOK AIRLINES LTD	C	9	0	0	78	22	0	0	0	0	6	63	15	8
<b>TOTAL SKIATHOS</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>6</b>	<b>63</b>	<b>15</b>	<b>8</b>
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	18	0	0	78	11	6	6	0	0	11	83	21	18
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	5	63	14	8
<b>TOTAL ZAKINTHOS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>19</b>	<b>26</b>
<b>TOTAL GREECE</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>80</b>	<b>11</b>	<b>164</b>
<b>IRISH REPUBLIC</b>															
CORK	JET2.COM LTD	S	18	0	0	67	17	11	6	0	0	15	75	16	16
<b>TOTAL CORK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>16</b>	<b>16</b>
DUBLIN	RYANAIR	S	94	0	0	86	7	6	0	0	0	6	72	12	76
<b>TOTAL DUBLIN</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>12</b>	<b>76</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>12</b>	<b>92</b>
<b>ITALY</b>															
NAPLES	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	6	88	8	8
<b>TOTAL NAPLES</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>88</b>	<b>8</b>	<b>8</b>
PISA	JET2.COM LTD	S	8	0	0	75	13	13	0	0	0	13	17	41	6
<b>TOTAL PISA</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>13</b>	<b>17</b>	<b>41</b>	<b>6</b>
VERONA VILAFRANCA	THOMSON AIRWAYS LTD	C	14	0	0	86	7	7	0	0	0	7	38	22	16
	TOR AIR	C	2	0	0	50	50	0	0	0	0	16	0	0	0
<b>TOTAL VERONA VILAFRANCA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>38</b>	<b>22</b>	<b>16</b>
<b>TOTAL ITALY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>23</b>	<b>62</b>
<b>MALTA</b>															
MALTA	AIR MALTA	C	8	0	0	88	0	13	0	0	0	12	63	14	8
	EASYJET AIRLINE COMPANY LTD	S	16	0	0	94	6	0	0	0	0	2	75	17	16
<b>TOTAL MALTA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>16</b>	<b>24</b>
<b>TOTAL MALTA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>16</b>	<b>24</b>
<b>MEXICO</b>															
CANCUN	THOMSON AIRWAYS LTD	C	9	0	0	67	22	0	0	0	11	47	80	14	10
<b>TOTAL CANCUN</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>47</b>	<b>80</b>	<b>14</b>	<b>10</b>
<b>TOTAL MEXICO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>47</b>	<b>80</b>	<b>14</b>	<b>10</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM	S	52	0	0	79	17	4	0	0	0	8	92	5	120
	KLM CITYHOPPER	S	248	0	0	85	8	4	2	0	0	10	83	12	120
<b>TOTAL AMSTERDAM</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>9</b>	<b>240</b>
<b>TOTAL NETHERLANDS</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>9</b>	<b>240</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>NORWAY</b>															
BERGEN	EASTERN AIRWAYS	S	3	0	0	100	0	0	0	0	0	7	95	5	44
<b>TOTAL BERGEN</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>7</b>	<b>95</b>	<b>5</b>	<b>44</b>
RYGGE	RYANAIR	S	26	0	11	100	0	0	0	0	0	0	100	0	26
<b>TOTAL RYGGE</b>			<b>26</b>	<b>0</b>	<b>11</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>26</b>
STAVANGER	EASTERN AIRWAYS	S	39	0	1	95	3	3	0	0	0	3	98	2	44
	WIDEROE FLYVESELSKAP A/S	S	36	0	0	64	28	3	6	0	0	15	83	9	24
<b>TOTAL STAVANGER</b>			<b>75</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>4</b>	<b>68</b>
<b>TOTAL NORWAY</b>			<b>104</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>4</b>	<b>138</b>
<b>POLAND</b>															
KRAKOW	JET2.COM LTD	S	18	0	0	78	11	11	0	0	0	11	0	0	0
<b>TOTAL KRAKOW</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>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</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>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	42	0	0	100	0	0	0	0	0	1	57	35	60
	JET2.COM LTD	S	38	0	0	76	11	11	3	0	0	12	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	9	88	4	8
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	3	50	26	10
<b>TOTAL FARO</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>59</b>	<b>30</b>	<b>78</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>59</b>	<b>30</b>	<b>80</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	75	11	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>11</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>11</b>	<b>8</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	60	0	0	88	10	2	0	0	0	5	61	26	92
	JET2.COM LTD	S	48	0	0	85	8	6	0	0	0	7	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	13	6	13	0	0	22	38	32	8
	THOMSON AIRWAYS LTD	C	16	0	0	69	19	0	0	13	0	31	69	31	16
<b>TOTAL ALICANTE</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>27</b>	<b>116</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	44	0	0	82	7	7	5	0	0	9	71	21	58
<b>TOTAL BARCELONA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>21</b>	<b>58</b>
GERONA	RYANAIR	S	26	0	0	100	0	0	0	0	0	1	65	23	26
<b>TOTAL GERONA</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>65</b>	<b>23</b>	<b>26</b>
IBIZA	BA CITYFLYER LTD	C	7	0	0	71	29	0	0	0	0	7	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0	50	50	0	0	0	33	43	34	7
	JET2.COM LTD	S	32	0	0	59	25	9	6	0	0	21	44	32	16
	THOMAS COOK AIRLINES LTD	C	15	0	0	100	0	0	0	0	0	4	90	6	10
	THOMSON AIRWAYS LTD	C	27	0	0	89	0	7	4	0	0	9	86	10	22

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>83</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>13</b>	<b>68</b>	<b>19</b>	57
<b>MAHON</b>	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	100	7	4
	JET2.COM LTD	S	16	0	0	69	25	0	6	0	0	19	25	56	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	20	20	0	0	0	18	75	42	8
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	13	20	81	10
<b>TOTAL MAHON</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>44</b>	<b>54</b>	32
<b>MALAGA</b>	EASYJET AIRLINE COMPANY LTD	S	60	0	0	95	2	2	2	0	0	5	50	36	84
	JET2.COM LTD	S	48	0	0	79	19	2	0	0	0	8	56	25	34
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	8	38	23	8
<b>TOTAL MALAGA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>51</b>	<b>32</b>	126
<b>MURCIA SAN JAVIER</b>	JET2.COM LTD	S	52	0	0	62	21	13	0	4	0	20	52	31	44
<b>TOTAL MURCIA SAN JAVIER</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>53</b>	<b>32</b>	68
<b>PALMA DE MALLORCA</b>	EASYJET AIRLINE COMPANY LTD	S	60	0	0	90	8	0	2	0	0	5	50	44	96
	JET2.COM LTD	S	60	0	0	75	12	12	0	0	2	17	45	40	42
	THOMAS COOK AIRLINES LTD	C	31	0	0	74	10	0	13	3	0	32	63	33	16
	THOMSON AIRWAYS LTD	C	51	1	0	71	10	16	4	0	0	15	55	22	47
<b>TOTAL PALMA DE MALLORCA</b>			<b>202</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>51</b>	<b>37</b>	202
<b>REUS</b>	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	50	22	8
	THOMSON AIRWAYS LTD	C	16	0	0	81	6	0	13	0	0	18	50	24	16
<b>TOTAL REUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>23</b>	24
<b>TOTAL SPAIN</b>			<b>723</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>56</b>	<b>31</b>	709
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	JET2.COM LTD	S	18	0	0	83	6	11	0	0	0	11	33	24	18
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	1	89	3	9
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	4	78	8	9
<b>TOTAL ARRECIFE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>58</b>	<b>15</b>	36
<b>FUERTEVENTURA</b>	THOMAS COOK AIRLINES LTD	C	16	0	0	88	13	0	0	0	0	7	90	11	10
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>11</b>	10
<b>LAS PALMAS</b>	JET2.COM LTD	S	8	0	0	50	50	0	0	0	0	14	25	59	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	40	10	0	0	0	13	75	33	8
	THOMSON AIRWAYS LTD	C	8	0	0	38	50	13	0	0	0	16	75	13	8
<b>TOTAL LAS PALMAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>46</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>35</b>	24
<b>TENERIFE (SURREINA SOFIA)</b>	JET2.COM LTD	S	26	0	0	50	0	23	23	4	0	46	61	41	23
	THOMAS COOK AIRLINES LTD	C	26	0	0	58	12	8	19	4	0	39	81	14	16
	THOMSON AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	9	22	80	9
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>6</b>	<b>15</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>60</b>	<b>39</b>	48
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>29</b>	118
<b>TUNISIA</b>															
<b>MONASTIR</b>	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	23	75	14	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	88	5	8
<b>TOTAL MONASTIR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>9</b>	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 TUNISIA			16	0	0	88	0	0	13	0	0	13	78	9	18
TURKEY															
ANTALYA	THOMAS COOK AIRLINES LTD	C	18	0	0	83	6	0	6	0	6	28	81	9	16
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	40	67	20	9
TOTAL ANTALYA			26	0	0	81	4	0	12	0	4	32	76	13	25
BODRUM (MILAS)	THOMAS COOK AIRLINES LTD	C	17	0	0	88	0	0	12	0	0	10	81	32	16
	THOMSON AIRWAYS LTD	C	10	0	0	70	0	10	10	10	0	43	100	2	9
TOTAL BODRUM (MILAS)			27	0	0	81	0	4	11	4	0	22	89	16	37
DALAMAN	JET2.COM LTD	S	18	0	0	72	11	6	0	11	0	39	81	7	16
	ONUR AIR	C	7	0	0	86	14	0	0	0	0	10	61	14	23
	THOMAS COOK AIRLINES LTD	C	44	0	0	73	9	7	9	0	2	38	76	31	49
	THOMSON AIRWAYS LTD	C	26	0	0	73	4	8	15	0	0	24	64	18	25
TOTAL DALAMAN			95	0	0	74	8	6	8	2	1	32	73	20	121
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	0	13	0	0	20	75	72	8
TOTAL IZMIR (ADNAM MENDERES)			8	0	0	75	13	0	13	0	0	20	75	72	8
TOTAL TURKEY			156	0	0	76	6	4	10	2	1	30	76	21	191
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	60	0	0	70	18	12	0	0	0	12	65	20	60
TOTAL DUBAI			60	0	0	70	18	12	0	0	0	12	65	20	60
TOTAL UNITED ARAB EMIRATES			60	0	0	70	18	12	0	0	0	12	65	20	60
UNITED KINGDOM															
ABERDEEN	EASTERN AIRWAYS	S	178	0	0	86	7	3	4	0	0	8	96	3	178
TOTAL ABERDEEN			178	0	0	86	7	3	4	0	0	8	96	3	178
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	88	0	0	76	8	9	5	2	0	17	93	5	104
TOTAL BELFAST CITY (GEORGE BEST)			88	0	0	76	8	9	5	2	0	17	93	5	104
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	128	0	0	88	5	3	3	0	0	8	64	22	122
TOTAL BELFAST INTERNATIONAL			128	0	0	88	5	3	3	0	0	8	64	22	122
BIRMINGHAM	EASTERN AIRWAYS	S	118	1	6	96	3	1	1	0	0	3	96	2	129
TOTAL BIRMINGHAM			118	1	6	96	3	1	1	0	0	3	96	2	129
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	128	0	0	94	3	2	2	0	0	3	74	15	145
	FLYBE LTD	C	2	0	0	0	50	50	0	0	0	39	0	0	0
TOTAL BRISTOL			130	0	0	92	4	2	2	0	0	4	74	15	145
CARDIFF WALES	EASTERN AIRWAYS	S	98	0	2	88	7	1	4	0	0	7	89	5	87
TOTAL CARDIFF WALES			98	0	2	88	7	1	4	0	0	7	91	5	127
EXETER	FLYBE LTD	S	60	0	0	82	12	2	5	0	0	9	83	10	60
TOTAL EXETER			60	0	0	82	12	2	5	0	0	9	83	10	60
GATWICK	FLYBE LTD	S	188	0	0	85	8	4	2	1	0	10	83	12	212
TOTAL GATWICK			188	1	0	85	8	4	2	1	0	10	83	12	212
HEATHROW	BRITISH AIRWAYS PLC	S	334	0	0	74	13	10	4	0	0	13	71	15	335

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			Actual (7)	Plan (8)											
TOTAL HEATHROW			334	0	0	74	13	10	4	0	0	13	71	15	335
ISLE OF MAN	FLM AVIATION	S	10	0	0	100	0	0	0	0	0	0	100	1	44
	VANAIR EUROPE AS	S	4	0	0	0	0	75	25	0	0	46	0	0	0
TOTAL ISLE OF MAN			14	0	0	71	0	21	7	0	0	13	100	1	52
JERSEY	FLYBE LTD	S	42	0	0	60	26	5	5	5	0	28	95	3	42
TOTAL JERSEY			42	0	0	60	26	5	5	5	0	28	95	3	42
MANCHESTER	EASTERN AIRWAYS	C	2	0	0	50	0	50	0	0	0	22	0	0	0
TOTAL MANCHESTER			3	1	0	67	0	33	0	0	0	15	0	0	0
SOUTHAMPTON	FLYBE LTD	S	163	0	1	84	6	4	5	1	0	12	86	14	206
TOTAL SOUTHAMPTON			163	0	1	84	6	4	5	1	0	12	86	14	206
TOTAL UNITED KINGDOM			1544	3	9	83	8	5	3	0	0	10	83	11	1879
USA															
SANFORD	THOMSON AIRWAYS LTD	C	10	0	0	80	0	0	0	0	20	86	100	4	8
TOTAL SANFORD			10	0	0	80	0	0	0	0	20	86	100	4	8
TOTAL USA			10	0	0	80	0	0	0	0	20	86	100	4	8
TOTAL NEWCASTLE			4194	4	21	81	9	6	3	1	0	12	75	16	4542

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	34	0	0	79	15	6	0	0	0	9	0	0	0
TOTAL TIRANA			34	0	0	79	15	6	0	0	0	9	56	161	16
TOTAL ALBANIA			34	0	0	79	15	6	0	0	0	9	56	161	16
<b>AUSTRIA</b>															
GRAZ	RYANAIR	S	34	0	0	38	18	29	15	0	0	28	57	19	44
TOTAL GRAZ			34	0	0	38	18	29	15	0	0	28	57	19	44
KLAGENFURT	RYANAIR	S	26	0	0	92	8	0	0	0	0	5	58	16	26
TOTAL KLAGENFURT			26	0	0	92	8	0	0	0	0	5	58	16	26
LINZ	RYANAIR	S	44	0	0	86	9	5	0	0	0	7	88	16	34
TOTAL LINZ			44	0	0	86	9	5	0	0	0	7	88	16	34
SALZBURG	RYANAIR	S	44	0	0	98	2	0	0	0	0	3	62	18	34
TOTAL SALZBURG			44	0	0	98	2	0	0	0	0	3	62	18	34
TOTAL AUSTRIA			148	0	0	80	9	8	3	0	0	10	66	17	138
<b>BULGARIA</b>															
BURGAS	BH AIR	C	9	0	0	33	11	22	33	0	0	54	25	23	8
TOTAL BURGAS			9	0	0	33	11	22	33	0	0	54	25	23	8
PLOVDIV	RYANAIR	S	16	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL PLOVDIV			16	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL BULGARIA			25	0	0	76	4	8	12	0	0	22	25	23	8
<b>CROATIA</b>															
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	26	0	0	88	4	0	8	0	0	11	58	32	26
TOTAL DUBROVNIK			26	0	0	88	4	0	8	0	0	11	58	32	26
PULA	RYANAIR	S	26	0	0	88	12	0	0	0	0	6	85	6	26
TOTAL PULA			27	0	0	89	11	0	0	0	0	6	85	6	26
RIJEKA	RYANAIR	S	18	0	0	94	6	0	0	0	0	4	0	0	0
TOTAL RIJEKA			18	0	0	94	6	0	0	0	0	4	0	0	0
SPLIT	EASYJET AIRLINE COMPANY LTD	S	26	0	0	92	8	0	0	0	0	4	72	18	36
TOTAL SPLIT			26	0	0	92	8	0	0	0	0	4	72	18	36
ZADAR	RYANAIR	S	42	0	0	93	5	2	0	0	0	4	93	4	42
TOTAL ZADAR			42	0	0	93	5	2	0	0	0	4	93	4	42
TOTAL CROATIA			139	0	0	91	6	1	1	0	0	6	78	14	130
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	C	7	0	0	29	0	29	43	0	0	58	0	0	0
	FLY HELLAS	C	5	0	0	60	20	20	0	0	0	24	0	0	0
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	0	40	28	10
TOTAL LARNACA			21	0	1	67	5	14	14	0	0	25	38	29	60

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				Actual (7)	Plan (8)										
PAPHOS	THOMSON AIRWAYS LTD	C	16	0	0	75	13	0	13	0	0	18	83	6	18
<b>TOTAL PAPHOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>7</b>	<b>26</b>
<b>TOTAL CYPRUS</b>			<b>37</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>8</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>51</b>	<b>23</b>	<b>86</b>
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	RYANAIR	S	60	0	0	98	0	2	0	0	0	2	85	8	34
<b>TOTAL BRNO (TURANY)</b>			<b>60</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>85</b>	<b>8</b>	<b>34</b>
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	56	1	0	93	4	0	4	0	7	84	9	62	
<b>TOTAL PRAGUE</b>			<b>56</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>9</b>	<b>62</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>116</b>	<b>1</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>9</b>	<b>96</b>	
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	60	0	0	92	7	2	0	0	3	85	7	60	
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>7</b>	<b>60</b>	
BILLUND	RYANAIR	S	120	0	0	89	7	3	0	1	7	93	5	120	
<b>TOTAL BILLUND</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>93</b>	<b>5</b>	<b>120</b>	
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	168	0	0	88	7	2	3	0	8	63	21	171	
	SAS	C	2	0	0	100	0	0	0	0	7	0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>21</b>	<b>171</b>	
<b>TOTAL DENMARK</b>			<b>350</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>13</b>	<b>351</b>	
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	S	8	0	2	50	25	0	25	0	33	88	7	8	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>33</b>	<b>78</b>	<b>19</b>	<b>9</b>	
<b>TOTAL EGYPT</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>33</b>	<b>78</b>	<b>19</b>	<b>9</b>	
<b>ESTONIA</b>															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	44	0	0	93	7	0	0	0	3	63	23	46	
<b>TOTAL TALLIN</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>3</b>	<b>63</b>	<b>23</b>	<b>46</b>	
<b>TOTAL ESTONIA</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>3</b>	<b>63</b>	<b>23</b>	<b>46</b>	
<b>FAROE ISLANDS</b>															
VAGAR	ATLANTIC AIRWAYS	S	2	0	0	100	0	0	0	0	7	0	0	0	
<b>TOTAL VAGAR</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>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FAROE ISLANDS</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>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>FINLAND</b>															
TAMPERE	RYANAIR	S	42	0	0	98	2	0	0	0	2	83	7	42	
<b>TOTAL TAMPERE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>7</b>	<b>42</b>	
<b>TOTAL FINLAND</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>7</b>	<b>42</b>	
<b>FRANCE</b>															
BERGERAC	RYANAIR	S	60	0	0	92	8	0	0	0	3	82	8	56	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 BERGERAC			60	0	0	92	8	0	0	0	0	3	82	8	56
BIARRITZ	RYANAIR	S	68	0	0	74	22	4	0	0	0	8	70	14	56
TOTAL BIARRITZ			68	0	0	74	22	4	0	0	0	8	70	14	56
CALVI	TITAN AIRWAYS LTD	C	8	0	0	38	38	25	0	0	0	16	86	5	7
TOTAL CALVI			8	0	0	38	38	25	0	0	0	16	89	5	9
CARCASSONNE	RYANAIR	S	60	0	0	88	3	5	3	0	0	7	74	10	62
TOTAL CARCASSONNE			60	0	0	88	3	5	3	0	0	7	74	10	62
DINARD	RYANAIR	S	52	0	0	100	0	0	0	0	0	2	79	6	38
TOTAL DINARD			52	0	0	100	0	0	0	0	0	2	79	6	38
LA ROCHELLE	RYANAIR	S	50	0	0	80	12	4	4	0	0	9	85	7	34
TOTAL LA ROCHELLE			50	0	0	80	12	4	4	0	0	9	85	7	34
LIMOGES	RYANAIR	S	60	0	0	90	10	0	0	0	0	3	64	15	56
TOTAL LIMOGES			60	0	0	90	10	0	0	0	0	3	64	15	56
LYON	EASYJET AIRLINE COMPANY LTD	S	60	0	0	95	3	0	2	0	0	5	67	18	58
TOTAL LYON			60	0	0	95	3	0	2	0	0	5	67	18	58
MARSEILLE	RYANAIR	S	78	0	0	83	9	8	0	0	0	8	77	13	56
TOTAL MARSEILLE			78	0	0	83	9	8	0	0	0	8	77	13	56
NICE	EASYJET AIRLINE COMPANY LTD	S	64	0	0	67	20	11	2	0	0	12	35	37	54
TOTAL NICE			64	0	0	67	20	11	2	0	0	12	35	37	55
PERPIGNAN	RYANAIR	S	42	0	0	98	2	0	0	0	0	2	88	5	34
TOTAL PERPIGNAN			42	0	0	98	2	0	0	0	0	2	88	5	34
POITIERS	RYANAIR	S	42	0	0	86	12	2	0	0	0	4	78	12	36
TOTAL POITIERS			42	0	0	86	12	2	0	0	0	4	78	12	36
RODEZ	RYANAIR	S	34	0	0	85	12	3	0	0	0	6	65	13	34
TOTAL RODEZ			34	0	0	85	12	3	0	0	0	6	65	13	34
TARBES-LOURDES INTERNATIONAL	RYANAIR	S	16	0	0	81	13	6	0	0	0	8	0	0	0
	TITAN AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	6	82	7	11
TOTAL TARBES-LOURDES INTERNATIONAL			27	0	0	81	15	4	0	0	0	8	82	7	11
TOULON / HYERES	RYANAIR	S	34	0	0	76	18	3	3	0	0	10	88	5	26
TOTAL TOULON / HYERES			34	1	0	76	18	3	3	0	0	10	88	5	26
TOURS	RYANAIR	S	34	0	0	82	15	3	0	0	0	6	93	4	40
TOTAL TOURS			34	0	0	82	15	3	0	0	0	6	93	4	40
TOTAL FRANCE			773	1	0	85	11	4	1	0	0	6	73	13	705
GERMANY															
BERLIN (SCHONEFELD)	RYANAIR	S	120	0	0	89	8	3	1	0	0	5	85	6	148
TOTAL BERLIN (SCHONEFELD)			120	0	0	89	8	3	1	0	0	5	85	6	148
BREMEN	RYANAIR	S	112	0	0	79	8	8	4	1	1	17	87	8	104
TOTAL BREMEN			112	0	0	79	8	8	4	1	1	17	85	8	106

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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	GERMANWINGS	S	140	0	0	82	7	7	4	0	0	9	83	8	156
<b>TOTAL COLOGNE BONN</b>			<b>141</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>156</b>
DUSSELDORF	AIR BERLIN	S	156	0	1	69	15	12	4	0	0	15	59	17	155
<b>TOTAL DUSSELDORF</b>			<b>157</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>17</b>	<b>155</b>
HAHN	RYANAIR	S	138	0	0	81	12	6	1	1	0	10	78	10	150
<b>TOTAL HAHN</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>150</b>
HANOVER	GERMANWINGS	S	104	0	0	82	12	3	4	0	0	8	80	12	104
<b>TOTAL HANOVER</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>11</b>	<b>216</b>
KARLSRUHE/BADEN BADEN	RYANAIR	S	60	0	2	98	2	0	0	0	0	4	84	10	104
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>10</b>	<b>104</b>
LUBECK	RYANAIR	S	34	0	0	97	0	3	0	0	0	3	88	6	60
<b>TOTAL LUBECK</b>			<b>34</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>3</b>	<b>88</b>	<b>6</b>	<b>60</b>
MEMMINGEN ALLGAU	RYANAIR	S	60	0	0	75	18	7	0	0	0	10	53	24	60
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>53</b>	<b>24</b>	<b>60</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	112	0	0	87	8	2	4	0	0	7	47	32	118
<b>TOTAL MUNICH</b>			<b>112</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>47</b>	<b>32</b>	<b>118</b>
MUNSTER-OSNABRUCK	AIR BERLIN	S	60	0	0	87	8	5	0	0	0	6	84	8	107
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>8</b>	<b>109</b>
NIEDERRHEIN	RYANAIR	S	78	1	0	74	14	9	0	3	0	15	84	8	120
<b>TOTAL NIEDERRHEIN</b>			<b>78</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>8</b>	<b>120</b>
PADERBORN	AIR BERLIN	S	59	1	1	73	15	10	2	0	0	12	80	10	60
<b>TOTAL PADERBORN</b>			<b>59</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>10</b>	<b>60</b>
STUTTGART	GERMANWINGS	S	104	0	0	91	5	4	0	0	0	4	84	8	104
<b>TOTAL STUTTGART</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>8</b>	<b>104</b>
<b>TOTAL GERMANY</b>			<b>1340</b>	<b>6</b>	<b>4</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>11</b>	<b>1823</b>
<b>GREECE</b>															
CORFU	RYANAIR	S	18	0	0	100	0	0	0	0	0	5	0	0	0
	THOMSON AIRWAYS LTD	C	16	0	0	88	13	0	0	0	0	3	100	3	14
<b>TOTAL CORFU</b>			<b>34</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>100</b>	<b>3</b>	<b>14</b>
HERAKLION	THOMSON AIRWAYS LTD	C	13	0	0	85	15	0	0	0	0	6	86	26	7
<b>TOTAL HERAKLION</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>6</b>	<b>80</b>	<b>89</b>	<b>15</b>
KEFALLINIA	THOMSON AIRWAYS LTD	C	8	0	0	13	13	50	25	0	0	45	100	1	8
<b>TOTAL KEFALLINIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>100</b>	<b>1</b>	<b>8</b>
KOS	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL KOS</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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
RHODES	RYANAIR	S	26	0	0	31	4	31	27	8	0	56	0	0	0
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	1	100	3	10
<b>TOTAL RHODES</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>3</b>	<b>23</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>42</b>	<b>100</b>	<b>3</b>	<b>10</b>

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				Actual (7)	Plan (8)										
SALONIKA	RYANAIR	S	26	0	0	73	15	4	8	0	0	14	0	0	0
<b>TOTAL SALONIKA</b>			<b>26</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	7	0	0	57	14	29	0	0	0	15	43	68	7
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	50	15	8
<b>TOTAL ZAKINTHOS</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>47</b>	<b>40</b>	<b>15</b>
<b>TOTAL GREECE</b>			<b>138</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>8</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>82</b>	<b>32</b>	<b>62</b>
<b>IRISH REPUBLIC</b>															
CORK	RYANAIR	S	128	0	0	85	9	5	1	0	0	7	88	6	120
<b>TOTAL CORK</b>			<b>128</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>88</b>	<b>6</b>	<b>120</b>
DUBLIN	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	RYANAIR	S	404	0	0	86	10	2	1	0	0	9	73	10	376
<b>TOTAL DUBLIN</b>			<b>406</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>10</b>	<b>376</b>
IRELAND WEST(KNOCK)	RYANAIR	S	60	0	0	87	12	2	0	0	0	6	98	4	60
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>98</b>	<b>4</b>	<b>60</b>
KERRY COUNTY	RYANAIR	S	60	0	0	92	8	0	0	0	0	4	97	2	60
<b>TOTAL KERRY COUNTY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>97</b>	<b>2</b>	<b>60</b>
SHANNON	RYANAIR	S	122	0	0	81	12	7	0	0	0	7	85	6	112
<b>TOTAL SHANNON</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>6</b>	<b>112</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>776</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>8</b>	<b>730</b>
<b>ITALY</b>															
ALGHERO/SASSARI	RYANAIR	S	34	0	0	94	0	0	3	3	0	13	59	26	34
<b>TOTAL ALGHERO/SASSARI</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>26</b>	<b>34</b>
ANCONA	RYANAIR	S	66	0	0	79	9	12	0	0	0	9	83	8	78
<b>TOTAL ANCONA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>78</b>
BARI (PALESE)	RYANAIR	S	34	0	0	79	15	3	3	0	0	10	67	16	42
<b>TOTAL BARI (PALESE)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>16</b>	<b>42</b>
BERGAMO	RYANAIR	S	180	0	0	76	17	6	0	2	0	12	68	15	180
<b>TOTAL BERGAMO</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>15</b>	<b>180</b>
BOLOGNA	RYANAIR	S	58	0	0	86	9	5	0	0	0	8	69	15	94
<b>TOTAL BOLOGNA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>15</b>	<b>94</b>
BRINDISI	RYANAIR	S	32	0	0	84	13	3	0	0	0	7	91	6	34
<b>TOTAL BRINDISI</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>6</b>	<b>34</b>
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	58	0	2	86	3	7	3	0	0	7	58	37	60
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>58</b>	<b>37</b>	<b>60</b>
GENOA	RYANAIR	S	58	0	0	83	17	0	0	0	0	6	72	16	60
<b>TOTAL GENOA</b>			<b>58</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>72</b>	<b>16</b>	<b>60</b>
LAMETIA-TERME	RYANAIR	S	34	0	0	62	15	21	3	0	0	17	0	0	0
<b>TOTAL LAMETIA-TERME</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
NAPLES	EASYJET AIRLINE COMPANY LTD	S	150	0	4	85	9	4	3	0	0	7	49	34	158
<b>TOTAL NAPLES</b>			<b>150</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>49</b>	<b>34</b>	<b>158</b>
PALERMO	RYANAIR	S	58	0	0	84	10	3	0	0	2	14	0	0	0
<b>TOTAL PALERMO</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARMA	RYANAIR	S	26	0	0	38	27	35	0	0	0	21	42	24	26
<b>TOTAL PARMA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>27</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>42</b>	<b>24</b>	<b>26</b>
PERUGIA	RYANAIR	S	44	0	0	91	7	2	0	0	0	7	74	16	34
<b>TOTAL PERUGIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>16</b>	<b>34</b>
PESCARA	RYANAIR	S	44	0	0	89	11	0	0	0	0	4	95	3	44
<b>TOTAL PESCARA</b>			<b>44</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>95</b>	<b>3</b>	<b>44</b>
PISA	RYANAIR	S	184	0	0	70	17	8	4	1	0	16	67	19	180
<b>TOTAL PISA</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>19</b>	<b>180</b>
RIMINI	RYANAIR	S	26	0	0	85	8	8	0	0	0	7	70	12	27
<b>TOTAL RIMINI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>12</b>	<b>27</b>
ROME (CIAMPINO)	RYANAIR	S	186	0	0	77	9	9	4	2	0	16	71	13	214
<b>TOTAL ROME (CIAMPINO)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>13</b>	<b>214</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	58	0	0	76	10	14	0	0	0	10	67	15	60
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>15</b>	<b>60</b>
TURIN	RYANAIR	S	58	0	0	81	17	0	2	0	0	10	62	23	60
<b>TOTAL TURIN</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>17</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>23</b>	<b>60</b>
VENICE	BA CITYFLYER LTD	C	7	0	0	86	0	14	0	0	0	7	0	0	0
	RYANAIR	S	120	0	0	51	31	16	3	0	0	18	0	0	0
<b>TOTAL VENICE</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>29</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
VERONA VILLAFRANCA	RYANAIR	S	34	0	0	88	9	3	0	0	0	5	0	0	0
<b>TOTAL VERONA VILLAFRANCA</b>			<b>34</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>5</b>	<b>0</b>	<b>44</b>	<b>1</b>
<b>TOTAL ITALY</b>			<b>1549</b>	<b>2</b>	<b>6</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>18</b>	<b>1600</b>
<b>KOSOVO</b>															
PRISTINA	BELLE AIR	S	8	0	0	0	13	50	13	13	13	125	0	0	0
<b>TOTAL PRISTINA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>125</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL KOSOVO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>125</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LATVIA</b>															
RIGA	RYANAIR	S	120	0	1	93	6	0	2	0	0	5	93	8	120
<b>TOTAL RIGA</b>			<b>120</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>8</b>	<b>120</b>
<b>TOTAL LATVIA</b>			<b>120</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>8</b>	<b>120</b>
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	60	0	0	92	5	3	0	0	0	5	83	7	60
<b>TOTAL KAUNAS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>7</b>	<b>60</b>
VILNIUS	RYANAIR	S	60	0	0	93	3	0	3	0	0	7	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
TOTAL VILNIUS			60	0	0	93	3	0	3	0	0	7	68	18	38
TOTAL LITHUANIA			120	0	0	93	4	2	2	0	0	6	78	11	98
MALAYSIA															
KUALA LUMPUR (SEPANG)	AIR ASIA	S	50	0	0	74	14	6	6	0	0	15	89	9	62
TOTAL KUALA LUMPUR (SEPANG)			50	0	0	74	14	6	6	0	0	15	89	9	62
TOTAL MALAYSIA			50	0	0	74	14	6	6	0	0	15	89	9	62
MOROCCO															
AGADIR	RYANAIR	S	16	0	0	100	0	0	0	0	0	3	67	12	18
TOTAL AGADIR			16	0	0	100	0	0	0	0	0	3	67	12	18
FEZ	RYANAIR	S	26	0	0	85	12	4	0	0	0	6	73	19	26
TOTAL FEZ			26	0	0	85	12	4	0	0	0	6	73	19	26
MARRAKESH	RYANAIR	S	17	0	0	88	12	0	0	0	0	4	0	0	0
TOTAL MARRAKESH			17	0	0	88	12	0	0	0	0	4	0	0	0
TOTAL MOROCCO			59	0	0	90	8	2	0	0	0	5	70	16	44
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	216	0	0	86	7	5	2	0	0	7	58	23	188
TOTAL AMSTERDAM			216	1	0	86	7	5	2	0	0	7	58	23	188
EINDHOVEN	RYANAIR	S	120	0	0	93	2	6	0	0	0	4	90	5	103
TOTAL EINDHOVEN			120	0	0	93	2	6	0	0	0	4	90	5	103
TOTAL NETHERLANDS			336	2	0	88	5	5	1	0	0	6	69	17	291
NORWAY															
HAUGESUND	RYANAIR	S	26	0	0	92	8	0	0	0	0	5	100	3	26
TOTAL HAUGESUND			26	0	0	92	8	0	0	0	0	5	100	3	26
RYGGE	RYANAIR	S	120	0	0	97	2	2	0	0	0	2	95	6	120
TOTAL RYGGE			120	0	0	97	2	2	0	0	0	2	95	6	120
SANDEFJORD(TORP)	RYANAIR	S	60	0	0	98	0	0	0	2	0	5	89	6	120
TOTAL SANDEFJORD(TORP)			60	0	0	98	0	0	0	2	0	5	89	6	120
TOTAL NORWAY			206	0	0	97	2	1	0	0	0	4	93	5	268
POLAND															
BYDGOSZCZ	RYANAIR	S	60	0	0	97	3	0	0	0	0	2	85	8	60
TOTAL BYDGOSZCZ			60	0	0	97	3	0	0	0	0	2	85	8	60
GDANSK	RYANAIR	S	60	0	0	97	2	2	0	0	0	2	92	4	60
TOTAL GDANSK			60	0	0	97	2	2	0	0	0	2	92	4	60
KATOWICE	RYANAIR	S	60	0	0	97	0	3	0	0	0	3	88	5	60
TOTAL KATOWICE			60	0	0	97	0	3	0	0	0	3	88	5	60
KRAKOW	RYANAIR	S	120	0	0	93	4	3	0	0	0	4	90	8	120

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
TOTAL KRAKOW			120	0	0	93	4	3	0	0	0	4	90	8	120
LODZ LUBLINEK	RYANAIR	S	60	0	0	92	5	3	0	0	0	5	89	5	76
TOTAL LODZ LUBLINEK			60	0	0	92	5	3	0	0	0	5	89	5	76
POZNAN	RYANAIR	S	60	0	0	93	5	2	0	0	0	6	66	12	76
TOTAL POZNAN			60	0	0	93	5	2	0	0	0	6	66	12	76
RZESZOW	RYANAIR	S	60	0	0	88	12	0	0	0	0	5	83	14	60
TOTAL RZESZOW			60	0	0	88	12	0	0	0	0	5	83	14	60
SZCZECIN (GOLENOW)	RYANAIR	S	34	0	0	97	0	3	0	0	0	3	76	8	34
TOTAL SZCZECIN (GOLENOW)			34	0	0	97	0	3	0	0	0	3	76	8	34
WROCLAW	RYANAIR	S	79	0	0	80	19	1	0	0	0	7	95	4	104
TOTAL WROCLAW			79	0	0	80	19	1	0	0	0	7	95	4	104
TOTAL POLAND			593	0	0	92	6	2	0	0	0	4	86	7	650
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	128	0	0	92	5	1	2	0	0	4	51	38	160
	RYANAIR	S	78	0	0	91	9	0	0	0	0	4	62	24	69
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	6	88	5	8
TOTAL FARO			214	0	0	92	7	1	1	0	0	4	56	33	237
OPORTO (PORTUGAL)	RYANAIR	S	104	0	0	76	18	6	0	0	0	8	49	31	104
TOTAL OPORTO (PORTUGAL)			104	0	0	76	18	6	0	0	0	8	49	31	104
TOTAL PORTUGAL(EXCLUDING MADEIRA)			318	0	0	86	10	3	1	0	0	5	54	32	341
PORTUGAL(MADEIRA)															
FUNCHAL	EASYJET AIRLINE COMPANY LTD	S	34	0	0	94	0	3	3	0	0	4	43	36	42
TOTAL FUNCHAL			34	0	0	94	0	3	3	0	0	4	43	36	42
TOTAL PORTUGAL(MADEIRA)			34	0	0	94	0	3	3	0	0	4	43	36	42
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	120	0	0	95	3	1	2	0	0	5	93	5	120
TOTAL BRATISLAVA			120	0	0	95	3	1	2	0	0	5	93	5	120
TOTAL SLOVAK REPUBLIC			120	0	0	95	3	1	2	0	0	5	93	5	120
SLOVENIA															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	83	12	5	0	0	0	6	55	23	60
TOTAL LJUBLJANA			60	0	0	83	12	5	0	0	0	6	55	23	60
TOTAL SLOVENIA			60	0	0	83	12	5	0	0	0	6	55	23	60
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	159	0	0	88	8	2	3	0	0	7	54	39	184
	RYANAIR	S	154	0	0	90	7	2	1	0	1	7	86	9	98
TOTAL ALICANTE			313	0	0	89	7	2	2	0	0	7	65	28	282
ALMERIA	RYANAIR	S	26	0	0	81	15	4	0	0	0	7	83	10	24

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
TOTAL ALMERIA			26	0	0	81	15	4	0	0	0	7	83	10	24
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	60	0	0	75	15	8	2	0	11	28	31	60	
TOTAL ASTURIAS			60	0	0	75	15	8	2	0	11	28	31	60	
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	120	0	0	81	13	5	2	0	9	38	37	114	
TOTAL BARCELONA			120	0	0	81	13	5	2	0	9	38	37	117	
BILBAO	EASYJET AIRLINE COMPANY LTD	S	98	0	0	94	4	2	0	0	4	45	43	92	
TOTAL BILBAO			99	0	0	94	4	2	0	0	4	45	43	92	
GERONA	RYANAIR	S	130	0	0	80	13	5	2	1	11	49	33	118	
TOTAL GERONA			130	0	0	80	13	5	2	1	11	49	33	118	
IBIZA	EASYJET AIRLINE COMPANY LTD	S	144	0	1	92	3	4	1	0	3	49	43	161	
	RYANAIR	S	70	0	0	81	13	4	0	1	11	79	19	42	
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	0	13	0	12	60	42	10	
	THOMSON AIRWAYS LTD	C	16	0	0	63	0	6	19	13	58	63	12	8	
TOTAL IBIZA			238	0	1	87	6	4	2	1	10	56	37	221	
JEREZ	RYANAIR	S	34	0	0	50	21	18	12	0	24	78	17	32	
TOTAL JEREZ			34	1	0	50	21	18	12	0	24	78	17	32	
MADRID	RYANAIR	S	120	0	0	61	10	23	6	0	19	19	55	118	
TOTAL MADRID			120	0	0	61	10	23	6	0	19	19	55	118	
MAHON	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	20	0	17	71	8	7	
	THOMSON AIRWAYS LTD	C	18	0	0	78	11	11	0	0	6	100	2	16	
TOTAL MAHON			28	0	0	79	7	7	7	0	10	91	4	23	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	156	0	0	89	4	4	3	0	7	43	43	173	
	RYANAIR	S	128	0	0	88	5	5	2	0	6	70	23	86	
TOTAL MALAGA			284	2	0	89	5	5	2	0	6	52	36	259	
MURCIA SAN JAVIER	RYANAIR	S	87	0	0	95	3	1	0	0	3	78	17	82	
TOTAL MURCIA SAN JAVIER			87	0	0	95	3	1	0	0	3	78	17	82	
PALMA DE MALLORCA	BA CITYFLYER LTD	C	21	0	0	86	14	0	0	0	10	0	0	0	
	EASYJET AIRLINE COMPANY LTD	S	119	0	1	88	4	5	3	0	7	50	36	106	
	RYANAIR	S	118	0	0	68	18	11	3	1	15	67	15	82	
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	1	75	45	8	
	THOMSON AIRWAYS LTD	C	29	0	0	72	21	3	3	0	11	54	28	26	
TOTAL PALMA DE MALLORCA			294	0	1	79	12	7	2	0	11	58	28	222	
REUS	RYANAIR	S	34	0	0	85	9	3	3	0	7	72	15	32	
TOTAL REUS			34	0	0	85	9	3	3	0	7	68	22	40	
SANTANDER	RYANAIR	S	60	0	0	98	2	0	0	0	2	72	14	58	
TOTAL SANTANDER			60	0	0	98	2	0	0	0	2	72	14	58	
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	34	0	0	76	18	6	0	0	9	47	23	34	
TOTAL SANTIAGO DE COMPOSTELA (SPAIN)			34	0	0	76	18	6	0	0	9	47	23	34	
SEVILLE	RYANAIR	S	61	0	1	92	5	3	0	0	4	62	19	58	
TOTAL SEVILLE			61	0	1	92	5	3	0	0	4	62	19	58	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
VALENCIA	RYANAIR	S	86	0	0	93	5	1	1	0	0	6	56	26	86
<b>TOTAL VALENCIA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>56</b>	<b>26</b>	<b>86</b>
VALLADOLID	RYANAIR	S	26	0	0	96	0	4	0	0	0	3	58	28	26
<b>TOTAL VALLADOLID</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>28</b>	<b>26</b>
ZARAGOZA	RYANAIR	S	34	0	0	79	18	3	0	0	0	9	47	26	32
<b>TOTAL ZARAGOZA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>47</b>	<b>26</b>	<b>32</b>
<b>TOTAL SPAIN</b>			<b>2168</b>	<b>3</b>	<b>3</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>55</b>	<b>31</b>	<b>2008</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	RYANAIR	S	42	0	0	88	7	5	0	0	0	5	69	29	26
	THOMAS COOK AIRLINES LTD	C	11	0	0	82	0	0	0	0	18	92	80	8	10
	THOMSON AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	9	90	5	10
<b>TOTAL ARRECIFE</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>21</b>	<b>76</b>	<b>19</b>	<b>46</b>
FUERTEVENTURA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	88	6	6	0	0	0	5	67	13	18
	RYANAIR	S	34	0	0	91	6	3	0	0	0	4	72	14	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	50	38	10
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	10	50	37	8
<b>TOTAL FUERTEVENTURA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>21</b>	<b>54</b>
LAS PALMAS	RYANAIR	S	32	0	0	91	3	0	6	0	0	9	81	12	26
<b>TOTAL LAS PALMAS</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>12</b>	<b>27</b>
TENERIFE (SURREINA SOFIA)	RYANAIR	S	61	0	0	89	10	0	0	2	0	9	65	21	34
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	10	10	0	0	14	50	15	8
	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	4	100	3	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>17</b>	<b>50</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>242</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>71</b>	<b>18</b>	<b>177</b>
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	119	0	0	90	6	3	0	1	0	7	90	5	120
<b>TOTAL GOTEBORG (SAVE)</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>5</b>	<b>120</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	148	0	0	89	6	4	0	1	0	6	88	6	164
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>6</b>	<b>164</b>
VASTERAS	RYANAIR	S	60	0	0	95	3	0	0	2	0	6	87	6	60
<b>TOTAL VASTERAS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>6</b>	<b>60</b>
<b>TOTAL SWEDEN</b>			<b>327</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>6</b>	<b>344</b>
<b>TUNISIA</b>															
ENFIDHA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL ENFIDHA</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>	<b>0</b>
<b>TOTAL TUNISIA</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>65</b>	<b>53</b>	<b>20</b>
<b>TURKEY</b>															
ANKARA (ESENBOGA)	THY TURK HAVA YOLLARI TURKIS	S	34	0	0	94	3	3	0	0	0	4	0	0	0
<b>TOTAL ANKARA (ESENBOGA)</b>			<b>34</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>65</b>	<b>14</b>	<b>26</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
ANTALYA	THOMAS COOK AIRLINES LTD	C	24	0	0	92	4	4	0	0	0	5	57	48	23
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	3	75	13	8	
<b>TOTAL ANTALYA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>60</b>	<b>29</b>	<b>65</b>	
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	26	0	0	85	15	0	0	0	5	69	12	26	
	PEGASUS AIRLINES	S	9	0	0	56	11	11	22	0	27	86	5	7	
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	1	63	40	16	
<b>TOTAL BODRUM (MILAS)</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>18</b>	<b>57</b>	
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	34	0	0	88	6	6	0	0	5	79	9	34	
	ONUR AIR	C	8	0	0	63	38	0	0	0	9	0	0	0	
	THOMAS COOK AIRLINES LTD	C	28	0	0	89	7	0	4	0	7	64	9	25	
	THOMSON AIRWAYS LTD	C	17	0	0	71	12	12	0	0	6	41	7	25	
<b>TOTAL DALAMAN</b>			<b>87</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>8</b>	<b>84</b>	
GAZIANTEP	SKY AIRLINES	C	4	0	0	0	0	50	50	0	66	0	0	0	
<b>TOTAL GAZIANTEP</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	99	0	0	62	13	22	3	0	16	35	26	84	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>13</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>33</b>	<b>25</b>	<b>144</b>	
IZMIR (ADNAM MENDERES)	PEGASUS AIRLINES	S	32	0	0	75	19	6	0	0	9	0	0	0	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</b>			<b>342</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>20</b>	<b>376</b>	
<b>UNITED KINGDOM</b>															
BELFAST CITY (GEORGE BEST)	BMIBABY LTD	S	94	0	0	96	2	0	2	0	3	0	0	0	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>4</b>	<b>240</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	240	0	0	91	7	2	0	0	4	73	16	222	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>16</b>	<b>222</b>	
CITY OF DERRY (EGLINTON)	RYANAIR	S	78	0	0	92	5	3	0	0	4	93	4	60	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>4</b>	<b>60</b>	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	244	0	0	89	5	5	2	0	7	81	14	221	
<b>TOTAL EDINBURGH</b>			<b>244</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>14</b>	<b>221</b>	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	228	0	0	91	7	2	0	0	4	77	18	223	
<b>TOTAL GLASGOW</b>			<b>228</b>	<b>3</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>18</b>	<b>223</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	60	0	0	88	5	2	2	3	17	95	4	60	
<b>TOTAL GUERNSEY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>17</b>	<b>95</b>	<b>4</b>	<b>60</b>	
JERSEY	AURIGNY AIR SERVICES	S	16	0	0	75	13	6	6	0	12	92	5	60	
<b>TOTAL JERSEY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>5</b>	<b>60</b>	
PRESTWICK	RYANAIR	S	60	1	0	92	7	2	0	0	3	86	9	180	
<b>TOTAL PRESTWICK</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>9</b>	<b>180</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1022</b>	<b>9</b>	<b>2</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>12</b>	<b>1378</b>	
<b>TOTAL STANSTED</b>			<b>11655</b>	<b>43</b>	<b>21</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>17</b>	<b>12244</b>	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
AALBORG																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	92	0	8	0	0	0	5	92	2	13	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	92	0	8	0	0	0	5	77	9	13	
<b>TOTAL AALBORG</b>					<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>5</b>	<b>85</b>	<b>5</b>	<b>5</b>	
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR	S	A	30	0	0	97	3	0	0	0	0	2	93	4	30	
	STANSTED	RYANAIR	S	D	30	0	0	87	10	3	0	0	0	5	77	9	30	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>7</b>	<b>7</b>	
ABERDEEN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	163	0	0	75	13	8	4	0	0	11	80	8	163	
	HEATHROW	BMI BRITISH MIDLAND	S	D	163	0	0	88	9	1	2	0	0	5	88	6	164	
	MANCHESTER	BMI REGIONAL	S	A	108	0	0	91	4	5	1	0	0	5	93	5	137	
	MANCHESTER	BMI REGIONAL	S	D	104	0	0	94	2	4	0	0	0	3	93	4	134	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	197	0	0	68	14	13	6	0	0	16	77	14	198	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	197	0	0	72	14	11	4	0	0	12	78	12	198	
	MANCHESTER	EASTERN AIRWAYS	C	A	3	0	0	33	67	0	0	0	0	19	67	21	3	
	MANCHESTER	EASTERN AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	10	67	9	3	
	NEWCASTLE	EASTERN AIRWAYS	S	A	87	0	0	91	3	2	3	0	0	6	97	2	89	
	NEWCASTLE	EASTERN AIRWAYS	S	D	91	0	0	81	10	4	4	0	0	9	96	4	89	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	13	3	0	0	0	6	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	73	23	3	0	0	0	9	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	55	0	0	87	7	4	2	0	0	8	65	15	49	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	55	0	0	84	13	4	0	0	0	7	56	21	50	
	BIRMINGHAM	FLYBE LTD	S	A	81	0	2	80	7	6	6	0	0	13	88	8	64	
	BIRMINGHAM	FLYBE LTD	S	D	82	0	1	72	11	11	6	0	0	17	81	11	67	
	GATWICK	FLYBE LTD	S	A	81	0	0	93	6	1	0	0	0	5	91	5	82	
	GATWICK	FLYBE LTD	S	D	82	0	0	70	24	6	0	0	0	11	78	10	81	
	MANCHESTER	FLYBE LTD	S	A	76	0	2	75	12	8	5	0	0	13	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	78	0	0	83	12	1	4	0	0	8	100	6	1	
<b>TOTAL ABERDEEN</b>					<b>1767</b>	<b>1</b>	<b>8</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>8</b>	<b>8</b>	
ABU DHABI INTERNATIONAL																		
	HEATHROW	ETIHAD AIRWAYS	S	A	90	0	0	86	8	1	3	2	0	13	90	8	90	
	HEATHROW	ETIHAD AIRWAYS	S	D	90	0	0	82	8	6	3	1	0	14	79	11	90	
	MANCHESTER	ETIHAD AIRWAYS	S	A	60	0	0	88	8	0	3	0	0	5	80	25	30	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2010		
					60	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)										
ABU DHABI INTERNATIONAL	MANCHESTER	ETIHAD AIRWAYS	S	D	60	0	0	95	2	2	2	0	0	6	83	17	30
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>300</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>12</b>	<b>12</b>
ABUJA	HEATHROW	ARIK AIR	S	A	22	0	0	45	32	18	5	0	0	20	36	58	22
	HEATHROW	ARIK AIR	S	D	21	0	0	62	24	10	5	0	0	14	75	17	20
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	63	20	10	7	0	0	16	33	28	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	60	20	17	3	0	0	17	80	10	30
<b>TOTAL ABUJA</b>					<b>103</b>	<b>3</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>27</b>	<b>27</b>
ACCRA	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	7	0	3	0	0	9	83	7	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	47	30	20	0	3	0	27	13	32	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	15	0	0	53	27	13	7	0	0	19	33	34	12
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	16	0	0	75	19	6	0	0	0	9	92	5	13
<b>TOTAL ACCRA</b>					<b>91</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>19</b>	<b>19</b>
ADDIS ABABA	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	77	15	8	0	0	0	7	85	8	13
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	46	38	15	0	0	0	17	23	33	13
	HEATHROW	ETHIOPIAN AIRLINES	S	A	26	0	0	77	15	8	0	0	0	9	58	45	26
	HEATHROW	ETHIOPIAN AIRLINES	S	D	26	0	0	62	19	15	4	0	0	19	42	18	26
<b>TOTAL ADDIS ABABA</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>51</b>	<b>28</b>	<b>28</b>
AGADIR	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	63	13	0	25	0	0	29	56	55	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	63	0	13	25	0	0	33	56	49	9
	STANSTED	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	3	56	15	9
	STANSTED	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	3	78	8	9
	GATWICK	THOMSON AIRWAYS LTD	S	A	9	0	0	78	0	11	11	0	0	18	100	2	8
	GATWICK	THOMSON AIRWAYS LTD	S	D	9	0	0	56	11	11	22	0	0	34	89	9	9
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	1	25	26	4
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	4	0	0	75	0	25	0	0	0	11	25	20	4
<b>TOTAL AGADIR</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>3</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>24</b>	<b>24</b>
AJACCIO	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	100	0	0	0	0	0	0	56	18	9

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
AJACCIO	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	100	0	0	0	0	0	1	44	31	9
<b>TOTAL AJACCIO</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>24</b>	<b>24</b>
ALESUND	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL ALESUND</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>0</b>	<b>0</b>	<b>0</b>
ALGHERO/SASSARI	STANSTED	RYANAIR	S	A	17	0	0	88	0	0	6	6	0	22	53	25	17
	STANSTED	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	3	65	26	17
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	25	20	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	67	14	3
<b>TOTAL ALGHERO/SASSARI</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>24</b>	<b>24</b>
ALGIERS	HEATHROW	AIR ALGERIE	S	A	21	0	0	24	29	14	33	0	0	50	11	106	19
	HEATHROW	AIR ALGERIE	S	D	21	0	0	43	14	10	33	0	0	38	21	84	19
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	47	27	20	7	0	0	21	50	35	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	80	7	13	0	0	0	9	83	7	30
<b>TOTAL ALGIERS</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>19</b>	<b>15</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>47</b>	<b>50</b>	<b>50</b>
ALICANTE	GLASGOW	BA CITYFLYER LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	17	1
	GLASGOW	BA CITYFLYER LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	9	1
	BIRMINGHAM	BMIBABY LTD	S	A	20	0	0	85	5	5	5	0	0	11	55	40	20
	BIRMINGHAM	BMIBABY LTD	S	D	20	0	0	80	10	5	5	0	0	13	25	49	20
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	100	0	0	0	0	0	4	67	21	6
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	100	0	0	0	0	0	1	83	19	6
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	131	0	1	73	15	6	4	2	1	18	41	43	123
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	132	0	0	85	8	3	2	2	0	12	38	38	124
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	93	7	0	0	0	0	2	53	42	30
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	93	7	0	0	0	0	5	63	33	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	84	5	12	0	0	0	8	66	32	44
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	43	0	0	84	12	2	2	0	0	8	51	33	43
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	84	8	0	8	0	0	11	54	35	24

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2010				
					25	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																		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	92	4	0	4	0	0	5	67	18	24	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	93	7	0	0	0	0	3	57	31	47	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	83	13	3	0	0	0	7	64	20	45	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	80	0	0	85	10	3	3	0	0	8	54	44	92	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	79	0	0	91	5	1	3	0	0	6	53	34	92	
	GLASGOW	JET2.COM LTD	S	A	17	0	0	29	35	24	12	0	0	34	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	17	0	0	71	12	12	6	0	0	18	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	39	0	0	72	15	8	3	3	0	17	65	49	26	
	MANCHESTER	JET2.COM LTD	S	D	39	0	0	87	3	5	5	0	0	12	35	50	26	
	NEWCASTLE	JET2.COM LTD	S	A	24	0	0	83	8	8	0	0	0	6	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	24	0	0	88	8	4	0	0	0	8	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	A	26	0	0	92	4	4	0	0	0	4	69	20	29	
	BIRMINGHAM	MONARCH AIRLINES	S	D	26	0	0	96	0	0	4	0	0	5	52	35	31	
	GATWICK	MONARCH AIRLINES	S	A	50	0	0	36	12	26	20	2	4	57	31	62	36	
	GATWICK	MONARCH AIRLINES	S	D	50	0	0	52	8	22	12	4	2	47	39	50	36	
	LUTON	MONARCH AIRLINES	S	A	28	0	0	64	21	7	7	0	0	18	47	37	17	
	LUTON	MONARCH AIRLINES	S	D	28	0	0	86	4	7	4	0	0	12	82	16	17	
	MANCHESTER	MONARCH AIRLINES	S	A	48	0	0	60	25	4	8	0	2	26	42	46	45	
	MANCHESTER	MONARCH AIRLINES	S	D	48	0	0	65	15	10	8	0	2	27	47	41	45	
	BIRMINGHAM	RYANAIR	S	A	30	0	0	100	0	0	0	0	0	2	79	18	28	
	BIRMINGHAM	RYANAIR	S	D	30	0	0	90	10	0	0	0	0	5	61	21	28	
	EDINBURGH	RYANAIR	S	A	34	0	0	88	9	0	3	0	0	6	64	22	25	
	EDINBURGH	RYANAIR	S	D	34	0	0	97	0	0	3	0	0	6	64	22	25	
	GATWICK	RYANAIR	S	A	51	0	0	82	8	10	0	0	0	8	62	23	50	
	GATWICK	RYANAIR	S	D	51	0	0	80	12	8	0	0	0	7	54	31	50	
	MANCHESTER	RYANAIR	S	A	39	0	0	97	3	0	0	0	0	1	0	0	0	
	MANCHESTER	RYANAIR	S	D	39	0	0	87	13	0	0	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	A	77	0	0	83	12	3	1	0	1	11	80	13	49	
	STANSTED	RYANAIR	S	D	77	0	0	96	3	1	0	0	0	3	92	4	49	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	13	0	0	11	0	36	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	0	13	63	28	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	0	0	0	13	52	38	82	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	0	0	0	13	55	38	58	8	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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	
ALICANTE																			
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	13	13	0	0	18	25	39	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	25	0	13	0	0	25	50	24	4		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	50	38	0	13	0	0	18	75	45	8		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	75	0	13	13	0	0	20	75	28	8		
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	77	15	8	0	0	0	10	65	25	17		
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	77	23	0	0	0	0	7	65	15	17		
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	6	50	34	4		
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	4	50	19	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	15	0	0	87	0	7	7	0	0	10	46	33	13		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	93	0	7	0	0	0	5	54	25	13		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	8	0	0	63	25	0	0	13	0	30	75	47	8		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	8	0	0	75	13	0	0	13	0	32	63	15	8		
<b>TOTAL ALICANTE</b>					<b>1805</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>55</b>	<b>34</b>	<b>34</b>		
ALMATY																			
	HEATHROW	AIR ASTANA	S	A	8	0	0	63	25	13	0	0	0	14	75	11	8		
	HEATHROW	AIR ASTANA	S	D	8	0	0	88	0	13	0	0	0	8	50	14	8		
<b>TOTAL ALMATY</b>					<b>16</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>63</b>	<b>13</b>	<b>13</b>		
ALMERIA																			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	100	0	0	0	0	0	5	46	39	26		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	100	0	0	0	0	0	2	54	25	26		
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	89	0	11	0	0	0	6	20	90	5		
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	44	22	22	11	0	0	21	0	66	4		
	MANCHESTER	MONARCH AIRLINES	S	A	17	0	0	88	0	0	12	0	0	15	46	43	13		
	MANCHESTER	MONARCH AIRLINES	S	D	17	0	0	82	6	0	12	0	0	19	62	27	13		
	STANSTED	RYANAIR	S	A	13	0	0	85	8	8	0	0	0	8	83	14	12		
	STANSTED	RYANAIR	S	D	13	0	0	77	23	0	0	0	0	7	83	6	12		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	80	25	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	43	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	20	60	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	6	75	12	4		
<b>TOTAL ALMERIA</b>					<b>148</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>55</b>	<b>32</b>	<b>32</b>		
ALTENBURG - WALLBURG																			

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
ALTENRHEIN																		
AMMAN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	63	27	7	3	0	0	12	71	35	17	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	43	20	13	23	0	0	33	59	21	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	85	15	0	0	0	0	7	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	62	31	8	0	0	0	15	0	0	0	
	HEATHROW	ROYAL JORDANIAN	S	A	30	0	0	80	17	3	0	0	0	6	90	3	30	
	HEATHROW	ROYAL JORDANIAN	S	D	30	0	0	60	27	10	3	0	0	14	80	11	30	
<b>TOTAL AMMAN</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>15</b>	<b>15</b>	
AMRITSAR																		
AMSTERDAM																		
	LONDON CITY	BA CITYFLYER LTD	S	A	116	0	0	86	7	4	2	1	0	8	90	7	82	
	LONDON CITY	BA CITYFLYER LTD	S	D	119	0	0	85	7	6	2	1	0	9	87	11	83	
	BIRMINGHAM	BMIBABY LTD	S	A	54	0	0	80	7	6	7	0	0	14	85	6	53	
	BIRMINGHAM	BMIBABY LTD	S	D	54	0	0	69	13	11	7	0	0	18	59	18	54	
	GATWICK	BRITISH AIRWAYS PLC	S	A	109	0	0	61	26	11	3	0	0	17	89	8	106	
	GATWICK	BRITISH AIRWAYS PLC	S	D	109	0	0	75	16	8	1	0	0	11	84	10	106	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	234	0	0	62	20	12	6	0	0	19	70	15	206	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	234	0	0	78	8	9	5	0	0	13	76	13	206	
	LONDON CITY	CITY JET	S	A	183	0	0	95	2	1	3	0	0	6	94	3	211	
	LONDON CITY	CITY JET	S	D	183	0	0	84	9	4	3	0	0	8	83	8	214	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	88	13	0	0	0	0	7	78	17	46	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	88	6	4	2	0	0	7	85	11	46	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	126	0	0	73	16	8	3	0	0	15	64	19	127	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	126	0	0	88	5	4	3	0	0	9	63	18	127	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	91	0	0	80	9	10	1	0	0	9	78	13	80	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	91	0	0	80	12	7	1	0	0	9	73	16	81	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	84	13	2	2	0	0	7	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	82	18	0	0	0	0	5	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	108	0	0	82	10	5	3	0	0	8	55	24	94	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	108	0	0	90	5	5	1	0	0	5	61	21	94	
	BIRMINGHAM	KLM	S	A	89	0	0	89	7	2	2	0	0	6	92	6	64	
	BIRMINGHAM	KLM	S	D	89	0	0	84	9	6	1	0	0	10	97	3	65	
	EDINBURGH	KLM	S	A	96	0	0	72	19	6	3	0	0	14	83	8	115	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
AMSTERDAM	EDINBURGH	KLM	S	D	96	0	0	79	11	7	2	0	0	12	93	5	115	
	GLASGOW	KLM	S	A	60	0	0	80	12	3	5	0	0	11	85	7	60	
	GLASGOW	KLM	S	D	60	0	1	85	10	3	2	0	0	9	83	11	60	
	HEATHROW	KLM	S	A	242	0	1	77	11	10	2	0	0	10	83	8	247	
	HEATHROW	KLM	S	D	242	0	2	71	16	10	3	0	0	12	82	9	247	
	MANCHESTER	KLM	S	A	174	0	0	83	12	4	1	0	0	9	86	8	95	
	MANCHESTER	KLM	S	D	174	0	0	79	14	5	1	1	0	10	83	10	95	
	NEWCASTLE	KLM	S	A	26	0	0	81	15	4	0	0	0	7	92	4	60	
	NEWCASTLE	KLM	S	D	26	0	0	77	19	4	0	0	0	9	92	7	60	
	BIRMINGHAM	KLM CITYHOPPER	S	A	61	0	0	97	3	0	0	0	0	3	91	4	86	
	BIRMINGHAM	KLM CITYHOPPER	S	D	61	0	0	93	3	3	0	0	0	5	82	10	85	
	EDINBURGH	KLM CITYHOPPER	S	A	84	0	0	80	14	6	0	0	0	10	74	10	35	
	EDINBURGH	KLM CITYHOPPER	S	D	84	0	0	85	10	5	1	0	0	8	89	5	35	
	GLASGOW	KLM CITYHOPPER	S	A	90	0	0	86	10	4	0	0	0	7	85	10	53	
	GLASGOW	KLM CITYHOPPER	S	D	89	0	0	89	7	4	0	0	0	6	96	4	53	
	HEATHROW	KLM CITYHOPPER	S	A	59	0	0	69	17	7	7	0	0	16	68	18	47	
	HEATHROW	KLM CITYHOPPER	S	D	58	0	0	95	3	2	0	0	0	2	87	6	47	
	MANCHESTER	KLM CITYHOPPER	S	A	6	0	0	100	0	0	0	0	0	2	82	12	55	
	MANCHESTER	KLM CITYHOPPER	S	D	6	0	0	100	0	0	0	0	0	2	91	3	55	
	NEWCASTLE	KLM CITYHOPPER	S	A	124	0	0	86	8	5	1	0	0	8	75	18	60	
	NEWCASTLE	KLM CITYHOPPER	S	D	124	0	0	85	8	4	2	1	0	11	92	7	60	
	EDINBURGH	TRANSAVIA	C	D	2	0	0	100	0	0	0	0	0	8	0	0	0	
<b>TOTAL AMSTERDAM</b>					<b>4477</b>	<b>5</b>	<b>5</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>10</b>	<b>10</b>	
ANCONA	STANSTED	RYANAIR	S	A	33	0	0	73	15	12	0	0	0	11	77	9	39	
	STANSTED	RYANAIR	S	D	33	0	0	85	3	12	0	0	0	7	90	6	39	
<b>TOTAL ANCONA</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>8</b>	
ANKARA (ESENBOGA)	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	A	17	0	0	100	0	0	0	0	0	2	0	0	0	
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	D	17	0	0	88	6	6	0	0	0	6	0	0	0	
<b>TOTAL ANKARA (ESENBOGA)</b>					<b>34</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>65</b>	<b>14</b>	<b>14</b>	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2010				
					22	MISMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)											
ANTALYA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	1	68	14	14	5	0	0	15	42	33	12	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	68	14	5	14	0	0	19	33	32	12	
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	29	57	0	14	0	0	25	0	63	5	
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	67	17	0	17	0	0	21	20	30	5	
	LUTON	MONARCH AIRLINES	C	A	3	0	0	67	33	0	0	0	0	11	50	73	4	
	LUTON	MONARCH AIRLINES	C	D	2	0	0	0	100	0	0	0	0	24	50	62	4	
	MANCHESTER	MONARCH AIRLINES	S	A	12	0	0	50	25	8	17	0	0	27	13	53	8	
	MANCHESTER	MONARCH AIRLINES	S	D	12	0	0	75	8	0	17	0	0	21	38	40	8	
	GATWICK	ONUR AIR	C	A	5	0	0	60	20	0	20	0	0	36	0	0	0	
	GATWICK	ONUR AIR	C	D	2	0	0	0	50	0	50	0	0	65	0	0	0	
	MANCHESTER	PEGASUS AIRLINES	S	A	4	0	0	75	25	0	0	0	0	10	50	14	4	
	MANCHESTER	PEGASUS AIRLINES	S	D	4	0	0	25	25	25	25	0	0	55	33	34	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	14	0	0	86	7	0	0	7	0	18	62	34	13	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	0	15	0	8	0	27	50	32	12	
	EDINBURGH	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	34	0	0	0	
	EDINBURGH	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	38	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	35	0	0	74	20	3	3	0	0	10	71	34	35	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	31	0	0	84	3	10	3	0	0	11	68	29	34	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	17	0	0	47	29	12	12	0	0	20	65	32	20	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	22	0	0	68	5	14	14	0	0	20	62	30	21	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	32	0	0	53	19	6	22	0	0	31	70	40	30	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	32	0	0	69	6	6	16	3	0	26	69	43	29	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	0	11	0	11	52	89	7	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	5	71	13	7	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	12	0	0	100	0	0	0	0	0	3	54	43	13	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	12	0	0	83	8	8	0	0	0	7	60	55	10	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	0	13	0	0	18	67	36	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	44	44	0	11	0	0	24	50	50	8	
	GATWICK	THOMSON AIRWAYS LTD	C	A	20	0	0	85	10	5	0	0	0	6	56	26	16	
	GATWICK	THOMSON AIRWAYS LTD	C	D	18	0	0	72	11	11	6	0	0	16	53	20	15	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	15	20	85	5	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	3	0	0	33	33	0	33	0	0	28	25	93	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	13	0	0	0	7	78	17	9	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
ANTALYA	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	7	75	15	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	77	8	8	8	0	0	13	67	24	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	64	14	14	0	7	0	36	75	27	8
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	32	80	11	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	47	50	32	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	75	14	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	5	75	13	4
<b>TOTAL ANTALYA</b>					<b>479</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>13</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>59</b>	<b>32</b>	<b>32</b>
ANTIGUA	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	1	38	15	38	8	0	0	23	54	32	13
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	1	85	0	8	8	0	0	12	46	30	13
<b>TOTAL ANTIGUA</b>					<b>26</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>8</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>31</b>	<b>31</b>
ANTWERP	LONDON CITY	VLM (BELGIUM)	S	A	119	0	0	87	9	3	0	1	0	7	97	2	119
	LONDON CITY	VLM (BELGIUM)	S	D	118	0	0	91	5	2	2	1	0	6	92	5	118
	MANCHESTER	VLM (BELGIUM)	S	A	43	0	0	86	14	0	0	0	0	8	89	7	44
	MANCHESTER	VLM (BELGIUM)	S	D	43	0	0	88	12	0	0	0	0	5	89	11	44
<b>TOTAL ANTWERP</b>					<b>323</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>5</b>	<b>5</b>
AQABA																	
<b>TOTAL AQABA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>60</b>	<b>43</b>	<b>43</b>
ARRECIFE	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	77	15	8	0	0	0	8	38	58	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	0	8	0	0	0	5	38	54	13
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	100	0	0	0	0	0	0	100	2	8
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	60	20	20	0	0	0	20	44	40	9
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	89	11	0	0	0	0	5	56	13	9
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	78	0	22	0	0	0	16	11	35	9
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	0	0	85	0	0	15	0	0	13	69	22	13
	BIRMINGHAM	MONARCH AIRLINES	S	D	13	0	0	62	8	8	23	0	0	23	46	26	13
	GATWICK	MONARCH AIRLINES	S	A	25	0	0	44	12	24	16	0	4	51	29	49	24
	GATWICK	MONARCH AIRLINES	S	D	25	0	0	56	12	24	4	0	4	38	54	29	24
	LUTON	MONARCH AIRLINES	S	A	13	0	0	54	8	31	8	0	0	20	25	54	12

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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
ARRECIFE																		
	LUTON	MONARCH AIRLINES	S	D	13	0	0	69	15	15	0	0	0	14	8	62	13	
	MANCHESTER	MONARCH AIRLINES	S	A	30	0	0	73	10	10	3	3	0	18	50	39	30	
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	68	13	16	0	3	0	18	45	34	31	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	0	75	15	8	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	6	63	37	8	
	EDINBURGH	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	2	50	19	8	
	EDINBURGH	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	6	38	38	8	
	LUTON	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	3	78	8	9	
	LUTON	RYANAIR	S	D	9	0	0	67	33	0	0	0	0	13	56	15	9	
	STANSTED	RYANAIR	S	A	21	0	0	95	0	5	0	0	0	3	77	26	13	
	STANSTED	RYANAIR	S	D	21	0	0	81	14	5	0	0	0	7	62	32	13	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	9	63	29	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	2	40	32	10	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	93	0	0	7	0	0	13	50	25	10	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	100	0	0	0	0	0	3	60	12	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	13	0	0	77	0	15	8	0	0	12	33	49	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	14	0	0	64	14	7	14	0	0	20	33	44	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	76	0	12	12	0	0	17	47	73	15	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	61	17	0	22	0	0	25	27	94	15	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	75	6	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	1	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	0	0	0	0	17	83	60	13	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	0	0	20	103	100	3	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	6	78	23	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	0	11	0	0	11	67	17	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	14	0	0	64	14	14	7	0	0	18	47	40	15	
	GATWICK	THOMSON AIRWAYS LTD	C	D	15	0	0	73	7	13	7	0	0	15	36	38	14	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	40	40	0	20	0	0	28	80	32	5	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	24	80	33	5	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	3	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	0	23	50	16	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	64	7	14	7	7	0	31	56	51	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	64	14	7	7	7	0	32	44	53	9	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
ARRECIFE																		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	75	7	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	5	80	8	5	
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	17	80	9	5	
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	1	5	
<b>TOTAL ARRECIFE</b>					<b>564</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>52</b>	<b>35</b>	<b>35</b>	
ARUBA																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	75	27	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	75	35	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	15	25	37	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	6	4	
<b>TOTAL ARUBA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>26</b>	<b>26</b>	
ASHKHABAD																		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	17	0	0	88	12	0	0	0	0	3	76	32	17	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	17	0	0	82	18	0	0	0	0	11	35	46	17	
	HEATHROW	TURKMENISTAN AIRLINES	S	A	8	0	0	50	38	0	13	0	0	29	63	14	8	
	HEATHROW	TURKMENISTAN AIRLINES	S	D	8	0	0	25	13	38	25	0	0	44	25	36	8	
<b>TOTAL ASHKHABAD</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>52</b>	<b>35</b>	<b>35</b>	
ASTANA																		
ASTURIAS																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	73	20	7	0	0	0	10	20	37	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	77	10	10	3	0	0	11	37	26	30	
<b>TOTAL ASTURIAS</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>28</b>	<b>31</b>	<b>31</b>	
ATHENS																		
	HEATHROW	AEGEAN AIRLINES	S	A	111	0	0	51	25	13	11	0	0	25	72	10	60	
	HEATHROW	AEGEAN AIRLINES	S	D	111	0	0	54	14	17	14	2	0	30	65	18	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	0	56	18	11	13	0	2	32	67	24	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	0	69	10	7	14	0	1	23	77	11	124	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	40	0	0	40	20	0	66	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	40	0	20	20	20	0	70	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	51	0	0	53	4	16	22	6	0	44	50	36	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	51	0	0	51	22	6	20	2	0	37	43	38	60	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	62	15	0	23	0	0	38	38	40	13	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
ATHENS																		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	77	8	8	8	0	0	16	85	17	13	
	MANCHESTER	FLY HELLAS	S	A	10	0	2	10	20	20	30	10	10	112	0	101	9	
	MANCHESTER	FLY HELLAS	S	D	8	0	2	13	0	0	63	13	13	149	22	41	9	
<b>TOTAL ATHENS</b>					<b>628</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>15</b>	<b>11</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>33</b>	<b>65</b>	<b>21</b>	<b>21</b>	
ATLANTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	7	7	3	0	0	12	80	55	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	17	3	3	0	0	13	70	18	30	
	GATWICK	DELTA AIRLINES	S	A	30	0	0	100	0	0	0	0	0	1	80	12	30	
	GATWICK	DELTA AIRLINES	S	D	30	0	0	93	7	0	0	0	0	4	69	32	29	
	HEATHROW	DELTA AIRLINES	S	A	47	1	0	89	6	4	0	0	0	4	70	10	30	
	HEATHROW	DELTA AIRLINES	S	D	47	0	0	70	19	11	0	0	0	10	90	8	30	
	MANCHESTER	DELTA AIRLINES	S	A	30	0	0	97	0	3	0	0	0	3	63	30	30	
	MANCHESTER	DELTA AIRLINES	S	D	30	0	0	93	0	3	3	0	0	5	65	24	31	
<b>TOTAL ATLANTA</b>					<b>274</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>24</b>	<b>24</b>	
AUCKLAND INTERNATIONAL																		
	HEATHROW	AIR NEW ZEALAND LTD	S	A	57	0	1	84	12	2	2	0	0	8	90	3	51	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	57	0	0	75	19	4	2	0	0	10	71	15	51	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>114</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>16</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>9</b>	<b>9</b>	
AVIGNON																		
	LONDON CITY	CITY JET	S	A	4	0	0	75	25	0	0	0	0	5	0	0	0	
	LONDON CITY	CITY JET	S	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL AVIGNON</b>					<b>9</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>22</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>	
AZORES PONTA DELGADA																		
	GATWICK	SATA	S	A	4	0	0	100	0	0	0	0	0	2	50	44	4	
	GATWICK	SATA	S	D	4	0	0	100	0	0	0	0	0	2	50	44	4	
	MANCHESTER	SATA	S	A	4	0	0	100	0	0	0	0	0	0	50	42	4	
	MANCHESTER	SATA	S	D	4	0	0	100	0	0	0	0	0	3	50	46	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>2</b>	<b>50</b>	<b>44</b>	<b>44</b>	
AZORES SANTA MARIA																		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	93	7	0	0	0	0	2	100	0	13	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	14	1	0	79	14	0	7	0	0	14	92	10	13	
<b>TOTAL BACAU</b>					<b>28</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>96</b>	<b>5</b>	<b>5</b>	
BAGHDAD (GECA)																		
	GATWICK	AL-NASER AIRLINES	S	A	6	0	1	0	0	0	50	17	33	234	0	0	0	
	GATWICK	AL-NASER AIRLINES	S	D	6	0	0	33	0	0	17	17	33	249	0	0	0	
<b>TOTAL BAGHDAD (GECA)</b>					<b>12</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>33</b>	<b>241</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BAGHDAD INT																		
BAHRAIN																		
	HEATHROW	GULF AIR	S	A	60	0	0	75	15	3	7	0	0	13	83	7	60	
	HEATHROW	GULF AIR	S	D	60	0	0	90	8	2	0	0	0	4	68	15	60	
<b>TOTAL BAHRAIN</b>					<b>120</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>11</b>	<b>11</b>	
BAKU (HEYDER ALIYEV INT'L)																		
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	13	0	0	77	23	0	0	0	0	9	38	42	13	
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	13	0	0	69	15	15	0	0	0	12	54	24	13	
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	92	8	0	0	0	0	3	92	4	13	
	HEATHROW	BMI BRITISH MIDLAND	S	D	21	0	0	57	29	10	5	0	0	18	38	28	13	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>56</b>	<b>25</b>	<b>25</b>	
BALTIMORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	1	89	4	4	4	0	0	10	90	10	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	82	11	4	0	4	0	18	77	8	30	
<b>TOTAL BALTIMORE</b>					<b>56</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>9</b>	<b>9</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	30	0	0	50	30	20	0	0	0	17	83	6	30	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	30	0	0	97	3	0	0	0	0	3	97	3	30	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>5</b>	<b>5</b>	
BANGALORE (BENGALURU)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	3	0	0	0	0	2	93	4	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	80	10	10	0	0	0	10	57	17	30	
<b>TOTAL BANGALORE (BENGALURU)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>10</b>	<b>10</b>	
BANGKOK SUVARNABHUMI																		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
BANGKOK SUVARNABHUMI		HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	60	0	0	75	20	5	0	0	0	11	78	7	60
		HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	60	0	0	88	10	0	2	0	0	5	70	15	60
<b>TOTAL BANGKOK SUVARNABHUMI</b>						<b>120</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>11</b>	<b>11</b>
BANGOR																		
BANJUL		GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	6	0	0	0
		GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	50	50	0	0	0	29	0	0	0
<b>TOTAL BANJUL</b>						<b>8</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>17</b>	<b>50</b>	<b>28</b>	<b>28</b>
BARCELONA		LONDON CITY	BA CITYFLYER LTD	S	A	29	0	0	76	7	7	10	0	0	15	52	27	27
		LONDON CITY	BA CITYFLYER LTD	S	D	30	0	0	70	10	10	10	0	0	17	75	23	28
		HEATHROW	BRITISH AIRWAYS PLC	S	A	240	0	0	74	14	9	3	0	0	12	40	44	203
		HEATHROW	BRITISH AIRWAYS PLC	S	D	240	0	0	80	10	6	3	0	0	9	62	25	205
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	150	0	0	87	5	5	2	1	0	9	50	47	139
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	150	0	0	79	13	3	4	1	0	13	54	32	138
		LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	90	8	2	0	0	0	4	49	44	57
		LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	97	2	2	0	0	0	2	51	34	57
		NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	86	0	9	5	0	0	8	72	21	29
		NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	77	14	5	5	0	0	9	69	21	29
		STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	82	12	5	2	0	0	9	32	42	57
		STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	80	13	5	2	0	0	9	44	32	57
		MANCHESTER	MONARCH AIRLINES	S	A	30	0	0	67	7	13	10	3	0	26	41	46	29
		MANCHESTER	MONARCH AIRLINES	S	D	30	0	0	93	0	3	0	3	0	13	63	31	30
		EDINBURGH	RYANAIR	S	A	17	0	0	59	18	24	0	0	0	14	0	24	2
		EDINBURGH	RYANAIR	S	D	17	0	0	76	12	12	0	0	0	10	50	15	2
		MANCHESTER	THOMSON AIRWAYS LTD	C	A	2	0	0	0	50	50	0	0	0	30	0	0	0
		MANCHESTER	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL BARCELONA</b>						<b>1223</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>51</b>	<b>36</b>	<b>36</b>
BARI (PALESE)		GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	75	8	8	8	0	0	13	77	8	13
		GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	67	25	0	8	0	0	16	69	13	13
		STANSTED	RYANAIR	S	A	17	0	0	71	24	0	6	0	0	13	76	12	21

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 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)										
BARI (PALESE)	STANSTED	RYANAIR	S	D	17	0	0	88	6	6	0	0	0	7	57	20	21
<b>TOTAL BARI (PALESE)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>14</b>	<b>14</b>
BARRA	GLASGOW	LOGANAIR	S	A	31	2	0	74	13	3	10	0	0	14	81	9	37
	GLASGOW	LOGANAIR	S	D	33	2	0	76	6	15	3	0	0	13	79	10	38
<b>TOTAL BARRA</b>					<b>64</b>	<b>4</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>10</b>	<b>10</b>
BASLE MULHOUSE	HEATHROW	BMI BRITISH MIDLAND	S	A	81	0	0	89	10	1	0	0	0	4	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	81	0	1	85	10	2	2	0	0	7	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	A	30	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	30	0	0	100	0	0	0	0	0	2	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	86	8	6	1	0	0	8	69	12	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	74	12	9	4	0	0	12	78	10	90
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	62	19	8	12	0	0	21	50	27	24
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	77	8	8	8	0	0	17	42	32	24
	EDINBURGH	EASYJET SWITZERLAND	S	A	17	0	0	94	6	0	0	0	0	3	0	0	0
	EDINBURGH	EASYJET SWITZERLAND	S	D	17	0	0	76	6	12	6	0	0	12	0	0	0
	GATWICK	EASYJET SWITZERLAND	S	A	30	0	0	90	7	0	0	3	0	10	80	25	30
	GATWICK	EASYJET SWITZERLAND	S	D	30	0	0	80	20	0	0	0	0	8	47	25	30
	MANCHESTER	HELLO	C	A	3	0	0	33	33	33	0	0	0	22	0	0	0
	MANCHESTER	HELLO	C	D	3	0	0	67	33	0	0	0	0	12	0	0	0
<b>TOTAL BASLE MULHOUSE</b>					<b>554</b>	<b>0</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>76</b>	<b>12</b>	<b>12</b>
BASTIA	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	7	0	0	57	0	29	0	14	0	56	40	36	10
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	7	0	0	57	14	29	0	0	0	16	33	35	9
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	67	33	0	0	0	0	9	100	4	2
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	100	0	0	0	0	0	5	67	17	3
<b>TOTAL BASTIA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>44</b>	<b>32</b>	<b>32</b>
BEAUVAIS	EDINBURGH	RYANAIR	S	A	17	0	0	82	6	12	0	0	0	7	91	7	11

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
BEAUVAIS	EDINBURGH	RYANAIR	S	D	17	0	0	94	0	6	0	0	0	5	82	8	11
<b>TOTAL BEAUVAIS</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>7</b>	<b>7</b>
BEIJING	HEATHROW	AIR CHINA	S	A	30	0	1	73	10	10	3	3	0	19	70	9	30
	HEATHROW	AIR CHINA	S	D	30	0	0	93	0	3	3	0	0	8	93	8	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	63	23	7	7	0	0	17	63	10	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	10	10	3	0	0	16	73	11	30
<b>TOTAL BEIJING</b>					<b>120</b>	<b>2</b>	<b>1</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>10</b>	<b>10</b>
BEIRUT	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	1	70	10	20	0	0	0	12	83	9	23
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	43	37	13	7	0	0	21	68	13	22
	HEATHROW	MEA	S	A	30	0	0	53	33	13	0	0	0	18	70	16	30
	HEATHROW	MEA	S	D	30	0	0	73	10	17	0	0	0	13	63	18	30
<b>TOTAL BEIRUT</b>					<b>120</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>23</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>15</b>	<b>15</b>
BEJA	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	0	5	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BEJA</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>
BELFAST CITY (GEORGE BE	HEATHROW	BMI BRITISH MIDLAND	S	A	167	0	1	71	15	10	4	0	0	13	77	12	176
	HEATHROW	BMI BRITISH MIDLAND	S	D	167	0	1	77	10	10	2	0	0	10	77	11	176
	BIRMINGHAM	BMIBABY LTD	S	A	55	0	2	80	7	11	2	0	0	9	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	57	0	0	79	4	12	5	0	0	15	0	0	0
	MANCHESTER	BMIBABY LTD	S	A	50	0	0	84	8	2	6	0	0	8	0	0	0
	MANCHESTER	BMIBABY LTD	S	D	49	0	1	82	10	6	2	0	0	9	0	0	0
	STANSTED	BMIBABY LTD	S	A	47	0	0	96	2	0	2	0	0	3	0	0	0
	STANSTED	BMIBABY LTD	S	D	47	0	0	96	2	0	2	0	0	4	0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	152	0	3	86	9	5	1	0	0	6	93	4	152
	BIRMINGHAM	FLYBE LTD	S	D	150	0	5	75	15	9	1	0	0	11	86	8	152
	EDINBURGH	FLYBE LTD	S	A	110	0	3	92	5	0	3	0	0	6	89	6	104
	EDINBURGH	FLYBE LTD	S	D	111	0	2	91	5	1	3	0	0	7	91	6	104
	GATWICK	FLYBE LTD	S	A	134	0	0	87	8	3	1	0	0	7	97	2	112

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					SEPT 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)																		
	GATWICK	FLYBE LTD	S	D	134	0	0	81	12	5	1	0	0	9	88	6	112	
	GLASGOW	FLYBE LTD	S	A	111	0	2	87	4	4	5	0	0	10	94	4	98	
	GLASGOW	FLYBE LTD	S	D	110	0	3	81	6	5	7	1	0	14	94	3	98	
	MANCHESTER	FLYBE LTD	S	A	174	0	0	83	7	5	5	1	0	12	86	7	160	
	MANCHESTER	FLYBE LTD	S	D	172	1	1	87	3	6	3	1	0	9	84	7	160	
	NEWCASTLE	FLYBE LTD	S	A	44	0	0	77	9	7	7	0	0	15	94	5	52	
	NEWCASTLE	FLYBE LTD	S	D	44	0	0	75	7	11	2	5	0	20	92	6	52	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>2085</b>	<b>1</b>	<b>24</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>7</b>	<b>7</b>	
BELFAST INTERNATIONAL																		
	HEATHROW	AER LINGUS	S	A	119	0	0	76	14	4	5	0	0	12	65	19	116	
	HEATHROW	AER LINGUS	S	D	119	0	0	82	9	3	6	0	0	10	71	16	116	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	87	0	0	93	5	1	1	0	0	4	86	10	77	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	87	0	0	94	3	1	1	0	0	5	86	11	77	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	112	0	0	84	6	4	4	2	0	14	61	28	110	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	112	0	0	81	5	7	4	3	0	16	45	34	109	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	100	0	0	92	6	2	0	0	0	3	80	13	98	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	100	0	0	89	10	1	0	0	0	3	78	13	98	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	73	0	0	90	3	3	4	0	0	7	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	73	0	0	81	14	3	3	0	0	9	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	64	0	0	88	6	3	3	0	0	8	72	20	61	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	64	0	0	89	5	3	3	0	0	8	56	25	61	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	120	0	0	90	7	3	1	0	0	5	74	14	111	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	120	0	0	92	7	2	0	0	0	3	71	17	111	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1351</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>18</b>	<b>18</b>	
BELGRADE																		
	HEATHROW	JATAIRWAYS	S	A	38	0	0	76	13	11	0	0	0	10	77	11	35	
	HEATHROW	JATAIRWAYS	S	D	38	0	0	71	13	16	0	0	0	11	66	15	35	
	LUTON	WIZZ AIR	S	A	17	0	0	100	0	0	0	0	0	3	60	28	15	
	LUTON	WIZZ AIR	S	D	17	0	0	59	35	6	0	0	0	16	73	25	15	
<b>TOTAL BELGRADE</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>12</b>	<b>12</b>	
BENBECULA																		
	GLASGOW	LOGANAIR	S	A	45	0	0	91	4	2	2	0	0	4	96	3	49	
	GLASGOW	LOGANAIR	S	D	45	0	0	93	2	4	0	0	0	4	92	6	49	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
BENBECULA																	
<b>TOTAL BENBECULA</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>4</b>	<b>4</b>
BERGAMO																	
	STANSTED	RYANAIR	S	A	90	0	0	59	30	8	0	3	0	20	57	22	90
	STANSTED	RYANAIR	S	D	90	0	0	93	3	3	0	0	0	5	80	8	90
<b>TOTAL BERGAMO</b>					<b>181</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>15</b>	<b>15</b>
BERGEN																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	67	17	10	7	0	0	15	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	87	3	3	7	0	0	12	0	0	0
	NEWCASTLE	EASTERN AIRWAYS	S	D	2	0	0	100	0	0	0	0	0	11	91	9	22
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	48	0	0	77	17	4	2	0	0	9	93	6	56
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	48	0	0	81	17	0	2	0	0	7	77	14	56
	GATWICK	SAS BRAATHENS	S	A	18	0	0	94	6	0	0	0	0	5	100	3	17
	GATWICK	SAS BRAATHENS	S	D	18	0	0	94	6	0	0	0	0	4	82	9	17
<b>TOTAL BERGEN</b>					<b>195</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>8</b>	<b>8</b>
BERGERAC																	
	BIRMINGHAM	FLYBE LTD	S	A	15	0	0	87	7	7	0	0	0	5	64	131	11
	BIRMINGHAM	FLYBE LTD	S	D	15	0	0	93	7	0	0	0	0	4	64	138	11
	EDINBURGH	FLYBE LTD	S	A	4	0	0	100	0	0	0	0	0	100	0	0	4
	EDINBURGH	FLYBE LTD	S	D	4	0	0	100	0	0	0	0	0	2	100	5	4
	GATWICK	FLYBE LTD	S	A	12	0	0	92	0	0	0	8	0	21	75	10	4
	GATWICK	FLYBE LTD	S	D	12	0	0	83	8	0	0	8	0	24	100	4	4
	MANCHESTER	FLYBE LTD	S	A	3	0	0	33	33	0	33	0	0	51	0	0	0
	MANCHESTER	FLYBE LTD	S	D	3	0	0	33	33	0	33	0	0	58	0	0	0
	STANSTED	RYANAIR	S	A	30	0	0	90	10	0	0	0	0	3	79	10	28
	STANSTED	RYANAIR	S	D	30	0	0	93	7	0	0	0	0	2	86	7	28
<b>TOTAL BERGERAC</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>37</b>	<b>37</b>
BERLIN (SCHONEFELD)																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	84	0	0	71	14	5	6	2	1	24	71	23	82
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	84	0	0	76	10	7	6	1	0	15	60	26	82
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	85	8	8	0	0	0	7	50	31	30
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	88	8	4	0	0	0	6	50	35	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	55	0	0	93	5	0	2	0	0	5	71	16	70

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
BERLIN (SCHONEFELD)	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	55	0	0	98	0	2	0	0	0	3	66	23	70
	EDINBURGH	RYANAIR	S	A	12	1	0	83	8	8	0	0	0	6	76	7	17
	EDINBURGH	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	3	100	5	17
	STANSTED	RYANAIR	S	A	60	0	0	90	5	3	2	0	0	5	86	5	74
	STANSTED	RYANAIR	S	D	60	0	0	88	10	2	0	0	0	5	84	7	74
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>475</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>18</b>	<b>18</b>
BERLIN (TEGEL)	HEATHROW	BMI BRITISH MIDLAND	S	A	120	0	0	71	16	9	3	1	0	15	67	13	150
	HEATHROW	BMI BRITISH MIDLAND	S	D	120	0	0	73	14	8	4	0	0	11	81	10	150
	HEATHROW	BRITISH AIRWAYS PLC	S	A	180	0	0	69	12	13	5	1	0	15	79	10	179
	HEATHROW	BRITISH AIRWAYS PLC	S	D	180	0	0	80	9	6	5	0	0	11	78	10	179
<b>TOTAL BERLIN (TEGEL)</b>					<b>600</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>11</b>	<b>11</b>
BERMUDA	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	0	86	3	3	7	0	0	13	89	6	28
	GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	0	86	3	0	7	3	0	15	93	7	28
<b>TOTAL BERMUDA</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>91</b>	<b>7</b>	<b>7</b>
BERNE	LONDON CITY	SKY WORK AG	S	A	47	0	2	91	4	2	2	0	0	7	0	0	0
	LONDON CITY	SKY WORK AG	S	D	47	0	2	89	6	2	2	0	0	7	0	0	0
<b>TOTAL BERNE</b>					<b>94</b>	<b>1</b>	<b>4</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
BEZIERS	LUTON	RYANAIR	S	A	17	0	0	88	12	0	0	0	0	4	73	9	11
	LUTON	RYANAIR	S	D	17	0	0	76	24	0	0	0	0	9	82	6	11
<b>TOTAL BEZIERS</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>8</b>	<b>8</b>
BIARRITZ	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	92	8	0	0	0	0	2	75	11	4
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	83	17	0	0	0	0	4	25	25	4
	STANSTED	RYANAIR	S	A	34	0	0	71	26	3	0	0	0	9	64	15	28
	STANSTED	RYANAIR	S	D	34	0	0	76	18	6	0	0	0	8	75	12	28
<b>TOTAL BIARRITZ</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>15</b>	<b>15</b>
BILBAO	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	8	0	0	0	0	2	0	0	0

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
BILBAO																		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	100	0	0	0	0	0	3	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	92	4	4	0	0	0	4	48	42	46	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	96	4	0	0	0	0	3	41	43	46	
	HEATHROW	VUELING AIRLINES	S	A	30	0	0	83	10	7	0	0	0	8	39	28	28	
	HEATHROW	VUELING AIRLINES	S	D	30	0	0	93	3	0	3	0	0	6	50	30	28	
<b>TOTAL BILBAO</b>					<b>185</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>5</b>	<b>45</b>	<b>37</b>	<b>37</b>	
BILLUND																		
	GATWICK	CIMBER AIR A/S	S	A	77	0	0	84	9	4	3	0	0	8	96	6	56	
	GATWICK	CIMBER AIR A/S	S	D	77	0	0	87	6	4	3	0	0	6	91	7	56	
	EDINBURGH	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	1	92	8	13	
	EDINBURGH	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	6	54	15	13	
	STANSTED	RYANAIR	S	A	60	0	0	88	7	3	0	2	0	10	93	4	60	
	STANSTED	RYANAIR	S	D	60	0	0	90	7	3	0	0	0	5	92	5	60	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	33	0	0	64	21	12	3	0	0	18	94	5	33	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	D	33	0	0	70	9	18	3	0	0	17	79	8	33	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	48	0	0	73	25	0	2	0	0	12	85	14	47	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	48	0	0	94	4	0	2	0	0	4	87	10	47	
<b>TOTAL BILLUND</b>					<b>462</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>9</b>	<b>89</b>	<b>8</b>	<b>8</b>	
BIRMINGHAM																		
	NEWCASTLE	EASTERN AIRWAYS	S	A	61	0	4	97	2	0	2	0	0	2	94	2	64	
	NEWCASTLE	EASTERN AIRWAYS	S	D	57	1	2	95	4	2	0	0	0	4	98	3	65	
	EDINBURGH	FLYBE LTD	S	A	186	0	1	80	8	8	4	0	0	11	88	7	186	
	EDINBURGH	FLYBE LTD	S	D	186	0	1	81	11	4	3	0	0	10	86	10	187	
	GLASGOW	FLYBE LTD	S	A	170	0	2	81	9	5	4	0	0	10	84	11	160	
	GLASGOW	FLYBE LTD	S	D	169	0	3	78	10	6	4	1	1	16	82	10	157	
<b>TOTAL BIRMINGHAM</b>					<b>829</b>	<b>1</b>	<b>13</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>8</b>	<b>8</b>	
BISHKEK (FRUNZE)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	46	38	8	8	0	0	23	67	88	12	
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	77	8	15	0	0	0	9	46	27	13	
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>56</b>	<b>56</b>	
BLACKPOOL																		
BOA VISTA (RABIL)																		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
BOA VISTA (RABIL)																		
	GATWICK	THOMSON AIRWAYS LTD	S	A	5	0	0	60	20	20	0	0	0	14	40	101	5	
	GATWICK	THOMSON AIRWAYS LTD	S	D	5	0	0	80	20	0	0	0	0	8	60	19	5	
	GLASGOW	THOMSON AIRWAYS LTD	S	A	4	0	0	25	50	25	0	0	0	24	0	0	0	
	GLASGOW	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	8	0	0	50	0	25	13	13	0	45	0	33	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	8	0	0	63	13	13	0	13	0	43	75	16	4	
<b>TOTAL BOA VISTA (RABIL)</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>15</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>27</b>	<b>44</b>	<b>44</b>	<b>44</b>	
BODRUM (MILAS)																		
	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	50	25	25	0	0	0	24	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	53	24	12	6	6	0	28	31	41	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	59	18	12	6	6	0	27	21	43	14	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	8	0	0	0	0	4	77	9	13	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	77	23	0	0	0	0	6	62	14	13	
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	75	0	13	0	13	0	34	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	8	0	0	63	13	13	0	13	0	44	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	A	5	1	1	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	6	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	11	0	0	64	9	27	0	0	0	12	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	11	0	0	73	9	18	0	0	0	12	0	0	0	
	LUTON	MONARCH AIRLINES	S	A	13	0	0	62	15	8	8	8	0	33	89	32	9	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	38	31	15	8	8	0	45	56	44	9	
	MANCHESTER	MONARCH AIRLINES	S	A	9	0	0	78	0	11	11	0	0	22	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	D	9	0	0	67	11	0	11	11	0	36	0	0	0	
	GATWICK	ONUR AIR	C	A	6	0	0	67	33	0	0	0	0	10	89	3	9	
	GATWICK	ONUR AIR	C	D	5	0	0	60	40	0	0	0	0	8	89	7	9	
	MANCHESTER	ONUR AIR	C	A	9	0	0	89	11	0	0	0	0	5	100	4	13	
	MANCHESTER	ONUR AIR	C	D	7	0	0	71	14	0	14	0	0	17	69	13	13	
	GATWICK	PEGASUS AIRLINES	S	A	4	0	0	75	25	0	0	0	0	8	0	0	0	
	GATWICK	PEGASUS AIRLINES	S	D	4	0	0	100	0	0	0	0	0	5	0	0	0	
	STANSTED	PEGASUS AIRLINES	S	A	5	0	0	60	0	20	20	0	0	28	100	0	4	
	STANSTED	PEGASUS AIRLINES	S	D	4	0	0	50	25	0	25	0	0	25	67	12	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	0	75	34	8	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
BODRUM (MILAS)																	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	7	0	0	100	0	0	0	0	0	2	63	38	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	21	0	0	90	5	5	0	0	0	6	72	36	29
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	21	0	0	90	5	0	5	0	0	8	67	41	27
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	13	13	13	0	0	31	33	50	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	25	13	13	0	0	36	33	57	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	25	0	0	92	8	0	0	0	0	2	77	19	26
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	25	0	0	88	8	0	4	0	0	7	72	26	25
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	13	0	0	9	88	28	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	11	75	36	8
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	32	8
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	50	49	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	2	67	16	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	4	67	21	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	22	0	0	77	18	5	0	0	0	8	76	13	25
	GATWICK	THOMSON AIRWAYS LTD	C	D	21	0	0	76	10	10	5	0	0	14	72	15	25
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	12	50	21	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	118	4
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	9	60	16	5
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	40	60	0	0	0	0	15	80	16	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	22	0	0	64	18	9	9	0	0	15	70	22	20
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	21	0	0	67	24	5	5	0	0	14	67	39	21
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	12	100	0	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	60	0	0	20	20	0	74	100	3	5
<b>TOTAL BODRUM (MILAS)</b>					<b>486</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>28</b>	<b>28</b>
BOLOGNA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	85	0	0	66	18	6	11	0	0	17	64	17	86
	GATWICK	BRITISH AIRWAYS PLC	S	D	85	0	0	59	19	11	12	0	0	22	67	12	86
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	87	7	3	0	3	0	14	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	7	3	0	3	0	15	0	0	0
	EDINBURGH	RYANAIR	S	A	7	0	0	71	0	14	0	0	14	67	92	6	13
	EDINBURGH	RYANAIR	S	D	7	0	0	71	0	29	0	0	0	18	69	14	13
	STANSTED	RYANAIR	S	A	29	0	0	83	10	7	0	0	0	8	62	19	47
	STANSTED	RYANAIR	S	D	29	0	0	90	7	3	0	0	0	7	77	11	47

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
BOLOGNA																	
<b>TOTAL BOLOGNA</b>					<b>302</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>14</b>	<b>14</b>
BORDEAUX																	
	MANCHESTER	BMIBABY LTD	S	A	3	0	0	100	0	0	0	0	0	0	44	22	9
	MANCHESTER	BMIBABY LTD	S	D	3	0	0	100	0	0	0	0	0	3	67	9	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	60	0	0	80	10	8	2	0	0	10	79	12	58
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	78	13	5	3	0	0	13	83	11	59
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	84	6	3	6	0	0	11	46	36	28
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	84	9	3	3	0	0	10	36	44	28
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	92	5	3	0	0	0	3	68	17	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	89	11	0	0	0	0	5	74	11	31
	BIRMINGHAM	FLYBE LTD	S	A	7	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	7	0	0	100	0	0	0	0	0	3	0	0	0
	EDINBURGH	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	1	88	7	17
	EDINBURGH	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	4	47	14	17
<b>TOTAL BORDEAUX</b>					<b>306</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>8</b>	<b>68</b>	<b>18</b>	<b>18</b>
BOSTON																	
	HEATHROW	AMERICAN AIRLINES	S	A	89	0	1	91	4	2	2	0	0	6	90	7	89
	HEATHROW	AMERICAN AIRLINES	S	D	88	0	1	80	14	5	2	0	0	8	82	9	89
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	90	3	2	3	1	0	9	91	9	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	61	22	11	4	1	0	20	68	17	90
	HEATHROW	DELTA AIRLINES	S	A	58	0	0	81	12	5	2	0	0	8	0	0	0
	HEATHROW	DELTA AIRLINES	S	D	58	0	0	91	3	2	2	2	0	9	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	90	0	3	7	0	0	12	90	10	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	87	13	0	0	0	0	4	67	14	30
<b>TOTAL BOSTON</b>					<b>533</b>	<b>1</b>	<b>2</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>11</b>	<b>11</b>
BOURNEMOUTH																	
BRATISLAVA																	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	92	0	0	8	0	0	5	77	17	13
	BIRMINGHAM	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	3	62	27	13
	EDINBURGH	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	1	89	7	18
	EDINBURGH	RYANAIR	S	D	13	0	0	85	15	0	0	0	0	8	72	15	18
	LUTON	RYANAIR	S	A	30	0	0	77	20	3	0	0	0	10	77	9	30

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
BRATISLAVA																		
	LUTON	RYANAIR	S	D	30	0	0	70	20	10	0	0	0	12	87	7	30	
	STANSTED	RYANAIR	S	A	60	0	0	95	2	2	2	0	0	6	90	6	60	
	STANSTED	RYANAIR	S	D	60	0	0	95	3	0	2	0	0	4	95	4	60	
<b>TOTAL BRATISLAVA</b>					<b>232</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>8</b>	<b>8</b>	
BREMEN																		
	EDINBURGH	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	4	47	23	17	
	EDINBURGH	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	3	65	14	17	
	STANSTED	RYANAIR	S	A	56	0	0	75	9	7	5	2	2	25	81	12	52	
	STANSTED	RYANAIR	S	D	56	0	0	82	7	9	2	0	0	9	92	4	52	
<b>TOTAL BREMEN</b>					<b>138</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>78</b>	<b>11</b>	<b>11</b>	
BRESCIA/MONTICHIARI																		
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>2</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>0</b>	<b>65</b>	<b>16</b>	<b>16</b>	
BREST																		
	BIRMINGHAM	FLYBE LTD	S	A	3	0	0	67	0	0	0	33	0	83	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	3	0	0	67	0	33	0	0	0	21	0	0	0	
<b>TOTAL BREST</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>52</b>	<b>100</b>	<b>3</b>	<b>3</b>	
BRIDGETOWN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	2	81	14	5	0	0	0	8	97	2	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	1	85	5	10	0	0	0	10	100	2	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	14	0	0	64	14	14	7	0	0	17	91	6	22	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	14	0	0	57	0	14	29	0	0	40	71	25	14	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	75	0	25	0	0	0	10	100	8	4	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	0	100	5	4	
<b>TOTAL BRIDGETOWN</b>					<b>77</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>8</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>93</b>	<b>6</b>	<b>6</b>	
BRINDISI																		
	STANSTED	RYANAIR	S	A	16	0	0	81	13	6	0	0	0	8	82	7	17	
	STANSTED	RYANAIR	S	D	16	0	0	88	13	0	0	0	0	6	100	4	17	
<b>TOTAL BRINDISI</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>6</b>	<b>6</b>	
BRISTOL																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	90	0	0	88	6	4	2	0	0	6	55	25	77	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	90	0	0	87	9	2	2	0	0	6	52	31	77	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	78	0	0	87	1	9	3	0	0	9	69	15	74	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
BRISTOL																		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	78	0	0	83	4	10	3	0	0	10	59	18	74	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	64	0	0	95	2	2	2	0	0	2	78	12	73	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	64	0	0	92	5	2	2	0	0	4	69	18	72	
<b>TOTAL BRISTOL</b>					<b>468</b>	<b>5</b>	<b>1</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>64</b>	<b>20</b>	<b>20</b>	
BRIVE-LA-GAILLARDE																		
	LONDON CITY	CITY JET	S	A	14	0	0	86	7	7	0	0	0	7	40	25	10	
	LONDON CITY	CITY JET	S	D	14	0	0	93	7	0	0	0	0	2	90	3	10	
	MANCHESTER	JET2.COM LTD	S	A	3	0	0	67	0	33	0	0	0	20	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	3	0	0	67	33	0	0	0	0	19	0	0	0	
<b>TOTAL BRIVE-LA-GAILLARDE</b>					<b>34</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>7</b>	<b>65</b>	<b>14</b>	<b>14</b>	
BRNO (TURANY)																		
	STANSTED	RYANAIR	S	A	30	0	0	97	0	3	0	0	0	3	82	8	17	
	STANSTED	RYANAIR	S	D	30	0	0	100	0	0	0	0	0	1	88	8	17	
	LUTON	WIZZ AIR	S	A	17	0	0	94	6	0	0	0	0	1	0	0	0	
	LUTON	WIZZ AIR	S	D	17	0	0	65	29	6	0	0	0	11	0	0	0	
<b>TOTAL BRNO (TURANY)</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>8</b>	<b>8</b>	
BRUSSELS																		
	EDINBURGH	BMI REGIONAL	S	A	78	0	0	88	9	3	0	0	0	6	95	5	75	
	EDINBURGH	BMI REGIONAL	S	D	78	0	0	78	14	4	4	0	0	9	97	4	75	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	168	0	0	70	14	13	2	0	0	13	74	11	179	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	168	0	0	74	13	8	4	1	0	13	71	12	180	
	BIRMINGHAM	BRUSSELS AIRLINES	S	A	124	0	0	81	10	8	1	0	0	9	90	8	116	
	BIRMINGHAM	BRUSSELS AIRLINES	S	D	123	0	0	85	7	7	1	0	0	9	82	9	116	
	HEATHROW	BRUSSELS AIRLINES	S	A	108	0	0	69	17	9	6	0	0	16	67	16	103	
	HEATHROW	BRUSSELS AIRLINES	S	D	108	0	0	79	10	9	2	0	0	9	83	9	103	
	MANCHESTER	BRUSSELS AIRLINES	S	A	102	0	0	80	12	7	1	0	0	10	86	9	97	
	MANCHESTER	BRUSSELS AIRLINES	S	D	101	0	0	84	8	6	2	0	0	8	82	8	97	
	NEWCASTLE	BRUSSELS AIRLINES	S	A	72	0	0	92	3	3	3	0	0	7	96	3	72	
	NEWCASTLE	BRUSSELS AIRLINES	S	D	72	0	0	86	10	3	1	0	0	8	86	8	72	
	MANCHESTER	FLYBE LTD	S	A	47	0	0	74	11	11	4	0	0	14	81	11	47	
	MANCHESTER	FLYBE LTD	S	D	47	0	0	77	13	6	4	0	0	14	79	11	47	
<b>TOTAL BRUSSELS</b>					<b>1398</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>9</b>	<b>9</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2010				
					20	MISMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)											
BUCHAREST (BANEASA)																		
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	20	1	2	60	25	5	5	0	5	36	45	31	29	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	21	1	1	38	33	19	5	5	0	40	38	35	29	
	LUTON	WIZZ AIR	S	A	60	1	0	80	12	5	3	0	0	8	95	4	55	
	LUTON	WIZZ AIR	S	D	60	0	0	77	13	10	0	0	0	10	91	5	56	
<b>TOTAL BUCHAREST (BANEASA)</b>					<b>161</b>	<b>3</b>	<b>3</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>75</b>	<b>15</b>	<b>15</b>	
BUCHAREST (OTOPENI)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	60	17	18	5	0	0	18	78	15	72	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	67	25	8	0	0	0	13	65	15	72	
	HEATHROW	TAROM	S	A	30	0	0	73	17	10	0	0	0	8	80	14	30	
	HEATHROW	TAROM	S	D	30	0	0	87	10	3	0	0	0	6	67	22	30	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>180</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>16</b>	<b>16</b>	
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	73	16	7	3	1	0	14	85	7	119	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	70	17	8	4	1	0	15	81	9	119	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	79	18	4	0	0	0	7	52	33	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	100	0	0	0	0	0	1	62	32	29	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	10	3	3	0	0	8	70	17	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	10	3	0	0	0	6	70	19	30	
	EDINBURGH	JET2.COM LTD	S	A	12	0	0	33	42	8	17	0	0	33	0	0	0	
	EDINBURGH	JET2.COM LTD	S	D	12	0	0	58	25	8	8	0	0	19	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	29	0	1	79	3	7	10	0	0	12	41	48	27	
	MANCHESTER	JET2.COM LTD	S	D	30	0	0	80	3	10	3	3	0	23	33	42	27	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	60	0	0	55	22	20	3	0	0	19	46	23	54	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	60	0	0	35	27	30	8	0	0	28	56	28	54	
	LUTON	WIZZ AIR	S	A	90	0	0	78	13	2	4	1	1	17	78	15	85	
	LUTON	WIZZ AIR	S	D	90	0	0	61	20	10	6	1	2	32	53	25	85	
<b>TOTAL BUDAPEST</b>					<b>679</b>	<b>2</b>	<b>1</b>	<b>69</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>20</b>	<b>20</b>	
BUENOS AIRES																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	10	3	0	0	0	7	63	15	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	97	3	0	0	0	0	5	47	27	30	
<b>TOTAL BUENOS AIRES</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>55</b>	<b>21</b>	<b>21</b>	
BURGAS																		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
BURGAS																		
	BIRMINGHAM	BH AIR	C	A	5	0	0	40	20	40	0	0	0	21	17	27	6	
	BIRMINGHAM	BH AIR	C	D	4	0	0	50	50	0	0	0	0	14	40	29	5	
	EDINBURGH	BH AIR	C	A	5	0	0	100	0	0	0	0	0	3	75	5	4	
	EDINBURGH	BH AIR	C	D	5	0	0	80	0	20	0	0	0	13	100	1	3	
	GATWICK	BH AIR	C	A	5	0	0	40	40	20	0	0	0	20	60	29	5	
	GATWICK	BH AIR	C	D	5	0	0	40	40	20	0	0	0	19	80	22	5	
	GLASGOW	BH AIR	C	A	4	0	0	0	75	25	0	0	0	29	75	9	4	
	GLASGOW	BH AIR	C	D	4	0	0	25	50	0	25	0	0	28	75	12	4	
	MANCHESTER	BH AIR	C	A	13	0	0	46	38	15	0	0	0	18	83	9	12	
	MANCHESTER	BH AIR	C	D	13	0	0	69	15	15	0	0	0	16	75	11	12	
	NEWCASTLE	BH AIR	C	A	8	0	0	75	13	13	0	0	0	10	63	15	8	
	NEWCASTLE	BH AIR	C	D	8	0	0	63	25	0	13	0	0	18	57	14	7	
	STANSTED	BH AIR	C	A	5	0	0	40	0	20	40	0	0	56	0	25	4	
	STANSTED	BH AIR	C	D	4	0	0	25	25	25	25	0	0	51	50	22	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	39	75	50	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	1	67	69	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	98	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	50	107	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	17	50	30	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	8	75	25	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	13	0	0	0	7	50	42	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	25	0	13	0	0	17	57	49	7	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	26	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	2	67	52	3	
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	1	78	10	9	
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	5	63	21	8	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	3	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	11	75	10	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	9	75	17	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	75	0	0	13	13	0	47	88	7	8	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					SEPT 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)									
BURGAS																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	75	0	0	25	0	0	34	75	14	8	
	LUTON	WIZZ AIR	S	A	19	0	0	32	26	32	5	5	0	34	45	27	20	
	LUTON	WIZZ AIR	S	D	19	0	0	32	26	26	11	5	0	35	50	27	20	
<b>TOTAL BURGAS</b>					<b>227</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>24</b>	<b>24</b>	
BURSA/YENISEHIR																		
BYDGOSZCZ																		
	BIRMINGHAM	RYANAIR	S	A	13	0	0	62	31	8	0	0	0	14	69	11	13	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	69	23	8	0	0	0	12	77	10	13	
	STANSTED	RYANAIR	S	A	30	0	0	97	3	0	0	0	0	2	80	12	30	
	STANSTED	RYANAIR	S	D	30	0	0	97	3	0	0	0	0	3	90	4	30	
<b>TOTAL BYDGOSZCZ</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>9</b>	<b>9</b>	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)																		
	EDINBURGH	BA CITYFLYER LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	2	4	
	EDINBURGH	BA CITYFLYER LTD	C	D	3	0	0	100	0	0	0	0	0	0	67	8	3	
	MANCHESTER	BA CITYFLYER LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	16	4	
	MANCHESTER	BA CITYFLYER LTD	C	D	3	0	0	100	0	0	0	0	0	0	25	23	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	1	83	0	8	0	0	8	40	77	19	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	54	31	15	0	0	0	15	69	12	13	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	8	0	0	63	13	25	0	0	0	18	25	19	4	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	8	0	0	75	0	25	0	0	0	12	75	4	4	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	76	7	10	7	0	0	12	53	40	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	29	0	1	97	0	3	0	0	0	3	63	34	30	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>113</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>6</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>61</b>	<b>26</b>	<b>26</b>	
CAIRO																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	43	23	20	10	0	3	62	63	15	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	60	23	10	7	0	0	18	57	14	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	67	27	7	0	0	0	10	87	4	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	53	37	0	10	0	0	19	57	26	30	
	HEATHROW	EGYPT AIR	S	A	49	0	0	35	16	35	14	0	0	34	55	16	42	
	HEATHROW	EGYPT AIR	S	D	48	0	0	35	23	17	23	2	0	41	45	21	42	
<b>TOTAL CAIRO</b>					<b>217</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>24</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>59</b>	<b>16</b>	<b>16</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	30	0	0	60	30	3	7	0	0	18	86	13	51	
	HEATHROW	AIR CANADA	S	D	30	0	0	60	20	17	0	3	0	21	81	12	52	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	1	0	79	7	7	7	0	0	10	93	4	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	10	3	10	0	0	16	80	9	30	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	14	0	0	57	29	0	7	7	0	24	69	22	13	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	16	0	0	75	0	13	13	0	0	26	71	27	14	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	5	0	0	60	40	0	0	0	0	8	57	52	7	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	4	0	0	75	0	25	0	0	0	16	57	55	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	0	88	0	0	0	0	13	173	50	39	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	78	11	11	0	0	0	12	63	37	8	
<b>TOTAL CALGARY</b>					<b>175</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>79</b>	<b>17</b>	<b>17</b>	
CALVI																		
	STANSTED	TITAN AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	14	100	1	4	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
CALVI	STANSTED	TITAN AIRWAYS LTD		C D	4	0	0	25	50	25	0	0	0	18	67	10	3
<b>TOTAL CALVI</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>16</b>	<b>89</b>	<b>5</b>	<b>5</b>
CAMPBELTOWN	GLASGOW	LOGANAIR		S A	41	0	0	93	0	0	7	0	0	8	93	6	41
	GLASGOW	LOGANAIR		S D	41	0	0	90	2	0	7	0	0	9	93	7	43
<b>TOTAL CAMPBELTOWN</b>					<b>82</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>6</b>	<b>6</b>
CANCUN	GATWICK	BRITISH AIRWAYS PLC		S A	14	0	0	93	7	0	0	0	0	3	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		S D	13	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD		C A	11	0	0	82	0	0	18	0	0	15	78	22	9
	GATWICK	THOMAS COOK AIRLINES LTD		C D	10	0	0	60	20	0	20	0	0	30	50	43	8
	GLASGOW	THOMAS COOK AIRLINES LTD		C A	4	0	0	100	0	0	0	0	0	0	75	9	4
	GLASGOW	THOMAS COOK AIRLINES LTD		C D	4	0	0	100	0	0	0	0	0	7	75	21	4
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	12	0	0	100	0	0	0	0	0	1	80	39	5
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	12	0	0	67	17	8	8	0	0	14	83	47	6
	BIRMINGHAM	THOMSON AIRWAYS LTD		C A	4	0	0	75	0	0	25	0	0	22	75	56	4
	BIRMINGHAM	THOMSON AIRWAYS LTD		C D	4	0	0	75	0	0	25	0	0	30	50	84	4
	GATWICK	THOMSON AIRWAYS LTD		C A	21	0	0	62	24	5	5	0	5	31	76	19	17
	GATWICK	THOMSON AIRWAYS LTD		C D	22	0	0	59	18	14	5	0	5	38	71	23	17
	GLASGOW	THOMSON AIRWAYS LTD		C A	4	0	0	75	0	25	0	0	0	13	100	0	4
	GLASGOW	THOMSON AIRWAYS LTD		C D	4	0	0	75	0	0	25	0	0	23	75	9	4
	MANCHESTER	THOMSON AIRWAYS LTD		C A	18	0	0	94	6	0	0	0	0	1	38	30	13
	MANCHESTER	THOMSON AIRWAYS LTD		C D	17	9	0	88	12	0	0	0	0	8	64	44	14
	NEWCASTLE	THOMSON AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	2	60	26	5
	NEWCASTLE	THOMSON AIRWAYS LTD		C D	5	0	0	40	40	0	0	0	20	82	100	1	5
<b>TOTAL CANCUN</b>					<b>183</b>	<b>9</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>67</b>	<b>29</b>	<b>29</b>
CANNES																	
CAPE TOWN	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	77	17	0	7	0	0	10	83	7	29
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	50	33	13	3	0	0	20	67	18	30
	HEATHROW	SOUTH AFRICAN AIRWAYS		S A	24	0	0	100	0	0	0	0	0	3	92	9	25
	HEATHROW	SOUTH AFRICAN AIRWAYS		S D	24	0	0	83	13	4	0	0	0	6	80	7	25

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
CAPE TOWN																	
<b>TOTAL CAPE TOWN</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>17</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>10</b>	<b>10</b>
CARCASSONNE																	
	STANSTED	RYANAIR	S	A	30	0	0	87	3	7	3	0	0	7	71	13	31
	STANSTED	RYANAIR	S	D	30	0	0	90	3	3	3	0	0	7	77	8	31
<b>TOTAL CARCASSONNE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>10</b>	<b>10</b>
CARDIFF WALES																	
	NEWCASTLE	EASTERN AIRWAYS	S	A	47	0	1	85	9	2	4	0	0	8	86	5	44
	NEWCASTLE	EASTERN AIRWAYS	S	D	51	0	1	90	6	0	4	0	0	6	91	4	43
	EDINBURGH	FLYBE LTD	S	A	70	0	0	93	3	3	1	0	0	4	82	34	56
	EDINBURGH	FLYBE LTD	S	D	70	0	0	84	10	3	3	0	0	8	86	12	56
	GLASGOW	FLYBE LTD	S	A	18	0	0	72	11	0	11	0	6	38	100	1	17
	GLASGOW	FLYBE LTD	S	D	18	0	0	67	11	11	11	0	0	25	88	8	17
<b>TOTAL CARDIFF WALES</b>					<b>275</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>15</b>	<b>15</b>
CASABLANCA MOHAMED V																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	17	0	0	41	41	6	12	0	0	25	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	17	0	0	88	6	0	6	0	0	10	0	0	0
	HEATHROW	ROYAL AIR MAROC	S	A	30	0	0	47	37	7	10	0	0	23	0	0	0
	HEATHROW	ROYAL AIR MAROC	S	D	30	0	0	63	20	10	7	0	0	18	0	0	0
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>26</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>24</b>	<b>24</b>
CATANIA (FONTANAROSSA)																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	1	43	37	13	7	0	0	22	53	21	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	50	17	33	0	0	0	20	63	18	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	50	25	17	8	0	0	22	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	92	8	0	0	0	0	4	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	24	50	159	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	60	26	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	25	50	0	25	0	0	33	25	140	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	18	75	56	4
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>100</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>24</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>36</b>	<b>36</b>
CHAMBERY																	
CHANIA																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	25	17	8	50	0	0	49	38	39	13

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 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)												
CHANIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	33	33	8	25	0	0	30	23	43	13	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	0	25	135	63	16	8	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	25	0	0	25	161	63	26	8	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	18	100	4	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	19	75	14	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	50	13	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	25	24	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	4	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	0	4	
	GATWICK	TOR AIR	C	A	4	0	0	75	0	25	0	0	0	10	0	0	0	
	GATWICK	TOR AIR	C	D	4	0	0	50	50	0	0	0	0	14	0	0	0	
	MANCHESTER	TOR AIR	C	A	4	0	0	75	25	0	0	0	0	4	0	0	0	
	MANCHESTER	TOR AIR	C	D	4	0	0	75	25	0	0	0	0	10	0	0	0	
<b>TOTAL CHANIA</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>35</b>	<b>53</b>	<b>25</b>	<b>25</b>	
CHARLEROI																		
	EDINBURGH	RYANAIR	S	A	18	0	0	83	6	6	6	0	0	8	92	6	12	
	EDINBURGH	RYANAIR	S	D	18	0	0	72	11	6	6	6	0	30	58	16	12	
<b>TOTAL CHARLEROI</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>11</b>	<b>11</b>	
CHARLOTTE																		
	GATWICK	US AIRWAYS	S	A	29	0	1	72	0	3	24	0	0	26	93	3	30	
	GATWICK	US AIRWAYS	S	D	29	0	1	66	7	10	14	3	0	31	83	7	30	
<b>TOTAL CHARLOTTE</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>3</b>	<b>7</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>88</b>	<b>5</b>	<b>5</b>	
CHENNAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	0	0	70	20	10	0	0	0	9	81	7	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	76	10	14	0	0	0	12	70	15	20	
<b>TOTAL CHENNAI</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>11</b>	<b>11</b>	
CHICAGO (O'HARE)																		
	HEATHROW	AMERICAN AIRLINES	S	A	120	0	0	72	8	14	5	1	0	16	77	15	119	
	HEATHROW	AMERICAN AIRLINES	S	D	120	0	0	83	12	3	2	1	0	9	79	13	119	
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	80	7	10	0	3	0	17	80	20	30	
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	0	77	3	10	7	3	0	18	80	25	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	88	5	2	3	0	2	14	87	10	60	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 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)												
CHICAGO (O'HARE)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	63	15	13	5	3	0	24	70	13	60	
	HEATHROW	UNITED AIRLINES	S	A	90	0	0	79	6	9	3	3	0	16	86	7	90	
	HEATHROW	UNITED AIRLINES	S	D	89	0	1	78	11	3	7	1	0	18	92	5	91	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	93	0	3	3	0	0	5	92	3	13	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	90	7	0	3	0	0	8	92	2	12	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>657</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>12</b>	<b>12</b>	
CHISINAU (KISHINEV)																		
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	A	6	0	0	67	17	17	0	0	0	15	0	30	4	
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	D	6	0	0	100	0	0	0	0	0	3	25	27	4	
<b>TOTAL CHISINAU (KISHINEV)</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>13</b>	<b>28</b>	<b>28</b>	
CITY OF DERRY (EGLINTON)																		
	MANCHESTER	FLYBE LTD	S	A	17	0	0	53	24	18	0	6	0	28	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	17	0	0	76	24	0	0	0	0	7	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	2	100	0	17	
	BIRMINGHAM	RYANAIR	S	D	17	0	0	82	18	0	0	0	0	7	88	4	17	
	STANSTED	RYANAIR	S	A	39	0	0	90	8	3	0	0	0	5	93	3	30	
	STANSTED	RYANAIR	S	D	39	0	0	95	3	3	0	0	0	4	93	4	30	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>3</b>	<b>3</b>	
CLERMONT FERRAND																		
CLUJ NAPOCA																		
	LUTON	WIZZ AIR	S	A	24	0	0	88	8	4	0	0	0	5	93	9	29	
	LUTON	WIZZ AIR	S	D	24	0	0	75	13	8	4	0	0	15	48	24	29	
<b>TOTAL CLUJ NAPOCA</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>17</b>	<b>17</b>	
COLOGNE BONN																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	85	8	8	0	0	0	5	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	77	23	0	0	0	0	7	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	63	21	12	4	0	0	14	50	25	52	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	69	21	6	4	0	0	12	65	17	52	
	EDINBURGH	GERMANWINGS	S	A	21	0	0	81	14	0	5	0	0	9	81	7	21	
	EDINBURGH	GERMANWINGS	S	D	21	0	0	67	24	5	5	0	0	12	81	10	21	
	MANCHESTER	GERMANWINGS	S	A	22	0	0	50	36	14	0	0	0	18	90	9	21	
	MANCHESTER	GERMANWINGS	S	D	22	0	0	41	27	27	5	0	0	26	76	10	21	

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					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		
COLOGNE BONN																		
	STANSTED	GERMANWINGS	S	A	70	0	0	80	10	6	4	0	0	9	85	7	78	
	STANSTED	GERMANWINGS	S	D	70	0	0	84	4	9	3	0	0	8	82	8	78	
	HEATHROW	LUFTHANSA	S	A	90	0	0	76	14	7	3	0	0	10	78	12	90	
	HEATHROW	LUFTHANSA	S	D	90	0	0	73	12	9	6	0	0	14	67	19	90	
<b>TOTAL COLOGNE BONN</b>					<b>540</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>13</b>	<b>13</b>	
COLOMBO																		
	HEATHROW	SRILANKAN AIRLINES	S	A	52	0	0	63	15	10	10	2	0	22	75	14	44	
	HEATHROW	SRILANKAN AIRLINES	S	D	52	0	0	62	13	12	10	4	0	24	59	31	44	
<b>TOTAL COLOMBO</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>22</b>	<b>22</b>	
COPENHAGEN																		
	LONDON CITY	BA CITYFLYER LTD	S	A	45	0	0	91	7	2	0	0	0	4	100	1	16	
	LONDON CITY	BA CITYFLYER LTD	S	D	45	0	0	71	20	4	2	2	0	18	88	12	17	
	EDINBURGH	BMI REGIONAL	S	A	52	0	0	87	10	0	4	0	0	9	92	5	52	
	EDINBURGH	BMI REGIONAL	S	D	52	0	0	94	2	0	4	0	0	5	90	4	52	
	GLASGOW	BMI REGIONAL	S	A	29	0	0	97	0	3	0	0	0	2	100	1	30	
	GLASGOW	BMI REGIONAL	S	D	29	0	0	90	3	7	0	0	0	4	97	2	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	172	0	0	76	11	8	5	1	0	13	85	8	171	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	172	0	0	76	11	9	3	0	0	11	74	11	171	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	90	8	2	0	0	0	4	54	22	52	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	90	6	4	0	0	0	6	58	21	52	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	100	0	0	0	0	0	2	60	37	25	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	100	0	0	0	0	0	3	68	36	25	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	84	0	0	87	6	4	4	0	0	9	58	23	85	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	84	0	0	89	7	1	2	0	0	7	67	20	86	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	85	8	8	0	0	0	9	63	13	8	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	46	38	15	0	0	0	18	50	14	8	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	78	0	0	76	18	1	4	1	0	14	75	15	56	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	78	0	0	79	14	1	3	3	0	13	71	19	56	
	BIRMINGHAM	SAS	S	A	48	0	0	90	6	4	0	0	0	5	93	4	43	
	BIRMINGHAM	SAS	S	D	48	0	0	90	6	4	0	0	0	5	95	3	43	
	HEATHROW	SAS	S	A	167	0	0	65	19	11	5	0	0	16	78	10	161	
	HEATHROW	SAS	S	D	167	0	0	83	7	7	3	0	0	8	84	7	160	
	MANCHESTER	SAS	S	A	59	0	0	92	5	2	2	0	0	7	88	6	56	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
COPENHAGEN	MANCHESTER	SAS		S D	59	0	0	93	5	0	2	0	0	4	86	6	56
<b>TOTAL COPENHAGEN</b>					<b>1652</b>	<b>1</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>12</b>	<b>12</b>
CORFU	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	45	0	0	80	2	9	4	4	0	20	77	25	47
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	45	0	0	82	4	4	7	2	0	16	62	34	47
	MANCHESTER	EASYJET AIRLINE COMPANY LTD		S A	13	0	0	69	15	0	15	0	0	20	25	66	12
	MANCHESTER	EASYJET AIRLINE COMPANY LTD		S D	13	0	0	92	0	0	8	0	0	7	17	68	12
	NEWCASTLE	JET2.COM LTD		S A	4	0	0	75	0	0	0	25	0	59	100	1	4
	NEWCASTLE	JET2.COM LTD		S D	4	0	0	100	0	0	0	0	0	2	100	5	4
	BIRMINGHAM	MONARCH AIRLINES		C A	4	0	0	100	0	0	0	0	0	0	75	16	8
	BIRMINGHAM	MONARCH AIRLINES		C D	4	0	0	100	0	0	0	0	0	3	75	30	8
	GATWICK	MONARCH AIRLINES		C A	9	0	0	56	11	0	22	0	11	75	56	123	25
	GATWICK	MONARCH AIRLINES		C D	7	0	0	29	14	14	29	0	14	109	68	87	25
	LUTON	MONARCH AIRLINES		S A	5	0	0	100	0	0	0	0	0	0	0	0	0
	LUTON	MONARCH AIRLINES		S D	4	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	MONARCH AIRLINES		C A	4	0	0	50	25	25	0	0	0	15	60	105	15
	MANCHESTER	MONARCH AIRLINES		C D	4	0	0	50	50	0	0	0	0	15	53	108	15
	STANSTED	RYANAIR		S A	9	0	0	100	0	0	0	0	0	5	0	0	0
	STANSTED	RYANAIR		S D	9	0	0	100	0	0	0	0	0	5	0	0	0
	BIRMINGHAM	SKY WINGS AIRLINES		C A	11	0	0	18	18	18	18	18	9	116	0	0	0
	BIRMINGHAM	SKY WINGS AIRLINES		C D	10	0	0	40	0	0	30	20	10	108	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	9	0	0	89	0	11	0	0	0	4	100	3	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	9	0	0	89	0	11	0	0	0	7	63	17	8
	GATWICK	THOMAS COOK AIRLINES LTD		C A	12	0	0	83	8	8	0	0	0	6	75	11	16
	GATWICK	THOMAS COOK AIRLINES LTD		C D	10	0	0	80	0	10	10	0	0	15	86	10	14
	GLASGOW	THOMAS COOK AIRLINES LTD		C A	7	0	0	86	0	0	14	0	0	23	25	53	4
	GLASGOW	THOMAS COOK AIRLINES LTD		C D	7	0	0	71	14	0	0	14	0	31	25	74	4
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	8	0	0	100	0	0	0	0	0	0	58	21	12
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	8	0	0	100	0	0	0	0	0	2	64	10	11
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C A	9	0	0	89	0	0	0	11	0	23	100	1	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C D	9	0	0	78	11	0	0	11	0	30	75	7	8
	BIRMINGHAM	THOMSON AIRWAYS LTD		C A	11	0	0	73	18	9	0	0	0	10	89	6	9
	BIRMINGHAM	THOMSON AIRWAYS LTD		C D	10	0	0	80	0	10	10	0	0	14	88	6	8

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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	EDINBURGH	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	23	0	0	0
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	25	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	26	0	0	88	0	8	4	0	0	7	85	15	20
	GATWICK	THOMSON AIRWAYS LTD	C	D	23	0	0	83	0	13	4	0	0	11	76	18	17
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	9	100	5	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	9	100	3	4
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	2	4
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	40	60	0	0	0	0	16	75	7	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	21	1	0	62	10	5	14	5	5	52	77	84	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	19	0	0	58	5	11	16	0	11	71	54	31	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	6	100	2	8
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	67	22	0	11	0	0	14	75	10	8
	STANSTED	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	1	100	3	7
	STANSTED	THOMSON AIRWAYS LTD	C	D	8	0	0	75	25	0	0	0	0	5	100	3	7
	GATWICK	TOR AIR	C	A	9	0	0	44	11	33	11	0	0	27	0	0	0
	GATWICK	TOR AIR	C	D	8	0	0	38	0	38	25	0	0	39	0	0	0
	MANCHESTER	TOR AIR	C	A	7	0	0	71	14	0	0	0	14	62	0	0	0
	MANCHESTER	TOR AIR	C	D	8	0	0	63	13	13	13	0	0	19	0	0	0
<b>TOTAL CORFU</b>					<b>498</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>6</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>25</b>	<b>71</b>	<b>37</b>	<b>37</b>
CORK	BIRMINGHAM	AER ARANN	S	A	60	0	0	90	2	2	2	5	0	15	0	0	0
	BIRMINGHAM	AER ARANN	S	D	60	0	0	88	2	3	2	5	0	18	0	0	0
	EDINBURGH	AER ARANN	S	A	30	0	0	77	3	13	7	0	0	18	98	3	47
	EDINBURGH	AER ARANN	S	D	30	0	1	73	10	10	7	0	0	18	89	5	47
	GLASGOW	AER ARANN	S	A	22	0	0	82	5	5	9	0	0	14	100	2	30
	GLASGOW	AER ARANN	S	D	22	0	0	82	9	0	9	0	0	13	100	2	30
	MANCHESTER	AER ARANN	S	A	60	0	0	82	5	3	3	7	0	22	0	0	0
	MANCHESTER	AER ARANN	S	D	60	0	0	80	7	3	3	7	0	22	0	0	0
	GATWICK	AER LINGUS	S	A	30	0	0	93	3	0	3	0	0	6	82	18	60
	GATWICK	AER LINGUS	S	D	30	0	0	80	10	7	3	0	0	11	65	27	60
	HEATHROW	AER LINGUS	S	A	119	0	0	83	10	4	3	0	0	8	79	10	120
	HEATHROW	AER LINGUS	S	D	120	0	0	87	7	3	3	0	0	7	86	7	120
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	67	11	11	11	0	0	17	63	17	8

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					SEPT 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		
CORK																		
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	67	22	11	0	0	0	12	88	14	8	
	GATWICK	RYANAIR	S	A	22	0	4	95	0	0	5	0	0	7	100	1	30	
	GATWICK	RYANAIR	S	D	22	0	4	95	0	0	5	0	0	9	90	4	30	
	STANSTED	RYANAIR	S	A	64	0	0	83	13	3	2	0	0	8	88	6	60	
	STANSTED	RYANAIR	S	D	64	0	0	88	6	6	0	0	0	5	87	5	60	
<b>TOTAL CORK</b>					<b>833</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>8</b>	<b>8</b>	
CUIDAD REAL																		
CUNAGUA (CAYO COCO)																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	50	39	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	5	50	74	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	60	52	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	8	20	26	5	
<b>TOTAL CUNAGUA (CAYO COCO)</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>43</b>	<b>44</b>	<b>44</b>	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	0	38	0	0	49	100	3	4
	HEATHROW	BMI BRITISH MIDLAND	C	D	8	0	0	63	13	13	13	0	0	27	25	22	4
	MANCHESTER	BMI BRITISH MIDLAND	C	A	3	0	0	67	0	33	0	0	0	16	75	5	4
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	75	0	25	0	0	0	16	100	5	4
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	73	14	14	0	0	0	10	23	63	22
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	77	9	14	0	0	0	12	9	66	22
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	64	14	14	9	0	0	19	59	26	22
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	62	14	14	10	0	0	23	36	30	22
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	88	6	6	0	0	0	5	82	5	17
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	88	6	6	0	0	0	6	76	13	17
	GLASGOW	JET2.COM LTD	S	A	8	0	0	50	13	25	13	0	0	27	0	0	0
	GLASGOW	JET2.COM LTD	S	D	8	0	0	50	13	25	13	0	0	26	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	67	11	22	0	0	0	13	75	19	12
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	67	11	11	11	0	0	19	73	27	11
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	78	11	0	0	11	0	34	100	1	8
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	67	11	11	0	11	0	43	63	12	8
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	0	0	92	8	0	0	0	0	3	46	47	13
	BIRMINGHAM	MONARCH AIRLINES	S	D	13	0	0	92	8	0	0	0	0	5	38	58	13
	GATWICK	MONARCH AIRLINES	C	A	47	0	0	83	4	4	6	2	0	16	80	40	49
	GATWICK	MONARCH AIRLINES	C	D	45	0	0	73	20	0	7	0	0	12	71	43	45
	LUTON	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	39	75	18	4
	LUTON	MONARCH AIRLINES	S	A	18	0	0	39	44	11	6	0	0	20	63	24	8
	LUTON	MONARCH AIRLINES	C	D	4	0	0	0	25	25	50	0	0	64	75	28	4
	LUTON	MONARCH AIRLINES	S	D	18	0	0	28	44	17	11	0	0	27	75	25	8
	MANCHESTER	MONARCH AIRLINES	C	A	31	0	0	84	10	3	3	0	0	7	68	44	28
	MANCHESTER	MONARCH AIRLINES	C	D	29	0	0	59	31	10	0	0	0	14	56	59	27
	BIRMINGHAM	ONUR AIR	C	A	4	0	0	100	0	0	0	0	0	0	89	8	9
	BIRMINGHAM	ONUR AIR	C	D	2	0	0	0	0	100	0	0	0	46	89	7	9
	GATWICK	ONUR AIR	C	A	12	0	0	75	0	17	8	0	0	25	100	3	8
	GATWICK	ONUR AIR	C	D	6	0	0	100	0	0	0	0	0	1	43	19	7
	GLASGOW	ONUR AIR	C	A	2	0	0	0	0	100	0	0	0	34	11	117	9
	GLASGOW	ONUR AIR	C	D	2	0	0	0	50	0	50	0	0	60	33	133	9
	MANCHESTER	ONUR AIR	C	A	9	0	0	89	0	0	11	0	0	12	71	16	7

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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																		
	MANCHESTER	ONUR AIR	C	D	6	0	0	50	33	0	17	0	0	21	50	31	6	
	NEWCASTLE	ONUR AIR	C	A	4	0	0	100	0	0	0	0	0	6	50	16	12	
	NEWCASTLE	ONUR AIR	C	D	3	0	0	67	33	0	0	0	0	15	73	12	11	
	STANSTED	ONUR AIR	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	STANSTED	ONUR AIR	C	D	4	0	0	25	75	0	0	0	0	15	0	0	0	
	BIRMINGHAM	PEGASUS AIRLINES	S	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	PEGASUS AIRLINES	S	D	4	0	0	75	0	25	0	0	0	12	0	0	0	
	GATWICK	PEGASUS AIRLINES	S	A	4	0	0	25	50	25	0	0	0	23	75	18	4	
	GATWICK	PEGASUS AIRLINES	S	D	3	0	0	33	33	33	0	0	0	27	75	22	4	
	MANCHESTER	PEGASUS AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	MANCHESTER	PEGASUS AIRLINES	C	D	4	0	0	100	0	0	0	0	0	7	50	15	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	27	0	0	85	4	0	7	4	0	24	55	33	29	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	27	0	0	74	11	4	4	7	0	28	45	41	29	
	EDINBURGH	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	12	75	55	4	
	EDINBURGH	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	40	0	0	0	23	60	47	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	64	0	0	83	6	2	8	2	0	13	68	24	59	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	58	0	0	76	10	5	7	2	0	17	70	22	53	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	33	0	0	76	6	12	6	0	0	16	66	53	32	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	34	0	0	79	9	6	6	0	0	16	50	38	34	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	60	0	0	72	7	7	12	3	0	29	65	30	63	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	58	0	0	64	9	16	7	5	0	31	61	32	61	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	23	0	0	74	9	4	9	0	4	55	76	27	25	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	21	0	0	71	10	10	10	0	0	19	75	35	24	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	14	0	0	93	7	0	0	0	0	2	69	7	13	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	14	0	0	86	7	0	7	0	0	12	58	10	12	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	21	0	0	90	0	5	5	0	0	8	81	10	21	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	21	0	0	86	5	5	5	0	0	11	68	17	22	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	16	0	0	0	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	15	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	42	0	0	86	7	5	2	0	0	5	78	20	46	
	GATWICK	THOMSON AIRWAYS LTD	C	D	41	0	0	76	15	7	2	0	0	10	65	29	48	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	5	63	20	8	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	9	0	0	78	0	11	11	0	0	17	56	32	9	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
DALAMAN																	
	LUTON	THOMSON AIRWAYS LTD	C	A	13	0	0	77	15	8	0	0	0	8	75	11	12
	LUTON	THOMSON AIRWAYS LTD	C	D	14	0	0	57	7	29	0	7	0	37	54	22	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	42	0	0	83	7	2	7	0	0	9	95	5	40
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	40	0	0	68	10	5	18	0	0	20	73	20	40
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	13	0	0	62	8	15	15	0	0	27	58	16	12
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	13	0	0	85	0	0	15	0	0	22	69	20	13
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	67	11	11	0	0	11	66	83	5	12
	STANSTED	THOMSON AIRWAYS LTD	C	D	8	0	0	75	13	13	0	0	0	12	77	10	13
<b>TOTAL DALAMAN</b>					<b>1244</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>29</b>	<b>29</b>
DALLAS/FORT WORTH																	
	HEATHROW	AMERICAN AIRLINES	S	A	85	0	0	59	16	20	4	1	0	20	61	27	85
	HEATHROW	AMERICAN AIRLINES	S	D	85	0	0	65	19	9	6	1	0	18	67	19	84
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	3	0	0	0	3	90	7	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	23	10	0	0	0	12	73	12	30
<b>TOTAL DALLAS/FORT WORTH</b>					<b>230</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>19</b>	<b>19</b>
DAMASCUS																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	4	62	31	0	0	8	0	32	73	15	30
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	5	92	8	0	0	0	0	4	60	22	30
	HEATHROW	SYRIANAIR	S	A	7	0	0	57	14	29	0	0	0	17	44	17	9
	HEATHROW	SYRIANAIR	S	D	7	0	0	43	29	14	14	0	0	26	67	22	9
<b>TOTAL DAMASCUS</b>					<b>40</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>20</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>19</b>	<b>19</b>
DAMMAM																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	92	8	0	0	0	0	1	62	32	13
	HEATHROW	BMI BRITISH MIDLAND	S	D	12	0	0	50	25	17	8	0	0	18	58	40	12
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	5	0	0	40	60	0	0	0	0	15	80	12	5
<b>TOTAL DAMMAM</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>23</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>30</b>	<b>30</b>
DAR-ES-SALAAM																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	65	18	0	12	6	0	28	100	2	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	65	6	18	12	0	0	25	85	6	13
<b>TOTAL DAR-ES-SALAAM</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>9</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>92</b>	<b>4</b>	<b>4</b>
DEAUVILLE																	
	LONDON CITY	VLM (BELGIUM)	S	A	17	0	0	94	6	0	0	0	0	3	100	2	16

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
DEAUVILLE	LONDON CITY	VLM (BELGIUM)		S D	17	0	0	94	6	0	0	0	0	2	100	1	16
<b>TOTAL DEAUVILLE</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>1</b>	<b>1</b>
DELHI	HEATHROW	AIR INDIA		S A	60	0	0	48	37	12	3	0	0	18	52	19	42
	HEATHROW	AIR INDIA		S D	60	0	0	83	12	5	0	0	0	6	63	18	43
	HEATHROW	BRITISH AIRWAYS PLC		S A	60	0	0	82	15	3	0	0	0	8	71	16	59
	HEATHROW	BRITISH AIRWAYS PLC		S D	60	0	0	78	18	2	2	0	0	9	72	15	60
	HEATHROW	JET AIRWAYS		S A	30	0	0	57	20	17	7	0	0	21	77	11	30
	HEATHROW	JET AIRWAYS		S D	30	0	0	80	13	3	3	0	0	10	80	10	30
	HEATHROW	KINGFISHER AIRLINES		S A	30	0	0	100	0	0	0	0	0	1	27	29	30
	HEATHROW	KINGFISHER AIRLINES		S D	30	0	0	97	3	0	0	0	0	2	93	2	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	0	0	33	40	20	7	0	0	23	37	35	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	0	0	100	0	0	0	0	0	1	77	13	30
<b>TOTAL DELHI</b>					<b>420</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>17</b>	<b>17</b>
DENVER INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	70	20	7	3	0	0	12	60	16	30
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	77	13	7	3	0	0	11	63	14	30
<b>TOTAL DENVER INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>11</b>	<b>11</b>
DETROIT	HEATHROW	DELTA AIRLINES		S A	43	0	0	91	9	0	0	0	0	4	87	5	30
	HEATHROW	DELTA AIRLINES		S D	43	0	0	95	2	2	0	0	0	2	93	4	30
<b>TOTAL DETROIT</b>					<b>86</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>3</b>	<b>90</b>	<b>4</b>	<b>4</b>
DHAKHA	HEATHROW	BIMAN BANGLADESH AIRLINES		S A	18	0	1	56	0	6	11	22	6	89	78	27	18
	HEATHROW	BIMAN BANGLADESH AIRLINES		S D	19	0	0	26	26	5	21	21	0	92	56	39	18
<b>TOTAL DHAKHA</b>					<b>37</b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>14</b>	<b>5</b>	<b>16</b>	<b>22</b>	<b>3</b>	<b>91</b>	<b>67</b>	<b>33</b>	<b>33</b>
DINARD	STANSTED	RYANAIR		S A	26	0	0	100	0	0	0	0	0	2	68	8	19
	STANSTED	RYANAIR		S D	26	0	0	100	0	0	0	0	0	2	89	4	19
<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>2</b>	<b>79</b>	<b>6</b>	<b>6</b>
DNEPROPETROVSK																	
DOHA																	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	BRITISH AIRWAYS PLC	S	A	30	0	0	100	0	0	0	0	0	1	90	6	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	23	7	0	0	0	12	53	14	30	
	HEATHROW	QATAR AIRWAYS	S	A	120	0	0	68	17	15	1	0	0	14	90	5	120	
	HEATHROW	QATAR AIRWAYS	S	D	120	0	0	79	14	6	1	0	0	8	83	9	120	
	MANCHESTER	QATAR AIRWAYS	S	A	60	0	0	67	17	17	0	0	0	13	90	5	30	
	MANCHESTER	QATAR AIRWAYS	S	D	60	0	0	75	17	8	0	0	0	8	80	10	30	
<b>TOTAL DOHA</b>					<b>420</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>7</b>	<b>7</b>	
DONEGAL																		
	GLASGOW	AER ARANN	S	A	15	0	0	80	13	7	0	0	0	7	86	10	14	
	GLASGOW	AER ARANN	S	D	15	0	0	73	13	7	0	7	0	20	79	9	14	
<b>TOTAL DONEGAL</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>10</b>	<b>10</b>	
DORTMUND																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	80	9	9	2	0	0	10	70	20	56	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	95	4	2	0	0	0	4	64	14	56	
<b>TOTAL DORTMUND</b>					<b>113</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>17</b>	<b>17</b>	
DRESDEN																		
	HEATHROW	LUFTHANSA	S	A	29	0	0	31	52	17	0	0	0	21	90	9	30	
	HEATHROW	LUFTHANSA	S	D	29	0	0	55	14	24	7	0	0	21	83	8	30	
<b>TOTAL DRESDEN</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>32</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>87</b>	<b>8</b>	<b>8</b>	
DUBAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	75	22	3	0	0	0	9	85	5	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	80	15	3	2	0	0	8	77	10	60	
	BIRMINGHAM	EMIRATES	S	A	60	0	0	67	22	10	2	0	0	14	60	14	60	
	BIRMINGHAM	EMIRATES	S	D	60	0	0	52	28	13	7	0	0	20	47	20	60	
	GATWICK	EMIRATES	S	A	90	0	0	81	9	10	0	0	0	10	80	9	90	
	GATWICK	EMIRATES	S	D	90	0	0	86	6	8	1	0	0	8	64	13	90	
	GLASGOW	EMIRATES	S	A	30	0	0	60	33	3	3	0	0	15	70	13	30	
	GLASGOW	EMIRATES	S	D	30	0	0	20	50	27	3	0	0	25	50	20	30	
	HEATHROW	EMIRATES	S	A	150	0	0	61	21	13	5	0	0	17	61	19	150	
	HEATHROW	EMIRATES	S	D	150	0	0	72	14	8	6	0	0	15	51	22	150	
	MANCHESTER	EMIRATES	S	A	90	0	0	67	18	13	2	0	0	13	52	18	60	
	MANCHESTER	EMIRATES	S	D	89	0	0	55	29	11	3	1	0	20	37	22	59	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
DUBAI																		
	NEWCASTLE	EMIRATES	S	A	30	0	0	77	17	7	0	0	0	8	73	16	30	
	NEWCASTLE	EMIRATES	S	D	30	0	0	63	20	17	0	0	0	15	57	23	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	80	17	3	0	0	0	8	83	8	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	77	17	7	0	0	0	7	70	12	30	
<b>TOTAL DUBAI</b>					<b>1079</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>16</b>	<b>16</b>	
DUBLIN																		
	EDINBURGH	AER ARANN	S	A	56	0	0	88	4	4	5	0	0	9	93	6	56	
	EDINBURGH	AER ARANN	S	D	56	0	0	86	2	7	5	0	0	11	89	5	56	
	GLASGOW	AER ARANN	S	A	116	0	0	94	1	2	3	0	0	6	97	2	111	
	GLASGOW	AER ARANN	S	D	116	0	0	95	1	1	3	0	0	6	96	2	111	
	BIRMINGHAM	AER LINGUS	S	A	81	0	1	95	1	1	2	0	0	5	96	3	89	
	BIRMINGHAM	AER LINGUS	S	D	81	0	0	91	2	2	4	0	0	7	91	5	89	
	EDINBURGH	AER LINGUS	S	A	30	0	0	77	13	7	3	0	0	12	93	9	30	
	EDINBURGH	AER LINGUS	S	D	30	0	0	77	13	7	3	0	0	12	90	9	30	
	GATWICK	AER LINGUS	S	A	150	0	0	86	6	5	3	0	0	9	88	5	148	
	GATWICK	AER LINGUS	S	D	150	0	0	78	14	6	2	0	0	10	80	10	147	
	HEATHROW	AER LINGUS	S	A	380	0	0	73	16	8	2	0	0	12	75	13	373	
	HEATHROW	AER LINGUS	S	D	379	0	1	83	10	4	3	0	0	9	83	9	374	
	MANCHESTER	AER LINGUS	S	A	87	1	1	89	6	2	3	0	0	9	81	8	98	
	MANCHESTER	AER LINGUS	S	D	87	0	0	85	7	5	3	0	0	10	82	8	98	
	HEATHROW	BMI BRITISH MIDLAND	S	A	145	0	0	79	8	10	3	0	0	12	76	12	123	
	HEATHROW	BMI BRITISH MIDLAND	S	D	145	0	0	83	8	5	4	0	0	10	80	11	123	
	LONDON CITY	CITY JET	S	A	117	0	0	94	3	2	2	0	0	3	92	4	155	
	LONDON CITY	CITY JET	S	D	115	0	0	85	8	5	2	0	0	7	88	7	154	
	BIRMINGHAM	RYANAIR	S	A	90	0	0	98	2	0	0	0	0	2	88	6	90	
	BIRMINGHAM	RYANAIR	S	D	90	0	0	92	6	1	0	1	0	7	78	15	91	
	EDINBURGH	RYANAIR	S	A	87	0	0	87	9	1	2	0	0	5	71	12	72	
	EDINBURGH	RYANAIR	S	D	87	0	0	84	7	6	3	0	0	9	63	19	72	
	GATWICK	RYANAIR	S	A	133	0	0	89	8	3	0	0	0	6	83	7	120	
	GATWICK	RYANAIR	S	D	133	0	0	87	9	3	1	0	0	6	80	9	120	
	LUTON	RYANAIR	S	A	91	0	0	84	13	3	0	0	0	7	66	16	68	
	LUTON	RYANAIR	S	D	91	0	0	93	7	0	0	0	0	4	72	22	68	
	MANCHESTER	RYANAIR	S	A	90	0	0	89	7	3	1	0	0	5	81	10	72	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
DUBLIN																	
	MANCHESTER	RYANAIR	S	D	90	0	0	89	4	4	2	0	0	7	71	14	72
	NEWCASTLE	RYANAIR	S	A	47	0	0	91	4	4	0	0	0	4	76	8	38
	NEWCASTLE	RYANAIR	S	D	47	0	0	81	11	9	0	0	0	7	68	16	38
	STANSTED	RYANAIR	S	A	202	0	0	80	15	3	1	0	0	11	68	12	188
	STANSTED	RYANAIR	S	D	202	0	0	93	5	1	0	0	0	6	79	8	188
<b>TOTAL DUBLIN</b>					<b>3808</b>	<b>4</b>	<b>3</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>9</b>	<b>9</b>
DUBROVNIK																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	90	3	7	0	0	0	6	87	6	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	87	7	3	3	0	0	10	77	10	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	100	0	0	0	0	0	2	83	9	29
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	100	0	0	0	0	0	1	59	18	29
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	85	8	0	8	0	0	13	69	27	13
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	0	0	8	0	0	10	46	36	13
	BIRMINGHAM	FLYBE LTD	S	A	4	0	0	100	0	0	0	0	0	0	100	7	4
	BIRMINGHAM	FLYBE LTD	S	D	4	0	0	100	0	0	0	0	0	10	50	23	4
	EDINBURGH	JET2.COM LTD	S	A	3	0	1	67	33	0	0	0	0	11	0	39	4
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	100	0	0	0	0	0	3	50	13	4
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	89	11	0	0	0	0	3	78	21	9
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	67	11	22	0	0	0	14	67	20	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	3	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	3	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	100	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	8	75	5	4
	LUTON	WIZZ AIR	S	A	5	0	0	60	0	0	20	20	0	78	83	5	6
	LUTON	WIZZ AIR	S	D	5	0	0	60	0	0	20	20	0	66	83	9	6
<b>TOTAL DUBROVNIK</b>					<b>195</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>14</b>	<b>14</b>
DUNDEE																	
	LONDON CITY	CITY JET	S	A	57	0	0	88	7	4	2	0	0	6	92	4	100
	LONDON CITY	CITY JET	S	D	57	0	0	96	0	2	2	0	0	3	94	4	100
	BIRMINGHAM	LOGANAIR	S	A	42	0	0	98	2	0	0	0	0	1	98	1	44
	BIRMINGHAM	LOGANAIR	S	D	42	0	0	98	2	0	0	0	0	2	95	3	44

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
DUNDEE																	
<b>TOTAL DUNDEE</b>					<b>198</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>94</b>	<b>3</b>	<b>3</b>
DUSSELDORF																	
	STANSTED	AIR BERLIN	S	A	79	0	0	66	14	14	6	0	0	19	64	15	77
	STANSTED	AIR BERLIN	S	D	77	0	1	73	16	9	3	0	0	12	55	18	78
	HEATHROW	BRITISH AIRWAYS PLC	S	A	171	0	1	66	19	12	2	1	0	14	78	10	172
	HEATHROW	BRITISH AIRWAYS PLC	S	D	172	0	0	81	9	7	2	0	0	10	74	12	171
	HEATHROW	CONTACTAIR FLUGDIENST	S	A	6	0	0	67	17	17	0	0	0	17	0	0	0
	HEATHROW	CONTACTAIR FLUGDIENST	S	D	6	0	0	67	17	17	0	0	0	15	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	56	23	21	0	0	0	18	43	37	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	56	33	8	2	0	0	16	50	35	30
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	77	0	0	83	12	4	1	0	0	8	84	8	74
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	77	0	0	83	10	6	0	0	0	9	77	12	74
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	32	0	0	81	6	9	3	0	0	11	63	18	48
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	37	0	0	65	14	14	8	0	0	17	63	16	48
	BIRMINGHAM	FLYBE LTD	S	A	98	0	0	87	7	5	1	0	0	7	88	6	96
	BIRMINGHAM	FLYBE LTD	S	D	98	0	0	70	14	12	3	0	0	14	79	10	97
	MANCHESTER	FLYBE LTD	S	A	71	0	0	73	14	11	1	0	0	12	81	9	77
	MANCHESTER	FLYBE LTD	S	D	71	0	0	70	20	8	1	0	0	11	82	9	77
	HEATHROW	LUFTHANSA	S	A	142	0	0	61	23	14	2	0	0	16	74	13	150
	HEATHROW	LUFTHANSA	S	D	142	0	0	72	17	8	4	0	0	12	81	11	150
	EDINBURGH	LUFTHANSA CITY LINE	S	A	30	0	0	63	17	13	7	0	0	17	77	12	26
	EDINBURGH	LUFTHANSA CITY LINE	S	D	30	0	0	53	17	27	3	0	0	22	81	10	26
	MANCHESTER	LUFTHANSA CITY LINE	S	A	100	0	0	63	18	17	2	0	0	16	82	9	74
	MANCHESTER	LUFTHANSA CITY LINE	S	D	100	0	0	55	27	13	5	0	0	18	82	9	73
	NEWCASTLE	LUFTHANSA CITY LINE	S	A	20	0	0	90	0	10	0	0	0	7	0	0	0
	NEWCASTLE	LUFTHANSA CITY LINE	S	D	15	0	0	73	20	7	0	0	0	12	0	0	0
<b>TOTAL DUSSELDORF</b>					<b>1750</b>	<b>1</b>	<b>2</b>	<b>70</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>12</b>	<b>12</b>

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	58	0	0	79	12	5	2	2	0	12	79	12	68	
	EDINBURGH	BMIBABY LTD	S	D	58	0	0	76	14	5	3	2	0	14	84	12	68	
	GLASGOW	BMIBABY LTD	S	A	52	0	2	90	4	2	2	2	0	9	72	23	60	
	GLASGOW	BMIBABY LTD	S	D	52	0	2	88	2	6	2	2	0	12	70	26	60	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>221</b>	<b>2</b>	<b>4</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>18</b>	<b>18</b>	
EDINBURGH																		
	LONDON CITY	BA CITYFLYER LTD	S	A	188	0	0	88	5	2	3	2	0	9	88	6	173	
	LONDON CITY	BA CITYFLYER LTD	S	D	182	0	0	90	5	4	2	0	0	6	87	6	174	
	HEATHROW	BMI BRITISH MIDLAND	S	A	208	0	0	70	17	10	3	0	0	14	81	9	187	
	HEATHROW	BMI BRITISH MIDLAND	S	D	213	0	0	82	10	4	4	0	0	10	82	7	190	
	MANCHESTER	BMI REGIONAL	S	A	107	0	0	98	0	0	2	0	0	3	93	4	122	
	MANCHESTER	BMI REGIONAL	S	D	107	0	0	97	0	0	3	0	0	4	94	3	121	
	GATWICK	BRITISH AIRWAYS PLC	S	A	120	0	0	70	18	10	2	1	0	14	73	11	120	
	GATWICK	BRITISH AIRWAYS PLC	S	D	120	0	0	72	13	13	3	1	0	14	71	12	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	271	0	1	69	14	14	4	0	0	15	77	12	302	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	272	0	0	71	13	12	4	0	0	14	72	15	302	
	LONDON CITY	CITY JET	S	A	66	0	0	88	8	3	2	0	0	6	92	5	143	
	LONDON CITY	CITY JET	S	D	65	0	0	88	9	3	0	0	0	5	96	2	144	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	108	0	0	77	13	5	5	1	0	11	58	25	108	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	108	0	0	79	10	8	3	0	0	10	55	28	108	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	85	0	0	94	2	2	1	0	0	3	82	14	79	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	85	0	0	91	7	2	0	0	0	4	78	13	79	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	122	0	0	89	6	4	1	1	0	7	81	16	110	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	122	0	0	89	4	5	2	0	0	6	80	13	111	
	BIRMINGHAM	FLYBE LTD	S	A	186	0	1	90	4	3	3	0	0	6	94	6	187	
	BIRMINGHAM	FLYBE LTD	S	D	186	0	1	76	10	8	5	0	0	14	84	10	186	
	MANCHESTER	FLYBE LTD	S	A	81	0	0	88	7	2	1	1	0	7	84	9	103	
	MANCHESTER	FLYBE LTD	S	D	81	0	0	91	4	2	1	1	0	7	86	7	104	
<b>TOTAL EDINBURGH</b>					<b>3083</b>	<b>10</b>	<b>3</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>10</b>	<b>10</b>	
EDMONTON																		
	HEATHROW	AIR CANADA	S	A	30	0	0	90	10	0	0	0	0	5	69	17	29	
	HEATHROW	AIR CANADA	S	D	30	0	0	67	20	10	3	0	0	13	76	12	29	
<b>TOTAL EDMONTON</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>14</b>	<b>14</b>	

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	60	0	0	92	2	7	0	0	0	4	90	5	51	
	STANSTED	RYANAIR	S	D	60	0	0	93	2	5	0	0	0	4	90	4	52	
	LONDON CITY	VLM (BELGIUM)	S	A	42	0	0	93	5	2	0	0	0	3	96	6	47	
	LONDON CITY	VLM (BELGIUM)	S	D	43	0	0	88	2	7	0	2	0	10	85	12	48	
<b>TOTAL EINDHOVEN</b>					<b>205</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>7</b>	<b>7</b>	
EKATERINBURG																		
ENFIDHA																		
	MANCHESTER	FLYBE LTD	C	A	4	0	0	50	25	25	0	0	0	21	0	0	0	
	MANCHESTER	FLYBE LTD	C	D	4	0	0	75	0	25	0	0	0	20	0	0	0	
	GATWICK	NOUVELAIR TUNISIE	C	A	3	0	0	33	0	67	0	0	0	31	0	0	0	
	GATWICK	NOUVELAIR TUNISIE	C	D	3	0	0	33	0	67	0	0	0	37	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	0	50	0	0	61	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	25	50	0	0	69	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	0	0	73	9	0	9	9	0	31	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	75	0	8	17	0	0	29	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	0	67	22	11	0	0	0	11	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	73	27	0	0	0	0	10	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	75	13	0	13	0	0	16	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	50	25	13	13	0	0	24	0	0	0	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	9	0	0	0	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	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	25	0	0	0	0	7	0	0	0	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	TUNISAIR	C	A	4	0	0	0	25	25	50	0	0	57	100	11	4	
	GATWICK	TUNISAIR	C	D	4	0	0	0	50	0	50	0	0	62	75	9	4	
<b>TOTAL ENFIDHA</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>88</b>	<b>10</b>	<b>10</b>	
ENTEbbe																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	67	14	14	0	0	5	75	71	20	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	62	24	5	5	0	5	77	90	6	21	

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
ENTEBBE																		
<b>TOTAL ENTEBBE</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>81</b>	<b>13</b>	<b>13</b>	
EXETER																		
	EDINBURGH	FLYBE LTD	S	A	52	0	0	87	6	2	6	0	0	9	77	10	60	
	EDINBURGH	FLYBE LTD	S	D	52	0	0	73	17	4	6	0	0	15	70	21	60	
	GLASGOW	FLYBE LTD	S	A	26	0	0	85	4	4	4	4	0	19	77	7	30	
	GLASGOW	FLYBE LTD	S	D	26	0	0	88	4	4	4	0	0	10	67	14	30	
	MANCHESTER	FLYBE LTD	S	A	48	0	0	73	10	13	4	0	0	14	91	5	47	
	MANCHESTER	FLYBE LTD	S	D	48	0	0	71	8	13	8	0	0	20	90	9	48	
	NEWCASTLE	FLYBE LTD	S	A	30	0	0	87	7	0	7	0	0	7	90	11	30	
	NEWCASTLE	FLYBE LTD	S	D	30	0	0	77	17	3	3	0	0	10	77	10	30	
<b>TOTAL EXETER</b>					<b>312</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>11</b>	<b>11</b>	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					SEPT 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)
FARMINGDALE																		
FARNBOROUGH																		
FARO																		
	LONDON CITY	BA CITYFLYER LTD	S	A	12	0	0	75	17	8	0	0	0	8	0	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	12	0	0	67	17	17	0	0	0	16	0	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	A	18	0	0	94	0	0	6	0	0	6	71	22	17	
	BIRMINGHAM	BMIBABY LTD	S	D	18	0	0	72	17	11	0	0	0	12	59	30	17	
	GATWICK	BRITISH AIRWAYS PLC	S	A	60	0	0	67	13	13	7	0	0	18	55	23	60	
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	53	22	17	8	0	0	23	63	19	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	154	0	0	86	10	3	0	0	0	5	50	40	151	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	154	0	0	84	12	3	1	0	0	6	42	39	151	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	0	11	0	0	0	10	100	0	8	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	11	11	0	0	0	9	63	10	8	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	51	0	0	86	10	2	2	0	0	6	65	27	60	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	51	0	0	88	8	2	2	0	0	8	60	25	60	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	100	0	0	0	0	0	0	57	37	30	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	100	0	0	0	0	0	2	57	33	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	64	0	0	89	8	2	2	0	0	4	51	42	80	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	64	0	0	95	3	0	2	0	0	3	51	35	80	
	BIRMINGHAM	FLYBE LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	14	5	
	BIRMINGHAM	FLYBE LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	12	4	
	EDINBURGH	JET2.COM LTD	S	A	17	0	0	59	24	6	6	6	0	33	41	24	17	
	EDINBURGH	JET2.COM LTD	S	D	17	0	0	65	24	0	6	6	0	26	71	15	17	
	GLASGOW	JET2.COM LTD	S	A	18	0	0	94	0	0	0	6	0	14	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	18	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	26	0	0	58	27	4	12	0	0	20	65	21	26	
	MANCHESTER	JET2.COM LTD	S	D	26	0	0	62	12	15	12	0	0	21	31	28	26	
	NEWCASTLE	JET2.COM LTD	S	A	19	0	0	79	16	5	0	0	0	6	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	19	0	0	74	5	16	5	0	0	17	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	A	30	0	0	90	3	3	3	0	0	7	70	17	30	
	BIRMINGHAM	MONARCH AIRLINES	S	D	30	0	0	93	0	3	3	0	0	8	70	20	30	
	GATWICK	MONARCH AIRLINES	S	A	49	0	0	47	27	14	12	0	0	25	31	49	39	
	GATWICK	MONARCH AIRLINES	S	D	49	0	0	67	14	10	8	0	0	20	44	39	39	
	LUTON	MONARCH AIRLINES	S	A	30	0	0	70	20	3	7	0	0	12	62	19	21	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
FARO																	
	LUTON	MONARCH AIRLINES	S	D	30	0	0	87	13	0	0	0	0	9	65	16	20
	MANCHESTER	MONARCH AIRLINES	S	A	52	0	0	81	6	8	6	0	0	14	49	45	49
	MANCHESTER	MONARCH AIRLINES	S	D	52	0	0	75	10	10	6	0	0	14	47	44	49
	BIRMINGHAM	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	1	44	29	18
	BIRMINGHAM	RYANAIR	S	D	17	0	0	82	18	0	0	0	0	8	28	47	18
	EDINBURGH	RYANAIR	S	A	17	0	0	82	12	0	6	0	0	7	77	23	13
	EDINBURGH	RYANAIR	S	D	17	0	0	71	24	0	6	0	0	14	69	24	13
	MANCHESTER	RYANAIR	S	A	26	0	0	88	8	4	0	0	0	5	0	0	0
	MANCHESTER	RYANAIR	S	D	26	0	0	81	4	12	4	0	0	11	0	0	0
	STANSTED	RYANAIR	S	A	39	0	0	100	0	0	0	0	0	1	71	17	34
	STANSTED	RYANAIR	S	D	39	0	0	82	18	0	0	0	0	6	54	30	35
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	1	60	34	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	53	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	7	54	53	13
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	14	0	14	0	0	16	46	53	13
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	8	50	46	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	50	54	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	1	60	16	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	1	70	9	10
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	2	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	18	75	6	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	5	67	19	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	1	89	12	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	12	0	0	75	17	0	8	0	0	13	46	36	13
	GATWICK	THOMSON AIRWAYS LTD	C	D	11	0	0	100	0	0	0	0	0	3	54	33	13
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	19	60	40	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	25	80	12	5
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	0	11	0	0	10	78	16	9
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	6	78	10	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	5	92	15	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	4	77	15	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	60	29	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	7	40	22	5

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
FARO	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	12	75	8	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	2	4
<b>TOTAL FARO</b>					<b>1630</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>55</b>	<b>31</b>	<b>31</b>
FEZ	STANSTED	RYANAIR	S	A	13	0	0	69	23	8	0	0	9	69	24	13	
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	3	77	15	13	
<b>TOTAL FEZ</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>19</b>	<b>19</b>	
FIGARI	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	50	0	25	25	0	0	30	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	50	50	0	0	0	10	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	29	75	11	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	23	100	1	4
<b>TOTAL FIGARI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>83</b>	<b>16</b>	<b>16</b>
FLORENCE	LONDON CITY	CITY JET	S	A	25	0	0	68	28	0	4	0	12	0	0	0	
	LONDON CITY	CITY JET	S	D	25	0	0	84	12	0	4	0	10	0	0	0	
	GATWICK	MERIDIANA AIR	S	A	59	1	0	80	3	12	5	0	13	55	27	60	
	GATWICK	MERIDIANA AIR	S	D	58	1	1	67	14	12	7	0	16	44	30	59	
<b>TOTAL FLORENCE</b>					<b>167</b>	<b>5</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>29</b>	<b>29</b>	
FORLI																	
FRANKFURT MAIN	LONDON CITY	BA CITYFLYER LTD	S	A	68	0	0	87	6	4	3	0	7	93	5	70	
	LONDON CITY	BA CITYFLYER LTD	S	D	69	0	0	81	6	6	7	0	9	78	11	69	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	212	0	0	65	18	12	5	0	16	72	13	187	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	212	0	0	73	12	11	4	0	13	72	12	188	
	GLASGOW	FLYBE LTD	S	A	26	0	0	88	0	8	4	0	7	80	17	25	
	GLASGOW	FLYBE LTD	S	D	26	0	0	92	0	4	4	0	7	96	6	26	
	BIRMINGHAM	LUFTHANSA	S	A	119	0	0	66	18	13	4	0	17	85	7	111	
	BIRMINGHAM	LUFTHANSA	S	D	120	0	0	48	33	12	7	1	0	23	73	12	111
	EDINBURGH	LUFTHANSA	S	A	60	0	0	67	18	10	5	0	14	80	12	60	
	EDINBURGH	LUFTHANSA	S	D	60	0	0	43	37	15	5	0	20	73	15	59	
	HEATHROW	LUFTHANSA	S	A	329	0	0	58	25	13	4	0	17	55	18	300	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					SEPT 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		
FRANKFURT MAIN																		
	HEATHROW	LUFTHANSA	S	D	329	0	0	71	14	9	5	0	0	14	70	14	300	
	MANCHESTER	LUFTHANSA	S	A	120	0	0	54	27	12	8	0	0	22	67	15	120	
	MANCHESTER	LUFTHANSA	S	D	120	0	0	53	23	15	8	0	0	22	78	11	120	
	LONDON CITY	LUFTHANSA CITY LINE	S	A	86	0	0	83	6	10	1	0	0	10	66	13	86	
	LONDON CITY	LUFTHANSA CITY LINE	S	D	85	0	0	78	6	12	5	0	0	13	66	16	86	
<b>TOTAL FRANKFURT MAIN</b>					<b>2043</b>	<b>3</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>13</b>	<b>13</b>	
FREETOWN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	92	0	8	0	0	0	5	83	7	18	
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	38	23	23	15	0	0	40	65	23	17	
<b>TOTAL FREETOWN</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>74</b>	<b>15</b>	<b>15</b>	
FUERTEVENTURA																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	3	89	4	9	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	75	13	13	0	0	0	8	44	22	9	
	BIRMINGHAM	MONARCH AIRLINES	S	A	8	0	0	88	0	13	0	0	0	9	78	19	9	
	BIRMINGHAM	MONARCH AIRLINES	S	D	8	0	0	63	13	13	13	0	0	18	44	27	9	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	0	0	25	50	0	172	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	0	0	25	50	0	185	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	8	0	0	25	50	13	13	0	0	38	33	41	9	
	MANCHESTER	MONARCH AIRLINES	S	D	8	0	0	38	25	25	13	0	0	28	56	29	9	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	89	0	11	0	0	0	8	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	4	0	0	0	
	EDINBURGH	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	1	0	0	0	
	EDINBURGH	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	2	0	0	0	
	LUTON	RYANAIR	S	A	8	0	0	88	13	0	0	0	0	8	0	0	0	
	LUTON	RYANAIR	S	D	8	0	0	75	25	0	0	0	0	10	0	0	0	
	STANSTED	RYANAIR	S	A	17	0	0	88	12	0	0	0	0	4	67	12	9	
	STANSTED	RYANAIR	S	D	17	0	0	94	0	6	0	0	0	4	78	16	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	10	20	76	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	40	44	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	16	0	0	88	0	13	0	0	0	5	67	18	18	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	16	0	0	94	6	0	0	0	0	4	59	21	17	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	22	63	125	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	50	0	0	0	22	63	22	8	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	75	0	0	25	0	0	20	57	17	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	1	0	67	0	8	25	0	0	34	62	16	13	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	0	3	80	22	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	11	100	0	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	40	51	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	60	24	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	80	10	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	4	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	13	0	0	0	8	67	28	9	
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	75	13	13	0	0	0	7	56	14	9	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	80	34	5	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	80	5	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	50	13	25	0	0	13	63	78	7	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	50	13	25	0	0	13	63	78	10	9	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	6	50	33	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	15	50	41	4	
<b>TOTAL FUERTEVENTURA</b>					<b>292</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>63</b>	<b>25</b>	<b>25</b>	
FUNCHAL																		
	GATWICK	AIR PORTUGAL	S	A	30	0	0	83	7	3	7	0	0	8	67	13	30	
	GATWICK	AIR PORTUGAL	S	D	30	0	0	33	30	23	7	7	0	40	27	35	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	91	5	0	5	0	0	5	38	29	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	91	9	0	0	0	0	6	31	32	13	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	94	0	6	0	0	0	4	43	37	21	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	94	0	0	6	0	0	5	43	35	21	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	89	11	0	0	0	0	3	100	0	4	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	89	0	11	0	0	0	10	50	12	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	36	100	6	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	44	100	6	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	7	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	75	11	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	50	18	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	50	45	8	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						SEPT 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	Plan												
FUNCHAL	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	1	50	51	8	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	28	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	25	36	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	0	13	0	0	8	88	25	8	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	0	11	0	0	11	75	34	8	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	17	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	75	4	4	
<b>TOTAL FUNCHAL</b>					<b>231</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>54</b>	<b>27</b>	<b>27</b>	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
GABORONE																		
GALWAY																		
	EDINBURGH	AER ARANN	S	A	18	0	0	78	6	6	11	0	0	14	78	11	23	
	EDINBURGH	AER ARANN	S	D	18	0	0	78	6	6	11	0	0	15	78	10	23	
	LUTON	AER ARANN	S	A	18	0	0	83	6	0	11	0	0	12	82	12	66	
	LUTON	AER ARANN	S	D	18	0	0	56	33	0	11	0	0	20	85	9	65	
	MANCHESTER	AER ARANN	S	A	30	0	0	73	3	13	0	10	0	30	93	5	30	
	MANCHESTER	AER ARANN	S	D	29	0	0	66	7	14	3	10	0	35	77	10	30	
<b>TOTAL GALWAY</b>					<b>131</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>83</b>	<b>10</b>	<b>10</b>	
GANDER																		
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	120	0	0	65	18	12	4	1	0	17	71	14	120	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	120	0	0	73	15	9	2	1	0	13	72	12	120	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	116	0	0	59	19	15	7	0	0	19	81	9	116	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	116	0	0	68	18	8	5	0	1	20	82	10	116	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	118	0	0	52	27	14	7	0	0	21	67	15	150	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	118	0	0	70	14	8	6	1	0	16	78	11	150	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	108	0	0	75	15	6	5	0	0	12	56	28	108	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	108	0	0	69	18	8	4	1	0	14	47	30	108	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	81	0	0	88	6	4	2	0	0	7	70	17	80	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	81	0	0	73	21	5	1	0	0	10	59	21	80	
	NEWCASTLE	FLYBE LTD	S	A	94	0	0	82	10	5	2	1	0	11	80	12	106	
	NEWCASTLE	FLYBE LTD	S	D	94	0	0	88	6	3	1	1	0	9	85	11	106	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	4	0	0	75	25	0	0	0	0	4	33	44	3	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	5	0	0	40	40	20	0	0	0	20	25	58	4	
<b>TOTAL GATWICK</b>					<b>1286</b>	<b>7</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>15</b>	<b>15</b>	
GAZIANTEP																		
	STANSTED	SKY AIRLINES	C	A	2	0	0	0	0	50	50	0	0	61	0	0	0	
	STANSTED	SKY AIRLINES	C	D	2	0	0	0	0	50	50	0	0	71	0	0	0	
<b>TOTAL GAZIANTEP</b>					<b>4</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>66</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GDANSK																		
	BIRMINGHAM	RYANAIR	S	A	8	0	0	88	13	0	0	0	0	3	75	25	8	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	4	75	31	8	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
GDANSK																		
	EDINBURGH	RYANAIR	S	A	13	0	0	85	0	15	0	0	0	7	100	0	13	
	EDINBURGH	RYANAIR	S	D	13	0	0	85	8	0	8	0	0	10	92	6	13	
	STANSTED	RYANAIR	S	A	30	0	0	97	0	3	0	0	0	2	93	2	30	
	STANSTED	RYANAIR	S	D	30	0	0	97	3	0	0	0	0	2	90	6	30	
	LUTON	WIZZ AIR	S	A	60	0	0	85	12	2	2	0	0	8	95	3	57	
	LUTON	WIZZ AIR	S	D	60	0	0	67	23	8	2	0	0	14	67	14	57	
<b>TOTAL GDANSK</b>					<b>222</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>8</b>	<b>8</b>	
GENEVA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	237	0	0	74	12	10	4	0	0	13	49	27	216	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	238	0	0	78	13	6	3	0	0	9	75	13	216	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	33	0	0	79	21	0	0	0	0	9	42	29	33	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	33	0	0	85	12	3	0	0	0	9	75	16	32	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	73	14	8	4	0	0	13	18	56	22	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	84	8	4	4	0	0	8	23	57	22	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	88	5	7	0	0	0	6	57	28	58	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	85	12	3	0	0	0	7	52	35	58	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	87	3	7	3	0	0	9	38	31	26	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	83	7	7	3	0	0	9	42	26	24	
	EDINBURGH	EASYJET SWITZERLAND	S	A	4	0	0	75	25	0	0	0	0	8	0	0	0	
	EDINBURGH	EASYJET SWITZERLAND	S	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
	GATWICK	EASYJET SWITZERLAND	S	A	99	0	0	80	13	3	1	3	0	16	64	32	114	
	GATWICK	EASYJET SWITZERLAND	S	D	99	0	0	78	16	5	1	0	0	9	45	30	114	
	HEATHROW	SWISS AIRLINES	S	A	178	0	0	80	12	6	2	0	0	10	71	13	180	
	HEATHROW	SWISS AIRLINES	S	D	178	0	0	86	7	4	3	0	0	7	76	10	180	
	LONDON CITY	SWISS AIRLINES	S	A	105	0	0	91	7	2	0	0	0	4	89	6	106	
	LONDON CITY	SWISS AIRLINES	S	D	106	0	0	89	6	6	0	0	0	4	90	5	105	
<b>TOTAL GENEVA</b>					<b>1592</b>	<b>4</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>65</b>	<b>19</b>	<b>19</b>	
GENOA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	0	72	14	10	3	0	0	14	31	45	29	
	GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	0	62	21	14	3	0	0	15	76	13	29	
	STANSTED	RYANAIR	S	A	29	0	0	86	14	0	0	0	0	5	63	21	30	
	STANSTED	RYANAIR	S	D	29	0	0	79	21	0	0	0	0	7	80	11	30	
<b>TOTAL GENOA</b>					<b>116</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>22</b>	<b>22</b>	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	BIRMINGHAM	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	1	65	18	17
	BIRMINGHAM	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	2	59	45	17
	LUTON	RYANAIR	S	A	17	0	0	76	6	12	6	0	0	14	69	23	16
	LUTON	RYANAIR	S	D	17	0	0	82	18	0	0	0	0	9	50	20	16
	NEWCASTLE	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	0	77	13	13
	NEWCASTLE	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	3	54	34	13
	STANSTED	RYANAIR	S	A	65	0	0	69	18	8	3	2	0	16	34	45	59
	STANSTED	RYANAIR	S	D	65	0	0	91	8	2	0	0	0	5	64	21	59
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	8	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	10	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	1	88	21	8
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	75	13	13	0	0	0	9	71	12	7
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	63	13	0	0	13	13	134	63	31	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	63	13	0	0	13	13	139	57	14	7
<b>TOTAL GERONA</b>					<b>256</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>59</b>	<b>26</b>	<b>26</b>
GIBRALTAR	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	3	10	0	0	0	7	47	48	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	93	3	3	0	0	0	3	63	25	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	90	3	7	0	0	0	7	30	44	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	77	20	3	0	0	0	7	50	39	30
	LUTON	MONARCH AIRLINES	S	A	47	0	0	55	26	17	2	0	0	20	39	38	31
	LUTON	MONARCH AIRLINES	S	D	47	0	0	60	30	4	4	2	0	19	68	22	31
	MANCHESTER	MONARCH AIRLINES	S	A	18	0	0	44	22	11	22	0	0	35	13	67	16
	MANCHESTER	MONARCH AIRLINES	S	D	18	0	0	61	22	0	17	0	0	24	56	45	16
<b>TOTAL GIBRALTAR</b>					<b>250</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>47</b>	<b>39</b>	<b>39</b>
GLASGOW	LONDON CITY	BA CITYFLYER LTD	S	A	109	0	0	96	1	2	1	0	0	3	81	10	88
	LONDON CITY	BA CITYFLYER LTD	S	D	112	0	0	88	5	4	3	0	0	6	89	6	87
	GATWICK	BRITISH AIRWAYS PLC	S	A	116	0	0	66	18	8	8	0	1	21	81	10	116
	GATWICK	BRITISH AIRWAYS PLC	S	D	116	0	0	65	16	13	7	0	0	17	82	8	116
	HEATHROW	BRITISH AIRWAYS PLC	S	A	223	0	0	63	18	10	9	0	0	18	72	13	246
	HEATHROW	BRITISH AIRWAYS PLC	S	D	223	0	0	70	13	10	7	0	0	16	75	13	246
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	81	0	0	73	16	10	1	0	0	12	63	19	80

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
GLASGOW																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	81	0	0	83	10	5	2	0	0	9	68	20	80	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	93	0	0	84	8	4	4	0	0	8	70	17	91	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	93	0	0	77	13	5	4	0	0	10	73	19	92	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	114	0	0	89	9	2	0	0	0	4	78	17	111	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	114	0	0	93	5	2	0	0	0	3	76	18	112	
	BIRMINGHAM	FLYBE LTD	S	A	169	0	3	85	6	5	4	0	1	11	90	5	157	
	BIRMINGHAM	FLYBE LTD	S	D	170	0	2	80	9	5	5	0	0	12	78	14	160	
	MANCHESTER	FLYBE LTD	S	A	68	0	0	84	7	3	6	0	0	11	95	4	99	
	MANCHESTER	FLYBE LTD	S	D	68	0	0	85	7	0	6	1	0	14	93	6	99	
<b>TOTAL GLASGOW</b>					<b>1952</b>	<b>3</b>	<b>5</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>12</b>	<b>12</b>	
GOTEBORG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	85	7	8	0	0	0	7	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	83	13	3	0	0	0	5	0	0	0	
	BIRMINGHAM	CITY AIRLINE	S	A	26	0	0	77	12	8	4	0	0	12	95	2	41	
	BIRMINGHAM	CITY AIRLINE	S	D	26	0	0	88	4	4	4	0	0	10	95	3	41	
	MANCHESTER	CITY AIRLINE	S	A	48	0	0	67	23	6	2	2	0	17	90	6	48	
	MANCHESTER	CITY AIRLINE	S	D	48	0	0	94	0	4	0	2	0	7	98	1	48	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	97	3	0	0	0	0	2	92	8	24	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	13	0	0	0	0	6	79	13	24	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	SAS	S	A	55	0	0	67	22	9	2	0	0	13	87	6	55	
	HEATHROW	SAS	S	D	55	0	0	93	2	4	2	0	0	5	86	10	56	
<b>TOTAL GOTEBORG</b>					<b>464</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</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	92	8	0	0	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	A	59	0	0	88	5	5	0	2	0	9	92	4	60	
	STANSTED	RYANAIR	S	D	60	0	0	92	7	2	0	0	0	5	88	6	60	
<b>TOTAL GOTEBORG (SAVE)</b>					<b>145</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>5</b>	<b>5</b>	
GRAND CAYMAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	94	6	0	0	0	0	3	83	17	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	65	35	0	0	0	0	10	71	29	17	

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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)												
GRAND CAYMAN																		
<b>TOTAL GRAND CAYMAN</b>					<b>34</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>7</b>	<b>77</b>	<b>23</b>	<b>23</b>	
GRAZ																		
	STANSTED	RYANAIR	S	A	17	0	0	35	24	24	18	0	0	28	50	22	22	
	STANSTED	RYANAIR	S	D	17	0	0	41	12	35	12	0	0	27	64	16	22	
<b>TOTAL GRAZ</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>18</b>	<b>29</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>57</b>	<b>19</b>	<b>19</b>	
GRENADA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	7	0	0	100	0	0	0	0	0	89	4	9		
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	88	13	0	0	0	6	88	3	8		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	60	0	0	0	16	20	37	5		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	5	0	0	80	20	0	0	0	5	25	39	4		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	60	0	20	20	0	21	20	38	5		
<b>TOTAL GRENADA</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>19</b>	<b>19</b>		
GROSETTO																		
GUERNSEY																		
	GATWICK	AURIGNY AIR SERVICES	S	A	164	0	1	87	5	3	2	3	0	14	93	4	145	
	GATWICK	AURIGNY AIR SERVICES	S	D	164	0	1	83	8	4	2	2	0	14	86	7	145	
	MANCHESTER	AURIGNY AIR SERVICES	S	A	60	0	0	85	10	2	2	2	0	13	98	4	60	
	MANCHESTER	AURIGNY AIR SERVICES	S	D	60	0	0	92	5	0	2	0	2	11	95	5	60	
	STANSTED	AURIGNY AIR SERVICES	S	A	30	0	0	87	7	3	0	3	0	18	100	3	30	
	STANSTED	AURIGNY AIR SERVICES	S	D	30	0	0	90	3	0	3	3	0	16	90	5	30	
	BIRMINGHAM	FLYBE LTD	S	A	29	1	1	69	14	7	10	0	0	16	70	11	30	
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	71	13	3	10	0	3	31	84	11	31	
	GATWICK	FLYBE LTD	S	A	140	0	2	92	1	6	1	0	0	5	96	3	149	
	GATWICK	FLYBE LTD	S	D	140	0	4	89	4	4	3	0	0	8	90	7	174	
<b>TOTAL GUERNSEY</b>					<b>848</b>	<b>1</b>	<b>9</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>5</b>	<b>5</b>	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	16	0	1	88	6	6	0	0	0	6	62	14	21	
	EDINBURGH	RYANAIR	S	D	16	0	0	69	13	13	0	6	0	25	52	30	21	
	STANSTED	RYANAIR	S	A	69	0	0	78	12	7	1	1	0	13	81	9	75	
	STANSTED	RYANAIR	S	D	69	0	0	84	12	4	0	0	0	7	75	10	75	
<b>TOTAL HAHN</b>					<b>170</b>	<b>2</b>	<b>1</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>12</b>	<b>12</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	28	0	0	71	14	7	7	0	0	13	80	12	30	
	HEATHROW	AIR CANADA	S	D	28	0	0	75	21	0	4	0	0	12	100	2	30	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	60	0	0	20	20	0	77	25	46	4	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	5	0	0	40	20	0	20	20	0	83	60	40	5	
<b>TOTAL HALIFAX INT</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>3</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>84</b>	<b>12</b>	<b>12</b>	
HAMBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	78	12	8	3	0	0	11	79	11	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	79	11	7	3	0	0	10	83	10	120	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	50	0	0	58	32	6	4	0	0	15	52	20	52	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	50	0	0	64	30	4	2	0	0	14	54	23	52	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	92	4	0	4	0	0	6	75	16	28	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	92	4	0	4	0	0	6	75	17	28	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	92	4	4	0	0	0	5	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	92	8	0	0	0	0	4	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	30	0	0	90	7	0	3	0	0	5	93	3	30	
	BIRMINGHAM	FLYBE LTD	S	D	30	0	0	83	10	3	3	0	0	9	83	7	30	
	HEATHROW	LUFTHANSA	S	A	90	0	0	87	7	3	3	0	0	7	89	6	119	
	HEATHROW	LUFTHANSA	S	D	90	0	0	88	8	1	3	0	0	7	91	6	119	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	72	0	0	85	15	0	0	0	0	7	90	7	73	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	72	0	0	89	8	1	1	0	0	5	78	7	74	
<b>TOTAL HAMBURG</b>					<b>828</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>10</b>	<b>10</b>	
HANOVER																		
	BIRMINGHAM	AIR BERLIN	C	A	8	0	0	100	0	0	0	0	0	4	78	17	9	
	BIRMINGHAM	AIR BERLIN	C	D	8	0	0	50	50	0	0	0	0	14	78	20	9	
	HEATHROW	BMI BRITISH MIDLAND	S	A	82	0	0	71	17	11	1	0	0	12	83	8	82	
	HEATHROW	BMI BRITISH MIDLAND	S	D	82	0	0	85	9	4	2	0	0	8	89	6	82	
	BIRMINGHAM	FLYBE LTD	S	A	52	0	0	75	8	8	8	0	2	32	82	13	44	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	BIRMINGHAM	FLYBE LTD	S	D	52	0	0	56	15	12	17	0	0	26	68	20	44	
	MANCHESTER	FLYBE LTD	S	A	30	0	0	73	7	10	10	0	0	14	77	20	30	
	MANCHESTER	FLYBE LTD	S	D	30	0	0	73	10	10	7	0	0	13	80	15	30	
	NEWCASTLE	FLYBE LTD	S	A	8	0	0	75	25	0	0	0	0	8	77	17	13	
	NEWCASTLE	FLYBE LTD	S	D	8	0	0	88	0	13	0	0	0	9	69	18	13	
	STANSTED	GERMANWINGS	S	A	52	0	0	83	10	4	4	0	0	8	83	11	52	
	STANSTED	GERMANWINGS	S	D	52	0	0	81	13	2	4	0	0	9	77	13	52	
<b>TOTAL HANOVER</b>					<b>464</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>12</b>	<b>12</b>	
HARARE																		
<b>TOTAL HARARE</b>					<b>2</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>104</b>	<b>50</b>	<b>34</b>	<b>34</b>	
HASSI MESSAOUD																		
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	100	0	0	0	0	0	2	57	24	14	
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	100	0	0	0	0	0	1	86	5	14	
<b>TOTAL HASSI MESSAOUD</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>15</b>	<b>15</b>	
HAUGESUND																		
	STANSTED	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	4	100	2	13	
	STANSTED	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	5	100	4	13	
<b>TOTAL HAUGESUND</b>					<b>26</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>100</b>	<b>3</b>	<b>3</b>	
HAVANA																		
	GATWICK	CUBANA	S	A	4	0	0	75	0	25	0	0	0	10	100	0	5	
	GATWICK	CUBANA	S	D	4	0	0	25	50	0	25	0	0	31	40	60	5	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	44	33	11	0	11	0	38	89	5	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	63	25	13	0	0	0	17	33	29	9	
<b>TOTAL HAVANA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>28</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>64</b>	<b>22</b>	<b>22</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	213	0	1	73	16	6	5	0	0	14	72	10	190	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	208	0	1	77	13	8	2	0	0	10	83	8	187	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	177	0	3	65	16	14	5	0	0	16	75	11	178	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	176	0	1	76	9	9	6	0	0	14	86	8	175	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	272	0	0	60	20	15	5	0	0	19	64	19	302	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	271	0	1	73	13	10	4	0	0	13	82	11	302	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	223	0	0	58	20	14	9	0	0	21	67	17	246	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2010			
					223	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																		
	GLASGOW	BRITISH AIRWAYS PLC	S	D	223	0	0	72	12	9	7	0	0	15	79	12	246	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	220	0	0	55	26	12	7	0	0	20	58	20	220	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	220	0	0	85	7	4	5	0	0	9	80	10	220	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	167	0	0	72	13	11	5	0	0	14	69	15	167	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	167	0	0	75	13	9	3	0	0	12	72	15	168	
<b>TOTAL HEATHROW</b>					<b>2540</b>	<b>1</b>	<b>7</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>13</b>	<b>13</b>	
HELSINKI																		
	EDINBURGH	BLUE 1	S	A	9	0	0	89	11	0	0	0	0	9	0	0	0	
	EDINBURGH	BLUE 1	S	D	9	0	0	56	33	11	0	0	0	14	0	0	0	
	HEATHROW	BLUE 1	S	A	55	0	0	78	9	11	2	0	0	11	59	17	56	
	HEATHROW	BLUE 1	S	D	55	0	0	95	2	2	2	0	0	3	91	3	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	55	0	1	55	20	20	5	0	0	19	70	18	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	84	5	2	9	0	0	14	72	14	60	
	HEATHROW	FINNAIR	S	A	120	0	0	75	13	10	2	0	0	11	89	6	120	
	HEATHROW	FINNAIR	S	D	120	0	0	82	11	6	2	0	0	8	85	7	120	
	MANCHESTER	FINNAIR	S	A	60	0	0	70	28	2	0	0	0	9	82	6	60	
	MANCHESTER	FINNAIR	S	D	60	0	0	92	7	2	0	0	0	4	95	5	60	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	26	0	0	46	38	8	8	0	0	22	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	26	0	0	62	23	8	8	0	0	16	0	0	0	
<b>TOTAL HELSINKI</b>					<b>651</b>	<b>2</b>	<b>1</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>11</b>	<b>11</b>	
HERAKLION																		
	HEATHROW	AEGEAN AIRLINES	S	A	9	0	0	78	0	11	11	0	0	17	0	0	0	
	HEATHROW	AEGEAN AIRLINES	S	D	9	0	0	78	11	0	11	0	0	12	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	54	0	1	44	9	26	17	2	2	42	50	30	46	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	55	0	0	55	11	18	13	2	2	34	59	26	46	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	1	0	54	8	23	8	8	0	44	33	75	12	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	64	7	14	7	7	0	37	54	49	13	
	BIRMINGHAM	FLY HELLAS	C	A	3	0	0	33	0	67	0	0	0	33	0	0	0	
	BIRMINGHAM	FLY HELLAS	C	D	3	0	0	33	0	33	33	0	0	40	0	0	0	
	GATWICK	FLY HELLAS	C	A	3	0	0	100	0	0	0	0	0	6	0	0	0	
	GATWICK	FLY HELLAS	C	D	3	0	0	67	33	0	0	0	0	16	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	75	25	0	0	0	0	7	100	0	4	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	50	50	0	0	0	0	18	75	11	4	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	75	25	0	0	0	0	8	50	20	4	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	50	25	25	0	0	0	21	50	21	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	30	92	7	13	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	22	58	28	12	
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	57	14	29	0	0	0	15	86	12	21	
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	43	14	29	14	0	0	25	67	21	18	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	0	50	0	0	0	20	65	26	17	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	6	38	74	16	
	BIRMINGHAM	SKY WINGS AIRLINES	C	A	7	1	0	14	0	14	29	43	0	151	0	0	0	
	BIRMINGHAM	SKY WINGS AIRLINES	C	D	7	1	0	14	0	29	14	43	0	155	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	0	10	0	10	0	26	22	52	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	14	0	14	0	0	25	0	80	7	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	17	1	0	88	6	6	0	0	0	6	54	61	13	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	16	0	0	75	13	13	0	0	0	9	46	64	13	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	0	22	0	0	25	30	108	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	0	13	0	0	19	33	71	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	15	0	0	80	7	0	13	0	0	17	50	41	18	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	81	0	6	6	6	0	25	63	47	16	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	30	50	19	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	37	0	40	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	44	11	33	11	0	0	34	100	1	11	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	56	11	22	11	0	0	27	73	8	11	
	GATWICK	THOMSON AIRWAYS LTD	C	A	16	0	0	63	6	13	13	6	0	34	79	8	19	
	GATWICK	THOMSON AIRWAYS LTD	C	D	14	0	0	57	21	7	7	7	0	35	53	16	17	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	9	5	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	18	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	30	75	10	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	32	75	15	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	15	0	0	40	13	20	27	0	0	39	73	30	15	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	50	7	21	21	0	0	37	79	65	14	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	0	20	0	56	100	4	5	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	0	0	20	0	62	100	3	5	
	STANSTED	THOMSON AIRWAYS LTD	C	A	7	0	0	100	0	0	0	0	0	3	75	45	4	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	STANSTED	THOMSON AIRWAYS LTD	C	D	6	0	0	67	33	0	0	0	0	9	100	0	3
	GATWICK	TOR AIR	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	TOR AIR	C	D	5	0	0	60	20	20	0	0	0	16	0	0	0
<b>TOTAL HERAKLION</b>					<b>458</b>	<b>4</b>	<b>1</b>	<b>61</b>	<b>10</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>61</b>	<b>35</b>	<b>35</b>
HOLGUIN (FRANK PAIS)	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	10	33	16	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	33	50	14	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	10	50	84	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	26	67	48	6
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	100	5	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	6	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	8	4
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>29</b>	<b>29</b>
HONG KONG (CHEP LAP KOK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	90	3	2	0	0	5	44	70	14	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	72	8	12	7	0	2	39	67	15	60
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	120	0	0	81	10	5	3	1	0	10	59	27	120
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	119	0	1	86	12	3	0	0	0	7	70	23	120
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>359</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>66</b>	<b>21</b>	<b>21</b>
HOUSTON	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	88	7	3	2	0	0	7	83	14	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	78	18	3	0	0	0	8	70	20	60
	HEATHROW	CONTINENTAL AIRLINES	S	A	60	0	0	85	3	3	7	2	0	18	83	9	60
	HEATHROW	CONTINENTAL AIRLINES	S	D	60	0	0	82	3	5	7	3	0	17	82	20	60
<b>TOTAL HOUSTON</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>16</b>	<b>16</b>
HURGHADA	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	67	11	22	0	0	0	14	88	6	8
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	56	22	22	0	0	0	16	25	41	8
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	0	0	20	20	0	72	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	20	0	20	20	0	80	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	0	13	0	42	75	14	8

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					SEPT 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
HURGHADA																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	33	11	0	0	0	16	38	33	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	11	11	0	0	15	33	108	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	0	22	11	0	0	19	38	134	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	5	0	0	80	0	0	20	0	0	18	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	S	A	4	0	0	75	0	25	0	0	0	14	50	39	4	
	GATWICK	THOMSON AIRWAYS LTD	S	D	5	0	0	40	40	20	0	0	0	14	50	42	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	1	75	14	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	5	0	0	60	20	20	0	0	0	10	75	21	4	
<b>TOTAL HURGHADA</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>52</b>	<b>45</b>	<b>45</b>	
HYDERABAD ( RAJIV GHANDI )																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	71	24	0	5	0	0	13	86	4	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	64	18	18	0	0	0	17	67	12	21	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>8</b>	<b>8</b>	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	EDINBURGH	BA CITYFLYER LTD	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0	0
	EDINBURGH	BA CITYFLYER LTD	C	D	3	0	0	100	0	0	0	0	0	6	0	0	0	0
	GLASGOW	BA CITYFLYER LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	GLASGOW	BA CITYFLYER LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	A	23	0	0	65	22	4	9	0	0	16	55	33	11	11
	LONDON CITY	BA CITYFLYER LTD	S	D	23	0	0	65	22	4	9	0	0	16	64	16	11	11
	NEWCASTLE	BA CITYFLYER LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	NEWCASTLE	BA CITYFLYER LTD	C	D	3	0	0	33	67	0	0	0	0	17	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	70	10	17	3	0	0	14	53	78	34	34
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	63	27	10	0	0	0	13	82	21	34	34
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	85	8	5	2	0	0	7	51	37	57	57
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	61	0	0	87	5	8	0	0	0	6	59	26	58	58
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	86	0	4	11	0	0	13	65	29	26	26
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	89	0	0	11	0	0	14	58	31	26	26
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	72	0	1	92	4	4	0	0	0	3	49	47	81	81
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	72	0	0	93	1	4	1	0	0	4	49	38	80	80
	EDINBURGH	FLYBE LTD	C	A	4	0	0	75	0	0	25	0	0	20	25	33	4	4
	EDINBURGH	FLYBE LTD	C	D	4	0	0	75	0	0	25	0	0	22	25	25	4	4
	EDINBURGH	JET2.COM LTD	S	A	6	0	0	0	17	17	67	0	0	66	50	22	6	6
	EDINBURGH	JET2.COM LTD	S	D	6	0	0	17	17	33	33	0	0	51	83	8	6	6
	MANCHESTER	JET2.COM LTD	S	A	26	0	0	65	12	15	8	0	0	20	41	48	27	27
	MANCHESTER	JET2.COM LTD	S	D	26	0	0	58	23	12	8	0	0	17	48	30	27	27
	NEWCASTLE	JET2.COM LTD	S	A	16	0	0	63	19	13	6	0	0	21	38	34	8	8
	NEWCASTLE	JET2.COM LTD	S	D	16	0	0	56	31	6	6	0	0	22	50	30	8	8
	BIRMINGHAM	MONARCH AIRLINES	S	A	17	0	0	94	0	6	0	0	0	2	63	20	16	16
	BIRMINGHAM	MONARCH AIRLINES	S	D	18	0	0	78	6	6	11	0	0	13	53	31	17	17
	GATWICK	MONARCH AIRLINES	S	A	21	0	0	52	19	5	24	0	0	34	44	57	16	16
	GATWICK	MONARCH AIRLINES	S	D	23	0	0	61	9	17	13	0	0	30	35	53	17	17
	MANCHESTER	MONARCH AIRLINES	S	A	21	0	0	67	14	5	14	0	0	21	44	55	25	25
	MANCHESTER	MONARCH AIRLINES	S	D	22	0	0	45	23	14	18	0	0	31	48	44	25	25
	BIRMINGHAM	RYANAIR	S	A	13	0	0	92	0	0	0	8	0	17	85	27	13	13
	BIRMINGHAM	RYANAIR	S	D	13	0	0	92	0	8	0	0	0	7	77	19	13	13
	STANSTED	RYANAIR	S	A	35	0	0	74	17	6	0	3	0	16	76	25	21	21

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
IBIZA	STANSTED	RYANAIR	S	D	35	0	0	89	9	3	0	0	0	6	81	12	21
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	0	60	18	10
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	13	0	0	0	5	67	18	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	92	0	8	0	0	0	5	76	18	17
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	10	76	19	17
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	12	0	0	67	0	25	0	8	0	36	40	45	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	11	0	0	55	18	9	18	0	0	22	33	49	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	24	0	0	67	4	8	17	0	4	45	50	73	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	21	0	0	67	0	5	29	0	0	36	64	68	14
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	2	100	2	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	7	0	0	100	0	0	0	0	0	7	80	10	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7	60	27	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	17	60	56	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	15	0	0	93	0	7	0	0	0	4	75	11	12
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	13	0	0	77	8	0	15	0	0	18	67	29	12
	GATWICK	THOMSON AIRWAYS LTD	C	A	24	0	0	92	8	0	0	0	0	3	65	16	26
	GATWICK	THOMSON AIRWAYS LTD	C	D	23	0	0	96	4	0	0	0	0	4	61	17	23
	GLASGOW	THOMSON AIRWAYS LTD	C	A	8	1	0	25	38	13	25	0	0	36	33	31	9
	GLASGOW	THOMSON AIRWAYS LTD	C	D	8	0	0	25	38	13	25	0	0	40	33	30	9
	LUTON	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	2	67	13	9
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	4	67	17	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	21	0	0	81	5	5	5	5	0	24	64	14	22
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	21	0	0	81	10	5	0	5	0	19	81	7	21
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	14	0	0	93	0	7	0	0	0	6	73	19	11
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	13	0	0	85	0	8	8	0	0	11	100	1	11
	STANSTED	THOMSON AIRWAYS LTD	C	A	8	0	0	63	0	0	25	13	0	58	25	19	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	8	0	0	63	0	13	13	13	0	58	100	6	4
<b>TOTAL IBIZA</b>					<b>1099</b>	<b>5</b>	<b>1</b>	<b>78</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>33</b>	<b>33</b>
ILHA DO SAL C.VERDE	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	8	75	25	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	8	75	30	4
	GATWICK	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	2	75	8	4
	GATWICK	THOMSON AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	8	100	5	4

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
ILHA DO SAL C.VERDE	MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	0	25	0	75	0	0	0	36	60	16	5
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	4	0	0	50	50	0	0	0	0	12	100	5	5
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>14</b>	<b>14</b>
INNSBRUCK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	60	30	10	0	0	0	12	44	68	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	60	40	0	0	0	0	11	67	23	9
	BIRMINGHAM	FLYBE LTD	C	A	3	0	0	100	0	0	0	0	0	100	0	0	3
	BIRMINGHAM	FLYBE LTD	C	D	2	0	0	100	0	0	0	0	0	11	50	15	2
	EDINBURGH	FLYBE LTD	C	A	2	0	0	100	0	0	0	0	0	50	477	2	2
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	67	33	0	0	0	0	12	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	33	0	33	33	0	0	39	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	0	0	50	0	0	50	208	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	2	3
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	2	2
<b>TOTAL INNSBRUCK</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>66</b>	<b>58</b>	<b>58</b>
INVERNESS	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	69	23	6	3	0	0	13	57	17	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	91	3	3	3	0	0	7	57	16	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	86	9	0	6	0	0	9	73	13	33
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	86	6	3	6	0	0	11	58	17	33
	BIRMINGHAM	FLYBE LTD	S	A	30	0	0	90	3	7	0	0	0	6	90	11	30
	BIRMINGHAM	FLYBE LTD	S	D	30	0	0	77	13	7	3	0	0	13	80	15	30
	GATWICK	FLYBE LTD	S	A	86	0	0	90	7	3	0	0	0	5	92	4	85
	GATWICK	FLYBE LTD	S	D	85	0	0	85	8	5	2	0	0	9	84	9	86
	MANCHESTER	FLYBE LTD	S	A	52	0	0	83	6	8	2	2	0	15	92	17	52
	MANCHESTER	FLYBE LTD	S	D	51	0	1	78	10	6	6	0	0	14	90	6	52
<b>TOTAL INVERNESS</b>					<b>477</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>11</b>	<b>11</b>
IRELAND WEST(KNOCK)	GATWICK	AER LINGUS	S	A	29	0	0	100	0	0	0	0	0	1	37	63	30
	GATWICK	AER LINGUS	S	D	30	0	0	100	0	0	0	0	0	3	33	71	30

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
IRELAND WEST(KNOCK)																		
	BIRMINGHAM	BMIBABY LTD	S	A	19	0	0	74	5	11	5	5	0	20	50	41	18	
	BIRMINGHAM	BMIBABY LTD	S	D	19	0	0	68	16	5	5	5	0	29	17	58	18	
	MANCHESTER	BMIBABY LTD	S	A	20	0	0	90	5	0	5	0	0	9	68	14	22	
	MANCHESTER	BMIBABY LTD	S	D	20	0	0	80	15	0	5	0	0	12	73	15	22	
	EDINBURGH	FLYBE LTD	S	A	13	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	FLYBE LTD	S	D	13	0	0	100	0	0	0	0	0	3	0	0	0	
	LUTON	RYANAIR	S	A	17	0	0	65	18	12	6	0	0	13	76	10	17	
	LUTON	RYANAIR	S	D	17	0	0	65	18	12	6	0	0	15	65	12	17	
	STANSTED	RYANAIR	S	A	30	0	0	83	17	0	0	0	0	8	97	6	30	
	STANSTED	RYANAIR	S	D	30	0	0	90	7	3	0	0	0	4	100	2	30	
<b>TOTAL IRELAND WEST(KNOCK)</b>					<b>257</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>30</b>	<b>30</b>	
ISLAMABAD																		
	MANCHESTER	AIR BLUE	S	A	13	0	0	8	15	31	38	8	0	83	59	42	17	
	MANCHESTER	AIR BLUE	S	D	13	0	0	15	15	15	46	8	0	81	35	54	17	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	17	0	0	41	35	24	0	0	0	22	80	24	15	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	17	0	0	88	6	0	6	0	0	15	73	25	15	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	16	0	0	19	25	25	25	6	0	66	38	46	16	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	16	0	0	63	19	13	6	0	0	20	63	13	16	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	22	0	0	23	14	23	32	5	5	78	39	23	18	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	22	0	0	45	18	18	9	5	5	61	61	15	18	
<b>TOTAL ISLAMABAD</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>18</b>	<b>18</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>53</b>	<b>55</b>	<b>30</b>	<b>30</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	55	1	0	87	4	2	7	0	0	9	100	1	52	
	GLASGOW	LOGANAIR	S	D	55	1	0	87	5	2	5	0	0	9	100	1	52	
<b>TOTAL ISLAY</b>					<b>110</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>1</b>	<b>1</b>	
ISLE OF MAN																		
	LONDON CITY	AER ARANN	S	A	76	0	1	80	11	5	3	1	0	14	87	9	78	
	LONDON CITY	AER ARANN	S	D	76	0	1	84	4	8	3	1	0	14	94	7	78	
	NEWCASTLE	FLM AVIATION	S	A	5	0	0	100	0	0	0	0	0	1	100	1	22	
	NEWCASTLE	FLM AVIATION	S	D	5	0	0	100	0	0	0	0	0	0	100	1	22	
	BIRMINGHAM	FLYBE LTD	S	A	51	1	1	86	6	2	6	0	0	11	96	1	52	
	BIRMINGHAM	FLYBE LTD	S	D	51	0	1	73	14	8	6	0	0	14	88	6	52	
	GATWICK	FLYBE LTD	S	A	112	0	0	88	4	4	3	0	0	8	96	2	112	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2010			
					112	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)											
ISLE OF MAN																		
	GATWICK	FLYBE LTD	S	D	112	0	0	85	7	4	4	0	0	9	88	7	112	
	LUTON	FLYBE LTD	S	A	30	0	0	93	0	0	7	0	0	8	90	3	29	
	LUTON	FLYBE LTD	S	D	30	0	0	80	7	3	10	0	0	14	76	8	29	
	MANCHESTER	FLYBE LTD	S	A	127	0	1	84	9	2	4	0	0	9	92	4	132	
	MANCHESTER	FLYBE LTD	S	D	129	0	0	86	7	2	5	0	0	8	90	5	132	
	EDINBURGH	LOGANAIR	S	A	26	0	0	96	4	0	0	0	0	2	100	0	25	
	EDINBURGH	LOGANAIR	S	D	26	0	0	100	0	0	0	0	0	3	96	2	25	
	GLASGOW	LOGANAIR	S	A	26	0	0	73	0	27	0	0	0	14	96	2	25	
	GLASGOW	LOGANAIR	S	D	26	0	0	81	4	12	4	0	0	11	96	2	25	
	NEWCASTLE	VANAIR EUROPE AS	S	A	2	0	0	0	0	100	0	0	0	41	0	0	0	
	NEWCASTLE	VANAIR EUROPE AS	S	D	2	0	0	0	0	50	50	0	0	51	0	0	0	
<b>TOTAL ISLE OF MAN</b>					<b>912</b>	<b>2</b>	<b>5</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>5</b>	<b>5</b>	
ISTANBUL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	76	14	8	2	0	0	11	69	15	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	72	18	7	3	0	0	11	67	17	90	
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	A	22	0	0	45	18	32	5	0	0	25	43	36	21	
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	D	22	0	0	36	27	18	18	0	0	32	24	46	21	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	132	0	0	72	17	10	1	0	0	11	52	22	132	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	132	0	0	75	16	7	2	0	0	10	57	21	132	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	30	0	0	50	30	3	17	0	0	26	20	41	30	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	30	0	0	37	27	17	20	0	0	37	17	51	30	
<b>TOTAL ISTANBUL</b>					<b>551</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>53</b>	<b>24</b>	<b>24</b>	
ISTANBUL (SABIHA GOKCEN)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	88	6	6	0	0	0	6	69	25	16	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	94	0	6	0	0	0	4	63	32	16	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	81	14	0	5	0	0	8	54	17	24	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	95	5	0	0	0	0	5	67	15	24	
	STANSTED	PEGASUS AIRLINES	S	A	49	0	0	71	10	16	2	0	0	12	40	23	42	
	STANSTED	PEGASUS AIRLINES	S	D	50	0	0	52	16	28	4	0	0	21	29	29	42	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					SEPT 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)	
ISTANBUL (SABIHA GOKCEN)																			
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>																			
					<b>179</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>43</b>	<b>24</b>	<b>24</b>		
IZMIR (ADNAM MENDERES)																			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	50	50	0	0	0	0	11	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	63	25	13	0	0	0	13	0	0	0		
	STANSTED	PEGASUS AIRLINES	S	A	16	0	0	94	6	0	0	0	0	4	0	0	0		
	STANSTED	PEGASUS AIRLINES	S	D	16	0	0	56	31	13	0	0	0	13	0	0	0		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	16	33	48	9		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	24	44	59	9		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	0	11	0	0	13	30	30	10		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	0	15	10	40	10		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	13	13	0	13	0	34	53	43	15		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	13	25	0	13	0	41	43	51	14		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	75	64	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	34	75	81	4		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	15	75	11	8		
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	9	88	4	8		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	13	75	15	8		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	74	88	14	8		
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>29</b>	<b>29</b>		

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	14	0	0	71	7	14	7	0	0	20	75	36	12	
	HEATHROW	BMI BRITISH MIDLAND	S	D	14	0	0	43	29	14	14	0	0	28	38	49	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	100	0	0	0	0	0	2	95	5	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	77	14	5	5	0	0	9	62	20	21	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	30	0	0	50	17	20	13	0	0	27	70	13	30	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	30	0	0	90	3	7	0	0	0	7	80	12	30	
<b>TOTAL JEDDAH</b>					<b>131</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>19</b>	<b>19</b>	
JERBA																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	50	0	0	0	26	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	14	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	0	0	57	14	0	14	14	0	67	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	0	25	0	13	0	52	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	60	0	0	20	20	0	59	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	60	0	0	20	20	0	62	0	0	0	
<b>TOTAL JERBA</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>6</b>	<b>15</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>15</b>	<b>15</b>	
JEREZ																		
	STANSTED	RYANAIR	S	A	17	0	0	24	29	29	18	0	0	35	75	25	16	
	STANSTED	RYANAIR	S	D	17	0	0	76	12	6	6	0	0	12	81	9	16	
<b>TOTAL JEREZ</b>					<b>34</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>78</b>	<b>17</b>	<b>17</b>	
JERSEY																		
	STANSTED	AURIGNY AIR SERVICES	S	A	8	0	0	63	25	0	13	0	0	16	83	9	30	
	STANSTED	AURIGNY AIR SERVICES	S	D	8	0	0	88	0	13	0	0	0	9	100	2	30	
	LONDON CITY	BLUE ISLANDS LIMITED	S	A	47	0	0	89	4	2	4	0	0	7	0	0	0	
	LONDON CITY	BLUE ISLANDS LIMITED	S	D	47	0	0	91	0	4	4	0	0	8	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	23	0	1	96	0	0	4	0	0	6	83	16	30	
	MANCHESTER	BMIBABY LTD	S	D	23	0	1	83	13	0	4	0	0	9	77	13	30	
	GATWICK	BRITISH AIRWAYS PLC	S	A	146	0	1	67	14	13	6	0	0	17	85	7	176	
	GATWICK	BRITISH AIRWAYS PLC	S	D	146	0	2	66	18	11	5	0	0	16	81	8	176	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	91	0	9	0	0	0	6	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	53	0	1	77	8	11	4	0	0	11	80	10	54	
	BIRMINGHAM	FLYBE LTD	S	D	52	0	1	75	10	12	4	0	0	14	77	13	53	
	EDINBURGH	FLYBE LTD	S	A	18	0	0	67	6	17	11	0	0	24	85	5	20	

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
JERSEY																		
	EDINBURGH	FLYBE LTD	S	D	18	0	0	67	17	11	6	0	0	16	75	10	20	
	GATWICK	FLYBE LTD	S	A	162	0	2	90	4	4	2	0	0	6	91	6	194	
	GATWICK	FLYBE LTD	S	D	162	0	3	86	7	5	2	0	0	8	91	7	170	
	GLASGOW	FLYBE LTD	S	A	4	0	0	50	25	0	25	0	0	20	93	7	15	
	GLASGOW	FLYBE LTD	S	D	4	0	0	100	0	0	0	0	0	7	73	12	15	
	LUTON	FLYBE LTD	S	A	21	0	0	81	5	5	10	0	0	16	76	9	21	
	LUTON	FLYBE LTD	S	D	21	0	0	90	0	5	5	0	0	12	86	7	21	
	MANCHESTER	FLYBE LTD	S	A	37	0	0	86	0	8	5	0	0	11	80	12	41	
	MANCHESTER	FLYBE LTD	S	D	38	0	0	79	8	5	8	0	0	14	83	12	41	
	NEWCASTLE	FLYBE LTD	S	A	21	0	0	76	19	0	5	0	0	11	95	2	21	
	NEWCASTLE	FLYBE LTD	S	D	21	0	0	43	33	10	5	10	0	44	95	4	21	
<b>TOTAL JERSEY</b>					<b>1103</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>8</b>	<b>8</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	90	10	0	0	0	0	5	90	24	71	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	55	22	17	7	0	0	19	70	14	71	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	57	0	0	84	7	5	4	0	0	10	81	23	48	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	57	0	0	89	5	4	2	0	0	6	88	8	48	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	73	13	10	0	3	0	18	80	9	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	1	0	83	10	3	3	0	0	10	63	12	30	
<b>TOTAL JOHANNESBURG</b>					<b>294</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>16</b>	<b>16</b>	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	50	0	0	50	0	0	64	100	1	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	55	100	2	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	0	75	0	0	98	75	7	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0	0	75	25	0	0	62	50	8	4	
	GATWICK	TOR AIR	C	A	5	0	0	40	20	0	20	0	20	125	0	0	0	
	GATWICK	TOR AIR	C	D	4	0	0	25	25	0	25	0	25	171	0	0	0	
<b>TOTAL KALAMATA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>8</b>	<b>12</b>	<b>42</b>	<b>0</b>	<b>8</b>	<b>98</b>	<b>73</b>	<b>14</b>	<b>14</b>	
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	4	0	0	25	50	0	25	0	0	29	44	22	16	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	12	0	0	50	17	17	17	0	0	33	60	22	20	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	0	0	25	38	25	13	0	0	41	25	59	8	
<b>TOTAL KARACHI</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>29</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>47</b>	<b>30</b>	<b>30</b>	
KARLSRUHE/BADEN BADEN																		
	STANSTED	RYANAIR	S	A	30	0	1	100	0	0	0	0	0	2	79	13	52	
	STANSTED	RYANAIR	S	D	30	0	1	97	3	0	0	0	0	5	88	6	52	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>10</b>	<b>10</b>	
KATOWICE																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	1	100	4	8	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	1	88	5	8	
	STANSTED	RYANAIR	S	A	30	0	0	97	0	3	0	0	0	3	83	7	30	
	STANSTED	RYANAIR	S	D	30	0	0	97	0	3	0	0	0	3	93	3	30	
	LUTON	WIZZ AIR	S	A	60	0	0	92	5	2	2	0	0	5	90	8	60	
	LUTON	WIZZ AIR	S	D	61	0	0	69	20	7	3	2	0	18	78	13	60	
<b>TOTAL KATOWICE</b>					<b>199</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>9</b>	<b>9</b>	
KAUNAS																		
	BIRMINGHAM	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	100	0	0	9	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	2	78	9	9	
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	1	100	0	11	
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	4	91	2	11	
	GATWICK	RYANAIR	S	A	22	0	0	100	0	0	0	0	0	1	93	3	30	
	GATWICK	RYANAIR	S	D	22	0	0	100	0	0	0	0	0	3	80	11	30	
	LUTON	RYANAIR	S	A	13	0	0	92	0	0	8	0	0	8	100	3	13	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	77	15	0	8	0	0	13	77	6	13	
	STANSTED	RYANAIR	S	A	30	0	0	90	7	3	0	0	0	5	87	7	30	
	STANSTED	RYANAIR	S	D	30	0	0	93	3	3	0	0	0	6	80	8	30	
<b>TOTAL KAUNAS</b>					<b>164</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>6</b>	<b>6</b>	
KAVALA																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	17	100	0	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	75	9	4		
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	75	0	25	0	0	0	12	100	1	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	6	0	0	67	17	17	0	0	0	12	100	5	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	0	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	100	4	4		
<b>TOTAL KAVALA</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>96</b>	<b>3</b>	<b>3</b>	
KEFALLINIA																		
	MANCHESTER	BMI BRITISH MIDLAND	C	A	8	0	0	13	13	25	38	0	13	129	75	43	8	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	8	0	0	13	13	38	38	0	0	55	100	2	8	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	13	0	50	38	0	0	46	42	29	12	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	25	13	63	0	0	0	28	58	23	12	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	50	45	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	15	50	59	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	13	0	0	9	63	30	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	25	0	0	0	16	63	33	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	13	0	0	0	8	75	50	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	25	25	0	0	0	20	63	55	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	0	25	0	82	50	76	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0	50	50	0	0	0	38	50	31	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	0	20	0	47	100	0	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	0	25	0	76	75	10	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	17	0	0	76	12	6	6	0	0	15	69	24	16	
	GATWICK	THOMSON AIRWAYS LTD	C	D	16	0	0	75	13	6	6	0	0	18	53	27	15	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	0	4		
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	50	13	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	17	0	0	47	29	12	6	6	0	32	76	13	17	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	16	0	0	44	25	19	6	6	0	35	69	18	16	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	25	0	25	50	0	0	48	100	2	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	0	25	75	0	0	0	43	100	1	4	
	GATWICK	TOR AIR	C	A	8	0	0	50	0	13	13	13	125	0	0	0		
	GATWICK	TOR AIR	C	D	8	0	0	38	13	0	25	13	138	0	0	0		
<b>TOTAL KEFALLINIA</b>					<b>187</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>14</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>41</b>	<b>67</b>	<b>26</b>	<b>26</b>	
KEFLAVIK																		
	GATWICK	ASTRAEUS LTD	S	A	40	0	1	65	20	10	5	0	0	16	42	40	31	
	GATWICK	ASTRAEUS LTD	S	D	38	0	1	55	18	16	8	3	0	26	44	24	32	
	GLASGOW	ICELANDAIR	S	A	17	0	0	88	0	6	0	0	6	35	89	13	19	
	GLASGOW	ICELANDAIR	S	D	17	0	0	82	6	0	6	6	0	29	84	14	19	
	HEATHROW	ICELANDAIR	S	A	60	0	0	70	25	5	0	0	0	10	69	12	59	
	HEATHROW	ICELANDAIR	S	D	60	0	0	72	18	10	0	0	0	9	62	16	60	
	MANCHESTER	ICELANDAIR	S	A	17	0	0	88	6	0	6	0	0	8	89	4	19	
	MANCHESTER	ICELANDAIR	S	D	17	0	0	88	6	0	6	0	0	8	74	18	19	
<b>TOTAL KEFLAVIK</b>					<b>266</b>	<b>1</b>	<b>2</b>	<b>72</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>18</b>	<b>18</b>	
KERRY COUNTY																		
	MANCHESTER	AER ARANN	S	A	18	0	0	61	28	0	11	0	0	17	47	19	17	
	MANCHESTER	AER ARANN	S	D	18	0	1	89	6	6	0	0	0	5	88	6	17	
	LUTON	RYANAIR	S	A	30	0	0	97	3	0	0	0	0	2	97	2	30	
	LUTON	RYANAIR	S	D	30	0	0	90	3	7	0	0	0	4	90	5	30	
	STANSTED	RYANAIR	S	A	30	0	0	87	13	0	0	0	0	4	97	2	30	
	STANSTED	RYANAIR	S	D	30	0	0	97	3	0	0	0	0	5	97	3	30	
<b>TOTAL KERRY COUNTY</b>					<b>156</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>5</b>	<b>5</b>	
KHARTOUM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	14	0	0	71	14	7	7	0	0	14	58	26	12	
	HEATHROW	BMI BRITISH MIDLAND	S	D	14	0	0	64	21	0	7	7	0	25	54	20	13	
<b>TOTAL KHARTOUM</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>4</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>23</b>	<b>23</b>	
KIEV (BORISPOL)																		
	GATWICK	AEROSVIT AIRLINES	S	A	21	0	0	62	10	14	14	0	0	20	0	0	0	
	GATWICK	AEROSVIT AIRLINES	S	D	21	0	0	71	10	10	10	0	0	17	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	0	67	21	6	4	2	0	17	74	12	43	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	52	0	0	87	13	0	0	0	0	5	89	6	44	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					SEPT 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		
KIEV (BORISPOL)																		
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	30	0	0	43	30	27	0	0	0	25	74	13	38	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	30	0	0	27	47	27	0	0	0	25	66	18	38	
<b>TOTAL KIEV (BORISPOL)</b>					<b>206</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>14</b>	<b>14</b>	
KIEV (ZHULYANY)																		
	LUTON	WIZZ AIR	S	A	13	0	0	85	8	8	0	0	0	8	0	0	0	
	LUTON	WIZZ AIR	S	D	13	0	0	92	8	0	0	0	0	6	0	0	0	
<b>TOTAL KIEV (ZHULYANY)</b>					<b>26</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KINGSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	38	38	25	0	0	0	24	92	9	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	8	85	7	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	38	50	13	0	0	0	17	38	29	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	63	13	25	0	0	0	14	78	22	9	
<b>TOTAL KINGSTON</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>27</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>15</b>	<b>15</b>	
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	A	69	0	0	100	0	0	0	0	0	1	90	9	70	
	EDINBURGH	LOGANAIR	S	D	69	0	0	96	4	0	0	0	0	2	94	7	70	
	GLASGOW	LOGANAIR	S	A	30	0	0	97	0	0	3	0	0	5	97	2	30	
	GLASGOW	LOGANAIR	S	D	30	0	0	87	0	10	3	0	0	9	90	5	30	
<b>TOTAL KIRKWALL</b>					<b>198</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>7</b>	<b>7</b>	
KLAGENFURT																		
	STANSTED	RYANAIR	S	A	13	0	0	85	15	0	0	0	0	9	38	23	13	
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	2	77	9	13	
<b>TOTAL KLAGENFURT</b>					<b>26</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>58</b>	<b>16</b>	<b>16</b>	
KOS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	47	12	12	24	6	0	45	33	45	18	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	35	18	18	24	6	0	42	28	49	18	
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	75	0	0	25	0	0	24	80	7	5	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	0	50	25	25	0	0	42	20	30	5	
	BIRMINGHAM	SKY WINGS AIRLINES	C	A	5	0	0	20	20	0	40	20	0	98	0	0	0	
	BIRMINGHAM	SKY WINGS AIRLINES	C	D	3	0	0	0	0	0	100	0	0	100	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	60	50	30	4	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
KOS	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	36	0	44	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	90	0	0	10	0	0	7	80	45	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	11	0	0	0	7	70	14	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	22	50	54	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	20	0	0	30	60	44	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	62	8	0	8	23	0	78	73	36	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	25	25	17	8	17	8	95	70	42	10
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	9	100	0	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	18	100	0	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	27	60	39	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	32	75	5	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	16	0	0	63	6	25	6	0	0	21	93	4	14
	GATWICK	THOMSON AIRWAYS LTD	C	D	15	0	0	47	20	27	7	0	0	24	71	10	14
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	12	0	0	50	17	33	0	0	0	22	79	11	14
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	11	0	0	55	9	27	9	0	0	22	50	18	14
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	16	100	0	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	15	100	2	5
	GATWICK	TOR AIR	C	A	12	0	0	33	8	0	50	0	8	108	0	0	0
	GATWICK	TOR AIR	C	D	12	0	0	33	17	8	42	0	0	59	0	0	0
	MANCHESTER	TOR AIR	C	A	7	0	0	43	0	43	0	14	0	49	0	0	0
	MANCHESTER	TOR AIR	C	D	6	0	0	17	33	33	0	17	0	61	0	0	0
<b>TOTAL KOS</b>					<b>237</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>11</b>	<b>14</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>42</b>	<b>61</b>	<b>32</b>	<b>32</b>
KRAKOW	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	82	12	0	6	0	0	11	71	16	17
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	82	6	12	0	0	0	8	76	17	17
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	7	7	3	0	0	10	63	22	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	100	0	0	0	0	0	2	43	25	30
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	78	11	11	0	0	0	11	0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	78	11	11	0	0	0	10	0	0	0
	EDINBURGH	RYANAIR	S	A	13	0	0	85	15	0	0	0	0	4	54	34	13
	EDINBURGH	RYANAIR	S	D	13	0	0	77	15	8	0	0	0	8	77	29	13

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

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					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
KRAKOW	STANSTED	RYANAIR	S	A	60	0	0	92	5	3	0	0	0	5	88	9	60
	STANSTED	RYANAIR	S	D	60	0	0	95	3	2	0	0	0	3	92	6	60
<b>TOTAL KRAKOW</b>					<b>260</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>16</b>	<b>16</b>
KUALA LUMPUR (SEPANG)	STANSTED	AIR ASIA	S	A	25	0	0	80	8	8	4	0	0	13	90	6	31
	STANSTED	AIR ASIA	S	D	25	0	0	68	20	4	8	0	0	18	87	11	31
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS	S	A	60	0	0	88	5	2	5	0	0	8	88	27	60
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS	S	D	60	0	0	83	12	3	2	0	0	8	68	23	60
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>170</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>19</b>	<b>19</b>
KUWAIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	10	0	0	3	0	13	87	5	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	20	7	0	0	0	9	77	13	30
	HEATHROW	KUWAIT AIRWAYS	S	A	32	0	0	50	19	13	16	3	0	34	40	25	30
	HEATHROW	KUWAIT AIRWAYS	S	D	32	0	1	69	16	9	6	0	0	19	73	19	30
<b>TOTAL KUWAIT</b>					<b>124</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>16</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>16</b>	<b>16</b>

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	30	0	0	70	20	10	0	0	0	13	38	26	29	
	HEATHROW	VUELING AIRLINES	S	D	30	0	0	77	13	7	3	0	0	9	31	43	29	
<b>TOTAL LA CORUNA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>34</b>	<b>34</b>	<b>34</b>	
LA ROCHELLE																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	11	11	0	0	0	7	0	43	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	11	0	0	0	0	4	25	30	4	
	BIRMINGHAM	FLYBE LTD	S	A	8	0	0	100	0	0	0	0	0	2	100	0	6	
	BIRMINGHAM	FLYBE LTD	S	D	8	0	0	100	0	0	0	0	0	4	83	9	6	
	STANSTED	RYANAIR	S	A	25	0	0	76	16	4	4	0	0	11	82	11	17	
	STANSTED	RYANAIR	S	D	25	0	0	84	8	4	4	0	0	8	88	4	17	
<b>TOTAL LA ROCHELLE</b>					<b>86</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>19</b>	<b>19</b>	
LA ROMANA																		
LAGOS																		
	HEATHROW	ARIK AIR	S	A	31	0	4	48	16	32	3	0	0	22	25	62	28	
	HEATHROW	ARIK AIR	S	D	32	0	4	50	28	19	3	0	0	19	66	15	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	7	10	0	0	0	6	93	4	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	23	53	20	3	0	0	25	17	37	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	90	10	0	0	0	0	4	67	48	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	47	43	10	0	0	0	16	17	42	30	
<b>TOTAL LAGOS</b>					<b>183</b>	<b>3</b>	<b>8</b>	<b>57</b>	<b>26</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>47</b>	<b>35</b>	<b>35</b>	
LAHORE																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	15	23	38	15	8	0	64	46	52	13	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	31	23	15	23	8	0	59	67	16	9	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	14	0	0	29	14	43	0	7	7	74	31	60	13	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	44	11	11	11	11	11	97	75	70	8	
<b>TOTAL LAHORE</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>18</b>	<b>29</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>72</b>	<b>51</b>	<b>43</b>	<b>43</b>	
LAKSELV/BANAK																		
LAMETIA-TERME																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	6	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	
	STANSTED	RYANAIR	S	A	17	0	0	29	24	41	6	0	0	29	0	0	0	
	STANSTED	RYANAIR	S	D	17	0	0	94	6	0	0	0	0	5	0	0	0	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
LAMETIA-TERME					42	0	0	69	12	17	2	0	0	14	0	0	0
TOTAL LAMETIA-TERME					42	0	0	69	12	17	2	0	0	14	0	0	0
LARNACA																	
	HEATHROW	AEGEAN AIRLINES	S	A	30	0	0	53	30	10	7	0	0	22	0	0	0
	HEATHROW	AEGEAN AIRLINES	S	D	30	0	0	33	23	33	10	0	0	32	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	43	33	13	10	0	0	26	73	14	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	83	3	7	3	3	0	15	77	11	30
	HEATHROW	CYPRUS AIRWAYS	S	A	79	0	0	52	19	20	6	1	1	32	68	18	78
	HEATHROW	CYPRUS AIRWAYS	S	D	79	0	0	48	9	22	19	1	1	40	58	22	78
	MANCHESTER	CYPRUS AIRWAYS	S	A	17	0	0	41	18	24	12	6	0	37	62	28	21
	MANCHESTER	CYPRUS AIRWAYS	S	D	17	0	0	47	6	24	18	6	0	42	33	39	21
	STANSTED	CYPRUS AIRWAYS	C	A	5	0	0	40	0	40	20	0	0	39	0	0	0
	STANSTED	CYPRUS AIRWAYS	C	D	2	0	0	0	0	0	100	0	0	105	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	68	12	12	8	0	0	17	57	26	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	69	15	8	8	0	0	15	37	31	30
	GATWICK	FLY HELLAS	C	A	2	0	0	50	0	0	0	0	50	225	0	0	0
	GATWICK	FLY HELLAS	C	D	2	0	0	50	0	0	0	0	50	219	0	0	0
	MANCHESTER	FLY HELLAS	C	A	10	0	0	0	40	20	20	10	10	111	0	0	0
	MANCHESTER	FLY HELLAS	C	D	10	0	0	0	20	10	40	10	20	168	0	0	0
	STANSTED	FLY HELLAS	C	A	3	0	0	67	33	0	0	0	0	16	0	0	0
	STANSTED	FLY HELLAS	C	D	2	0	0	50	0	50	0	0	0	38	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	0	0	50	25	25	0	89	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	0	25	50	25	0	0	49	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	12	1	1	67	8	8	17	0	0	23	62	11	13
	BIRMINGHAM	MONARCH AIRLINES	S	D	13	0	0	62	8	15	15	0	0	23	38	25	13
	GATWICK	MONARCH AIRLINES	S	A	26	0	0	38	19	23	15	4	0	43	59	36	27
	GATWICK	MONARCH AIRLINES	S	D	26	0	0	38	19	27	12	4	0	42	48	38	27
	LUTON	MONARCH AIRLINES	S	A	30	0	0	67	17	13	3	0	0	20	70	20	30
	LUTON	MONARCH AIRLINES	S	D	29	0	0	34	38	24	0	3	0	27	55	24	31
	MANCHESTER	MONARCH AIRLINES	S	A	36	0	0	72	6	17	3	3	0	22	35	45	31
	MANCHESTER	MONARCH AIRLINES	S	D	35	0	0	71	11	11	3	3	0	21	39	42	31
	BIRMINGHAM	SKY WINGS AIRLINES	C	A	4	1	0	0	25	25	25	0	25	291	0	0	0
	BIRMINGHAM	SKY WINGS AIRLINES	C	D	4	0	0	0	0	50	50	0	0	85	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	38	13	25	25	0	0	44	44	51	9

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
LARNACA	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	0	25	25	0	0	46	56	29	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	17	0	0	76	6	12	0	6	0	22	50	40	14
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	16	0	0	81	0	19	0	0	0	10	58	39	12
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	11	11	0	0	16	22	116	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	0	13	0	0	13	40	164	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	1	0	39	44	11	0	6	0	27	46	21	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	44	25	25	0	6	0	28	54	21	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	12	0	0	83	17	0	0	0	0	5	56	30	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	12	0	0	100	0	0	0	0	0	7	44	37	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	12	67	11	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	75	0	13	13	0	0	27	100	4	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	12	0	0	33	42	25	0	0	0	22	14	35	14
	GATWICK	THOMSON AIRWAYS LTD	C	D	12	0	0	75	0	25	0	0	0	16	62	23	13
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	20	75	4	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	5	4
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	25	50	0	25	0	0	46	60	23	5
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	52	60	15	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	38	13	38	13	0	0	31	67	52	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	50	25	25	0	0	0	23	44	58	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	8	75	9	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	8	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	40	28	5
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	40	27	5
	MANCHESTER	TOR AIR	C	A	2	0	0	0	0	0	0	50	50	354	0	0	0
	MANCHESTER	TOR AIR	C	D	2	0	0	0	0	0	50	50	0	177	0	0	0
<b>TOTAL LARNACA</b>					<b>842</b>	<b>5</b>	<b>2</b>	<b>54</b>	<b>16</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>33</b>	<b>54</b>	<b>30</b>	<b>30</b>
LAS PALMAS	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	71	21	7	0	0	0	10	7	88	14
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	69	15	15	0	0	0	11	57	52	14
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	50	25	0	25	0	0	21	100	3	4
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	25	50	0	25	0	0	34	25	28	4
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	50	50	0	0	0	0	14	25	52	4
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	50	50	0	0	0	0	14	25	66	4

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2010				
					8	MISMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
LAS PALMAS																		
	BIRMINGHAM	MONARCH AIRLINES	S	A	8	0	0	100	0	0	0	0	0	5	50	57	8	
	BIRMINGHAM	MONARCH AIRLINES	S	D	8	0	0	100	0	0	0	0	0	2	50	49	8	
	MANCHESTER	MONARCH AIRLINES	S	A	10	0	0	70	0	30	0	0	0	12	0	169	8	
	MANCHESTER	MONARCH AIRLINES	S	D	10	0	0	60	10	30	0	0	0	16	0	183	8	
	BIRMINGHAM	RYANAIR	S	A	8	0	0	88	13	0	0	0	0	4	89	6	9	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	63	13	25	0	0	0	16	33	25	9	
	EDINBURGH	RYANAIR	S	A	8	0	0	63	13	0	25	0	0	32	67	17	9	
	EDINBURGH	RYANAIR	S	D	8	0	0	75	13	0	13	0	0	18	44	24	9	
	LUTON	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	5	75	13	8	
	LUTON	RYANAIR	S	D	9	0	0	67	22	11	0	0	0	11	63	20	8	
	STANSTED	RYANAIR	S	A	16	0	0	88	6	0	6	0	0	10	69	16	13	
	STANSTED	RYANAIR	S	D	16	0	0	94	0	0	6	0	0	7	92	8	13	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	3	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	11	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	6	50	17	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	11	0	0	0	8	63	16	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	27	29	32	7	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	35	86	13	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	1	0	89	11	0	0	0	0	4	60	31	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	11	0	0	0	6	25	33	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	13	75	34	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	60	0	0	0	0	13	75	32	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	22	100	2	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	34	100	3	4	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	25	0	25	50	0	0	52	0	0	0	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	0	25	25	50	0	0	59	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	17	0	0	82	12	0	6	0	0	9	59	31	17	
	GATWICK	THOMSON AIRWAYS LTD	C	D	16	0	0	75	6	6	13	0	0	21	65	26	17	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	10	50	17	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	75	12	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	24	75	6	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	32	75	21	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	85	8	0	0	8	0	25	54	22	13	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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 PALMAS																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	12	0	0	67	17	8	0	8	0	32	54	20	13	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	8	75	10	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	0	75	25	0	0	0	24	75	15	4	
<b>TOTAL LAS PALMAS</b>					<b>322</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>56</b>	<b>35</b>	<b>35</b>	
LAS VEGAS																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	77	13	3	7	0	0	14	63	23	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	13	7	7	0	0	18	63	23	30	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	40	0	0	0	0	9	100	2	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	75	0	0	0	0	20	60	10	5	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	77	10	10	3	0	0	14	73	17	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	80	7	7	7	0	0	14	80	11	30	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	78	11	0	11	0	0	15	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	78	11	11	0	0	0	10	0	0	0	
<b>TOTAL LAS VEGAS</b>					<b>147</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>18</b>	<b>18</b>	
LEEDS BRADFORD																		
	EDINBURGH	BMI REGIONAL	S	A	35	0	0	80	3	9	9	0	0	14	95	4	42	
	EDINBURGH	BMI REGIONAL	S	D	37	0	0	92	3	0	5	0	0	6	91	4	44	
	GLASGOW	BMI REGIONAL	S	A	44	0	0	91	2	7	0	0	0	4	98	2	40	
	GLASGOW	BMI REGIONAL	S	D	44	0	0	93	2	5	0	0	0	4	90	3	42	
<b>TOTAL LEEDS BRADFORD</b>					<b>160</b>	<b>2</b>	<b>1</b>	<b>89</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>10</b>	<b>10</b>	
LEIPZIG																		
<b>TOTAL LEIPZIG</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>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LEMNOS																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	12	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	9	4	
	GATWICK	TOR AIR	C	D	5	0	0	60	0	0	20	0	20	153	0	0	0	
<b>TOTAL LEMNOS</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>58</b>	<b>17</b>	<b>17</b>	
LIMOGES																		
	NEWCASTLE	FLYBE LTD	S	A	3	0	0	100	0	0	0	0	0	0	100	2	3	
	NEWCASTLE	FLYBE LTD	S	D	3	0	0	67	33	0	0	0	0	7	67	9	3	
	STANSTED	RYANAIR	S	A	30	0	0	90	10	0	0	0	0	3	64	16	28	
	STANSTED	RYANAIR	S	D	30	0	0	90	10	0	0	0	0	3	64	15	28	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
LIMOGES																	
<b>TOTAL LIMOGES</b>					<b>66</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>3</b>	<b>66</b>	<b>14</b>	<b>14</b>
LINZ																	
	STANSTED	RYANAIR	S	A	22	0	0	91	5	5	0	0	0	6	82	22	17
	STANSTED	RYANAIR	S	D	22	0	0	82	14	5	0	0	0	7	94	9	17
<b>TOTAL LINZ</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>16</b>	<b>16</b>
LISBON																	
	GATWICK	AIR PORTUGAL	S	A	21	0	0	90	5	0	5	0	0	6	86	6	21
	GATWICK	AIR PORTUGAL	S	D	21	0	0	90	0	5	5	0	0	7	81	7	21
	HEATHROW	AIR PORTUGAL	S	A	188	0	0	71	11	11	7	0	0	15	61	21	186
	HEATHROW	AIR PORTUGAL	S	D	189	0	0	69	16	8	6	1	0	16	61	23	186
	MANCHESTER	AIR PORTUGAL	S	A	23	0	0	52	30	9	9	0	0	20	0	0	0
	MANCHESTER	AIR PORTUGAL	S	D	23	0	0	43	43	0	13	0	0	25	0	0	0
	MANCHESTER	BMIBABY LTD	S	A	8	0	0	88	13	0	0	0	0	8	75	14	8
	MANCHESTER	BMIBABY LTD	S	D	8	0	0	63	38	0	0	0	0	9	63	16	8
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	76	11	10	3	0	0	11	45	28	120
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	80	9	8	3	0	0	10	68	20	120
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	0	0	0	8	0	25	62	36	13
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	0	0	0	8	0	23	54	37	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	73	10	13	3	0	0	12	36	31	28
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	1	0	83	3	10	3	0	0	10	57	20	28
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	67	19	9	5	0	0	17	44	44	59
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	78	19	2	2	0	0	10	51	31	59
<b>TOTAL LISBON</b>					<b>928</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>25</b>	<b>25</b>
LIVERPOOL (JOHN LENNON)																	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>					<b>2</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
LJUBLJANA																	
	GATWICK	ADRIA AIRWAYS	S	A	21	0	0	76	14	5	5	0	0	12	77	11	22
	GATWICK	ADRIA AIRWAYS	S	D	21	0	0	81	14	0	5	0	0	11	68	16	22
	MANCHESTER	ADRIA AIRWAYS	S	A	7	0	0	71	29	0	0	0	0	11	100	6	8
	MANCHESTER	ADRIA AIRWAYS	S	D	7	0	0	71	14	14	0	0	0	12	57	12	7
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	10	7	0	0	0	7	57	23	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	83	13	3	0	0	0	5	53	22	30

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
LJUBLJANA																		
<b>TOTAL LJUBLJANA</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>18</b>	<b>18</b>	
LODZ LUBLINEK																		
	EDINBURGH	RYANAIR	S	A	8	0	0	88	0	13	0	0	0	9	100	7	8	
	EDINBURGH	RYANAIR	S	D	8	0	0	88	13	0	0	0	5	88	5	8		
	STANSTED	RYANAIR	S	A	30	0	0	87	10	3	0	0	6	89	5	38		
	STANSTED	RYANAIR	S	D	30	0	0	97	0	3	0	0	3	89	5	38		
	LUTON	WIZZ AIR	S	A	8	0	1	88	13	0	0	0	5	0	0	0		
	LUTON	WIZZ AIR	S	D	8	0	0	88	13	0	0	0	5	0	0	0		
<b>TOTAL LODZ LUBLINEK</b>					<b>92</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>5</b>	<b>5</b>		
LONDON CITY																		
	EDINBURGH	BA CITYFLYER LTD	S	A	182	0	0	90	5	4	2	0	6	85	6	174		
	EDINBURGH	BA CITYFLYER LTD	S	D	188	0	0	87	5	3	3	2	12	83	8	175		
	GLASGOW	BA CITYFLYER LTD	S	A	112	0	0	89	5	4	2	0	6	86	6	87		
	GLASGOW	BA CITYFLYER LTD	S	D	112	0	0	91	4	3	2	0	6	73	14	89		
	EDINBURGH	CITY JET	S	A	65	0	0	83	11	5	2	0	7	94	3	143		
	EDINBURGH	CITY JET	S	D	66	1	0	83	12	3	2	0	8	87	6	143		
<b>TOTAL LONDON CITY</b>					<b>725</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>7</b>	<b>7</b>		
LOS ANGELES INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	73	10	10	3	3	0	21	93	3	30	
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	60	13	13	13	0	0	25	67	11	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	66	17	13	4	0	15	61	22	90		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	64	22	11	2	0	15	58	18	90		
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	73	3	13	10	0	19	87	16	30		
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	73	10	7	10	0	16	83	7	30		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	60	0	0	87	7	5	2	0	6	75	10	60		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	60	0	0	68	20	3	8	0	18	72	11	60		
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>420</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>14</b>	<b>14</b>		
LUANDA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	75	13	13	0	0	7	100	0	9		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	75	13	13	0	0	12	50	37	8		
<b>TOTAL LUANDA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>18</b>	<b>18</b>		
LUBECK																		

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
LUBECK	STANSTED	RYANAIR	S	A	17	0	0	94	0	6	0	0	0	4	87	6	30
	STANSTED	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	2	90	6	30
<b>TOTAL LUBECK</b>					<b>34</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>3</b>	<b>78</b>	<b>9</b>	<b>9</b>
LUSAKA	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	8	0	0	0	4	92	9	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	15	8	0	0	9	69	20	13	
<b>TOTAL LUSAKA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>14</b>	<b>14</b>	
LUTON	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	85	0	0	88	11	1	0	0	4	81	11	79	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	85	0	0	91	6	2	1	0	5	78	15	79	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	93	0	0	81	12	3	4	0	9	67	21	92	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	93	0	0	80	12	4	4	0	9	67	19	91	
<b>TOTAL LUTON</b>					<b>357</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>17</b>	<b>17</b>	
LUXEMBOURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	0	58	23	12	8	0	22	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	52	0	0	65	15	13	6	0	19	0	0	0	
	LONDON CITY	LUXAIR	S	A	96	0	0	96	4	0	0	0	3	86	8	97	
	LONDON CITY	LUXAIR	S	D	96	0	0	96	3	1	0	0	2	87	7	97	
	LONDON CITY	VLM (BELGIUM)	S	A	78	0	0	95	3	1	1	0	4	95	3	77	
	LONDON CITY	VLM (BELGIUM)	S	D	78	0	0	94	4	1	1	0	4	85	8	78	
<b>TOTAL LUXEMBOURG</b>					<b>452</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>6</b>	<b>6</b>	
LUXOR	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	75	0	0	0	25	0	66	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	50	0	25	0	25	0	84	0	0	
	HEATHROW	EGYPT AIR	S	A	4	0	0	0	25	75	0	0	38	0	37	4	
	HEATHROW	EGYPT AIR	S	D	4	0	0	75	0	25	0	0	15	50	14	4	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	50	31	4	
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	5	25	122	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	27	100	2	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	35	60	9	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	1	80	35	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	3	60	42	5	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
LUXOR	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	14	100	6	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	80	14	5
<b>TOTAL LUXOR</b>					<b>46</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>9</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>61</b>	<b>33</b>	<b>33</b>
LYON	MANCHESTER	BMI REGIONAL	S	A	22	0	0	91	9	0	0	0	0	3	76	11	21
	MANCHESTER	BMI REGIONAL	S	D	22	0	0	100	0	0	0	0	0	0	82	7	22
	BIRMINGHAM	BRIT AIR	S	A	47	0	0	98	2	0	0	0	0	2	91	5	45
	BIRMINGHAM	BRIT AIR	S	D	47	0	0	96	4	0	0	0	0	3	80	8	44
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	77	11	7	6	0	0	12	68	19	88
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	80	9	6	6	0	0	10	67	21	88
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	63	38	0	0	0	0	10	78	9	9
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	75	13	13	0	0	0	14	78	10	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	1	0	66	21	11	2	0	0	14	43	31	51
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	79	9	11	2	0	0	10	47	29	51
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	90	7	0	3	0	0	9	59	21	29
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	100	0	0	0	0	0	1	76	14	29
<b>TOTAL LYON</b>					<b>508</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>18</b>	<b>18</b>

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
MADRID																		
	GATWICK	AIR EUROPA	S	A	57	0	0	61	25	7	7	0	0	17	63	33	59	
	GATWICK	AIR EUROPA	S	D	57	0	1	70	16	9	5	0	0	15	49	40	59	
	LONDON CITY	BA CITYFLYER LTD	S	A	47	0	0	94	4	2	0	0	0	2	67	18	46	
	LONDON CITY	BA CITYFLYER LTD	S	D	48	0	0	75	15	8	2	0	0	11	35	40	46	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	150	0	0	59	23	11	5	1	0	20	30	45	142	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	0	75	14	7	3	1	0	13	55	28	142	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	100	0	0	0	0	0	1	47	30	30	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	10	0	6	0	0	13	57	26	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	135	0	0	63	20	12	5	0	0	16	26	74	106	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	135	0	0	69	17	8	5	0	1	18	25	53	106	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	75	0	0	85	7	8	0	0	0	7	34	42	71	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	75	0	0	84	12	3	0	1	0	11	46	37	71	
	HEATHROW	IBERIA	S	A	237	0	0	58	17	16	8	0	0	21	46	31	230	
	HEATHROW	IBERIA	S	D	234	0	2	60	13	15	11	1	0	24	41	36	230	
	EDINBURGH	IBERWORLD	C	A	2	0	0	50	50	0	0	0	0	12	0	0	0	
	EDINBURGH	IBERWORLD	C	D	2	0	0	100	0	0	0	0	0	6	0	0	0	
	GATWICK	RYANAIR	S	A	60	0	0	77	7	15	2	0	0	12	14	49	29	
	GATWICK	RYANAIR	S	D	60	0	0	77	8	13	2	0	0	12	17	59	29	
	MANCHESTER	RYANAIR	S	A	17	0	0	88	0	6	6	0	0	9	0	0	0	
	MANCHESTER	RYANAIR	S	D	17	0	0	71	12	6	12	0	0	18	0	0	0	
	STANSTED	RYANAIR	S	A	60	0	0	67	8	20	5	0	0	16	24	48	59	
	STANSTED	RYANAIR	S	D	60	0	0	55	12	27	7	0	0	23	15	61	59	
<b>TOTAL MADRID</b>					<b>1744</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>39</b>	<b>41</b>	<b>41</b>	
MAHON																		
	GLASGOW	BA CITYFLYER LTD	C	A	5	0	0	100	0	0	0	0	0	1	0	0	0	
	GLASGOW	BA CITYFLYER LTD	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	42	0	0	83	10	0	7	0	0	13	49	49	37	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	42	0	0	95	2	0	2	0	0	6	46	40	37	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	0	11	0	0	0	7	45	73	11	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	11	0	0	0	0	3	64	17	11	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	69	15	8	8	0	0	18	82	7	11	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	0	0	8	0	0	14	55	16	11	
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	75	13	0	13	0	0	25	25	53	4	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
MAHON																		
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	63	38	0	0	0	0	13	25	59	4	
	BIRMINGHAM	MONARCH AIRLINES	S	A	18	0	0	89	0	6	0	6	0	16	69	65	16	
	BIRMINGHAM	MONARCH AIRLINES	S	D	18	0	0	78	11	6	0	6	0	23	31	72	16	
	GATWICK	MONARCH AIRLINES	S	A	17	0	0	82	12	0	6	0	0	13	57	38	21	
	GATWICK	MONARCH AIRLINES	S	D	18	0	0	72	17	6	6	0	0	13	67	30	21	
	LUTON	MONARCH AIRLINES	S	A	13	0	0	92	8	0	0	0	0	2	77	13	13	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	92	8	0	0	0	0	10	54	22	13	
	MANCHESTER	MONARCH AIRLINES	S	A	27	0	0	70	7	15	4	0	4	32	40	58	25	
	MANCHESTER	MONARCH AIRLINES	S	D	27	0	0	63	22	7	4	0	4	31	44	51	25	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	0	40	0	0	51	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	0	20	20	0	70	100	8	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	92	0	0	8	0	0	7	54	22	13	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	92	0	0	8	0	0	10	73	14	11	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	0	33	98	6	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	6	50	20	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	92	0	8	0	0	0	4	42	71	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	92	0	0	8	0	0	9	73	12	11	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	6	0	0	67	17	17	0	0	0	15	75	44	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	21	75	40	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	0	0	17	0	0	15	50	14	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	21	100	0	3	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	3	89	26	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	1	67	30	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	31	0	0	87	10	0	3	0	0	7	75	15	36	
	GATWICK	THOMSON AIRWAYS LTD	C	D	29	0	0	83	14	0	3	0	0	11	77	14	31	
	LUTON	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	4	56	18	9	
	LUTON	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	7	33	22	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	26	0	0	88	4	0	8	0	0	11	65	28	26	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	26	0	0	77	8	8	8	0	0	18	52	28	25	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	10	20	82	5	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	17	20	80	5	
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	6	100	3	8	
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	7	100	2	8	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
MAHON																	
<b>TOTAL MAHON</b>					<b>577</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>34</b>	<b>34</b>
MALAGA																	
	GATWICK	AER LINGUS	S	A	90	0	0	92	6	2	0	0	0	4	30	52	88
	GATWICK	AER LINGUS	S	D	90	0	0	94	4	0	1	0	0	5	53	32	88
	GLASGOW	BA CITYFLYER LTD	C	A	8	0	0	100	0	0	0	0	0	5	50	28	4
	GLASGOW	BA CITYFLYER LTD	C	D	8	0	0	75	25	0	0	0	0	8	50	28	4
	LONDON CITY	BA CITYFLYER LTD	S	A	16	0	0	50	19	25	6	0	0	21	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	16	0	0	56	31	13	0	0	0	16	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	A	27	0	0	85	7	7	0	0	0	6	45	29	29
	BIRMINGHAM	BMIBABY LTD	S	D	27	0	0	89	11	0	0	0	0	9	45	28	29
	GATWICK	BRITISH AIRWAYS PLC	S	A	114	0	0	49	31	15	5	0	0	21	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	115	0	0	61	23	10	6	0	0	18	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	157	0	0	87	8	4	1	0	0	6	36	53	162
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	157	0	0	87	10	3	1	0	0	6	37	42	160
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	90	3	3	3	0	0	7	34	29	29
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	93	3	0	3	0	0	6	52	21	29
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	85	8	7	0	0	0	7	48	38	67
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	61	0	0	90	8	2	0	0	0	5	55	30	66
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	81	15	4	0	0	0	7	29	52	21
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	88	12	0	0	0	0	5	24	36	21
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	93	0	3	3	0	0	7	40	41	42
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	97	3	0	0	0	0	4	60	30	42
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	78	0	0	88	4	5	3	0	0	8	44	45	85
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	78	0	0	90	5	3	3	0	0	5	42	41	88
	EDINBURGH	JET2.COM LTD	S	A	12	0	0	17	50	17	8	8	0	49	0	0	0
	EDINBURGH	JET2.COM LTD	S	D	12	0	0	50	33	0	8	8	0	36	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	30	0	0	47	30	23	0	0	0	20	29	52	21
	MANCHESTER	JET2.COM LTD	S	D	30	0	0	83	17	0	0	0	0	7	52	35	21
	NEWCASTLE	JET2.COM LTD	S	A	24	0	0	71	25	4	0	0	0	9	41	28	17
	NEWCASTLE	JET2.COM LTD	S	D	24	0	0	88	13	0	0	0	0	7	71	22	17
	BIRMINGHAM	MONARCH AIRLINES	S	A	34	0	0	74	21	6	0	0	0	11	40	59	30
	BIRMINGHAM	MONARCH AIRLINES	S	D	34	0	0	88	3	6	3	0	0	9	40	55	30
	GATWICK	MONARCH AIRLINES	S	A	51	0	0	39	16	22	24	0	0	36	20	80	44

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
MALAGA	GATWICK	MONARCH AIRLINES	S	D	51	0	0	67	10	6	16	2	0	24	30	77	43
	LUTON	MONARCH AIRLINES	S	A	34	0	0	76	15	9	0	0	0	11	55	41	22
	LUTON	MONARCH AIRLINES	S	D	34	0	0	68	29	3	0	0	0	11	41	36	22
	MANCHESTER	MONARCH AIRLINES	S	A	57	0	0	54	26	12	5	2	0	25	28	74	57
	MANCHESTER	MONARCH AIRLINES	S	D	57	0	0	75	14	4	5	2	0	17	39	61	59
	BIRMINGHAM	RYANAIR	S	A	34	1	0	76	12	9	3	0	0	10	58	41	33
	BIRMINGHAM	RYANAIR	S	D	34	0	0	91	6	3	0	0	0	4	55	35	33
	EDINBURGH	RYANAIR	S	A	35	0	0	89	6	3	3	0	0	8	60	30	25
	EDINBURGH	RYANAIR	S	D	35	0	0	89	9	0	3	0	0	10	68	25	25
	STANSTED	RYANAIR	S	A	64	0	0	78	9	11	2	0	0	9	67	28	43
	STANSTED	RYANAIR	S	D	64	0	0	98	0	0	2	0	0	3	72	18	43
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	25	0	75	0	0	0	42	75	9	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	25	0	25	50	0	0	59	75	5	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	18	0	0	89	6	0	6	0	0	7	47	36	17
	GATWICK	THOMSON AIRWAYS LTD	C	D	18	0	0	83	11	0	6	0	0	10	65	43	17
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	8	0	27	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	75	14	4
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	44	44	11	0	0	0	17	33	26	9
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	56	33	11	0	0	0	12	78	9	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	18	0	0	78	17	6	0	0	0	10	59	18	17
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	18	0	0	94	6	0	0	0	0	6	94	4	17
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	16	25	32	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	50	13	4
<b>TOTAL MALAGA</b>					<b>2141</b>	<b>4</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>44</b>	<b>42</b>	<b>42</b>
MALE INTERNATIONAL	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	92	0	8	0	0	0	4	69	15	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	54	8	31	8	0	0	24	83	14	12
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	75	44	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	25	68	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	9	60	86	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	17	40	108	5
<b>TOTAL MALE INTERNATIONAL</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>7</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>59</b>	<b>45</b>	<b>45</b>
MALMO																	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	GATWICK	AIR MALTA	S	A	56	0	0	82	11	4	4	0	0	8	75	12	59	
	GATWICK	AIR MALTA	S	D	56	0	0	88	5	4	4	0	0	8	78	13	59	
	HEATHROW	AIR MALTA	S	A	63	0	0	79	14	6	0	0	0	7	68	13	66	
	HEATHROW	AIR MALTA	S	D	63	0	0	71	17	8	3	0	0	12	55	21	66	
	MANCHESTER	AIR MALTA	S	A	26	0	0	77	15	4	4	0	0	11	60	21	30	
	MANCHESTER	AIR MALTA	S	D	26	0	0	65	19	12	4	0	0	18	37	32	30	
	NEWCASTLE	AIR MALTA	C	A	4	0	0	100	0	0	0	0	0	7	75	7	4	
	NEWCASTLE	AIR MALTA	C	D	4	0	0	75	0	25	0	0	0	16	50	20	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	81	12	5	2	0	0	11	49	35	43	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	43	0	0	91	5	2	2	0	0	7	56	28	43	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	77	14	9	0	0	0	8	59	18	22	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	95	0	5	0	0	0	4	73	14	22	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	0	75	12	8	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	13	0	0	0	0	4	75	23	8	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	2	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	2	0	0	0	
	EDINBURGH	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	2	69	12	13	
	EDINBURGH	RYANAIR	S	D	13	0	0	85	15	0	0	0	0	6	62	17	13	
	LUTON	RYANAIR	S	A	30	0	0	77	10	13	0	0	0	12	70	13	30	
	LUTON	RYANAIR	S	D	30	0	0	83	10	3	3	0	0	9	73	13	30	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	4	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	3	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	20	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	11	75	14	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	22	0	0	0	0	4	88	4	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	11	0	0	0	8	100	1	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	4	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	60	13	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	5	75	10	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	10	100	1	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	10	100	1	4	
<b>TOTAL MALTA</b>					<b>606</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>18</b>	<b>18</b>	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
MANCHESTER																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	176	0	0	68	12	12	8	0	0	17	82	9	175
	HEATHROW	BMI BRITISH MIDLAND	S	D	177	0	1	79	12	7	3	0	0	10	80	9	178
	EDINBURGH	BMI REGIONAL	S	A	107	0	0	93	5	0	3	0	0	5	93	4	121
	EDINBURGH	BMI REGIONAL	S	D	107	0	0	97	1	0	2	0	0	3	95	4	122
	GATWICK	BRITISH AIRWAYS PLC	S	A	118	0	0	61	21	10	7	1	0	19	71	13	150
	GATWICK	BRITISH AIRWAYS PLC	S	D	118	0	0	72	14	11	3	0	0	12	81	9	150
	HEATHROW	BRITISH AIRWAYS PLC	S	A	220	0	0	80	11	5	5	0	0	11	74	13	220
	HEATHROW	BRITISH AIRWAYS PLC	S	D	220	0	0	74	13	9	5	0	0	13	73	13	220
	EDINBURGH	FLYBE LTD	S	A	81	0	0	91	4	1	2	1	0	9	86	7	104
	EDINBURGH	FLYBE LTD	S	D	81	0	0	86	9	2	1	1	0	9	88	10	103
	GLASGOW	FLYBE LTD	S	A	68	0	1	84	9	0	6	1	0	13	94	6	99
	GLASGOW	FLYBE LTD	S	D	68	0	1	85	6	1	7	0	0	12	93	5	98
<b>TOTAL MANCHESTER</b>					<b>1549</b>	<b>2</b>	<b>4</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>9</b>	<b>9</b>
MANSTON (KENT INT)																	
	EDINBURGH	FLYBE LTD	S	A	30	0	0	90	7	0	3	0	0	6	77	12	30
	EDINBURGH	FLYBE LTD	S	D	30	0	0	87	10	0	3	0	0	7	73	15	30
<b>TOTAL MANSTON (KENT INT)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>10</b>	<b>10</b>
MARIBOR																	
<b>TOTAL MARIBOR</b>					<b>2</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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
MARRAKESH																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	46	23	15	8	8	0	46	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	85	0	8	8	0	0	14	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	8	8	0	0	12	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	77	8	8	8	0	0	15	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	97	0	3	0	0	0	2	47	72	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	90	10	0	0	0	0	3	33	51	30
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	11	0	11	0	0	17	62	45	13
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	63	25	0	13	0	0	23	46	33	13
	GATWICK	ROYAL AIR MAROC	S	A	15	0	0	87	7	7	0	0	0	7	74	14	19
	GATWICK	ROYAL AIR MAROC	S	D	15	0	0	73	20	7	0	0	0	9	74	76	19
	EDINBURGH	RYANAIR	S	A	8	0	0	88	13	0	0	0	0	4	88	14	8
	EDINBURGH	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	1	63	17	8
	LUTON	RYANAIR	S	A	17	0	0	94	0	6	0	0	0	3	53	26	17

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
MARRAKESH	LUTON	RYANAIR	S	D	17	0	0	82	12	6	0	0	0	9	53	25	17
	STANSTED	RYANAIR	S	A	8	0	0	75	25	0	0	0	0	7	0	0	0
	STANSTED	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	S	A	9	0	1	89	0	0	0	11	0	22	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	S	D	9	0	0	89	0	0	0	11	0	29	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	9	0	0	44	22	11	22	0	0	37	38	28	8
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	9	0	0	44	11	11	22	11	0	58	75	24	8
<b>TOTAL MARRAKESH</b>					<b>262</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>49</b>	<b>40</b>	<b>40</b>
MARSA ALAM	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	27	60	9	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	28	80	8	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	10	60	23	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	40	40	20	0	0	0	21	40	20	5
<b>TOTAL MARSA ALAM</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>60</b>	<b>15</b>	<b>15</b>
MARSEILLE	GATWICK	BRITISH AIRWAYS PLC	S	A	90	1	0	58	24	13	4	0	0	18	57	21	86
	GATWICK	BRITISH AIRWAYS PLC	S	D	90	0	0	72	11	11	6	0	0	15	67	21	86
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	34	0	0	82	12	6	0	0	0	8	45	22	29
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	71	24	6	0	0	0	10	48	20	29
	STANSTED	RYANAIR	S	A	39	0	0	92	0	8	0	0	0	5	79	11	28
	STANSTED	RYANAIR	S	D	39	0	0	74	18	8	0	0	0	11	75	14	28
<b>TOTAL MARSEILLE</b>					<b>328</b>	<b>1</b>	<b>16</b>	<b>72</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>19</b>	<b>19</b>
MAURITIUS	HEATHROW	AIR MAURITIUS LTD	S	A	22	0	0	82	5	9	5	0	0	9	83	8	18
	HEATHROW	AIR MAURITIUS LTD	S	D	22	0	0	50	27	14	9	0	0	21	44	27	18
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	69	31	0	0	0	0	10	92	15	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	15	15	0	0	0	12	77	15	13
<b>TOTAL MAURITIUS</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>16</b>	<b>16</b>
MEDINA																	
MELBOURNE	HEATHROW	QANTAS	S	A	58	0	0	66	5	10	17	0	2	49	82	14	60
	HEATHROW	QANTAS	S	D	55	3	3	78	18	2	2	0	0	9	73	10	60

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)												
MELBOURNE																		
<b>TOTAL MELBOURNE</b>					<b>113</b>	<b>3</b>	<b>3</b>	<b>72</b>	<b>12</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>78</b>	<b>12</b>	<b>12</b>	
MEMMINGEN ALLGAU																		
	EDINBURGH	RYANAIR	S	A	13	0	0	85	15	0	0	0	0	6	76	12	17	
	EDINBURGH	RYANAIR	S	D	13	0	0	77	23	0	0	0	0	9	35	26	17	
	STANSTED	RYANAIR	S	A	30	0	0	67	27	7	0	0	0	13	40	31	30	
	STANSTED	RYANAIR	S	D	30	0	0	83	10	7	0	0	0	7	67	17	30	
<b>TOTAL MEMMINGEN ALLGAU</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>54</b>	<b>22</b>	<b>22</b>	
MERSA MATROUH																		
METZ																		
MEXICO CITY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	82	6	6	0	6	0	19	88	4	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	71	18	12	0	0	0	13	82	9	17	
<b>TOTAL MEXICO CITY</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>7</b>	<b>7</b>	
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	37	40	17	3	3	0	30	65	18	34	
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	77	17	7	0	0	0	9	77	7	35	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	58	27	15	0	0	0	14	77	36	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	60	25	12	2	2	0	20	58	16	60	
	HEATHROW	DELTA AIRLINES	S	A	26	0	0	85	8	4	4	0	0	10	0	0	0	
	HEATHROW	DELTA AIRLINES	S	D	26	0	0	96	0	0	4	0	0	4	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	100	0	0	0	0	0	1	93	2	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	80	20	0	0	0	0	7	83	10	30	
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>292</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>18</b>	<b>18</b>	
MIKONOS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	64	0	14	14	7	0	41	46	22	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	50	29	7	14	0	0	25	31	27	13	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	40	40	0	20	0	0	26	75	7	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	40	0	40	20	0	0	37	75	8	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	40	20	20	20	0	0	26	75	11	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	9	100	6	4	
<b>TOTAL MIKONOS</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>17</b>	<b>13</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>55</b>	<b>18</b>	<b>18</b>	
MILAN (LINATE)																		

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
MILAN (Linate)	HEATHROW	ALITALIA (CAI)	S	A	141	0	0	76	12	6	5	1	0	13	85	7	141
	HEATHROW	ALITALIA (CAI)	S	D	141	0	0	71	13	10	5	1	0	18	75	10	141
	HEATHROW	BRITISH AIRWAYS PLC	S	A	152	0	0	75	14	8	3	0	0	12	71	12	150
	HEATHROW	BRITISH AIRWAYS PLC	S	D	152	0	0	73	15	7	5	0	0	12	81	9	150
	LONDON CITY	CITY JET	S	A	47	0	0	91	6	2	0	0	0	3	85	5	47
	LONDON CITY	CITY JET	S	D	46	1	0	87	7	0	7	0	0	11	79	10	48
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	41	0	0	83	10	0	7	0	0	10	30	33	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	41	0	0	98	0	2	0	0	0	3	37	28	30
<b>TOTAL MILAN (Linate)</b>					<b>761</b>	<b>11</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>11</b>	<b>11</b>
MILAN (Malpensa)	HEATHROW	BRITISH AIRWAYS PLC	S	A	80	0	0	80	11	5	4	0	0	11	56	17	118
	HEATHROW	BRITISH AIRWAYS PLC	S	D	80	0	0	78	13	6	4	0	0	10	76	11	119
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	86	7	3	3	0	0	8	63	13	30
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	79	14	3	3	0	0	12	50	19	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	109	0	0	72	18	4	5	1	0	14	61	27	109
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	109	0	0	74	15	6	4	2	0	17	39	37	108
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	45	0	0	78	9	11	2	0	0	12	40	46	42
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	45	0	0	73	13	13	0	0	0	12	43	49	42
	BIRMINGHAM	FLYBE LTD	S	A	30	0	0	83	7	7	3	0	0	12	67	13	30
	BIRMINGHAM	FLYBE LTD	S	D	30	0	0	80	13	3	3	0	0	11	70	12	30
	MANCHESTER	FLYBE LTD	S	A	30	0	0	60	27	3	7	3	0	24	40	27	30
	MANCHESTER	FLYBE LTD	S	D	30	0	0	87	0	7	3	3	0	17	67	15	30
	HEATHROW	LUFTHANSA	S	A	130	0	0	56	22	15	6	0	0	19	35	30	142
	HEATHROW	LUFTHANSA	S	D	130	0	0	62	21	10	6	0	1	22	57	23	142
<b>TOTAL MILAN (Malpensa)</b>					<b>907</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>25</b>	<b>25</b>
MINNEAPOLIS-ST PAUL	HEATHROW	DELTA AIRLINES	S	A	30	0	0	90	7	3	0	0	0	5	80	10	30
	HEATHROW	DELTA AIRLINES	S	D	30	0	0	93	7	0	0	0	0	3	97	2	30
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>6</b>
MINSK INT'L	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	13	0	0	46	31	15	8	0	0	22	69	10	13

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2010		
					13	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)										
MINSK INT'L	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	13	0	0	85	8	8	0	0	0	8	92	6	13
<b>TOTAL MINSK INT'L</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>9</b>	<b>9</b>
MITIGA																	
MOMBASA	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	25	50	0	0	0	34	50	14	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	0	50	0	0	0	24	75	11	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	25	25	50	0	0	0	28	25	40	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	12	75	40	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	0	60	20	20	0	0	43	25	61	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	40	40	0	20	0	0	29	40	72	5
<b>TOTAL MOMBASA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>27</b>	<b>31</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>48</b>	<b>41</b>	<b>41</b>
MONASTIR	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	10	50	56	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	6	75	21	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	22	50	28	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	24	100	0	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	23	33	27	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	78	12	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	4	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	6	4
	MANCHESTER	TUNISAIR	S	A	4	0	0	0	25	25	0	25	25	167	0	0	0
	MANCHESTER	TUNISAIR	S	D	4	0	0	0	25	0	25	25	25	176	0	0	0
<b>TOTAL MONASTIR</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>44</b>	<b>64</b>	<b>27</b>	<b>27</b>
MONTEGO BAY	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	56	22	22	0	0	0	21	50	25	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	88	0	0	13	0	0	12	78	20	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	0	42	75	7	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	19	75	9	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	9	75	8	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	13	75	20	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	4	75	14	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	60	17	5

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
MONTEGO BAY																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	11	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	3	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	9	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	50	25	13	13	0	0	28	67	13	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	75	13	0	13	0	0	27	75	11	8	
<b>TOTAL MONTEGO BAY</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>13</b>	<b>13</b>	
MONTPELLIER																		
	MANCHESTER	BMIBABY LTD	S	A	3	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	BMIBABY LTD	S	D	3	0	0	67	33	0	0	0	0	7	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	89	5	3	3	0	0	7	57	22	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	95	3	3	0	0	0	4	57	25	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	95	0	5	0	0	0	3	75	76	8	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	84	11	5	0	0	0	5	88	24	8	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	85	8	8	0	0	0	6	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	2	0	0	0	
<b>TOTAL MONTPELLIER</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>62</b>	<b>29</b>	<b>29</b>	
MONTREAL (DORVAL)																		
	HEATHROW	AIR CANADA	S	A	60	0	0	48	18	17	15	0	2	38	90	4	30	
	HEATHROW	AIR CANADA	S	D	60	0	0	73	22	2	3	0	0	10	83	9	30	
	GATWICK	AIR TRANSAT	S	A	4	0	0	50	25	25	0	0	0	21	0	0	0	
	GATWICK	AIR TRANSAT	S	D	4	0	0	50	25	25	0	0	0	14	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	27	43	20	10	0	0	27	57	15	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	17	7	0	0	0	12	77	12	30	
<b>TOTAL MONTREAL (DORVAL)</b>					<b>188</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>77</b>	<b>12</b>	<b>12</b>	
MOSCOW (DOMODEDOVO)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	60	0	0	83	13	3	0	0	0	7	92	7	60	
	HEATHROW	BMI BRITISH MIDLAND	S	D	60	0	0	87	8	5	0	0	0	7	87	6	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	78	12	7	3	0	0	12	86	11	86	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	69	18	9	4	0	0	15	69	15	86	
	HEATHROW	TRANSAERO AIRLINES	S	A	60	0	0	62	22	12	5	0	0	19	70	12	60	
	HEATHROW	TRANSAERO AIRLINES	S	D	60	0	0	67	22	7	3	2	0	17	68	12	60	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>420</b>	<b>3</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>11</b>	<b>11</b>	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
MOSCOW (SHEREMETYEVO)	HEATHROW	AEROFLOT	S	A	89	0	0	66	27	7	0	0	0	11	72	14	88
	HEATHROW	AEROFLOT	S	D	89	0	0	54	28	16	2	0	0	16	74	20	88
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>178</b>	<b>4</b>	<b>0</b>	<b>60</b>	<b>28</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>17</b>	<b>17</b>
MOSCOW (VNUKOVO)																	
MULHOUSE HABSHEIM																	
MUMBAI	HEATHROW	AIR INDIA	S	A	30	0	0	73	10	7	10	0	0	18	87	6	30
	HEATHROW	AIR INDIA	S	D	30	0	0	70	17	10	3	0	0	14	77	21	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	69	12	10	5	3	0	23	81	8	59
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	80	15	2	3	0	0	11	73	12	59
	HEATHROW	JET AIRWAYS	S	A	60	0	0	58	15	17	7	2	2	29	82	9	60
	HEATHROW	JET AIRWAYS	S	D	60	0	0	80	7	5	7	2	0	18	78	10	60
	HEATHROW	KINGFISHER AIRLINES	S	A	29	0	1	79	17	3	0	0	0	6	93	4	30
	HEATHROW	KINGFISHER AIRLINES	S	D	29	0	1	100	0	0	0	0	0	1	83	6	30
<b>TOTAL MUMBAI</b>					<b>356</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>10</b>	<b>10</b>
MUNICH	HEATHROW	BRITISH AIRWAYS PLC	S	A	202	0	0	69	17	9	5	0	0	14	69	14	199
	HEATHROW	BRITISH AIRWAYS PLC	S	D	202	0	0	75	12	8	4	0	0	12	72	12	199
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	32	0	1	84	16	0	0	0	0	6	69	10	29
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	33	0	0	94	6	0	0	0	0	2	59	18	29
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	80	0	0	78	16	6	0	0	0	9	54	32	78
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	80	0	0	75	19	6	0	0	0	9	54	29	78
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	73	15	12	0	0	0	11	62	28	26
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	88	12	0	0	0	0	4	73	19	26
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	84	9	4	4	0	0	8	41	34	59
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	89	7	0	4	0	0	6	54	30	59
	MANCHESTER	JET2.COM LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	JET2.COM LTD	C	D	2	0	0	50	50	0	0	0	0	12	0	0	0
	HEATHROW	LUFTHANSA	S	A	210	0	0	55	23	19	3	0	0	18	68	13	210
	HEATHROW	LUFTHANSA	S	D	210	0	0	66	16	14	3	0	0	16	72	13	209
	MANCHESTER	LUFTHANSA	S	A	86	0	0	67	22	9	1	0	0	13	76	11	85
	MANCHESTER	LUFTHANSA	S	D	86	0	0	76	19	3	2	0	0	10	85	9	85
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	81	0	0	68	16	11	4	1	0	16	83	9	82

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
MUNICH	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	81	0	0	64	22	12	0	1	0	16	70	13	82
	LONDON CITY	LUFTHANSA CITY LINE	S	A	42	0	0	81	12	5	2	0	0	11	83	9	42
	LONDON CITY	LUFTHANSA CITY LINE	S	D	42	0	0	64	19	14	2	0	0	14	71	11	42
<b>TOTAL MUNICH</b>					<b>1641</b>	<b>3</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>16</b>	<b>16</b>
MUNSTER-OSNABRUCK	STANSTED	AIR BERLIN	S	A	30	0	0	90	3	7	0	0	0	6	85	8	55
	STANSTED	AIR BERLIN	S	D	30	0	0	83	13	3	0	0	0	6	83	7	52
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>8</b>	<b>8</b>
MURCIA SAN JAVIER	BIRMINGHAM	BMIBABY LTD	S	A	14	0	0	93	0	0	7	0	0	7	71	14	14
	BIRMINGHAM	BMIBABY LTD	S	D	14	0	0	79	14	0	7	0	0	15	71	11	14
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	89	3	0	8	0	0	7	47	36	32
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	89	3	3	5	0	0	9	41	41	32
	EDINBURGH	JET2.COM LTD	S	A	22	0	0	68	5	14	14	0	0	16	46	49	13
	EDINBURGH	JET2.COM LTD	S	D	22	0	0	59	14	18	9	0	0	19	31	43	13
	MANCHESTER	JET2.COM LTD	S	A	32	0	0	75	9	9	3	3	0	20	75	34	28
	MANCHESTER	JET2.COM LTD	S	D	32	0	0	69	16	13	3	0	0	17	57	31	28
	NEWCASTLE	JET2.COM LTD	S	A	26	0	0	62	15	15	0	8	0	26	50	34	22
	NEWCASTLE	JET2.COM LTD	S	D	26	0	0	62	27	12	0	0	0	14	55	28	22
	BIRMINGHAM	RYANAIR	S	A	17	0	0	88	6	6	0	0	0	4	74	14	19
	BIRMINGHAM	RYANAIR	S	D	17	0	0	82	18	0	0	0	0	6	75	16	20
	LUTON	RYANAIR	S	A	30	0	0	97	3	0	0	0	0	2	61	25	28
	LUTON	RYANAIR	S	D	30	0	0	90	10	0	0	0	0	5	82	12	28
	STANSTED	RYANAIR	S	A	43	0	0	91	7	2	0	0	0	4	71	23	41
	STANSTED	RYANAIR	S	D	44	0	0	100	0	0	0	0	0	2	85	12	41
<b>TOTAL MURCIA SAN JAVIER</b>					<b>445</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>26</b>	<b>26</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	100	0	0	0	0	0	2	93	6	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	80	13	3	3	0	0	10	77	9	30
	HEATHROW	OMAN AIR	S	A	30	0	0	63	13	23	0	0	0	16	87	4	30
	HEATHROW	OMAN AIR	S	D	30	0	0	100	0	0	0	0	0	2	90	3	30
<b>TOTAL MUSCAT</b>					<b>120</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>6</b>	<b>6</b>

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
MYTILINI	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	25	100	4	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	50	0	0	0	32	50	20	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	40	75	21	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	22	75	25	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	0	20	0	62	100	2	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	0	20	0	63	100	3	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	40	0	20	20	20	0	77	80	7	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	20	60	0	0	20	0	67	100	2	5
<b>TOTAL MYTILINI</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>51</b>	<b>86</b>	<b>10</b>	<b>10</b>

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	30	0	0	50	27	20	0	0	3	28	80	8	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	60	33	3	0	0	3	24	70	15	30	
	HEATHROW	KENYA AIRWAYS	S	A	43	0	0	84	9	2	5	0	0	8	85	10	34	
	HEATHROW	KENYA AIRWAYS	S	D	43	0	0	74	9	14	2	0	0	12	82	7	34	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	57	30	7	7	0	0	19	68	47	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	87	10	3	0	0	0	6	71	14	28	
<b>TOTAL NAIROBI</b>					<b>206</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>77</b>	<b>16</b>	<b>16</b>	
NANTES																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	63	25	13	0	0	0	13	60	11	5	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	13	0	0	0	0	5	60	13	5	
	GATWICK	FLYBE LTD	S	A	52	0	1	87	6	4	4	0	0	8	88	7	24	
	GATWICK	FLYBE LTD	S	D	52	0	1	79	10	8	4	0	0	12	88	12	25	
	MANCHESTER	FLYBE LTD	S	A	26	0	0	65	15	15	4	0	0	17	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	26	0	0	73	15	8	4	0	0	10	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	51	0	0	92	8	0	0	0	0	5	84	12	50	
	LONDON CITY	VLM (BELGIUM)	S	D	51	0	0	92	4	2	2	0	0	5	74	14	50	
<b>TOTAL NANTES</b>					<b>274</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>12</b>	<b>12</b>	
NAPLES																		
	MANCHESTER	ALITALIA (CAI)	C	A	3	0	0	33	33	0	33	0	0	36	0	0	0	
	MANCHESTER	ALITALIA (CAI)	C	D	3	0	0	0	0	0	100	0	0	117	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	89	0	0	71	13	11	4	0	0	15	48	24	90	
	GATWICK	BRITISH AIRWAYS PLC	S	D	89	0	0	57	26	11	6	0	0	19	62	16	90	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	76	14	7	3	0	0	11	60	26	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	29	0	1	79	21	0	0	0	0	6	47	31	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	75	0	2	80	12	5	3	0	0	9	43	38	79	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	75	0	2	89	5	3	3	0	0	5	54	30	79	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	3	50	39	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	17	67	50	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	13	75	5	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	11	50	14	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	50	35	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	5	50	45	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	14	0	0	79	21	0	0	0	0	5	83	4	12	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
NAPLES																		
	GATWICK	THOMSON AIRWAYS LTD	C	D	14	0	0	93	0	7	0	0	0	5	92	6	12	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	8	75	9	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	7	75	7	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	79	7	7	7	0	0	17	58	14	12	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	71	21	0	7	0	0	16	67	23	12	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	1	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	10	75	15	4	
<b>TOTAL NAPLES</b>					<b>505</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>25</b>	<b>25</b>	
NEW YORK (JF KENNEDY)																		
	HEATHROW	AMERICAN AIRLINES	S	A	116	0	0	74	9	10	5	1	0	15	71	25	146	
	HEATHROW	AMERICAN AIRLINES	S	D	116	1	0	83	10	5	1	1	0	9	70	14	146	
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	73	7	13	7	0	0	17	47	38	30	
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	1	80	0	20	0	0	0	9	93	10	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	210	0	0	67	16	11	6	0	0	15	83	13	179	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	210	0	0	71	17	9	2	0	0	14	74	15	179	
	LONDON CITY	BRITISH AIRWAYS PLC	S	A	47	0	1	81	15	2	2	0	0	7	88	7	48	
	LONDON CITY	BRITISH AIRWAYS PLC	S	D	48	0	0	100	0	0	0	0	0	0	100	0	48	
	HEATHROW	DELTA AIRLINES	S	A	90	0	0	70	10	13	4	1	1	22	46	33	71	
	HEATHROW	DELTA AIRLINES	S	D	90	0	0	83	10	6	0	1	0	8	80	9	71	
	MANCHESTER	DELTA AIRLINES	S	A	10	0	0	100	0	0	0	0	0	0	81	12	31	
	MANCHESTER	DELTA AIRLINES	S	D	10	0	0	100	0	0	0	0	0	5	80	11	30	
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	100	0	0	0	0	0	1	92	4	13	
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	38	23	15	23	0	0	37	23	54	13	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	13	0	0	31	31	23	15	0	0	37	31	46	13	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	91	0	0	81	5	8	5	0	0	10	73	19	90	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	90	0	0	69	17	8	7	0	0	16	69	16	90	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1227</b>	<b>2</b>	<b>2</b>	<b>75</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>17</b>	<b>17</b>	
NEW YORK (NEWARK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	91	8	0	0	1	0	6	84	11	85	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	81	13	1	4	0	0	10	66	14	86	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	30	0	0	87	7	7	0	0	0	4	90	6	30	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	30	0	0	93	7	0	0	0	0	2	87	5	30	
	EDINBURGH	CONTINENTAL AIRLINES	S	A	54	0	0	80	4	7	9	0	0	15	73	15	60	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	Actual (7)											Plan (8)
NEW YORK (NEWARK)																		
	EDINBURGH	CONTINENTAL AIRLINES	S	D	54	1	0	91	0	2	7	0	0	9	88	7	60	
	GLASGOW	CONTINENTAL AIRLINES	S	A	30	0	0	80	0	13	7	0	0	12	90	8	30	
	GLASGOW	CONTINENTAL AIRLINES	S	D	30	0	0	73	13	7	3	3	0	18	90	7	30	
	HEATHROW	CONTINENTAL AIRLINES	S	A	150	0	0	82	9	5	3	1	1	13	83	14	120	
	HEATHROW	CONTINENTAL AIRLINES	S	D	150	0	0	76	13	6	5	0	0	11	79	13	120	
	MANCHESTER	CONTINENTAL AIRLINES	S	A	46	1	0	83	4	4	9	0	0	12	85	5	60	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	46	0	0	80	4	7	9	0	0	15	87	7	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	60	0	0	92	2	2	5	0	0	7	85	8	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	59	0	1	76	12	7	5	0	0	13	83	11	60	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>917</b>	<b>2</b>	<b>1</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>11</b>	<b>11</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	167	0	0	74	12	11	3	0	0	12	73	14	168	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	167	0	0	76	11	8	5	0	0	12	75	13	168	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	59	2	1	93	2	3	2	0	0	5	98	2	65	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	63	0	1	95	3	0	2	0	0	3	95	3	65	
	GATWICK	FLYBE LTD	S	A	94	0	0	89	5	3	1	1	0	8	86	8	106	
	GATWICK	FLYBE LTD	S	D	94	0	0	80	12	5	2	1	0	11	76	13	106	
<b>TOTAL NEWCASTLE</b>					<b>648</b>	<b>10</b>	<b>2</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>11</b>	<b>11</b>	
NEWQUAY																		
	MANCHESTER	BMIBABY LTD	S	A	14	0	0	57	21	14	7	0	0	19	87	6	23	
	MANCHESTER	BMIBABY LTD	S	D	14	0	0	50	29	14	7	0	0	22	87	7	23	
	GLASGOW	EASTERN AIRWAYS	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	EASTERN AIRWAYS	S	D	10	0	2	80	10	0	10	0	0	11	0	0	0	
	MANCHESTER	EASTERN AIRWAYS	S	A	9	0	1	89	0	0	0	11	0	33	0	0	0	
	MANCHESTER	EASTERN AIRWAYS	S	D	9	0	1	89	0	0	11	0	0	10	0	0	0	
	EDINBURGH	FLYBE LTD	S	A	22	0	0	77	18	0	5	0	0	11	85	7	20	
	EDINBURGH	FLYBE LTD	S	D	22	0	0	68	18	5	9	0	0	22	80	8	20	
	GATWICK	FLYBE LTD	S	A	83	0	0	82	11	2	5	0	0	9	94	4	82	
	GATWICK	FLYBE LTD	S	D	83	0	0	86	7	5	2	0	0	9	94	4	82	
<b>TOTAL NEWQUAY</b>					<b>268</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>6</b>	<b>6</b>	
NICE																		
	LONDON CITY	BA CITYFLYER LTD	S	A	29	0	0	83	7	7	3	0	0	12	86	11	28	
	LONDON CITY	BA CITYFLYER LTD	S	D	29	0	0	66	17	7	10	0	0	19	69	23	29	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
NICE	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	87	10	3	0	0	0	6	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	80	13	7	0	0	0	7	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	A	23	0	0	48	30	9	13	0	0	24	71	20	24
	BIRMINGHAM	BMIBABY LTD	S	D	23	0	0	48	22	22	9	0	0	23	46	19	24
	HEATHROW	BRITISH AIRWAYS PLC	S	A	218	0	0	66	19	10	5	0	0	16	63	22	207
	HEATHROW	BRITISH AIRWAYS PLC	S	D	218	0	0	71	14	10	5	0	0	15	66	20	207
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	69	25	6	0	0	0	10	67	25	12
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	94	6	0	0	0	0	5	58	25	12
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	122	0	0	77	10	8	5	0	0	13	47	33	113
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	122	0	0	83	9	6	2	0	0	9	49	28	112
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	55	25	13	7	0	0	19	54	29	50
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	80	13	3	3	0	0	9	68	25	50
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	85	0	15	0	0	0	8	80	17	10
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	77	23	0	0	0	0	9	50	25	10
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	63	19	16	3	0	0	15	26	40	27
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	72	22	6	0	0	0	8	44	34	27
	GLASGOW	JET2.COM LTD	S	A	8	0	0	0	50	25	25	0	0	49	0	0	0
	GLASGOW	JET2.COM LTD	S	D	8	0	0	63	25	0	13	0	0	22	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	25	0	0	32	20	28	16	4	0	42	56	40	18
	MANCHESTER	JET2.COM LTD	S	D	25	0	0	72	12	8	8	0	0	18	50	31	18
	GATWICK	JETAIRFLY	C	A	2	0	0	0	50	0	50	0	0	49	0	0	0
<b>TOTAL NICE</b>					<b>1157</b>	<b>9</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>25</b>	<b>25</b>
NIEDERRHEIN	EDINBURGH	RYANAIR	S	A	22	0	0	73	14	5	5	5	0	23	73	12	30
	EDINBURGH	RYANAIR	S	D	22	0	0	82	5	9	5	0	0	12	80	11	30
	STANSTED	RYANAIR	S	A	39	1	0	74	15	5	0	5	0	19	88	6	60
	STANSTED	RYANAIR	S	D	39	0	0	74	13	13	0	0	0	12	80	10	60
<b>TOTAL NIEDERRHEIN</b>					<b>122</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>10</b>	<b>10</b>
NIMES	LUTON	RYANAIR	S	A	30	0	0	93	3	3	0	0	0	2	86	6	28
	LUTON	RYANAIR	S	D	30	0	0	97	0	3	0	0	0	4	61	13	28
<b>TOTAL NIMES</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>10</b>	<b>10</b>
NORWICH																	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					SEPT 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)									
NORWICH																		
	EDINBURGH	FLYBE LTD	S	A	52	0	0	90	4	0	4	0	2	17	96	2	52	
	EDINBURGH	FLYBE LTD	S	D	52	0	0	87	6	2	4	0	2	20	88	6	52	
	MANCHESTER	FLYBE LTD	S	A	48	0	0	73	6	13	6	2	0	23	88	25	48	
	MANCHESTER	FLYBE LTD	S	D	48	0	0	75	4	4	10	6	0	26	77	11	48	
<b>TOTAL NORWICH</b>					<b>201</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>5</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>22</b>	<b>88</b>	<b>11</b>	<b>11</b>	
NUREMBERG																		
	GATWICK	AIR BERLIN	S	A	52	0	0	85	10	0	6	0	0	12	0	0	0	
	GATWICK	AIR BERLIN	S	D	52	0	0	85	6	6	4	0	0	11	0	0	0	
<b>TOTAL NUREMBERG</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>14</b>	<b>14</b>	

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
ODENSE																		
<b>TOTAL ODENSE</b>					<b>2</b>	<b>2</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>0</b>
ODESSA																		
OLBIA																		
	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	0	8	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	78	19	4	0	0	0	8	30	33	30	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	74	15	7	4	0	0	10	47	21	30	30
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	0	0	50	50	0	0	78	0	70	4	4
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	75	0	0	25	0	0	26	0	54	4	4
<b>TOTAL OLBIA</b>					<b>70</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>34</b>	<b>31</b>	<b>31</b>	<b>31</b>
OPORTO (PORTUGAL)																		
	GATWICK	AIR PORTUGAL	S	A	54	0	0	67	17	9	4	4	0	22	47	22	60	60
	GATWICK	AIR PORTUGAL	S	D	54	0	0	83	7	4	6	0	0	10	57	17	60	60
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	75	13	10	3	0	0	11	63	21	30	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	83	10	5	3	0	0	9	60	28	30	30
	STANSTED	RYANAIR	S	A	52	0	0	81	13	6	0	0	0	7	50	30	52	52
	STANSTED	RYANAIR	S	D	52	0	0	71	23	6	0	0	0	9	48	31	52	52
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>295</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>25</b>	<b>25</b>	<b>25</b>
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	3	0	0	0	2	88	5	33	33
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	90	7	3	0	0	0	6	88	9	33	33
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	39	0	0	67	15	8	8	3	0	20	75	15	36	36
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	38	0	0	74	8	3	13	3	0	29	69	15	35	35
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	5	0	0	100	0	0	0	0	0	0	0	0	0	0
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	5	0	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	47	0	0	87	0	6	6	0	0	9	95	2	39	39
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	47	0	0	89	4	0	6	0	0	6	77	12	39	39
<b>TOTAL ORLANDO</b>					<b>241</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>10</b>	<b>10</b>	<b>10</b>
OSLO (GARDERMOEN)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	74	11	12	3	0	0	13	78	10	118	118
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	82	8	7	3	1	0	11	77	10	119	119
	MANCHESTER	JET TIME	C	A	2	0	0	0	100	0	0	0	0	24	0	0	0	0

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
OSLO (GARDERMOEN)	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	22	0	0	95	5	0	0	0	0	4	86	6	22
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	22	0	0	82	14	5	0	0	0	8	82	12	22
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	78	0	0	92	5	1	1	0	0	5	88	4	78
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	78	0	0	85	13	1	1	0	0	6	81	8	78
	HEATHROW	SAS	S	A	145	0	0	79	12	6	2	0	0	10	86	7	146
	HEATHROW	SAS	S	D	145	0	0	89	6	1	2	1	1	9	87	6	145
	MANCHESTER	SAS	S	A	22	0	0	95	0	5	0	0	0	4	94	3	16
	MANCHESTER	SAS	S	D	22	0	0	91	5	5	0	0	0	5	81	11	16
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>781</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</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>
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	30	0	0	70	20	3	7	0	0	13	90	5	30
	HEATHROW	AIR CANADA	S	D	30	0	0	67	20	10	3	0	0	17	87	6	30
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>10</b>	<b>10</b>
OUARZAZATE																	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	4	0	0	75	0	0	25	0	0	23	75	8	4	
	BIRMINGHAM	AIR BERLIN	C	D	4	0	0	75	0	0	25	0	0	33	50	17	4	
	MANCHESTER	AIR BERLIN	S	A	6	0	1	83	0	0	17	0	0	17	69	17	13	
	MANCHESTER	AIR BERLIN	S	D	7	0	1	71	0	0	29	0	0	37	69	12	13	
	STANSTED	AIR BERLIN	S	A	29	1	1	86	7	7	0	0	7	77	11	30		
	STANSTED	AIR BERLIN	S	D	30	0	0	60	23	13	3	0	0	16	83	9	30	
<b>TOTAL PADERBORN</b>					<b>80</b>	<b>1</b>	<b>3</b>	<b>74</b>	<b>11</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>11</b>	<b>11</b>	
PALERMO																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	67	19	10	5	0	0	19	47	36	19	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	71	24	0	0	5	0	16	58	19	19	
	STANSTED	RYANAIR	S	A	29	0	0	69	21	7	0	0	3	27	0	0	0	
	STANSTED	RYANAIR	S	D	29	0	0	100	0	0	0	0	0	1	0	0	0	
<b>TOTAL PALERMO</b>					<b>100</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>53</b>	<b>28</b>	<b>28</b>	
PALMA DE MALLORCA																		
	EDINBURGH	BA CITYFLYER LTD	C	A	4	0	0	75	0	0	0	25	0	51	0	0	0	
	EDINBURGH	BA CITYFLYER LTD	C	D	3	0	0	33	33	0	0	33	0	76	0	0	0	
	GLASGOW	BA CITYFLYER LTD	C	A	5	3	0	40	0	0	60	0	0	42	25	27	4	
	GLASGOW	BA CITYFLYER LTD	C	D	8	0	0	25	50	25	0	0	0	26	75	9	4	
	LONDON CITY	BA CITYFLYER LTD	S	A	14	0	0	57	29	0	14	0	0	17	18	60	11	
	LONDON CITY	BA CITYFLYER LTD	S	D	14	0	0	79	7	0	14	0	0	13	64	30	11	
	STANSTED	BA CITYFLYER LTD	C	A	11	0	0	91	9	0	0	0	0	11	0	0	0	
	STANSTED	BA CITYFLYER LTD	C	D	10	0	0	80	20	0	0	0	0	8	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	A	24	0	0	67	17	13	4	0	0	14	50	30	20	
	BIRMINGHAM	BMIBABY LTD	S	D	24	0	0	63	17	17	4	0	0	17	60	31	20	
	MANCHESTER	BMIBABY LTD	S	A	9	0	0	56	22	22	0	0	0	14	0	0	0	
	MANCHESTER	BMIBABY LTD	S	D	9	0	0	89	11	0	0	0	0	8	0	0	0	
	MANCHESTER	CSA CZECH AIRLINES	C	A	4	0	0	0	0	75	25	0	0	54	0	0	0	
	MANCHESTER	CSA CZECH AIRLINES	C	D	4	0	0	0	0	50	50	0	0	64	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	7	0	0	86	14	0	0	0	0	4	29	39	7	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	7	0	0	100	0	0	0	0	0	1	57	26	7	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	135	1	0	78	9	8	4	1	0	13	33	51	119	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	135	0	0	76	15	5	2	1	0	12	45	39	120	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	75	13	13	0	0	0	11	25	29	4	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2010			
					8	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)										
PALMA DE MALLORCA	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	3	50	14	4
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	67	0	0	88	3	4	4	0	0	8	45	48	60
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	67	0	0	85	7	3	4	0	0	9	45	36	60
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	71	24	5	0	0	0	9	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	100	0	0	0	0	0	4	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	90	7	0	3	0	0	6	40	50	48
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	90	10	0	0	0	0	4	60	37	48
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	59	0	1	85	3	8	3	0	0	8	42	46	53
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	92	5	2	2	0	0	5	58	26	53
	EDINBURGH	JET2.COM LTD	S	A	20	0	0	40	40	10	5	5	0	33	0	68	8
	EDINBURGH	JET2.COM LTD	S	D	20	0	0	80	10	5	5	0	0	15	75	26	8
	GLASGOW	JET2.COM LTD	S	A	24	0	0	29	29	29	8	4	0	40	0	0	0
	GLASGOW	JET2.COM LTD	S	D	24	0	0	63	21	8	4	4	0	29	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	36	1	1	53	22	11	8	6	0	35	20	58	25
	MANCHESTER	JET2.COM LTD	S	D	37	0	0	49	32	3	14	3	0	33	44	32	25
	NEWCASTLE	JET2.COM LTD	S	A	30	0	0	73	7	17	0	0	3	22	33	45	21
	NEWCASTLE	JET2.COM LTD	S	D	30	0	0	77	17	7	0	0	0	11	57	36	21
	BIRMINGHAM	MONARCH AIRLINES	S	A	19	0	0	68	11	11	5	0	5	31	53	61	17
	BIRMINGHAM	MONARCH AIRLINES	S	D	19	0	0	84	11	0	0	0	5	26	53	30	17
	GATWICK	MONARCH AIRLINES	S	A	33	0	0	30	30	15	18	6	0	47	8	113	13
	GATWICK	MONARCH AIRLINES	S	D	33	0	0	67	9	6	15	3	0	27	31	70	13
	LUTON	MONARCH AIRLINES	S	A	29	0	0	52	28	14	7	0	0	19	44	28	16
	LUTON	MONARCH AIRLINES	S	D	29	0	0	69	21	10	0	0	0	14	56	25	16
	MANCHESTER	MONARCH AIRLINES	S	A	60	0	0	42	22	18	17	2	0	36	25	88	53
	MANCHESTER	MONARCH AIRLINES	S	D	60	0	0	53	23	15	7	2	0	25	38	65	53
	BIRMINGHAM	RYANAIR	S	A	21	0	0	76	19	5	0	0	0	8	41	42	22
	BIRMINGHAM	RYANAIR	S	D	21	0	0	90	10	0	0	0	0	4	77	26	22
	EDINBURGH	RYANAIR	S	A	30	0	0	63	23	7	7	0	0	14	76	35	21
	EDINBURGH	RYANAIR	S	D	30	0	0	90	7	3	0	0	0	5	71	24	21
	MANCHESTER	RYANAIR	S	A	21	0	0	52	33	10	0	5	0	27	0	0	0
	MANCHESTER	RYANAIR	S	D	21	0	0	48	19	29	0	5	0	31	0	0	0
	STANSTED	RYANAIR	S	A	59	0	0	56	22	17	3	2	0	21	59	17	41
	STANSTED	RYANAIR	S	D	59	0	0	80	14	5	2	0	0	9	76	13	41

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
PALMA DE MALLORCA	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	16	1	0	81	0	13	6	0	0	12	46	45	13
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	16	0	0	81	13	0	6	0	0	10	69	40	13
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	18	0	0	89	0	11	0	0	0	7	38	44	24
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	15	0	0	60	33	7	0	0	0	11	33	39	21
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	19	0	0	68	16	5	11	0	0	24	25	71	20
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	19	0	0	79	11	5	5	0	0	19	43	41	21
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	45	1	0	67	13	11	9	0	0	16	40	48	30
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	43	0	0	63	14	14	9	0	0	20	66	32	29
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	16	0	0	81	0	0	13	6	0	34	50	53	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	15	0	0	67	20	0	13	0	0	30	75	14	8
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	77	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	2	75	13	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	29	0	0	66	14	14	7	0	0	21	40	41	30
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	27	0	0	63	19	11	7	0	0	21	61	28	28
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	13	0	0	23	23	31	23	0	0	41	0	0	0
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	13	0	0	46	23	31	0	0	0	20	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	81	1	0	75	11	7	4	2	0	16	50	39	64
	GATWICK	THOMSON AIRWAYS LTD	C	D	73	1	0	79	14	3	1	3	0	14	78	22	60
	GLASGOW	THOMSON AIRWAYS LTD	C	A	18	0	0	56	11	17	17	0	0	26	29	53	17
	GLASGOW	THOMSON AIRWAYS LTD	C	D	17	0	0	76	12	6	6	0	0	14	75	22	16
	LUTON	THOMSON AIRWAYS LTD	C	A	25	0	0	60	16	4	16	0	4	78	35	57	23
	LUTON	THOMSON AIRWAYS LTD	C	D	22	0	0	77	5	9	9	0	0	15	65	34	20
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	72	0	0	58	15	10	11	4	1	38	38	55	73
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	68	0	0	65	21	4	7	3	0	26	64	31	67
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	26	1	0	62	15	19	4	0	0	18	42	31	24
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	25	0	0	80	4	12	4	0	0	12	70	12	23
	STANSTED	THOMSON AIRWAYS LTD	C	A	15	0	0	67	20	7	7	0	0	14	38	45	13
	STANSTED	THOMSON AIRWAYS LTD	C	D	14	0	0	79	21	0	0	0	0	7	69	12	13
<b>TOTAL PALMA DE MALLORCA</b>					<b>2331</b>	<b>10</b>	<b>2</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>48</b>	<b>41</b>	<b>41</b>
PAPHOS	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	41	18	24	18	0	0	30	88	25	16
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	71	24	0	6	0	0	13	56	13	16
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	3	100	0	0	0	0	0	0	0	0	0

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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
PAPHOS																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	75	13	13	0	0	0	11	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	59	1	1	66	24	7	2	2	0	17	51	48	59	59
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	67	22	10	0	2	0	15	32	56	60	60
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	63	25	13	0	0	0	15	77	34	13	13
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	50	13	13	25	0	0	32	23	46	13	13
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	34	1	0	65	18	15	3	0	0	14	15	66	26	26
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	76	12	9	3	0	0	11	31	51	26	26
	GLASGOW	JET2.COM LTD	S	A	7	0	1	43	14	29	14	0	0	29	0	0	0	0
	GLASGOW	JET2.COM LTD	S	D	8	0	0	63	13	13	13	0	0	20	0	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	8	1	1	38	63	0	0	0	0	18	0	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	8	0	0	63	25	13	0	0	0	19	0	0	0	0
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	63	38	0	0	0	0	10	89	6	9	9
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	13	50	38	0	0	0	25	44	20	9	9
	BIRMINGHAM	MONARCH AIRLINES	S	A	8	0	0	88	13	0	0	0	0	3	0	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	D	8	0	0	75	13	13	0	0	0	11	0	0	0	0
	GATWICK	MONARCH AIRLINES	S	A	17	0	0	76	12	12	0	0	0	11	0	0	0	0
	GATWICK	MONARCH AIRLINES	S	D	16	0	0	50	38	13	0	0	0	15	0	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	A	15	0	0	73	13	13	0	0	0	10	0	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	D	14	0	0	50	43	7	0	0	0	12	0	0	0	0
	BIRMINGHAM	SKY WINGS AIRLINES	C	A	3	0	0	0	0	33	0	67	0	199	0	0	0	0
	BIRMINGHAM	SKY WINGS AIRLINES	C	D	4	0	0	0	0	25	25	50	0	150	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	3	75	11	4	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	21	50	19	4	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	25	0	0	0	0	10	60	14	10	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	25	0	0	0	0	9	75	11	8	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	13	0	0	0	6	50	66	8	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	0	13	13	0	0	16	63	67	8	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	1	0	75	6	13	6	0	0	14	62	30	13	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	63	19	6	13	0	0	20	62	39	13	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	75	5	4	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	8	50	22	4	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	12	0	0	100	0	0	0	0	0	3	85	10	13	13
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	12	0	0	58	25	17	0	0	0	15	69	21	13	13

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
PAPHOS																	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	0	0	0
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	11	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	21	0	0	76	10	5	10	0	0	17	82	10	22
	GATWICK	THOMSON AIRWAYS LTD	C	D	19	0	0	68	11	5	16	0	0	23	64	12	22
	LUTON	THOMSON AIRWAYS LTD	C	A	8	0	0	38	0	13	50	0	0	53	44	22	9
	LUTON	THOMSON AIRWAYS LTD	C	D	8	0	0	25	50	0	25	0	0	43	33	29	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	17	0	0	47	24	12	12	6	0	37	61	41	18
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	16	0	0	56	25	6	0	13	0	35	56	45	18
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	8	0	0	50	0	38	13	0	0	29	56	37	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	8	0	0	38	25	25	13	0	0	27	11	59	9
	STANSTED	THOMSON AIRWAYS LTD	C	A	8	0	0	63	25	0	13	0	0	19	78	8	9
	STANSTED	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	16	89	5	9
<b>TOTAL PAPHOS</b>					<b>617</b>	<b>4</b>	<b>6</b>	<b>64</b>	<b>19</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>55</b>	<b>33</b>	<b>33</b>
PARIS (CHARLES DE GAULLE)																	
	BIRMINGHAM	AIR FRANCE	S	A	90	0	0	90	7	1	2	0	0	5	0	0	0
	BIRMINGHAM	AIR FRANCE	S	D	90	0	0	98	1	0	1	0	0	3	0	0	0
	HEATHROW	AIR FRANCE	S	A	238	0	0	50	22	21	8	0	0	24	65	16	250
	HEATHROW	AIR FRANCE	S	D	237	0	1	81	10	7	3	0	0	9	87	6	250
	MANCHESTER	AIR FRANCE	S	A	90	0	0	66	19	8	8	0	0	18	91	7	122
	MANCHESTER	AIR FRANCE	S	D	90	0	0	89	4	6	1	0	0	6	80	9	122
	NEWCASTLE	BRIT AIR	S	A	81	0	0	91	4	4	1	0	0	5	83	10	82
	NEWCASTLE	BRIT AIR	S	D	81	0	0	88	7	5	0	0	0	7	76	13	82
	HEATHROW	BRITISH AIRWAYS PLC	S	A	228	0	0	74	12	11	4	0	0	12	75	13	247
	HEATHROW	BRITISH AIRWAYS PLC	S	D	228	0	0	79	10	8	3	0	0	10	72	13	247
	EDINBURGH	CITY JET	S	A	120	0	0	85	11	3	2	0	0	6	91	4	119
	EDINBURGH	CITY JET	S	D	120	0	0	85	8	6	2	0	0	8	82	10	117
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	73	20	7	0	0	0	8	68	13	28
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	83	13	3	0	0	0	7	61	15	28
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	73	19	4	4	0	0	11	36	28	25
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	69	31	0	0	0	0	10	36	29	25
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	78	0	0	82	10	4	3	1	0	12	55	26	73
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	78	0	0	78	8	9	5	0	0	13	53	26	73
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	90	5	5	0	0	0	4	56	34	25

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
PARIS (CHARLES DE GAULLE)																		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	90	5	5	0	0	0	6	48	37	25	
	BIRMINGHAM	FLYBE LTD	S	A	77	0	0	92	5	3	0	0	0	4	80	11	75	
	BIRMINGHAM	FLYBE LTD	S	D	77	0	0	84	6	9	0	0	0	9	75	14	75	
	GLASGOW	FLYBE LTD	S	A	30	0	0	87	3	7	3	0	0	9	80	14	30	
	GLASGOW	FLYBE LTD	S	D	30	0	0	87	10	0	3	0	0	8	77	11	30	
	MANCHESTER	FLYBE LTD	S	A	103	0	0	81	7	7	6	0	0	14	65	22	75	
	MANCHESTER	FLYBE LTD	S	D	103	0	0	84	6	5	5	0	0	10	72	17	75	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>2425</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>12</b>	<b>12</b>	
PARIS (LE BOURGET)																		
PARIS (ORLY)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	87	4	2	7	0	0	9	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	72	17	8	3	0	0	15	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	144	0	0	94	2	1	3	0	0	4	83	8	84	
	LONDON CITY	VLM (BELGIUM)	S	D	143	0	0	88	8	3	1	0	0	6	88	6	85	
<b>TOTAL PARIS (ORLY)</b>					<b>467</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>82</b>	<b>8</b>	<b>8</b>	
PARMA																		
	STANSTED	RYANAIR	S	A	13	0	0	31	23	46	0	0	0	26	23	33	13	
	STANSTED	RYANAIR	S	D	13	0	0	46	31	23	0	0	0	16	62	15	13	
<b>TOTAL PARMA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>27</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>42</b>	<b>24</b>	<b>24</b>	
PAU																		
	LONDON CITY	CITY JET	S	A	13	0	0	92	0	0	8	0	0	8	0	0	0	
	LONDON CITY	CITY JET	S	D	13	0	0	92	0	0	8	0	0	10	0	0	0	
<b>TOTAL PAU</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>14</b>	<b>14</b>	
PERPIGNAN																		
	MANCHESTER	BMIBABY LTD	S	A	9	0	0	78	11	0	11	0	0	11	78	9	9	
	MANCHESTER	BMIBABY LTD	S	D	9	0	0	78	11	0	11	0	0	13	67	11	9	
	STANSTED	RYANAIR	S	A	21	0	0	95	5	0	0	0	0	2	82	6	17	
	STANSTED	RYANAIR	S	D	21	0	0	100	0	0	0	0	0	1	94	3	17	
<b>TOTAL PERPIGNAN</b>					<b>60</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>83</b>	<b>6</b>	<b>6</b>	
PERUGIA																		
	STANSTED	RYANAIR	S	A	22	0	0	86	9	5	0	0	0	8	71	16	17	
	STANSTED	RYANAIR	S	D	22	0	0	95	5	0	0	0	0	5	76	15	17	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
PERUGIA																		
<b>TOTAL PERUGIA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>16</b>	<b>16</b>	
PESCARA																		
	STANSTED	RYANAIR	S	A	22	0	0	95	5	0	0	0	0	3	100	1	22	
	STANSTED	RYANAIR	S	D	22	0	0	82	18	0	0	0	0	5	91	5	22	
<b>TOTAL PESCARA</b>					<b>44</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>95</b>	<b>3</b>	<b>3</b>	
PESHAWAR																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	4	0	0	25	0	50	25	0	0	49	0	0	0	
<b>TOTAL PESHAWAR</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	88	7	5	0	0	0	5	80	8	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	75	13	7	5	0	0	13	73	12	60	
	GLASGOW	US AIRWAYS	S	A	30	0	0	73	20	3	3	0	0	9	93	2	30	
	GLASGOW	US AIRWAYS	S	D	30	0	0	87	7	0	3	3	0	14	100	1	30	
	HEATHROW	US AIRWAYS	S	A	30	0	0	93	0	3	3	0	0	7	87	5	30	
	HEATHROW	US AIRWAYS	S	D	30	0	0	77	20	3	0	0	0	9	90	6	30	
	MANCHESTER	US AIRWAYS	S	A	30	1	1	63	7	10	13	7	0	33	93	11	30	
	MANCHESTER	US AIRWAYS	S	D	30	0	0	70	13	0	10	7	0	33	90	11	30	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>300</b>	<b>3</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>8</b>	<b>8</b>	
PHOENIX																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	44	28	28	0	0	0	20	68	12	25	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	65	12	23	0	0	0	16	60	14	25	
<b>TOTAL PHOENIX</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>13</b>	<b>13</b>	
PIESTANY																		
PISA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	59	0	1	47	15	24	14	0	0	27	72	11	29	
	GATWICK	BRITISH AIRWAYS PLC	S	D	59	0	0	47	17	27	8	0	0	24	67	15	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	69	21	7	3	0	0	13	59	24	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	76	14	7	3	0	0	12	78	10	59	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	36	0	1	64	8	25	0	3	0	23	31	26	35	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	1	78	11	11	0	0	0	10	56	18	36	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	76	7	10	3	3	0	22	37	41	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	29	0	1	86	3	7	3	0	0	9	47	35	30	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	MANCHESTER	JET2.COM LTD	S	A	20	0	0	35	45	5	10	5	0	34	13	32	15
	MANCHESTER	JET2.COM LTD	S	D	20	0	0	65	20	10	5	0	0	13	47	19	15
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	75	25	0	0	0	0	10	0	56	3
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	75	0	25	0	0	0	16	33	25	3
	EDINBURGH	RYANAIR	S	A	12	0	0	75	25	0	0	0	0	8	77	9	13
	EDINBURGH	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	2	100	4	13
	STANSTED	RYANAIR	S	A	92	0	0	62	21	9	7	2	0	22	60	25	90
	STANSTED	RYANAIR	S	D	92	0	0	78	14	7	1	0	0	9	73	14	90
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	11	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	6	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	100	2	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	3	4
<b>TOTAL PISA</b>					<b>580</b>	<b>1</b>	<b>5</b>	<b>67</b>	<b>16</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>61</b>	<b>20</b>	<b>20</b>
PLOVDIV	STANSTED	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	3	0	0	0
	STANSTED	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL PLOVDIV</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
PLYMOUTH	GLASGOW	EASTERN AIRWAYS	S	A	10	0	2	80	0	10	10	0	0	12	0	0	0
	GLASGOW	EASTERN AIRWAYS	S	D	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PLYMOUTH</b>					<b>12</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>12</b>	<b>12</b>
PODGORICA	GATWICK	MONTENEGRO AIRLINES	S	A	14	0	0	100	0	0	0	0	0	1	69	13	16
	GATWICK	MONTENEGRO AIRLINES	S	D	14	0	0	100	0	0	0	0	0	4	75	16	16
<b>TOTAL PODGORICA</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>72</b>	<b>15</b>	<b>15</b>
POITIERS	STANSTED	RYANAIR	S	A	21	0	0	90	10	0	0	0	0	3	83	13	18
	STANSTED	RYANAIR	S	D	21	0	0	81	14	5	0	0	0	5	72	10	18
<b>TOTAL POITIERS</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>4</b>	<b>85</b>	<b>8</b>	<b>8</b>
PORT OF SPAIN	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	87	7	3	3	0	0	9	95	3	22
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	87	10	0	3	0	0	9	82	9	22

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
PORT OF SPAIN																	
<b>TOTAL PORT OF SPAIN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>6</b>	<b>6</b>
PORTLAND (OREGON)																	
PORTO SANTO																	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PORTO SANTO</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>67</b>	<b>45</b>	<b>45</b>
POZNAN																	
	EDINBURGH	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	4	78	30	9
	EDINBURGH	RYANAIR	S	D	9	0	0	89	0	11	0	0	0	4	44	40	9
	STANSTED	RYANAIR	S	A	30	0	0	93	7	0	0	0	0	5	71	11	38
	STANSTED	RYANAIR	S	D	30	0	0	93	3	3	0	0	0	6	61	13	38
	LUTON	WIZZ AIR	S	A	27	0	0	96	4	0	0	0	0	2	93	9	27
	LUTON	WIZZ AIR	S	D	27	0	0	78	19	4	0	0	0	8	59	16	27
<b>TOTAL POZNAN</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>15</b>	<b>15</b>
PRAGUE																	
	MANCHESTER	BMIBABY LTD	S	A	18	0	0	56	17	22	6	0	0	24	71	17	17
	MANCHESTER	BMIBABY LTD	S	D	18	0	0	61	11	22	6	0	0	20	71	21	17
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	82	13	5	1	0	0	7	74	11	120
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	77	13	7	3	0	0	10	78	11	120
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	51	0	0	75	8	14	4	0	0	12	57	24	51
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	51	0	0	82	6	8	4	0	0	11	63	21	51
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	28	1	0	89	7	0	4	0	0	8	81	10	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	96	0	0	4	0	0	6	87	8	31
	EDINBURGH	JET2.COM LTD	S	A	18	0	0	39	28	28	6	0	0	26	29	27	17
	EDINBURGH	JET2.COM LTD	S	D	18	0	0	89	11	0	0	0	0	4	59	18	17
	MANCHESTER	JET2.COM LTD	S	A	22	0	0	45	18	36	0	0	0	23	27	39	22
	MANCHESTER	JET2.COM LTD	S	D	22	0	0	64	18	18	0	0	0	14	32	31	22
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	78	22	0	0	0	0	7	0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	100	0	0	0	0	0	3	0	0	0
	EDINBURGH	TRAVEL SERVICE AIRLINES	C	A	2	0	0	0	0	0	100	0	0	131	0	0	0
	EDINBURGH	TRAVEL SERVICE AIRLINES	C	D	2	0	0	50	50	0	0	0	0	22	0	0	0
	LUTON	WIZZ AIR	S	A	52	0	0	88	6	4	2	0	0	4	68	21	28

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
PRAGUE	LUTON	WIZZ AIR	S	D	52	0	0	81	13	2	2	2	0	14	59	27	27
<b>TOTAL PRAGUE</b>					<b>645</b>	<b>2</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>68</b>	<b>16</b>	<b>16</b>
PRESTWICK	STANSTED	RYANAIR	S	A	30	1	0	97	3	0	0	0	0	2	84	10	90
	STANSTED	RYANAIR	S	D	30	0	0	87	10	3	0	0	0	4	87	8	90
<b>TOTAL PRESTWICK</b>					<b>60</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>9</b>	<b>9</b>
PREVEZA	GATWICK	MONARCH AIRLINES	C	A	8	0	0	75	13	13	0	0	0	10	63	29	8
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	75	13	0	13	0	0	14	50	34	8
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	11	0	60	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	18	0	76	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	49	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	40	50	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	7	100	3	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	14	75	7	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	63	0	25	13	0	0	23	75	12	8
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	50	13	25	13	0	0	28	63	15	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	0	50	0	0	53	50	47	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	0	25	25	50	0	0	66	25	59	4
	GATWICK	TOR AIR	C	A	9	0	0	44	22	11	11	11	0	53	0	0	0
	GATWICK	TOR AIR	C	D	9	0	0	44	11	11	22	11	0	60	0	0	0
	MANCHESTER	TOR AIR	C	A	5	0	0	40	0	20	20	20	0	74	0	0	0
	MANCHESTER	TOR AIR	C	D	5	0	0	20	20	40	0	20	0	85	0	0	0
<b>TOTAL PREVEZA</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>13</b>	<b>13</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>58</b>	<b>27</b>	<b>27</b>
PRISTINA	STANSTED	BELLE AIR	S	A	4	0	0	0	0	50	25	0	25	130	0	0	0
	STANSTED	BELLE AIR	S	D	4	0	0	0	25	50	0	25	0	120	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	62	10	19	10	0	0	26	71	12	21
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	77	14	0	9	0	0	14	86	10	21
<b>TOTAL PRISTINA</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>12</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>36</b>	<b>79</b>	<b>11</b>	<b>11</b>
PROVIDENCIALES	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	5	75	41	4

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
PROVIDENCIALES																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	75	25	0	0	0	0	6	75	15	4	
<b>TOTAL PROVIDENCIALES</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>75</b>	<b>28</b>	<b>28</b>	
PUERTO PLATA																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	75	11	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	30	25	35	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	50	63	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	0	50	50	0	0	30	50	99	4		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	0	4		
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	10	75	8	4		
	GLASGOW	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	100	1	4		
	GLASGOW	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	9	100	3	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	2	100	0	5		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	4	50	13	4		
<b>TOTAL PUERTO PLATA</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>22</b>	<b>22</b>		
PULA																		
	GATWICK	CROATIA AIRLINES	C	A	5	0	0	100	0	0	0	0	8	0	0	0		
	GATWICK	CROATIA AIRLINES	C	D	5	0	0	100	0	0	0	0	5	0	0	0		
	MANCHESTER	CROATIA AIRLINES	C	A	5	0	0	100	0	0	0	0	1	0	0	0		
	MANCHESTER	CROATIA AIRLINES	C	D	5	0	0	100	0	0	0	0	0	0	0	0		
	STANSTED	RYANAIR	S	A	13	0	0	92	8	0	0	0	5	92	4	13		
	STANSTED	RYANAIR	S	D	13	0	0	85	15	0	0	0	7	77	8	13		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	2	4		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	75	13	4		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	75	6	4		
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	5	75	7	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	1	100	0	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	5	100	3	4		
<b>TOTAL PULA</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>6</b>	<b>6</b>		
PUNTA CANA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	67	33	0	0	0	9	100	4	8		
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	100	0	0	0	0	2	100	2	9		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	16	60	106	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	9	60	77	5		

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					SEPT 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		
PUNTA CANA																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	4	50	85	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	14	60	94	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	9	80	16	5		
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	10	80	26	5		
	GLASGOW	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	5	0	0	0		
	GLASGOW	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	3	0	0	0		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	10	89	7	9		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	0	11	0	11	78	12	9		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	53	75	16	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	42	80	106	5	
<b>TOTAL PUNTA CANA</b>					<b>73</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>37</b>	<b>37</b>	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
RALEIGH	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	87	10	0	0	3	0	12	90	5	30
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	73	23	0	3	0	0	8	83	8	30
<b>TOTAL RALEIGH</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>17</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>6</b>	<b>6</b>
RENNES	MANCHESTER	FLYBE LTD	S	A	2	0	0	50	0	0	50	0	0	50	100	2	3
	MANCHESTER	FLYBE LTD	S	D	2	0	0	0	50	0	50	0	0	48	67	7	3
<b>TOTAL RENNES</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>83</b>	<b>4</b>	<b>4</b>
REUS	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	0	0	100	1	4
	GLASGOW	BMI BRITISH MIDLAND	C	D	3	0	0	100	0	0	0	0	0	5	100	0	3
	EDINBURGH	FLYBE LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	FLYBE LTD	C	D	3	0	0	67	33	0	0	0	0	12	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	88	13	0	0	0	0	4	25	72	8
	MANCHESTER	JET2.COM LTD	S	D	8	0	0	50	50	0	0	0	0	12	38	71	8
	BIRMINGHAM	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	0	77	14	13
	BIRMINGHAM	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	3	69	21	13
	LUTON	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	0	69	11	16
	LUTON	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	3	50	17	16
	STANSTED	RYANAIR	S	A	17	0	0	88	0	6	6	0	0	8	69	18	16
	STANSTED	RYANAIR	S	D	17	0	0	82	18	0	0	0	0	6	75	11	16
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	28	50	22	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	48	67	17	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	3	75	26	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	100	0	0	0	0	0	4	67	19	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	25	93	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	6	25	52	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	85	8	8	0	0	0	5	58	22	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	92	0	0	8	0	0	10	55	21	11
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	50	22	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	8	50	23	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	8	75	17	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	0	11	0	0	10	75	21	8
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	100	0	0	0	0	0	1	42	27	12

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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																		
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	92	8	0	0	0	0	4	58	20	12	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	34	50	17	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	7	100	8	3	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	23	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	21	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	69	8	23	0	0	0	14	42	31	12	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	85	8	0	8	0	0	10	83	11	12	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	0	13	0	0	10	38	31	8	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	8	0	0	75	13	0	13	0	0	27	63	17	8	
<b>TOTAL REUS</b>					<b>295</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>24</b>	<b>24</b>	
RHODES																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	24	18	12	41	6	0	66	39	45	23	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	24	24	6	41	6	0	67	36	44	22	
	GATWICK	FLY HELLAS	C	A	5	0	0	20	40	0	40	0	0	53	0	0	0	
	GATWICK	FLY HELLAS	C	D	5	0	0	0	40	20	40	0	0	64	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	50	25	0	25	0	0	23	80	7	5	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	25	25	25	25	0	0	41	80	11	5	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	75	0	0	0	25	0	70	100	2	5	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	0	50	25	0	25	0	86	60	11	5	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	0	37	56	20	18	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	8	56	22	18	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	0	25	0	0	25	127	54	27	13	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	25	25	0	0	25	149	23	39	13	
	STANSTED	RYANAIR	S	A	13	0	0	31	0	31	31	8	0	60	0	0	0	
	STANSTED	RYANAIR	S	D	13	0	0	31	8	31	23	8	0	52	0	0	0	
	BIRMINGHAM	SKY WINGS AIRLINES	C	A	8	0	0	13	0	38	50	0	0	81	0	0	0	
	BIRMINGHAM	SKY WINGS AIRLINES	C	D	9	0	0	22	22	33	11	11	0	55	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	19	60	21	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	17	25	40	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	92	0	8	0	0	0	5	71	26	17	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	11	0	0	91	0	9	0	0	0	7	38	34	16	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	0	0	50	0	0	48	56	20	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	7	0	0	43	0	29	29	0	0	52	44	22	9	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
RHODES	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	70	0	20	0	0	10	51	67	59	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	25	0	0	0	13	65	60	47	10
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	25	0	0	0	8	50	18	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	38	0	0	0	9	67	16	3	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	50	13	38	0	0	20	78	10	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	63	13	25	0	0	18	56	20	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	21	0	0	71	5	10	14	0	17	76	27	21	
	GATWICK	THOMSON AIRWAYS LTD	C	D	17	0	0	59	18	18	6	0	18	45	44	20	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	0	20	50	40	33	5	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	76	0	48	5	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	16	75	7	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	50	0	0	23	100	8	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	17	0	0	71	12	12	6	0	14	78	15	18	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	16	0	0	56	6	19	13	6	35	50	24	18	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	10	100	0	5	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	12	100	1	5	
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	1	100	0	5	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	100	6	5	
	GATWICK	TOR AIR	C	A	6	0	0	17	33	17	17	17	0	82	0	0	0
	GATWICK	TOR AIR	C	D	5	0	0	20	20	0	40	20	0	105	0	0	0
<b>TOTAL RHODES</b>					<b>332</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>13</b>	<b>15</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>40</b>	<b>59</b>	<b>27</b>	<b>27</b>
RIGA	GATWICK	AIR BALTIC	S	A	35	0	0	60	34	6	0	0	0	14	80	10	44
	GATWICK	AIR BALTIC	S	D	35	0	0	46	31	23	0	0	0	20	66	27	44
	STANSTED	RYANAIR	S	A	60	0	0	90	8	0	2	0	0	6	92	9	60
	STANSTED	RYANAIR	S	D	60	0	1	95	3	0	2	0	0	4	93	6	60
	LUTON	WIZZ AIR	S	A	22	0	0	59	14	23	5	0	0	18	100	1	13
	LUTON	WIZZ AIR	S	D	22	0	0	45	27	18	9	0	0	25	62	10	13
<b>TOTAL RIGA</b>					<b>234</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>17</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>12</b>	<b>12</b>
RIJEKA	STANSTED	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	2	0	0	0
	STANSTED	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	6	0	0	0
<b>TOTAL RIJEKA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</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)												
RIMINI																		
	STANSTED	RYANAIR	S	A	13	0	0	69	15	15	0	0	0	12	54	14	13	
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	1	86	10	14	
<b>TOTAL RIMINI</b>					<b>26</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>12</b>	<b>12</b>	
RIO DE JANEIRO (GALEAO)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	8	0	0	0	10	75	10	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	62	15	23	0	0	0	16	46	21	13	
	HEATHROW	TAM LINHAS AEREAS	S	A	25	0	0	56	16	24	4	0	0	20	42	28	12	
	HEATHROW	TAM LINHAS AEREAS	S	D	25	0	0	88	8	4	0	0	0	5	50	24	12	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>76</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>21</b>	<b>21</b>	
RIYADH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	82	5	9	5	0	0	11	67	12	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	86	14	0	0	0	0	6	82	9	22	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	17	0	0	88	6	6	0	0	0	5	81	6	16	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	22	0	0	91	9	0	0	0	0	5	71	27	17	
<b>TOTAL RIYADH</b>					<b>83</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>14</b>	<b>14</b>	
RODEZ																		
	STANSTED	RYANAIR	S	A	17	0	0	82	18	0	0	0	0	8	53	19	17	
	STANSTED	RYANAIR	S	D	17	0	0	88	6	6	0	0	0	4	76	7	17	
<b>TOTAL RODEZ</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>13</b>	<b>13</b>	
ROME (CIAMPINO)																		
	EDINBURGH	RYANAIR	S	A	17	0	0	65	24	12	0	0	0	11	0	48	17	
	EDINBURGH	RYANAIR	S	D	17	0	0	94	6	0	0	0	0	4	88	8	17	
	GATWICK	RYANAIR	S	A	30	0	0	83	3	0	10	3	0	24	0	0	0	
	GATWICK	RYANAIR	S	D	30	0	0	83	3	3	7	3	0	16	0	0	0	
	STANSTED	RYANAIR	S	A	93	0	0	70	11	12	4	3	0	23	59	17	107	
	STANSTED	RYANAIR	S	D	93	0	0	84	8	5	3	0	0	9	82	9	107	
<b>TOTAL ROME (CIAMPINO)</b>					<b>280</b>	<b>3</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>16</b>	<b>16</b>	
ROME (FIUMICINO)																		
	HEATHROW	ALITALIA (CAI)	S	A	150	0	0	68	14	14	4	0	0	15	60	19	150	
	HEATHROW	ALITALIA (CAI)	S	D	150	0	0	62	16	14	6	1	1	22	48	25	150	
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	

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					Actual (7)	Plan (8)												
ROME (FIUMICINO)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	59	0	0	66	12	12	10	0	0	22	23	39	56	
	GATWICK	BRITISH AIRWAYS PLC	S	D	59	0	0	78	7	5	10	0	0	16	61	16	56	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	50	0	0	50	0	0	44	0	39	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	178	0	0	70	18	9	3	1	0	14	44	24	178	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	50	0	0	50	0	0	58	100	14	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	178	0	0	78	11	8	3	1	0	13	69	14	178	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	106	0	1	67	15	11	7	0	0	17	22	44	79	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	106	0	1	84	9	2	5	0	0	9	54	23	79	
	MANCHESTER	JET2.COM LTD	S	A	30	0	0	67	13	7	13	0	0	23	43	32	30	
	MANCHESTER	JET2.COM LTD	S	D	30	0	0	90	7	0	3	0	0	8	53	25	30	
<b>TOTAL ROME (FIUMICINO)</b>					<b>1063</b>	<b>4</b>	<b>2</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>51</b>	<b>24</b>	<b>24</b>	
ROSKILDE																		
ROTTERDAM																		
	LONDON CITY	VLM (BELGIUM)	S	A	184	0	0	94	2	3	1	1	0	5	93	5	192	
	LONDON CITY	VLM (BELGIUM)	S	D	184	0	0	90	5	3	2	1	0	6	90	8	192	
<b>TOTAL ROTTERDAM</b>					<b>370</b>	<b>2</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>9</b>	<b>9</b>	
RYGGE																		
	GATWICK	RYANAIR	S	A	30	0	0	97	3	0	0	0	0	1	0	0	0	
	GATWICK	RYANAIR	S	D	30	0	0	97	3	0	0	0	0	1	0	0	0	
	NEWCASTLE	RYANAIR	S	A	13	0	7	100	0	0	0	0	0	0	100	0	13	
	NEWCASTLE	RYANAIR	S	D	13	0	4	100	0	0	0	0	0	0	100	0	13	
	STANSTED	RYANAIR	S	A	60	0	0	98	0	2	0	0	0	2	97	8	60	
	STANSTED	RYANAIR	S	D	60	0	0	95	3	2	0	0	0	3	93	4	60	
<b>TOTAL RYGGE</b>					<b>206</b>	<b>0</b>	<b>11</b>	<b>97</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>5</b>	<b>5</b>	
RZESZOW																		
	BIRMINGHAM	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	2	100	0	9	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	6	100	5	9	
	LUTON	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	4	44	21	9	
	LUTON	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	3	33	22	9	
	STANSTED	RYANAIR	S	A	30	0	0	90	10	0	0	0	0	4	83	15	30	
	STANSTED	RYANAIR	S	D	30	0	0	87	13	0	0	0	0	5	83	13	30	
<b>TOTAL RZESZOW</b>					<b>92</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>78</b>	<b>13</b>	<b>13</b>	

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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
SALONIKA	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	82	0	12	6	0	0	14	52	34	21
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	35	29	24	12	0	0	25	71	28	21
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	91	5	5	0	0	0	3	82	15	22
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	91	0	9	0	0	0	4	77	18	22
	STANSTED	RYANAIR	S	A	13	0	0	54	31	0	15	0	0	23	0	0	0
	STANSTED	RYANAIR	S	D	13	0	0	92	0	8	0	0	0	5	0	0	0
	BIRMINGHAM	SKY WINGS AIRLINES	C	A	3	0	0	0	33	0	67	0	0	105	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	8	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	2	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	54	75	8	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	0	25	0	59	50	13	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	3	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	3	100	5	4
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	LUTON	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	3	3
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	25	75	10	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	32	75	12	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	2
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	100	0	1
<b>TOTAL SALONIKA</b>					<b>153</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>18</b>	<b>18</b>
SALZBURG	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	75	25	0	0	0	0	4	100	0	3
	GLASGOW	BMI BRITISH MIDLAND	C	D	3	0	0	100	0	0	0	0	0	3	100	1	2
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	94	6	0	0	0	0	3	88	6	17
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	76	18	6	0	0	0	9	88	7	17
	STANSTED	RYANAIR	S	A	22	0	0	95	5	0	0	0	0	4	53	19	17
	STANSTED	RYANAIR	S	D	22	0	0	100	0	0	0	0	0	2	71	17	17
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	3
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	1	50	11	2
	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	6
	GATWICK	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	3	100	4	7
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	7	0	0	100	0	0	0	0	0	1	50	16	6

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					Actual (7)	Plan (8)												
SALZBURG																		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	3	0	0	67	0	0	33	0	0	33	100	0	3	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	1	2	
<b>TOTAL SALZBURG</b>					<b>117</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>10</b>	<b>10</b>	
SAMANA (EL CATEY)																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	8	75	61	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	0	4	
<b>TOTAL SAMANA (EL CATEY)</b>					<b>9</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>88</b>	<b>30</b>	<b>30</b>	
SAMOS																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	0	20	0	46	100	0	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	40	40	0	0	20	0	60	100	8	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	40	40	0	0	20	0	55	60	11	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	0	25	0	56	100	1	4	
	GATWICK	TOR AIR	C	A	5	0	0	80	0	0	20	0	0	17	0	0	0	
<b>TOTAL SAMOS</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>0</b>	<b>4</b>	<b>17</b>	<b>0</b>	<b>46</b>	<b>89</b>	<b>7</b>	<b>7</b>	
SAN DIEGO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	57	23	10	0	3	7	103	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	17	10	3	3	0	21	0	0	0	
<b>TOTAL SAN DIEGO</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	65	17	13	3	2	0	18	63	25	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	68	15	8	7	2	0	21	62	24	60	
	HEATHROW	UNITED AIRLINES	S	A	60	0	0	75	2	12	12	0	0	22	83	14	60	
	HEATHROW	UNITED AIRLINES	S	D	60	0	0	72	12	8	8	0	0	15	92	7	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	93	3	3	0	0	0	4	87	8	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	63	27	3	7	0	0	15	73	15	30	
<b>TOTAL SAN FRANCISCO</b>					<b>300</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>16</b>	<b>16</b>	
SAN JUAN (PUERTO RICO)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	7	1	1	71	29	0	0	0	0	6	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	7	0	0	0	
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>16</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SANDEFJORD(TORP)																		
	EDINBURGH	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	0	77	7	13	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
SANDEFJORD(TORP)																		
	EDINBURGH	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	2	69	15	13	
	STANSTED	RYANAIR	S	A	30	0	0	97	0	0	0	3	0	10	90	7	60	
	STANSTED	RYANAIR	S	D	30	0	0	100	0	0	0	0	0	1	88	5	60	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>7</b>	<b>7</b>	
SANFORD																		
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	100	0	0	0	0	0	1	63	16	8	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	67	22	11	0	0	0	13	56	20	9	
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	63	25	0	13	0	0	13	25	478	4	
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	38	25	25	13	0	0	28	25	106	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	0	100	0	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	17	100	3	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	0	75	28	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	11	0	0	0	10	50	13	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	82	6	0	6	6	0	27	93	18	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	30	50	0	20	0	0	33	67	64	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	5	80	13	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	77	8	8	8	0	0	16	100	0	12	
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	85	8	0	0	8	0	18	77	45	13	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	1	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	100	3	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	100	0	0	0	0	0	1	100	1	12	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	77	8	15	0	0	0	12	62	15	13	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	0	0	20	79	100	3	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	0	0	20	93	100	5	4	
<b>TOTAL SANFORD</b>					<b>172</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>79</b>	<b>32</b>	<b>32</b>	
SANTA CLARA																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	12	0	188	1	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	25	0	92	2	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	60	0	20	20	0	0	31	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	60	0	0	20	20	0	76	0	0	0	
<b>TOTAL SANTA CLARA</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>7</b>	<b>14</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>124</b>	<b>124</b>	
SANTA CRUZ DE LA PALMA																		

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					Actual (7)	Plan (8)											
SANTA CRUZ DE LA PALMA	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	0	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	2	4
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>6</b>	<b>6</b>
SANTANDER	STANSTED	RYANAIR	S	A	30	0	0	97	3	0	0	0	0	3	62	22	29
	STANSTED	RYANAIR	S	D	30	0	0	100	0	0	0	0	0	1	83	7	29
<b>TOTAL SANTANDER</b>					<b>60</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>72</b>	<b>14</b>	<b>14</b>
SANTIAGO DE COMPOSTELA	STANSTED	RYANAIR	S	A	17	0	0	59	29	12	0	0	0	14	41	27	17
	STANSTED	RYANAIR	S	D	17	0	0	94	6	0	0	0	0	4	53	19	17
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>34</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>47</b>	<b>23</b>	<b>23</b>
SAO PAULO (CONGONHAS)																	
SAO PAULO (GUARULHOS)	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	60	13	20	7	0	0	21	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	23	10	0	0	0	12	0	0	0
	HEATHROW	TAM LINHAS AEREAS	S	A	30	0	0	50	30	20	0	0	0	18	57	18	30
	HEATHROW	TAM LINHAS AEREAS	S	D	30	0	0	93	7	0	0	0	0	3	90	7	30
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>13</b>	<b>13</b>
SEATTLE (TACOMA)	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	67	23	7	3	0	0	13	50	58	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	80	7	10	3	0	0	13	63	18	30
<b>TOTAL SEATTLE (TACOMA)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>38</b>	<b>38</b>
SEOUL (INCHEON)	HEATHROW	ASIANA AIRLINES	S	A	21	0	0	33	14	19	33	0	0	38	18	47	17
	HEATHROW	ASIANA AIRLINES	S	D	21	0	0	90	5	5	0	0	0	7	88	6	17
	HEATHROW	KOREAN AIR	S	A	30	0	0	37	30	20	13	0	0	27	30	31	30
	HEATHROW	KOREAN AIR	S	D	30	0	0	73	17	10	0	0	0	11	83	8	30
<b>TOTAL SEOUL (INCHEON)</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>55</b>	<b>22</b>	<b>22</b>
SEVILLE	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	88	0	0	6	0	6	34	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	94	0	0	6	0	0	7	0	0	0
	GATWICK	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	0	0	0	0

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					Actual (7)	Plan (8)												
SEVILLE																		
	GATWICK	RYANAIR		S D	13	0	0	100	0	0	0	0	0	5	0	0	0	
	STANSTED	RYANAIR		S A	31	0	1	87	6	6	0	0	0	6	62	24	29	
	STANSTED	RYANAIR		S D	30	0	0	97	3	0	0	0	0	3	62	14	29	
	HEATHROW	VUELING AIRLINES		S A	17	0	0	88	12	0	0	0	0	6	41	34	29	
	HEATHROW	VUELING AIRLINES		S D	17	0	0	82	18	0	0	0	0	8	52	33	29	
<b>TOTAL SEVILLE</b>					<b>155</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>54</b>	<b>26</b>	<b>26</b>	
SEYCHELLES																		
	HEATHROW	AIR SEYCHELLES		S A	9	0	0	56	22	11	11	0	0	23	0	75	9	
	HEATHROW	AIR SEYCHELLES		S D	8	0	0	88	13	0	0	0	0	5	50	27	8	
<b>TOTAL SEYCHELLES</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>28</b>	<b>44</b>	<b>44</b>	
SHANGHAI (PU DONG)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	26	0	0	92	0	4	4	0	0	6	29	59	21	
	HEATHROW	BRITISH AIRWAYS PLC		S D	26	0	0	73	15	12	0	0	0	11	57	33	21	
	HEATHROW	CHINA EASTERN AIRLINES		S A	17	0	5	94	0	0	6	0	0	4	71	14	17	
	HEATHROW	CHINA EASTERN AIRLINES		S D	17	0	0	76	18	0	6	0	0	11	82	9	17	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	0	0	83	10	3	3	0	0	6	10	69	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	0	0	83	13	3	0	0	0	7	77	9	30	
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>146</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>51</b>	<b>34</b>	<b>34</b>	
SHANNON																		
	BIRMINGHAM	AER ARANN		S A	30	0	0	93	3	3	0	0	0	3	100	0	26	
	BIRMINGHAM	AER ARANN		S D	30	0	0	93	3	3	0	0	0	2	100	2	26	
	EDINBURGH	AER ARANN		S A	21	0	0	95	0	5	0	0	0	3	0	0	0	
	EDINBURGH	AER ARANN		S D	21	0	0	90	10	0	0	0	0	4	0	0	0	
	GLASGOW	AER ARANN		S A	13	0	0	92	0	0	8	0	0	5	92	8	26	
	GLASGOW	AER ARANN		S D	13	0	0	92	0	0	8	0	0	5	92	8	26	
	MANCHESTER	AER ARANN		S A	56	0	0	95	4	0	2	0	0	4	93	9	30	
	MANCHESTER	AER ARANN		S D	56	0	0	96	2	0	2	0	0	2	93	8	30	
	GATWICK	AER LINGUS		S A	11	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	AER LINGUS		S D	11	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	AER LINGUS		S A	90	0	0	81	11	4	3	0	0	8	94	6	89	
	HEATHROW	AER LINGUS		S D	90	0	0	86	9	1	4	0	0	8	92	7	89	
	GATWICK	RYANAIR		S A	13	0	0	77	15	8	0	0	0	9	90	8	30	
	GATWICK	RYANAIR		S D	13	0	0	77	15	8	0	0	0	7	83	9	30	

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					Actual (7)	Plan (8)											
SHANNON	STANSTED	RYANAIR	S	A	61	0	0	79	15	7	0	0	0	8	82	6	56
	STANSTED	RYANAIR	S	D	61	0	0	84	10	7	0	0	0	6	88	6	56
<b>TOTAL SHANNON</b>					<b>590</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>6</b>	<b>89</b>	<b>8</b>	<b>8</b>
SHARM EL SHEIKH (OPHIRA)	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	47	0	29	24	0	0	37	53	35	17
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	41	35	0	24	0	0	31	29	57	17
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	86	9	5	0	0	0	6	90	4	21
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	86	14	0	0	0	0	8	76	11	21
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	77	0	0	23	0	0	22	62	42	13
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	54	31	0	15	0	0	24	62	45	13
	HEATHROW	EGYPT AIR	S	A	8	0	0	75	13	0	13	0	0	13	0	0	0
	HEATHROW	EGYPT AIR	S	D	8	0	0	75	25	0	0	0	0	7	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	54	8	15	15	8	0	46	58	123	19
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	85	0	8	0	8	0	31	52	118	21
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	56	11	11	22	0	0	30	89	8	9
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	22	67	11	0	0	0	17	78	10	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	1	0	100	0	0	0	0	0	3	69	22	13
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	69	21	13
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	25	36	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	56	27	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	0	25	13	13	0	62	29	75	21
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	33	22	11	22	11	0	67	48	56	21
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	29	100	2	10
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	90	8	10
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	9	0	0	44	33	11	11	0	0	28	63	29	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	9	0	0	67	11	11	11	0	0	27	44	37	9
	GATWICK	THOMSON AIRWAYS LTD	S	A	31	0	0	68	23	3	6	0	0	14	67	26	30
	GATWICK	THOMSON AIRWAYS LTD	S	D	32	0	0	84	3	6	6	0	0	13	70	25	30
	GLASGOW	THOMSON AIRWAYS LTD	S	A	9	0	0	67	22	11	0	0	0	12	44	26	9
	GLASGOW	THOMSON AIRWAYS LTD	S	D	8	0	0	88	0	0	13	0	0	25	56	28	9
	LUTON	THOMSON AIRWAYS LTD	S	A	4	1	0	75	0	0	25	0	0	19	50	20	4
	LUTON	THOMSON AIRWAYS LTD	S	D	5	0	0	60	20	0	20	0	0	28	25	30	4
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	26	1	0	69	15	12	4	0	0	15	76	13	21

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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	THOMSON AIRWAYS LTD	S	D	26	0	0	81	8	4	8	0	0	13	62	22	21	
	NEWCASTLE	THOMSON AIRWAYS LTD	S	A	8	0	0	100	0	0	0	0	0	2	83	15	6	
	NEWCASTLE	THOMSON AIRWAYS LTD	S	D	9	0	0	78	11	11	0	0	0	10	83	13	6	
	STANSTED	THOMSON AIRWAYS LTD	S	A	4	0	0	25	25	0	50	0	0	57	75	14	4	
	STANSTED	THOMSON AIRWAYS LTD	S	D	4	0	2	75	25	0	0	0	0	8	100	1	4	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>389</b>	<b>3</b>	<b>2</b>	<b>70</b>	<b>13</b>	<b>6</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>33</b>	<b>33</b>	
SIALKOT																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	4	0	0	50	0	0	25	25	0	75	0	0	0	
<b>TOTAL SIALKOT</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SIBIU																		
SINGAPORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	0	7	0	0	0	8	89	6	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	60	17	10	10	3	0	29	74	19	27	
	HEATHROW	SINGAPORE AIRLINES	S	A	90	0	0	51	17	28	3	1	0	24	72	12	90	
	HEATHROW	SINGAPORE AIRLINES	S	D	89	0	1	87	10	1	2	0	0	7	86	17	90	
	MANCHESTER	SINGAPORE AIRLINES	S	A	30	0	0	93	3	3	0	0	0	3	93	2	30	
	MANCHESTER	SINGAPORE AIRLINES	S	D	30	0	0	93	3	0	3	0	0	5	80	9	30	
<b>TOTAL SINGAPORE</b>					<b>299</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>12</b>	<b>12</b>	
SKIATHOS																		
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	18	50	12	8	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	19	50	47	8	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	20	60	20	0	0	0	25	38	42	8	
	BIRMINGHAM	SKY WINGS AIRLINES	C	A	3	0	0	33	0	0	33	33	0	138	0	0	0	
	BIRMINGHAM	SKY WINGS AIRLINES	C	D	5	0	0	0	40	0	60	0	0	71	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	5	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	33	0	0	0	16	50	22	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	40	66	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	1	25	101	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	50	17	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	13	75	13	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	1	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	100	7	4	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
SKIATHOS																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	6	75	10	8	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	44	44	11	0	0	0	17	63	19	8	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	78	22	0	0	0	8	63	21	8		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	44	22	22	0	11	0	54	63	29	8	
	GATWICK	TOR AIR	C	A	5	0	0	60	0	0	20	0	20	92	0	0	0	
<b>TOTAL SKIATHOS</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>61</b>	<b>26</b>	<b>26</b>	
SKOPJE																		
	LUTON	WIZZ AIR	S	A	13	0	0	77	0	8	15	0	0	18	0	0	0	
	LUTON	WIZZ AIR	S	D	13	0	0	46	31	8	15	0	0	28	0	0	0	
<b>TOTAL SKOPJE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SLIGO																		
SOFIA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	34	0	0	71	12	15	3	0	0	15	82	9	34	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	34	0	0	88	6	3	3	0	0	7	79	11	34	
	HEATHROW	BULGARIA AIR	S	A	21	0	0	71	19	10	0	0	0	12	50	16	22	
	HEATHROW	BULGARIA AIR	S	D	21	0	0	71	19	10	0	0	0	11	59	19	22	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	88	12	0	0	0	0	4	73	48	26	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	100	0	0	0	0	0	3	77	42	26	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	25	38	13	13	13	0	68	67	17	9	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	25	50	13	13	0	0	25	89	5	9	
	LUTON	WIZZ AIR	S	A	30	0	0	93	3	3	0	0	0	5	83	10	30	
	LUTON	WIZZ AIR	S	D	30	0	0	33	20	30	17	0	0	35	40	27	30	
<b>TOTAL SOFIA</b>					<b>238</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>21</b>	<b>21</b>	
SONDRE STROMFJORD																		
	EDINBURGH	TITAN AIRWAYS LTD	C	A	12	1	0	50	8	0	42	0	0	52	62	60	13	
	EDINBURGH	TITAN AIRWAYS LTD	C	D	13	0	0	62	23	15	0	0	0	13	85	9	13	
<b>TOTAL SONDRE STROMFJORD</b>					<b>27</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>15</b>	<b>11</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>75</b>	<b>32</b>	<b>32</b>	
SOUTHAMPTON																		
	EDINBURGH	FLYBE LTD	S	A	160	0	0	80	11	5	4	0	0	10	77	14	150	
	EDINBURGH	FLYBE LTD	S	D	160	0	0	77	13	9	2	0	0	11	70	16	150	
	GLASGOW	FLYBE LTD	S	A	115	0	2	80	4	9	6	1	0	15	80	13	112	
	GLASGOW	FLYBE LTD	S	D	116	0	1	77	9	10	3	1	0	15	77	17	112	

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					Actual (7)	Plan (8)												
SOUTHAMPTON																		
	MANCHESTER	FLYBE LTD	S	A	114	0	0	77	8	7	6	2	0	17	77	15	124	
	MANCHESTER	FLYBE LTD	S	D	114	0	0	77	8	7	7	1	0	14	78	13	127	
	NEWCASTLE	FLYBE LTD	S	A	81	0	1	81	7	6	5	0	0	11	84	14	103	
	NEWCASTLE	FLYBE LTD	S	D	82	0	0	87	5	2	5	1	0	13	88	14	103	
<b>TOTAL SOUTHAMPTON</b>					<b>942</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>14</b>	<b>14</b>	
SPLIT																		
	GATWICK	CROATIA AIRLINES	S	A	9	0	0	67	11	0	22	0	0	19	50	20	8	
	GATWICK	CROATIA AIRLINES	S	D	9	0	0	78	0	0	22	0	0	17	38	28	8	
	HEATHROW	CROATIA AIRLINES	S	A	4	0	0	75	0	25	0	0	0	15	75	10	4	
	HEATHROW	CROATIA AIRLINES	S	D	4	0	0	50	25	0	25	0	0	23	0	24	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	37	0	0	92	3	3	3	0	0	5	81	10	36	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	37	0	0	97	0	0	3	0	0	4	78	15	36	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	8	0	0	0	0	4	72	14	18	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	8	0	0	0	0	3	72	23	18	
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	25	50	0	0	25	0	60	0	57	4	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	25	0	50	25	0	0	64	0	48	4	
	LUTON	WIZZ AIR	S	A	6	0	0	83	0	17	0	0	0	7	100	2	8	
	LUTON	WIZZ AIR	S	D	6	0	0	100	0	0	0	0	0	4	88	7	8	
<b>TOTAL SPLIT</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>17</b>	<b>17</b>	
ST JOHNS																		
	HEATHROW	AIR CANADA	S	A	24	0	0	58	25	4	13	0	0	24	60	62	25	
	HEATHROW	AIR CANADA	S	D	24	0	0	63	29	4	0	4	0	22	80	32	25	
<b>TOTAL ST JOHNS</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>27</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>47</b>	<b>47</b>	
ST KITTS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	7	0	0	100	0	0	0	0	0	5	89	7	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	7	0	0	57	43	0	0	0	0	13	88	4	8	
<b>TOTAL ST KITTS</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>88</b>	<b>6</b>	<b>6</b>	
ST LUCIA (HEWANORRA)																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	12	0	0	75	8	17	0	0	0	15	40	31	5	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	77	0	15	8	0	0	15	83	10	12	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>4</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>16</b>	<b>16</b>	
ST PETERSBURG																		

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																	MATCHED	UNMATCHED
ST PETERSBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	3	0	0	0	0	3	77	10	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	90	10	0	0	0	0	5	87	8	30	
	GATWICK	ROSSIYA AIRLINES	S	A	21	0	0	76	24	0	0	0	0	10	0	0	0	
	GATWICK	ROSSIYA AIRLINES	S	D	21	0	0	90	5	0	5	0	0	10	0	0	0	
<b>TOTAL ST PETERSBURG</b>					<b>103</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>9</b>	<b>9</b>	
STANSTED																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	122	0	0	88	5	4	3	0	0	7	81	13	111	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	122	0	0	85	8	5	1	1	0	8	81	19	111	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	114	0	0	94	4	2	0	0	0	3	78	18	112	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	114	0	0	89	8	3	0	0	0	4	79	17	111	
<b>TOTAL STANSTED</b>					<b>473</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>17</b>	<b>17</b>	
STAVANGER																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	67	23	7	3	0	0	14	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	97	0	3	0	0	0	2	0	0	0	
	GLASGOW	EASTERN AIRWAYS	S	A	9	0	3	78	11	0	11	0	0	14	0	0	0	
	GLASGOW	EASTERN AIRWAYS	S	D	9	0	3	78	11	0	11	0	0	16	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	S	A	22	0	0	95	0	5	0	0	0	2	100	1	22	
	NEWCASTLE	EASTERN AIRWAYS	S	D	17	0	1	94	6	0	0	0	0	3	95	3	22	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	26	0	0	88	8	0	4	0	0	8	92	3	26	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	26	0	0	77	12	8	4	0	0	10	88	7	26	
	HEATHROW	SAS	S	A	52	0	0	73	19	6	2	0	0	11	83	10	52	
	HEATHROW	SAS	S	D	52	0	0	90	8	0	2	0	0	5	87	6	52	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	A	18	0	0	83	11	0	6	0	0	11	92	6	12	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	D	18	0	0	44	44	6	6	0	0	18	75	11	12	
<b>TOTAL STAVANGER</b>					<b>309</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>6</b>	<b>6</b>	
STOCKHOLM (ARLANDA)																		
	LONDON CITY	BA CITYFLYER LTD	S	A	46	0	0	93	7	0	0	0	0	3	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	47	0	0	85	6	4	4	0	0	11	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	146	0	0	71	14	10	5	0	0	15	81	8	171	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	146	0	0	69	14	8	8	0	0	16	75	12	172	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	92	0	8	0	0	0	4	77	6	13	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	85	8	8	0	0	0	9	62	12	13	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	78	0	0	72	13	14	1	0	0	13	81	11	52	

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																	MATCHED
STOCKHOLM (ARLANDA)																	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	78	0	0	65	23	9	3	0	0	12	62	16	52
	EDINBURGH	SAS	S	A	9	0	0	100	0	0	0	0	0	5	89	18	9
	EDINBURGH	SAS	S	D	9	0	0	100	0	0	0	0	0	3	89	16	9
	HEATHROW	SAS	S	A	184	0	0	72	16	8	4	0	0	15	85	7	188
	HEATHROW	SAS	S	D	185	0	0	91	3	3	3	0	0	6	89	5	187
	MANCHESTER	SAS	S	A	47	0	0	77	17	4	2	0	0	11	100	1	44
	MANCHESTER	SAS	S	D	47	0	0	91	2	2	4	0	0	7	95	4	44
	GATWICK	TOR AIR	C	A	4	0	0	0	50	25	25	0	0	39	0	0	0
	GATWICK	TOR AIR	C	D	4	0	0	50	25	0	0	0	25	176	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>1056</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>10</b>	<b>10</b>
STOCKHOLM (BROMMA)																	
STOCKHOLM (SKAVSTA)																	
	EDINBURGH	RYANAIR	S	A	17	0	0	82	18	0	0	0	0	7	82	31	17
	EDINBURGH	RYANAIR	S	D	17	0	0	94	0	6	0	0	0	4	82	31	17
	GATWICK	RYANAIR	S	A	30	0	0	93	3	0	3	0	0	8	77	13	30
	GATWICK	RYANAIR	S	D	30	0	0	83	13	0	3	0	0	11	70	15	30
	STANSTED	RYANAIR	S	A	74	0	0	88	5	5	0	1	0	9	87	8	82
	STANSTED	RYANAIR	S	D	74	0	0	91	7	3	0	0	0	4	89	5	82
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>242</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>11</b>	<b>11</b>
STORNOWAY																	
	MANCHESTER	EASTERN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	EASTERN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0
	EDINBURGH	LOGANAIR	S	A	52	0	0	96	2	2	0	0	0	2	92	6	51
	EDINBURGH	LOGANAIR	S	D	51	0	0	96	4	0	0	0	0	3	94	5	51
	GLASGOW	LOGANAIR	S	A	98	0	0	95	2	3	0	0	0	3	96	2	90
	GLASGOW	LOGANAIR	S	D	98	0	0	89	6	3	2	0	0	6	96	4	91
<b>TOTAL STORNOWAY</b>					<b>303</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>4</b>	<b>4</b>
STUTTGART																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	70	17	10	3	0	0	12	83	8	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	85	12	2	2	0	0	6	70	14	90
	HEATHROW	CONTACTAIR FLUGDIENST	S	A	88	0	0	76	17	3	3	0	0	12	75	11	77
	HEATHROW	CONTACTAIR FLUGDIENST	S	D	88	0	0	84	10	2	3	0	0	10	79	10	77

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
STUTTGART																		
	BIRMINGHAM	FLYBE LTD	S	A	48	0	0	88	2	2	6	0	2	32	85	8	48	
	BIRMINGHAM	FLYBE LTD	S	D	48	0	0	79	8	4	8	0	0	16	83	11	48	
	STANSTED	GERMANWINGS	S	A	52	0	0	92	4	4	0	0	0	4	92	6	52	
	STANSTED	GERMANWINGS	S	D	52	0	0	90	6	4	0	0	0	4	75	11	52	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	26	0	0	85	12	4	0	0	0	8	72	9	25	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	26	0	0	92	4	4	0	0	0	5	84	6	25	
<b>TOTAL STUTTGART</b>					<b>552</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>11</b>	<b>80</b>	<b>10</b>	<b>10</b>	
SUMBURGH																		
	EDINBURGH	LOGANAIR	S	A	71	0	0	99	0	0	1	0	0	3	93	6	68	
	EDINBURGH	LOGANAIR	S	D	71	0	0	97	1	0	1	0	0	3	88	6	69	
	GLASGOW	LOGANAIR	S	A	30	0	0	93	3	0	3	0	0	4	93	5	30	
	GLASGOW	LOGANAIR	S	D	30	2	0	90	3	7	0	0	0	5	90	5	30	
<b>TOTAL SUMBURGH</b>					<b>202</b>	<b>2</b>	<b>0</b>	<b>96</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>6</b>	<b>6</b>	
SYDNEY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	68	20	3	7	2	0	20	75	11	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	67	27	3	3	0	0	13	65	16	60	
	HEATHROW	QANTAS	S	A	58	0	0	33	38	17	0	12	0	55	74	16	57	
	HEATHROW	QANTAS	S	D	58	0	0	72	16	5	3	2	2	29	70	15	56	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	97	3	0	0	0	0	2	70	21	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	97	3	0	0	0	0	3	60	20	30	
<b>TOTAL SYDNEY</b>					<b>296</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>16</b>	<b>16</b>	
SZCZECIN (GOLENOW)																		
	STANSTED	RYANAIR	S	A	17	0	0	94	0	6	0	0	0	3	82	6	17	
	STANSTED	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	3	71	9	17	
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>34</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>3</b>	<b>76</b>	<b>8</b>	<b>8</b>	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
TABA																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	21	63	64	8	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	27	13	85	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	41	0	58	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	0	25	0	25	342	25	53	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	10	40	66	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	10	25	73	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	60	34	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	50	41	4	
<b>TOTAL TABA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>36</b>	<b>62</b>	<b>62</b>	
TAIPEI																		
	HEATHROW	CHINA AIRLINES	S	A	9	0	0	67	22	11	0	0	0	11	62	14	13	
	HEATHROW	CHINA AIRLINES	S	D	9	0	0	56	22	22	0	0	0	15	62	16	13	
	HEATHROW	EVA AIR	S	A	29	0	0	72	21	3	3	0	0	12	70	12	30	
	HEATHROW	EVA AIR	S	D	29	0	0	97	0	3	0	0	0	2	77	11	30	
<b>TOTAL TAIPEI</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>13</b>	<b>13</b>	
TALLIN																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	86	14	0	0	0	0	5	65	20	23	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	100	0	0	0	0	0	2	61	26	23	
	GATWICK	ESTONIAN AIR	S	A	16	0	1	50	25	19	6	0	0	23	78	80	9	
	GATWICK	ESTONIAN AIR	S	D	16	0	1	69	19	6	6	0	0	17	78	78	9	
	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	
	LUTON	RYANAIR	S	A	17	0	0	88	6	6	0	0	0	7	0	0	0	
	LUTON	RYANAIR	S	D	17	0	0	94	0	6	0	0	0	4	0	0	0	
<b>TOTAL TALLIN</b>					<b>136</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>39</b>	<b>39</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	80	3	7	10	0	0	13	86	6	21	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	83	10	0	7	0	0	15	90	7	21	
<b>TOTAL TAMPA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>6</b>	<b>6</b>	
TAMPERE																		
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	100	0	9	
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	1	92	4	13	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	STANSTED	RYANAIR	S	A	21	0	0	95	5	0	0	0	0	2	90	4	21
	STANSTED	RYANAIR	S	D	21	0	0	100	0	0	0	0	0	2	76	11	21
<b>TOTAL TAMPERE</b>					<b>60</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>88</b>	<b>6</b>	<b>6</b>
TANGIERS (IBN BATUTA)	HEATHROW	ROYAL AIR MAROC	S	A	8	0	0	63	13	25	0	0	0	15	80	17	10
	HEATHROW	ROYAL AIR MAROC	S	D	8	0	0	50	25	25	0	0	0	20	60	29	10
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>23</b>	<b>23</b>
TARBES-LOURDES INTERNA	MANCHESTER	BMIBABY LTD	S	A	9	0	0	56	22	11	11	0	0	25	88	20	8
	MANCHESTER	BMIBABY LTD	S	D	9	0	0	56	22	11	11	0	0	21	75	27	8
	STANSTED	RYANAIR	S	A	8	0	0	75	13	13	0	0	0	10	0	0	0
	STANSTED	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	6	0	0	0
	STANSTED	TITAN AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	67	13	6
	STANSTED	TITAN AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	9	100	1	5
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>17</b>	<b>17</b>
TASHKENT	HEATHROW	UZBEKISTAN AIRLINES	S	A	9	0	0	22	33	11	33	0	0	45	38	24	8
	HEATHROW	UZBEKISTAN AIRLINES	S	D	9	0	0	0	22	33	44	0	0	64	0	48	8
<b>TOTAL TASHKENT</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>28</b>	<b>22</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>36</b>	<b>36</b>
TBILISI	HEATHROW	BMI BRITISH MIDLAND	S	A	17	0	0	100	0	0	0	0	0	1	100	2	17
	HEATHROW	BMI BRITISH MIDLAND	S	D	9	0	0	67	11	11	11	0	0	19	59	29	17
<b>TOTAL TBILISI</b>					<b>26</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>15</b>	<b>15</b>
TEHRAN IMAM KHOMEINI	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	93	0	3	3	0	0	6	67	26	30
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	77	13	10	0	0	0	11	50	40	30
	HEATHROW	IRAN AIR	S	A	13	0	0	62	15	23	0	0	0	15	27	35	15
	HEATHROW	IRAN AIR	S	D	13	0	0	69	23	0	0	0	8	119	53	20	15
<b>TOTAL TEHRAN IMAM KHOMEINI</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>54</b>	<b>28</b>	<b>28</b>
TEL AVIV	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	60	17	17	5	2	0	22	75	12	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	83	8	7	0	2	0	11	88	9	56

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
TEL AVIV	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	73	10	7	10	0	0	15	58	35	24
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	43	30	20	7	0	0	23	29	55	24
	HEATHROW	EL AL	S	A	43	0	1	58	23	12	7	0	0	18	78	11	37
	HEATHROW	EL AL	S	D	42	0	1	62	24	10	5	0	0	17	57	16	37
	LUTON	EL AL	S	A	21	0	0	71	14	14	0	0	0	11	79	11	24
	LUTON	EL AL	S	D	21	0	0	43	24	24	10	0	0	24	61	16	23
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	22	22	22	22	11	0	70	11	50	9
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	33	33	22	0	0	11	60	44	15	9
<b>TOTAL TEL AVIV</b>					<b>325</b>	<b>3</b>	<b>2</b>	<b>62</b>	<b>18</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>18</b>	<b>18</b>
TENERIFE (SURREINA SOFIA)	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	4	0	1	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	34	0	0	82	9	9	0	0	0	7	41	41	34
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	69	23	9	0	0	0	11	12	46	34
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	91	5	5	0	0	0	4	28	50	25
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	95	5	0	0	0	0	3	36	38	25
	GLASGOW	JET2.COM LTD	S	A	9	0	0	67	11	11	11	0	0	18	0	0	0
	GLASGOW	JET2.COM LTD	S	D	9	0	0	56	11	22	11	0	0	25	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	12	1	0	92	8	0	0	0	0	2	71	17	14
	MANCHESTER	JET2.COM LTD	S	D	13	0	0	77	15	8	0	0	0	12	54	34	13
	NEWCASTLE	JET2.COM LTD	S	A	13	0	0	62	0	15	23	0	0	41	73	33	11
	NEWCASTLE	JET2.COM LTD	S	D	13	0	0	38	0	31	23	8	0	51	50	49	12
	BIRMINGHAM	MONARCH AIRLINES	S	A	27	0	0	70	7	11	11	0	0	18	46	53	24
	BIRMINGHAM	MONARCH AIRLINES	S	D	27	0	0	70	11	4	15	0	0	25	24	66	25
	GATWICK	MONARCH AIRLINES	S	A	37	1	0	51	16	22	8	3	0	28	39	49	36
	GATWICK	MONARCH AIRLINES	S	D	39	0	0	54	10	21	10	5	0	32	46	45	35
	LUTON	MONARCH AIRLINES	S	A	35	0	1	74	11	11	3	0	0	12	73	15	33
	LUTON	MONARCH AIRLINES	S	D	35	0	0	46	43	6	6	0	0	19	56	30	34
	MANCHESTER	MONARCH AIRLINES	S	A	40	0	0	33	35	23	10	0	0	26	26	66	38
	MANCHESTER	MONARCH AIRLINES	S	D	41	0	0	59	29	12	0	0	0	15	34	60	38
	BIRMINGHAM	RYANAIR	S	A	15	2	2	100	0	0	0	0	0	0	62	46	13
	BIRMINGHAM	RYANAIR	S	D	17	0	0	94	0	6	0	0	0	4	38	46	13
	EDINBURGH	RYANAIR	S	A	17	0	0	94	6	0	0	0	0	3	77	16	13

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
TENERIFE (SURREINA SOFIA)	EDINBURGH	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	2	62	15	13
	LUTON	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	1	88	8	8
	LUTON	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	4	88	12	8
	MANCHESTER	RYANAIR	S	A	17	0	0	88	0	0	12	0	0	15	0	0	0
	MANCHESTER	RYANAIR	S	D	17	0	0	76	12	0	12	0	0	22	0	0	0
	STANSTED	RYANAIR	S	A	31	0	0	87	10	0	0	3	0	12	65	18	17
	STANSTED	RYANAIR	S	D	30	0	0	90	10	0	0	0	0	6	65	24	17
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	11	22	11	0	0	22	40	25	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	0	44	11	0	0	35	50	22	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	86	14	0	0	0	0	6	58	67	19
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	93	7	0	0	0	0	2	44	68	16
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	20	0	0	80	15	5	0	0	0	6	38	62	21
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	25	0	0	76	12	8	4	0	0	12	38	58	24
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	19	0	0	58	16	5	21	0	0	27	36	84	22
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	23	0	0	57	22	13	9	0	0	24	36	79	22
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	13	0	0	62	8	8	23	0	0	33	75	13	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	13	0	0	54	15	8	15	8	0	45	88	15	8
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	8	50	14	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	19	50	15	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	13	0	0	77	15	0	8	0	0	15	78	13	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	13	0	0	77	0	15	0	8	0	23	63	15	8
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	10	0	0	0
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	5	0	0	40	40	0	20	0	0	31	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	33	0	0	85	9	6	0	0	0	6	57	29	21
	GATWICK	THOMSON AIRWAYS LTD	C	D	35	0	0	77	17	3	3	0	0	11	40	38	20
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	0	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	100	3	4
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	5	50	36	4
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	11	75	29	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	21	0	0	76	10	0	10	5	0	30	69	36	16
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	22	0	0	82	5	5	5	5	0	27	56	39	16
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	7	20	72	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	11	25	89	4

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
TENERIFE (SURREINA SOFIA)																		
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	100	2	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	3	4	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1013</b>	<b>4</b>	<b>4</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>48</b>	<b>43</b>	<b>43</b>	
TETERBORO																		
THIRA (SANTORINI)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	32	26	21	16	5	0	47	50	57	14	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	21	37	21	16	5	0	46	36	49	14	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	28	50	111	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	34	50	116	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	0	25	0	69	25	160	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	0	25	0	69	25	171	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	10	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	50	18	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	26	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	33	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	75	22	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	14	50	34	4	
	GATWICK	TOR AIR	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	TOR AIR	C	D	4	0	0	50	0	50	0	0	0	26	0	0	0	
<b>TOTAL THIRA (SANTORINI)</b>					<b>86</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>17</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>33</b>	<b>46</b>	<b>65</b>	<b>65</b>	
TIMISOARA																		
	LUTON	WIZZ AIR	S	A	13	0	0	92	0	8	0	0	0	5	85	16	13	
	LUTON	WIZZ AIR	S	D	13	0	0	62	8	31	0	0	0	16	69	22	13	
<b>TOTAL TIMISOARA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>4</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>19</b>	<b>19</b>	
TIRANA																		
	STANSTED	BELLE AIR	S	A	17	0	0	65	29	6	0	0	0	11	0	0	0	
	STANSTED	BELLE AIR	S	D	17	0	0	94	0	6	0	0	0	6	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	63	20	10	7	0	0	21	80	11	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	83	7	3	3	3	0	16	77	13	30	
<b>TOTAL TIRANA</b>					<b>94</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>44</b>	<b>44</b>	
TIRREE																		
	GLASGOW	LOGANAIR	S	A	26	0	0	65	12	4	15	4	0	28	96	3	25	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2010		
					26	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)										
TIREE	GLASGOW	LOGANAIR	S	D	26	0	0	77	4	4	12	4	0	22	92	3	25
<b>TOTAL TIREE</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>4</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>94</b>	<b>3</b>	<b>3</b>
TIRGU MURES	LUTON	WIZZ AIR	S	A	17	0	0	82	6	12	0	0	0	7	0	0	0
	LUTON	WIZZ AIR	S	D	17	0	0	65	24	6	6	0	0	15	0	0	0
<b>TOTAL TIRGU MURES</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOBAGO	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	22	0	0	0	0	4	63	13	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	78	22	0	0	0	0	5	89	13	9
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	7	40	16	5
<b>TOTAL TOBAGO</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>68</b>	<b>14</b>	<b>14</b>
TOKYO (HANEDA)	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	71	19	0	10	0	0	15	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	95	0	0	5	0	0	6	0	0	0
<b>TOTAL TOKYO (HANEDA)</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOKYO (NARITA)	HEATHROW	ALL NIPPON AIRWAYS	S	A	30	0	0	73	13	7	7	0	0	14	53	16	30
	HEATHROW	ALL NIPPON AIRWAYS	S	D	30	0	0	90	10	0	0	0	0	4	93	8	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	47	27	17	10	0	0	25	57	24	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	63	17	10	10	0	0	21	67	18	30
	HEATHROW	JAPAN AIRLINES	S	A	30	0	0	80	10	3	3	3	0	22	80	8	30
	HEATHROW	JAPAN AIRLINES	S	D	30	0	0	83	7	7	0	3	0	15	90	6	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	77	17	7	0	0	0	8	63	16	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	83	10	7	0	0	0	8	83	8	30
<b>TOTAL TOKYO (NARITA)</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>13</b>	<b>13</b>
TORONTO	HEATHROW	AIR CANADA	S	A	119	0	0	64	15	13	7	1	0	18	73	11	120
	HEATHROW	AIR CANADA	S	D	119	0	0	68	18	9	3	2	0	17	83	10	120
	BIRMINGHAM	AIR TRANSAT	S	A	4	0	0	75	0	25	0	0	0	12	0	0	0
	BIRMINGHAM	AIR TRANSAT	S	D	4	0	0	25	50	25	0	0	0	26	0	0	0
	GATWICK	AIR TRANSAT	S	A	35	0	0	83	3	6	9	0	0	14	91	5	34
	GATWICK	AIR TRANSAT	S	D	34	0	0	62	12	15	9	3	0	24	79	15	34

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
TORONTO																	
	GLASGOW	AIR TRANSAT	S	A	21	0	0	86	10	5	0	0	0	5	50	27	4
	GLASGOW	AIR TRANSAT	S	D	21	0	0	81	0	10	10	0	0	15	25	38	4
	HEATHROW	AIR TRANSAT	S	A	6	0	0	67	17	0	17	0	0	15	100	2	6
	HEATHROW	AIR TRANSAT	S	D	6	0	0	33	33	33	0	0	0	23	83	5	6
	MANCHESTER	AIR TRANSAT	S	A	27	0	0	85	4	7	4	0	0	8	0	0	0
	MANCHESTER	AIR TRANSAT	S	D	27	0	0	93	4	4	0	0	0	5	0	0	0
	NEWCASTLE	AIR TRANSAT	S	A	4	0	0	100	0	0	0	0	0	1	80	37	5
	NEWCASTLE	AIR TRANSAT	S	D	4	0	0	100	0	0	0	0	0	2	60	43	5
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	62	18	20	0	0	0	13	78	9	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	67	20	10	3	0	0	15	65	17	60
	GATWICK	SUNWING AIRLINES INC	C	A	7	0	0	57	14	0	0	14	14	145	0	0	0
	GATWICK	SUNWING AIRLINES INC	C	D	7	0	0	43	0	14	0	29	14	146	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	8	0	0	75	0	0	25	0	0	34	67	33	18
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	8	0	0	50	0	25	13	13	0	60	65	32	17
<b>TOTAL TORONTO</b>					<b>581</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>16</b>	<b>16</b>
TORREJON DE ARDOZ																	
TOULON / HYERES																	
	LONDON CITY	CITY JET	S	A	7	0	0	86	14	0	0	0	0	4	0	0	0
	LONDON CITY	CITY JET	S	D	8	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	RYANAIR	S	A	17	0	0	71	24	0	6	0	0	12	77	6	13
	STANSTED	RYANAIR	S	D	17	0	0	82	12	6	0	0	0	9	100	4	13
<b>TOTAL TOULON / HYERES</b>					<b>49</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>5</b>	<b>5</b>
TOULOUSE (BLAGNAC)																	
	MANCHESTER	BMIBABY LTD	S	A	5	0	0	80	0	0	20	0	0	20	62	22	13
	MANCHESTER	BMIBABY LTD	S	D	5	0	0	80	0	0	20	0	0	24	69	22	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	78	12	7	3	0	0	10	67	22	89
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	81	11	7	1	0	0	8	75	15	89
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	86	0	0	80	9	5	6	0	0	12	37	44	78
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	86	0	0	84	5	7	5	0	0	11	51	35	78
	BIRMINGHAM	FLYBE LTD	S	A	4	0	0	100	0	0	0	0	0	2	0	27	3
	BIRMINGHAM	FLYBE LTD	S	D	4	0	0	100	0	0	0	0	0	1	0	47	3
	EDINBURGH	JET2.COM LTD	S	A	5	0	0	40	20	20	20	0	0	37	50	30	4
	EDINBURGH	JET2.COM LTD	S	D	5	0	0	40	20	0	40	0	0	41	25	30	4

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
TOULOUSE (BLAGNAC)																	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>382</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>28</b>	<b>28</b>
TOURS																	
	STANSTED	RYANAIR	S	A	17	0	0	76	24	0	0	0	0	5	90	4	20
	STANSTED	RYANAIR	S	D	17	0	0	88	6	6	0	0	0	6	95	4	20
<b>TOTAL TOURS</b>					<b>34</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>6</b>	<b>93</b>	<b>4</b>	<b>4</b>
TRAPANI																	
	LUTON	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	3	46	26	13
	LUTON	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	5	38	44	13
<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>4</b>	<b>53</b>	<b>26</b>	<b>26</b>
TREVISO																	
TRIESTE (RONCHI DEI LEGIO)																	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	56	44	0	0	0	0	11	89	30	9
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	3	89	32	9
	STANSTED	RYANAIR	S	A	29	0	0	72	10	17	0	0	0	12	53	18	30
	STANSTED	RYANAIR	S	D	29	0	0	79	10	10	0	0	0	8	80	11	30
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>19</b>	<b>19</b>
TRIPOLI																	
TROMSOE																	
TRONDHEIM (VAERNES)																	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	92	0	8	0	0	0	6	92	4	13
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	92	0	8	0	0	0	4	77	8	13
<b>TOTAL TRONDHEIM (VAERNES)</b>					<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>5</b>	<b>85</b>	<b>6</b>	<b>6</b>
TUNIS																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	38	38	19	5	0	0	23	43	25	21
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	48	29	19	5	0	0	25	81	13	21
	HEATHROW	TUNISAIR	S	A	16	0	1	6	6	38	50	0	0	75	13	51	16
	HEATHROW	TUNISAIR	S	D	17	0	0	6	0	47	47	0	0	81	13	64	16
<b>TOTAL TUNIS</b>					<b>75</b>	<b>1</b>	<b>2</b>	<b>27</b>	<b>20</b>	<b>29</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>41</b>	<b>35</b>	<b>35</b>
TURIN																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	25	0	0	80	8	8	4	0	0	13	34	34	29
	GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	0	56	20	16	8	0	0	22	52	20	29

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
TURIN	STANSTED	RYANAIR	S	A	29	0	0	66	31	0	3	0	0	15	47	32	30
	STANSTED	RYANAIR	S	D	29	0	0	97	3	0	0	0	0	5	77	13	30
<b>TOTAL TURIN</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>24</b>	<b>24</b>

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
VAGAR																	
<b>TOTAL VAGAR</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>0</b>	<b>0</b>	<b>0</b>
VALENCIA																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	83	8	5	3	0	0	9	43	41	58
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	88	5	3	3	0	0	7	51	27	59
	STANSTED	RYANAIR	S	A	43	0	0	91	5	2	2	0	0	8	33	35	43
	STANSTED	RYANAIR	S	D	43	0	0	95	5	0	0	0	0	4	79	18	43
<b>TOTAL VALENCIA</b>					<b>210</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>8</b>	<b>52</b>	<b>30</b>	<b>30</b>
VALLADOLID																	
	STANSTED	RYANAIR	S	A	13	0	0	92	0	8	0	0	0	5	46	31	13
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	1	69	24	13
<b>TOTAL VALLADOLID</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>52</b>	<b>37</b>	<b>37</b>
VANCOUVER																	
	HEATHROW	AIR CANADA	S	A	30	0	0	60	20	17	0	3	0	23	77	14	39
	HEATHROW	AIR CANADA	S	D	30	0	0	53	30	10	7	0	0	22	76	11	38
	GATWICK	AIR TRANSAT	S	A	4	0	0	75	0	0	25	0	0	25	67	12	3
	GATWICK	AIR TRANSAT	S	D	4	0	0	75	25	0	0	0	0	9	0	32	3
	HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	0	73	12	6	4	0	6	48	84	7	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	51	0	0	59	22	12	6	0	2	25	70	16	56
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	21	0	0	81	5	10	5	0	0	11	100	1	21
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	22	0	0	59	18	9	14	0	0	25	73	16	22
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	5	0	0	80	0	20	0	0	0	11	60	62	5
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	4	0	0	75	0	0	25	0	0	31	20	100	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	0	88	0	0	13	0	0	19	88	6	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	56	22	11	0	11	0	37	25	33	8
<b>TOTAL VANCOUVER</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>28</b>	<b>75</b>	<b>15</b>	<b>15</b>
VARADERO																	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	9	75	16	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	25	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	13	75	24	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	60	37	5

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
VARADERO																	
<b>TOTAL VARADERO</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>17</b>	<b>17</b>
VARNA																	
	MANCHESTER	BH AIR	C	A	5	0	0	0	60	40	0	0	0	33	50	27	4
	MANCHESTER	BH AIR	C	D	4	0	0	0	50	25	25	0	0	41	50	30	4
	NEWCASTLE	BH AIR	C	A	4	0	0	0	0	75	25	0	0	51	50	29	4
	NEWCASTLE	BH AIR	C	D	3	0	0	0	33	67	0	0	0	39	50	26	4
	GATWICK	BULGARIA AIR	S	A	7	0	0	100	0	0	0	0	0	2	100	1	6
	GATWICK	BULGARIA AIR	S	D	7	0	0	71	29	0	0	0	0	6	33	22	6
	LUTON	WIZZ AIR	S	A	12	0	0	58	17	17	8	0	0	27	80	6	10
	LUTON	WIZZ AIR	S	D	12	0	0	50	42	0	0	8	0	28	80	10	10
<b>TOTAL VARNA</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>28</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>62</b>	<b>18</b>	<b>18</b>
VASTERAS																	
	STANSTED	RYANAIR	S	A	30	0	0	93	3	0	0	3	0	10	87	6	30
	STANSTED	RYANAIR	S	D	30	0	0	97	3	0	0	0	0	2	87	6	30
<b>TOTAL VASTERAS</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>6</b>	<b>6</b>
VENICE																	
	GLASGOW	BA CITYFLYER LTD	C	A	4	0	0	75	0	0	25	0	0	19	0	0	0
	GLASGOW	BA CITYFLYER LTD	C	D	4	0	0	75	0	0	25	0	0	29	0	0	0
	STANSTED	BA CITYFLYER LTD	C	A	4	0	0	75	0	25	0	0	0	12	0	0	0
	STANSTED	BA CITYFLYER LTD	C	D	3	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	89	0	0	52	21	15	12	0	0	23	61	18	90
	GATWICK	BRITISH AIRWAYS PLC	S	D	89	0	0	48	25	16	11	0	0	24	56	19	90
	HEATHROW	BRITISH AIRWAYS PLC	S	A	33	0	0	55	30	3	9	0	3	32	49	26	35
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	50	50	0	0	0	0	14	50	25	6
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	50	50	0	0	0	0	18	33	33	6
	HEATHROW	BRITISH AIRWAYS PLC	S	D	33	0	0	67	18	6	6	0	3	28	49	22	35
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	59	0	1	83	5	10	2	0	0	9	47	35	60
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	59	0	1	76	15	7	2	0	0	10	40	31	60
	MANCHESTER	FLYBE LTD	C	A	4	0	0	50	50	0	0	0	0	13	75	18	4
	MANCHESTER	FLYBE LTD	C	D	3	0	0	67	33	0	0	0	0	8	50	26	4
	EDINBURGH	JET2.COM LTD	S	A	13	0	0	62	31	0	8	0	0	16	25	34	12
	EDINBURGH	JET2.COM LTD	S	D	13	0	0	92	0	0	8	0	0	10	25	27	12
	MANCHESTER	JET2.COM LTD	S	A	26	0	0	50	23	15	8	0	4	41	38	36	16

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
VENICE	MANCHESTER	JET2.COM LTD	S	D	26	0	0	69	8	12	8	0	4	34	50	30	16
	STANSTED	RYANAIR	S	A	60	0	0	17	48	30	5	0	0	29	0	0	0
	STANSTED	RYANAIR	S	D	60	0	0	85	13	2	0	0	0	6	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	40	20	20	0	20	0	74	0	33	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	0	33	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	75	25	0	0	0	0	5	100	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	7	0	0	86	14	0	0	0	0	5	100	5	4
<b>TOTAL VENICE</b>					<b>612</b>	<b>3</b>	<b>2</b>	<b>61</b>	<b>21</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>52</b>	<b>24</b>	<b>24</b>
VERONA VILLAFRANCA	GATWICK	BRITISH AIRWAYS PLC	S	A	59	0	0	68	15	8	8	0	0	19	77	14	60
	GATWICK	BRITISH AIRWAYS PLC	S	D	59	0	0	68	19	7	7	0	0	16	82	12	60
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	87	7	0	7	0	0	10	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	90	3	0	7	0	0	6	0	0	0
	MANCHESTER	FLYBE LTD	C	A	4	0	0	75	0	0	25	0	0	23	75	35	4
	MANCHESTER	FLYBE LTD	C	D	3	0	0	67	0	0	33	0	0	44	33	61	3
	STANSTED	RYANAIR	S	A	17	0	0	88	6	6	0	0	0	5	0	0	0
	STANSTED	RYANAIR	S	D	17	0	0	88	12	0	0	0	0	6	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	13	0	0	0	7	78	15	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	2	88	12	8
	GATWICK	THOMSON AIRWAYS LTD	C	A	12	0	0	92	0	0	8	0	0	14	69	13	13
	GATWICK	THOMSON AIRWAYS LTD	C	D	11	0	0	91	0	0	9	0	0	19	80	9	10
	GLASGOW	THOMSON AIRWAYS LTD	C	A	8	0	0	75	13	0	0	0	13	53	67	23	9
	GLASGOW	THOMSON AIRWAYS LTD	C	D	6	0	0	83	0	0	0	0	17	67	71	26	7
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	12	0	0	50	8	33	8	0	0	28	44	65	18
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	10	0	0	80	0	10	10	0	0	18	53	58	15
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	13	0	0	0	8	44	17	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	6	0	0	83	17	0	0	0	0	6	29	29	7
<b>TOTAL VERONA VILLAFRANCA</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>70</b>	<b>22</b>	<b>22</b>
VIENNA	HEATHROW	AUSTRIAN AIRLINES	S	A	90	0	0	68	28	4	0	0	0	10	61	16	90
	HEATHROW	AUSTRIAN AIRLINES	S	D	90	0	0	50	33	13	3	0	0	18	42	26	90
	HEATHROW	BMI BRITISH MIDLAND	S	A	60	0	0	63	20	15	2	0	0	13	68	13	60
	HEATHROW	BMI BRITISH MIDLAND	S	D	60	0	0	83	5	10	0	2	0	11	78	10	60

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
VIENNA	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	80	14	5	0	0	1	19	63	19	120
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	81	9	8	3	0	0	8	66	19	120
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	67	19	7	7	0	0	17	65	16	52
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	43	0	0	86	9	2	2	0	0	8	58	19	52
	EDINBURGH	NIKI	S	D	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL VIENNA</b>					<b>629</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>18</b>	<b>18</b>
VIGO	HEATHROW	VUELING AIRLINES	S	A	13	0	0	54	31	15	0	0	0	21	0	0	0
	HEATHROW	VUELING AIRLINES	S	D	13	0	0	69	8	15	8	0	0	20	0	0	0
<b>TOTAL VIGO</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
VILNIUS	STANSTED	RYANAIR	S	A	30	0	0	90	7	0	3	0	0	9	0	0	0
	STANSTED	RYANAIR	S	D	30	0	0	97	0	0	3	0	0	5	0	0	0
	LUTON	WIZZ AIR	S	A	22	0	0	95	5	0	0	0	0	2	0	0	0
	LUTON	WIZZ AIR	S	D	22	0	0	77	23	0	0	0	0	9	0	0	0
<b>TOTAL VILNIUS</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>14</b>	<b>14</b>
VOLOS	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	13	25	37	4
	GATWICK	TOR AIR	C	D	5	0	0	20	40	0	20	0	20	117	0	0	0
<b>TOTAL VOLOS</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>25</b>	<b>37</b>	<b>37</b>

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	90	0	0	64	17	13	6	0	0	18	58	18	74
		HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	78	10	8	4	0	0	12	77	12	74
		HEATHROW	LOT-POLISH AIRLINES	S	A	86	0	0	44	29	23	3	0	0	22	49	27	74
		HEATHROW	LOT-POLISH AIRLINES	S	D	86	0	0	66	16	13	5	0	0	14	68	19	74
		LUTON	WIZZ AIR	S	A	90	0	0	80	13	6	1	0	0	10	85	9	85
		LUTON	WIZZ AIR	S	D	90	0	0	60	24	13	2	0	0	18	65	21	85
<b>TOTAL WARSAW</b>						<b>532</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>17</b>	<b>17</b>
WASHINGTON (DULLES)		HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	1	71	15	9	4	1	0	14	82	19	90
		HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	74	18	7	1	0	0	11	68	13	90
		HEATHROW	UNITED AIRLINES	S	A	119	1	1	76	9	8	3	2	2	29	83	9	90
		HEATHROW	UNITED AIRLINES	S	D	118	0	2	82	8	6	3	1	0	10	93	3	89
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	93	0	3	0	3	0	9	87	9	30
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	80	20	0	0	0	0	8	73	11	30
<b>TOTAL WASHINGTON (DULLES)</b>						<b>476</b>	<b>2</b>	<b>4</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>11</b>	<b>11</b>
WATERFORD		BIRMINGHAM	AER ARANN	S	A	18	1	0	67	22	6	0	0	6	30	94	4	17
		BIRMINGHAM	AER ARANN	S	D	19	0	0	63	16	11	5	0	5	33	76	10	17
		LUTON	AER ARANN	S	A	18	0	0	83	11	0	0	0	6	26	94	3	53
		LUTON	AER ARANN	S	D	18	0	0	67	17	6	6	0	6	34	87	5	53
		MANCHESTER	AER ARANN	S	A	18	0	0	94	0	0	0	6	0	22	95	2	22
		MANCHESTER	AER ARANN	S	D	18	0	0	94	0	0	0	6	0	22	95	3	22
<b>TOTAL WATERFORD</b>						<b>109</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>28</b>	<b>91</b>	<b>4</b>	<b>4</b>
WHITE PLAINS																		
WICK		EDINBURGH	LOGANAIR	S	A	26	0	0	100	0	0	0	0	0	3	100	3	22
		EDINBURGH	LOGANAIR	S	D	26	0	0	100	0	0	0	0	0	4	91	3	22
<b>TOTAL WICK</b>						<b>52</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>3</b>	<b>95</b>	<b>3</b>	<b>3</b>
WROCLAW		STANSTED	RYANAIR	S	A	39	0	0	79	21	0	0	0	0	7	94	4	52
		STANSTED	RYANAIR	S	D	40	0	0	80	18	3	0	0	0	7	96	3	52
		LUTON	WIZZ AIR	S	A	22	0	0	86	9	0	5	0	0	10	96	2	24

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							SEPT 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	55	27	14	5	0	0	22	58	14	24
<b>TOTAL WROCLAW</b>					<b>123</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>19</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>5</b>	<b>5</b>

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

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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																	
<b>TOTAL YEREVAN</b>					2	0	0	50	0	50	0	0	0	28	59	20	20

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
ZADAR	STANSTED	RYANAIR	S	A	21	0	0	100	0	0	0	0	0	2	90	4	21
	STANSTED	RYANAIR	S	D	21	0	0	86	10	5	0	0	0	6	95	4	21
<b>TOTAL ZADAR</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>4</b>	<b>4</b>
ZAGREB	GATWICK	CROATIA AIRLINES	S	A	18	0	0	61	22	17	0	0	0	13	65	11	17
	GATWICK	CROATIA AIRLINES	S	D	18	0	0	61	33	6	0	0	0	11	71	14	17
	HEATHROW	CROATIA AIRLINES	S	A	34	0	0	59	21	15	6	0	0	19	51	17	35
	HEATHROW	CROATIA AIRLINES	S	D	34	0	0	35	26	26	12	0	0	29	49	20	35
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	77	14	9	0	0	0	8	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	86	9	5	0	0	0	4	0	0	0
<b>TOTAL ZAGREB</b>					<b>148</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>18</b>	<b>18</b>
ZAKINTHOS	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	47	26	11	16	0	0	26	82	14	17
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	42	21	16	21	0	0	31	65	23	17
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	3	25	44	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	4	20	48	5
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	33	22	11	33	0	0	50	35	31	17
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	33	0	33	22	11	0	64	35	36	17
	LUTON	MONARCH AIRLINES	C	A	4	0	0	50	25	0	0	25	0	86	100	7	4
	LUTON	MONARCH AIRLINES	C	D	4	0	0	25	50	0	0	25	0	100	100	9	4
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	37	62	17	13
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	20	20	0	20	0	53	62	18	13
	BIRMINGHAM	SKY WINGS AIRLINES	C	A	7	1	0	29	14	0	43	0	14	164	0	0	0
	BIRMINGHAM	SKY WINGS AIRLINES	C	D	6	0	0	50	0	17	33	0	0	58	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	14	0	0	64	7	14	0	7	7	70	75	15	12
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	12	0	0	75	8	0	8	8	0	27	55	27	11
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	23	0	0	87	4	4	4	0	0	9	88	13	17
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	19	0	0	74	16	0	11	0	0	16	80	7	15
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	33	22	11	22	11	0	58	44	29	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	10	0	0	40	0	30	20	10	0	63	33	36	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	21	0	0	52	5	14	24	5	0	48	68	16	19
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	20	0	0	30	15	25	20	10	0	59	65	26	17
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	5	89	18	9

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
ZAKINTHOS	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	0	11	0	0	17	78	23	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	13	50	54	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	33	33	33	0	0	0	19	33	87	3
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	16	75	13	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	56	22	22	0	0	0	15	50	23	8
	GATWICK	THOMSON AIRWAYS LTD	C	A	23	0	0	83	4	13	0	0	0	7	86	7	22
	GATWICK	THOMSON AIRWAYS LTD	C	D	22	0	0	77	18	5	0	0	0	9	74	12	19
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	25	25	50	0	0	0	33	50	11	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	18	75	5	4
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	50	0	0	0	26	75	11	4
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	16	100	2	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	17	0	0	59	12	18	12	0	0	21	50	32	14
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	16	0	0	56	6	19	19	0	0	31	46	42	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	5	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	9	25	22	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	15	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	50	16	4
<b>TOTAL ZAKINTHOS</b>					<b>378</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>12</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>33</b>	<b>64</b>	<b>21</b>	<b>21</b>
ZARAGOZA	STANSTED	RYANAIR	S	A	17	0	0	71	29	0	0	0	0	10	31	38	16
	STANSTED	RYANAIR	S	D	17	0	0	88	6	6	0	0	0	8	63	14	16
<b>TOTAL ZARAGOZA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>47</b>	<b>26</b>	<b>26</b>
ZURICH	LONDON CITY	BA CITYFLYER LTD	S	A	89	0	0	93	3	3	0	0	0	4	88	6	91
	LONDON CITY	BA CITYFLYER LTD	S	D	90	0	0	88	3	7	2	0	0	7	80	13	91
	EDINBURGH	BMI REGIONAL	S	A	30	0	0	47	43	3	7	0	0	19	83	8	30
	EDINBURGH	BMI REGIONAL	S	D	30	0	0	83	7	7	3	0	0	12	87	5	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	176	0	0	74	13	9	5	0	0	13	64	19	176
	HEATHROW	BRITISH AIRWAYS PLC	S	D	176	0	0	79	9	9	3	0	0	11	70	15	176
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	63	23	10	4	0	0	15	63	22	52
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	79	13	8	0	0	0	9	63	21	52
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	3	7	7	0	0	12	58	31	52
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	80	13	0	7	0	0	12	50	35	52

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2010				
					MISMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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																		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	77	8	15	0	0	0	12	65	44	26	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	88	0	12	0	0	0	7	69	43	26	
	BIRMINGHAM	HELVETIC AIRWAYS	S	A	81	0	0	91	7	1	0	0	0	5	92	5	85	
	BIRMINGHAM	HELVETIC AIRWAYS	S	D	81	0	0	78	17	2	2	0	0	11	85	7	85	
	MANCHESTER	HELVETIC AIRWAYS	S	A	26	0	0	73	19	8	0	0	0	12	0	0	0	
	MANCHESTER	HELVETIC AIRWAYS	S	D	26	0	0	65	23	12	0	0	0	13	0	0	0	
	BIRMINGHAM	SWISS AIRLINES	S	A	7	0	0	57	29	14	0	0	0	16	100	5	5	
	BIRMINGHAM	SWISS AIRLINES	S	D	7	0	1	14	57	14	0	0	14	73	60	12	5	
	HEATHROW	SWISS AIRLINES	S	A	180	0	0	70	21	9	0	0	0	11	69	14	180	
	HEATHROW	SWISS AIRLINES	S	D	180	0	0	77	12	10	2	0	0	11	77	11	180	
	LONDON CITY	SWISS AIRLINES	S	A	181	0	0	87	8	3	2	0	0	7	86	7	179	
	LONDON CITY	SWISS AIRLINES	S	D	180	0	0	83	11	4	1	0	0	8	86	7	180	
	MANCHESTER	SWISS AIRLINES	S	A	64	0	0	70	20	9	0	0	0	11	68	13	90	
	MANCHESTER	SWISS AIRLINES	S	D	64	0	0	63	23	14	0	0	0	15	71	14	90	
<b>TOTAL ZURICH</b>					<b>1885</b>	<b>5</b>	<b>2</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>14</b>	<b>14</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2011

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	1139	8	0	73	7	9	9	3	1	27	67	23	1187
SCHEDULED FLIGHTS(ALL ROUTES)	6696	15	36	82	9	6	3	0	0	11	79	14	6915
AIRPORT TOTAL	7835	23	36	81	9	6	4	1	0	13	77	15	8102

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2011

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	185	21	0	64	12	11	12	1	0	24	66	30	168
SCHEDULED FLIGHTS(ALL ROUTES)	8969	3	34	82	10	5	3	0	0	10	78	13	8852
AIRPORT TOTAL	9154	24	34	82	10	5	3	0	0	10	78	13	9020

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2011

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	3002	20	0	75	10	7	6	1	1	20	64	30	3283
SCHEDULED FLIGHTS(ALL ROUTES)	19657	17	75	76	12	7	4	1	0	14	64	23	19092
AIRPORT TOTAL	22659	37	75	76	12	7	4	1	0	15	64	24	22375

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2011

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	847	7	0	72	11	8	8	1	0	18	54	40	876
SCHEDULED FLIGHTS(ALL ROUTES)	5442	9	31	82	9	6	4	0	0	11	81	12	5608
AIRPORT TOTAL	6289	16	31	80	9	6	4	0	0	12	77	15	6484

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2011

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	95	3	0	72	11	11	7	0	0	18	55	20	49
SCHEDULED FLIGHTS(ALL ROUTES)	40210	11	60	73	14	9	4	0	0	14	72	15	39726
AIRPORT TOTAL	40305	14	60	73	14	9	4	0	0	14	72	15	39775

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2011

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	5519	1	7	87	7	4	2	0	0	7	86	8	5523
AIRPORT TOTAL	5520	1	7	87	7	4	2	0	0	7	86	8	5523

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2011

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	353	128	0	68	16	8	7	1	0	22	66	21	359
SCHEDULED FLIGHTS(ALL ROUTES)	6098	7	7	79	12	6	3	0	0	11	66	21	5829
AIRPORT TOTAL	6451	135	7	79	12	6	3	0	0	12	66	21	6188

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2011

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	2847	35	0	67	13	9	8	2	1	26	62	34	2904
SCHEDULED FLIGHTS(ALL ROUTES)	12116	17	37	75	12	7	5	1	0	15	73	18	11497
AIRPORT TOTAL	14963	52	37	74	12	7	5	1	0	17	71	21	14401

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2011

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	794	3	0	76	10	7	6	1	1	20	71	20	770
SCHEDULED FLIGHTS(ALL ROUTES)	3400	1	21	83	9	5	2	0	0	10	76	15	3772
AIRPORT TOTAL	4194	4	21	81	9	6	3	1	0	12	75	16	4542

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2011

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	442	25	0	79	9	6	5	0	1	16	67	23	490
SCHEDULED FLIGHTS(ALL ROUTES)	11213	18	21	85	9	4	1	0	0	8	72	16	11754
AIRPORT TOTAL	11655	43	21	85	9	5	2	0	0	8	72	17	12244