

# Punctuality Statistics

Regulatory Policy Group



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

**Full and Summary Analysis**

**November 2011**

**Disclaimer**

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

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## FOREWORD

### 1 CONTENT

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

### 1.2 Coverage

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

### 2 ENQUIRIES

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

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Room K4  
CAA House  
45/59 Kingsway  
London WC2B 6TE

Tel. 020-7453-6258  
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or email [aviation.intelligence@caa.co.uk](mailto:aviation.intelligence@caa.co.uk)

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

Tel: 020-7453-6258  
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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 NOVEMBER 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
VIENNA	COMTEL-AIR	S	8	0	5	13	0	0	38	25	25	257	0	0	0
<b>TOTAL VIENNA</b>			<b>8</b>	<b>0</b>	<b>5</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>257</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRIA</b>			<b>8</b>	<b>0</b>	<b>5</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>257</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BARBADOS</b>															
BRIDGETOWN	THOMSON AIRWAYS LTD	C	9	0	0	44	33	11	11	0	0	25	33	115	12
<b>TOTAL BRIDGETOWN</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>33</b>	<b>115</b>	<b>12</b>
<b>TOTAL BARBADOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>33</b>	<b>115</b>	<b>12</b>
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	220	1	0	93	3	2	2	0	0	4	80	10	221
	JETAIRFLY	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BRUSSELS</b>			<b>223</b>	<b>1</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>80</b>	<b>10</b>	<b>221</b>
OSTEND	THOMAS COOK BELGIUM	C	2	0	0	50	50	0	0	0	0	10	0	0	0
<b>TOTAL OSTEND</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>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BELGIUM</b>			<b>225</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>10</b>	<b>221</b>
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	9	0	0	89	11	0	0	0	0	5	0	0	0
<b>TOTAL BOA VISTA (RABIL)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	10	0	0	90	0	0	10	0	0	11	50	14	10
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>14</b>	<b>10</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>14</b>	<b>10</b>
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	20	0	0	90	5	5	0	0	0	5	87	5	23
<b>TOTAL LARNACA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>4</b>	<b>34</b>
PAPHOS	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	100	0	1
	THOMSON AIRWAYS LTD	C	18	0	0	78	6	17	0	0	0	12	50	30	8
<b>TOTAL PAPHOS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>26</b>	<b>9</b>
<b>TOTAL CYPRUS</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>9</b>	<b>43</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	32	0	0	88	6	0	6	0	0	12	76	20	34
<b>TOTAL PRAGUE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>20</b>	<b>34</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>20</b>	<b>34</b>
<b>DENMARK</b>															
COPENHAGEN	SAS	S	101	0	0	85	8	7	0	0	0	6	69	14	16
<b>TOTAL COPENHAGEN</b>			<b>101</b>	<b>1</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>67</b>	<b>16</b>	<b>86</b>
<b>TOTAL DENMARK</b>			<b>101</b>	<b>1</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>67</b>	<b>16</b>	<b>86</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>DOMINICAN REPUBLIC</b>															
PUNTA CANA	THOMSON AIRWAYS LTD	C	10	0	0	90	0	10	0	0	0	5	75	15	8
TOTAL PUNTA CANA			<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>5</b>	<b>75</b>	<b>15</b>	<b>8</b>
TOTAL DOMINICAN REPUBLIC			<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>5</b>	<b>75</b>	<b>15</b>	<b>8</b>
<b>EGYPT</b>															
HURGHADA	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	11	100	2	7
TOTAL HURGHADA			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>2</b>	<b>7</b>
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	9	89	4	19
	THOMSON AIRWAYS LTD	C	24	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>8</b>	<b>52</b>
TOTAL EGYPT			<b>40</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>8</b>	<b>77</b>
<b>FRANCE</b>															
LYON	BRIT AIR	S	86	0	0	97	2	0	1	0	0	3	97	2	86
TOTAL LYON			<b>86</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>97</b>	<b>2</b>	<b>86</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	178	0	0	96	3	1	1	0	0	3	93	3	44
	FLYBE LTD	S	156	1	0	85	11	3	1	0	0	7	86	13	152
TOTAL PARIS (CHARLES DE GAULLE)			<b>334</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>8</b>	<b>328</b>
TOTAL FRANCE			<b>420</b>	<b>1</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>91</b>	<b>6</b>	<b>414</b>
<b>GAMBIA</b>															
BANJUL	THOMAS COOK AIRLINES LTD	C	9	0	0	67	33	0	0	0	0	11	67	12	9
TOTAL BANJUL			<b>9</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>11</b>	<b>67</b>	<b>12</b>	<b>9</b>
TOTAL GAMBIA			<b>9</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>11</b>	<b>67</b>	<b>12</b>	<b>9</b>
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	152	0	0	91	5	4	0	0	0	4	78	14	138
	FLYBE LTD	S	191	0	1	90	7	3	0	0	0	4	77	22	183
TOTAL DUSSELDORF			<b>343</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>18</b>	<b>321</b>
FRANKFURT MAIN	LUFTHANSA	S	238	0	0	90	6	3	0	0	0	5	78	17	205
TOTAL FRANKFURT MAIN			<b>238</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>18</b>	<b>317</b>
HAMBURG	FLYBE LTD	S	42	0	0	88	5	7	0	0	0	5	66	22	44
TOTAL HAMBURG			<b>42</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>22</b>	<b>44</b>
HANOVER	AIR BERLIN	C	18	0	0	89	11	0	0	0	0	3	81	6	16
	FLYBE LTD	S	78	0	0	85	9	4	3	0	0	8	75	21	79
TOTAL HANOVER			<b>96</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>19</b>	<b>95</b>
MUNICH	LUFTHANSA CITY LINE	S	160	0	0	54	18	19	8	0	1	23	80	12	156
TOTAL MUNICH			<b>160</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>80</b>	<b>12</b>	<b>156</b>
PADERBORN	AIR BERLIN	C	8	0	0	100	0	0	0	0	0	3	100	6	8
TOTAL PADERBORN			<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>6</b>	<b>8</b>
STUTT GART	FLYBE LTD	S	90	0	2	87	6	6	2	0	0	7	82	11	91

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 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)											
TOTAL STUTTGART			90	0	2	87	6	6	2	0	0	7	82	11	91
TOTAL GERMANY			977	1	3	84	8	6	2	0	0	8	77	16	1068
IRISH REPUBLIC															
CORK	AER ARANN	S	120	0	0	93	2	4	0	2	0	7	89	14	110
TOTAL CORK			120	0	0	93	2	4	0	2	0	7	89	14	110
DUBLIN	AER LINGUS	S	188	0	0	95	3	1	2	0	0	3	74	21	184
	RYANAIR	S	172	0	0	96	3	1	0	0	0	3	83	9	159
TOTAL DUBLIN			360	0	0	95	3	1	1	0	0	3	78	15	343
IRELAND WEST(KNOCK)	BMIBABY LTD	S	34	0	0	82	9	3	6	0	0	13	74	18	34
TOTAL IRELAND WEST(KNOCK)			34	0	0	82	9	3	6	0	0	13	74	18	34
SHANNON	AER ARANN	S	60	0	0	90	3	3	3	0	0	7	83	13	52
TOTAL SHANNON			60	0	0	90	3	3	3	0	0	7	83	13	52
WATERFORD	AER ARANN	S	16	3	0	75	0	25	0	0	0	11	89	7	28
TOTAL WATERFORD			16	3	0	75	0	25	0	0	0	11	89	7	28
TOTAL IRISH REPUBLIC			590	3	0	93	3	3	1	0	0	5	81	15	567
ITALY															
MILAN (MALPENSA)	EASTERN AIRWAYS	C	2	0	0	0	100	0	0	0	0	17	0	0	0
	FLYBE LTD	S	41	0	1	85	5	2	5	2	0	15	60	23	45
TOTAL MILAN (MALPENSA)			43	0	1	81	9	2	5	2	0	15	60	23	45
TOTAL ITALY			43	1	1	81	9	2	5	2	0	15	63	21	51
JAMAICA															
MONTEGO BAY	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	38	27	8
TOTAL MONTEGO BAY			8	0	0	100	0	0	0	0	0	3	38	27	8
TOTAL JAMAICA			8	0	0	100	0	0	0	0	0	3	38	27	8
LITHUANIA															
KAUNAS	RYANAIR	S	18	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL KAUNAS			18	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL LITHUANIA			18	0	0	100	0	0	0	0	0	2	0	0	0
MALTA															
MALTA	RYANAIR	S	16	0	0	88	6	0	6	0	0	9	0	0	0
TOTAL MALTA			16	0	0	88	6	0	6	0	0	9	72	12	18
TOTAL MALTA			16	0	0	88	6	0	6	0	0	9	72	12	18
MEXICO															
CANCUN	THOMSON AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	14	44	40	9
TOTAL CANCUN			8	0	0	63	25	13	0	0	0	14	44	40	9
TOTAL MEXICO			8	0	0	63	25	13	0	0	0	14	40	58	10

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>NETHERLANDS</b>															
AMSTERDAM	BMIBABY LTD	S	112	0	0	76	4	13	8	0	0	15	82	7	108
	KLM	S	178	0	9	84	6	5	5	0	0	10	84	13	182
	KLM CITYHOPPER	S	109	0	0	80	10	6	4	0	0	10	82	14	101
<b>TOTAL AMSTERDAM</b>			<b>399</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>7</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>12</b>	<b>391</b>
<b>TOTAL NETHERLANDS</b>			<b>399</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>7</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>12</b>	<b>391</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	26	0	0	77	8	12	4	0	0	12	15	51	26
<b>TOTAL ISLAMABAD</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>15</b>	<b>51</b>	<b>26</b>
<b>TOTAL PAKISTAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>15</b>	<b>51</b>	<b>26</b>
<b>POLAND</b>															
BYDGOSZCZ	RYANAIR	S	26	0	0	92	8	0	0	0	0	4	92	6	25
<b>TOTAL BYDGOSZCZ</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>4</b>	<b>92</b>	<b>6</b>	<b>25</b>
GDANSK	RYANAIR	S	18	0	0	78	6	11	0	6	0	21	72	10	18
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>10</b>	<b>18</b>
KATOWICE	RYANAIR	S	18	0	0	89	6	6	0	0	0	5	83	7	18
<b>TOTAL KATOWICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>7</b>	<b>18</b>
RZESZOW	RYANAIR	S	16	0	0	100	0	0	0	0	0	2	63	15	16
<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>2</b>	<b>63</b>	<b>15</b>	<b>16</b>
<b>TOTAL POLAND</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>10</b>	<b>101</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	MONARCH AIRLINES	S	24	0	0	79	4	4	13	0	0	20	82	7	34
	RYANAIR	S	18	0	0	89	0	11	0	0	0	8	0	0	0
<b>TOTAL FARO</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>2</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>7</b>	<b>37</b>
<b>TOTAL OPORTO (PORTUGAL)</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>2</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>7</b>	<b>37</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	50	31	10
<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>50</b>	<b>31</b>	<b>10</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>50</b>	<b>31</b>	<b>10</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	26	0	0	100	0	0	0	0	0	3	52	20	25
<b>TOTAL BRATISLAVA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>56</b>	<b>19</b>	<b>27</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>56</b>	<b>19</b>	<b>27</b>
<b>SPAIN</b>															
ALICANTE	BMIBABY LTD	S	18	0	0	67	17	17	0	0	0	14	67	50	18
	EASTERN AIRWAYS	C	2	0	0	0	0	100	0	0	0	43	0	0	0

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)										
ALICANTE	MONARCH AIRLINES	S	48	0	0	92	2	2	4	0	0	6	82	9	49
	RYANAIR	S	34	0	0	97	3	0	0	0	3	71	11	24	
	THOMAS COOK AIRLINES LTD	C	7	0	0	71	14	14	0	0	8	67	15	6	
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	4	50	27	16	
<b>TOTAL ALICANTE</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>19</b>	<b>113</b>	
GERONA	RYANAIR	S	16	0	0	100	0	0	0	0	2	92	9	26	
<b>TOTAL GERONA</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>92</b>	<b>9</b>	<b>26</b>	
MALAGA	BMIBABY LTD	S	12	0	0	83	17	0	0	0	8	77	13	13	
	MONARCH AIRLINES	S	34	0	0	100	0	0	0	0	1	81	17	42	
	RYANAIR	S	22	0	4	100	0	0	0	0	2	68	17	25	
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	7	56	17	9	
<b>TOTAL MALAGA</b>			<b>76</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>16</b>	<b>91</b>	
SEVILLE	EUROPE AIRPOST	C	2	0	0	100	0	0	0	0	5	0	0	0	
<b>TOTAL SEVILLE</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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>221</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>16</b>	<b>236</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MONARCH AIRLINES	S	16	0	0	88	0	6	6	0	9	65	15	26	
	RYANAIR	S	26	1	0	92	8	0	0	0	3	100	1	17	
	THOMAS COOK AIRLINES LTD	C	20	0	0	90	5	5	0	0	7	76	25	17	
	THOMSON AIRWAYS LTD	C	16	0	0	100	0	0	0	0	1	81	15	16	
<b>TOTAL ARRECIFE</b>			<b>78</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>14</b>	<b>76</b>	
FUERTEVENTURA	MONARCH AIRLINES	S	4	0	0	50	0	0	50	0	38	100	1	8	
	RYANAIR	S	16	0	0	100	0	0	0	0	3	0	0	0	
	THOMAS COOK AIRLINES LTD	C	18	2	0	100	0	0	0	0	4	75	11	16	
	THOMSON AIRWAYS LTD	C	7	1	0	86	14	0	0	0	5	80	7	5	
<b>TOTAL FUERTEVENTURA</b>			<b>45</b>	<b>4</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>7</b>	<b>29</b>	
LAS PALMAS	MONARCH AIRLINES	S	14	0	0	100	0	0	0	0	4	41	27	17	
	RYANAIR	S	18	0	0	94	0	6	0	0	4	75	10	16	
	THOMAS COOK AIRLINES LTD	C	8	1	0	88	13	0	0	0	5	55	20	11	
	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	3	73	9	11	
<b>TOTAL LAS PALMAS</b>			<b>49</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>60</b>	<b>17</b>	<b>55</b>	
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	64	0	0	83	11	5	2	0	7	88	6	69	
	RYANAIR	S	26	0	0	100	0	0	0	0	2	76	13	25	
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	0	6	6	0	8	63	17	16	
	THOMSON AIRWAYS LTD	C	34	0	0	88	6	6	0	0	6	83	9	24	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>9</b>	<b>134</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>314</b>	<b>6</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>12</b>	<b>294</b>	
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	46	0	4	93	2	4	0	0	4	85	7	86	
<b>TOTAL GOTEBORG</b>			<b>46</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>7</b>	<b>86</b>	
<b>TOTAL SWEDEN</b>			<b>46</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>7</b>	<b>86</b>	
<b>SWITZERLAND</b>															

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				Actual (7)	Plan (8)										
ZURICH	HELVETIC AIRWAYS	S	172	0	0	94	6	1	0	0	0	3	95	4	166
	SWISS AIRLINES	S	8	0	0	63	25	13	0	0	0	14	70	12	10
<b>TOTAL ZURICH</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>4</b>	<b>176</b>
<b>TOTAL SWITZERLAND</b>			<b>180</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>4</b>	<b>176</b>
<b>TUNISIA</b>															
ENFIDHA	THOMAS COOK AIRLINES LTD	C	10	1	0	80	20	0	0	0	0	5	0	0	0
<b>TOTAL ENFIDHA</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>8</b>	<b>16</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	6	0	0	83	17	0	0	0	0	5	87	7	15
<b>TOTAL ANTALYA</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>0</b>	<b>5</b>	<b>87</b>	<b>7</b>	<b>15</b>
DALAMAN	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	2	67	20	6
<b>TOTAL DALAMAN</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>1</b>	<b>71</b>	<b>17</b>	<b>7</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	40	0	0	83	5	13	0	0	0	9	30	37	40
<b>TOTAL ISTANBUL</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>30</b>	<b>37</b>	<b>40</b>
<b>TOTAL TURKEY</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>49</b>	<b>27</b>	<b>63</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	32	0	2	63	13	3	3	19	0	62	52	34	60
<b>TOTAL ASHKHABAD</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>19</b>	<b>0</b>	<b>62</b>	<b>52</b>	<b>34</b>	<b>60</b>
<b>TOTAL TURKMENISTAN</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>19</b>	<b>0</b>	<b>62</b>	<b>52</b>	<b>34</b>	<b>60</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	120	0	0	74	14	9	3	0	0	12	55	21	118
<b>TOTAL DUBAI</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>21</b>	<b>118</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>21</b>	<b>118</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	FLYBE LTD	S	155	1	1	86	5	6	3	0	0	7	74	28	148
<b>TOTAL ABERDEEN</b>			<b>155</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>28</b>	<b>148</b>
BELFAST CITY (GEORGE BEST)	BMIBABY LTD	S	120	0	0	93	6	2	0	0	0	3	0	0	0
	FLYBE LTD	S	276	0	2	85	9	5	1	0	0	7	83	13	274
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>396</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>13</b>	<b>274</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0	0	50	50	0	0	75	0	0	0
<b>TOTAL BRISTOL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	34	0	0	97	3	0	0	0	0	2	67	23	33
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>23</b>	<b>33</b>
DUNDEE	LOGANAIR	S	86	0	0	94	0	1	3	1	0	7	89	10	79
<b>TOTAL DUNDEE</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>10</b>	<b>79</b>
EDINBURGH	FLYBE LTD	S	348	1	0	92	6	1	1	0	0	4	83	11	314

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 EDINBURGH			348	1	0	92	6	1	1	0	0	4	83	11	314
GLASGOW	FLYBE LTD	S	325	2	3	88	4	4	4	0	0	8	80	16	342
TOTAL GLASGOW			325	2	3	88	4	4	4	0	0	8	80	16	342
GUERNSEY	FLYBE LTD	S	53	0	0	91	6	4	0	0	0	5	73	26	51
TOTAL GUERNSEY			54	0	0	91	6	4	0	0	0	5	73	26	51
INVERNESS	FLYBE LTD	S	51	0	1	82	8	6	4	0	0	8	77	35	52
TOTAL INVERNESS			51	0	1	82	8	6	4	0	0	8	77	35	52
ISLE OF MAN	FLYBE LTD	S	96	0	0	92	3	0	5	0	0	7	67	36	93
TOTAL ISLE OF MAN			96	0	0	92	3	0	5	0	0	7	67	36	93
JERSEY	FLYBE LTD	S	52	0	0	90	4	4	0	2	0	8	77	15	52
TOTAL JERSEY			52	0	0	90	4	4	0	2	0	8	77	15	52
NEWCASTLE	EASTERN AIRWAYS	S	116	2	2	95	0	3	2	0	0	5	88	11	106
TOTAL NEWCASTLE			116	4	2	95	0	3	2	0	0	5	88	11	106
TOTAL UNITED KINGDOM			1717	11	9	90	5	3	2	0	0	6	79	18	1662
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	44	0	0	86	7	0	2	2	2	31	74	23	46
TOTAL NEW YORK (NEWARK)			44	0	0	86	7	0	2	2	2	31	74	23	46
TOTAL USA			45	1	0	87	7	0	2	2	2	30	74	23	46
TOTAL BIRMINGHAM			5898	28	37	88	6	4	2	0	0	8	78	15	6011



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>BARBADOS</b>															
BRIDGETOWN	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	7	33	25	3
TOTAL BRIDGETOWN			2	0	0	100	0	0	0	0	0	7	33	25	3
TOTAL BARBADOS			2	0	0	100	0	0	0	0	0	7	33	25	3
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	147	0	0	90	4	4	1	1	0	7	84	13	139
TOTAL BRUSSELS			147	0	0	90	4	4	1	1	0	7	84	13	139
CHARLEROI	RYANAIR	S	34	0	0	100	0	0	0	0	0	3	91	5	32
TOTAL CHARLEROI			34	0	0	100	0	0	0	0	0	3	91	5	32
TOTAL BELGIUM			181	0	0	92	3	3	1	1	0	6	85	11	171
<b>CYPRUS</b>															
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	18	0	0	100	0	0	0	0	0	2	50	20	16
TOTAL PAPHOS			18	0	0	100	0	0	0	0	0	2	50	20	16
TOTAL CYPRUS			18	0	0	100	0	0	0	0	0	2	50	20	16
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	18	0	0	72	11	6	0	11	0	40	64	16	14
TOTAL PRAGUE			18	0	0	72	11	6	0	11	0	40	64	16	14
TOTAL CZECH REPUBLIC			18	0	0	72	11	6	0	11	0	40	64	16	14
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	102	1	0	87	4	5	2	2	0	11	87	9	90
	NORWEGIAN AIR SHUTTLE	S	16	0	0	69	25	6	0	0	0	11	19	39	16
TOTAL COPENHAGEN			118	1	0	85	7	5	2	2	0	11	76	14	106
TOTAL DENMARK			118	1	0	85	7	5	2	2	0	11	76	14	106
<b>FRANCE</b>															
BEAUVAIS	RYANAIR	S	34	0	0	68	12	18	3	0	0	16	100	2	30
TOTAL BEAUVAIS			34	0	0	68	12	18	3	0	0	16	100	2	30
LYON	EASYJET AIRLINE COMPANY LTD	S	18	0	0	100	0	0	0	0	0	1	96	3	24
TOTAL LYON			18	0	0	100	0	0	0	0	0	1	96	3	24
NICE	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL NICE			2	0	0	100	0	0	0	0	0	0	0	0	0
PARIS (CHARLES DE GAULLE)	CITY JET	S	178	0	0	89	6	4	1	0	0	6	84	13	170
	EASYJET AIRLINE COMPANY LTD	S	34	0	0	100	0	0	0	0	0	2	82	7	34
TOTAL PARIS (CHARLES DE GAULLE)			212	0	0	91	5	4	1	0	0	5	83	12	204
TOTAL FRANCE			266	0	0	88	5	5	1	0	0	6	86	10	258
<b>GERMANY</b>															
BREMEN	RYANAIR	S	26	0	0	100	0	0	0	0	0	1	80	12	30
TOTAL BREMEN			26	0	0	100	0	0	0	0	0	1	80	12	30

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
COLOGNE BONN	EASYJET AIRLINE COMPANY LTD	S	23	0	1	83	13	0	4	0	0	9	0	39	2
	GERMANWINGS	S	34	0	0	91	3	6	0	0	0	5	0	0	0
<b>TOTAL COLOGNE BONN</b>			<b>57</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>39</b>	<b>2</b>
FRANKFURT MAIN	LUFTHANSA	S	60	0	0	78	13	7	2	0	0	11	70	16	56
<b>TOTAL FRANKFURT MAIN</b>			<b>60</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>11</b>	<b>70</b>	<b>16</b>	<b>56</b>
HAHN	RYANAIR	S	26	0	0	73	19	8	0	0	0	9	75	27	32
<b>TOTAL HAHN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>27</b>	<b>32</b>
HANOVER	JET2.COM LTD	C	2	0	0	50	50	0	0	0	0	9	0	0	0
<b>TOTAL HANOVER</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	34	0	0	79	6	3	6	6	0	21	88	8	26
	JET2.COM LTD	C	2	0	0	50	50	0	0	0	0	8	0	0	0
<b>TOTAL MUNICH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>20</b>	<b>88</b>	<b>8</b>	<b>26</b>
NIEDERRHEIN	RYANAIR	S	34	0	0	88	9	3	0	0	0	5	80	7	30
<b>TOTAL NIEDERRHEIN</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>80</b>	<b>7</b>	<b>30</b>
<b>TOTAL GERMANY</b>			<b>241</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>13</b>	<b>225</b>
GREECE															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	23	0	1	100	0	0	0	0	0	1	0	0	0
<b>TOTAL ATHENS</b>			<b>23</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>23</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
GREENLAND															
SONDRE STROMFJORD	JET TIME	C	25	1	0	52	0	4	44	0	0	58	0	0	0
<b>TOTAL SONDRE STROMFJORD</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>4</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREENLAND</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>4</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>
HUNGARY															
BUDAPEST	JET2.COM LTD	S	16	0	0	69	25	6	0	0	0	12	0	0	0
<b>TOTAL BUDAPEST</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL HUNGARY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
IRISH REPUBLIC															
CORK	AER ARANN	S	59	0	0	73	10	8	7	2	0	17	79	16	58
<b>TOTAL CORK</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>16</b>	<b>58</b>
DUBLIN	AER ARANN	S	172	0	0	85	5	3	7	0	0	12	82	26	112
	RYANAIR	S	148	0	0	86	12	1	0	0	0	5	92	7	177
<b>TOTAL DUBLIN</b>			<b>320</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>14</b>	<b>337</b>
IRELAND WEST(KNOCK)	FLYBE LTD	S	26	0	0	100	0	0	0	0	0	1	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>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHANNON	AER ARANN	S	50	0	0	74	4	14	8	0	0	14	0	0	0
<b>TOTAL SHANNON</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>4</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>455</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>15</b>	<b>425</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>																
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	34	0	0	97	3	0	0	0	0	3	61	25	38	
	PAN EUROPEAN AIR SERVICE	C	2	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL MILAN (MALPENSA)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>25</b>	<b>38</b>	
ROME (CIAMPINO)	RYANAIR	S	15	0	1	73	27	0	0	0	0	9	58	16	24	
<b>TOTAL ROME (CIAMPINO)</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>16</b>	<b>24</b>	
<b>TOTAL ITALY</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>60</b>	<b>19</b>	<b>82</b>	
<b>LITHUANIA</b>																
KAUNAS	RYANAIR	S	16	0	0	94	6	0	0	0	0	2	93	2	14	
<b>TOTAL KAUNAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>2</b>	<b>14</b>	
<b>TOTAL LITHUANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>2</b>	<b>14</b>	
<b>MALTA</b>																
MALTA	RYANAIR	S	16	0	0	94	6	0	0	0	0	2	69	11	16	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>11</b>	<b>16</b>	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>11</b>	<b>16</b>	
<b>NETHERLANDS</b>																
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	84	0	0	77	4	7	11	1	0	18	68	16	78	
	KLM	S	176	0	4	84	7	5	4	1	0	11	81	14	167	
	KLM CITYHOPPER	S	116	2	0	80	10	3	4	2	0	12	75	16	109	
<b>TOTAL AMSTERDAM</b>			<b>376</b>	<b>2</b>	<b>4</b>	<b>81</b>	<b>7</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>15</b>	<b>354</b>	
<b>TOTAL NETHERLANDS</b>			<b>376</b>	<b>2</b>	<b>4</b>	<b>81</b>	<b>7</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>15</b>	<b>354</b>	
<b>NORWAY</b>																
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	26	0	0	88	12	0	0	0	0	8	83	7	24	
<b>TOTAL OSLO (GARDERMOEN)</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>8</b>	<b>83</b>	<b>7</b>	<b>24</b>	
SANDEFJORD(TORP)	RYANAIR	S	41	0	1	100	0	0	0	0	0	2	95	6	22	
<b>TOTAL SANDEFJORD(TORP)</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>6</b>	<b>22</b>	
TROMSOE	DAS AIR CARGO(DAIRO AIR SVCS)	C	2	0	0	50	0	0	50	0	0	47	0	0	0	
<b>TOTAL TROMSOE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>71</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>7</b>	<b>46</b>	
<b>POLAND</b>																
GDANSK	RYANAIR	S	18	0	0	89	6	0	0	0	6	30	82	55	17	
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>30</b>	<b>82</b>	<b>55</b>	<b>17</b>	
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	24	0	0	79	13	8	0	0	0	6	73	11	22	
	RYANAIR	S	26	0	0	77	19	4	0	0	0	7	75	39	24	
<b>TOTAL KRAKOW</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>25</b>	<b>46</b>	
LODZ LUBLINEK	RYANAIR	S	16	0	0	100	0	0	0	0	0	3	86	9	14	
<b>TOTAL LODZ LUBLINEK</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>86</b>	<b>9</b>	<b>14</b>	
POZNAN	RYANAIR	S	16	0	0	75	19	6	0	0	0	8	81	9	16	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 POZANAN			16	0	0	75	19	6	0	0	0	8	81	9	16
TOTAL POLAND			100	0	0	83	12	4	0	0	1	10	78	25	93
PORTUGAL(EXCLUDING MADEIRA)															
FARO	RYANAIR	S	14	0	0	93	7	0	0	0	0	6	43	23	14
TOTAL FARO			14	0	0	93	7	0	0	0	0	6	54	19	28
LISBON	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	1	50	9	2
TOTAL LISBON			4	0	0	100	0	0	0	0	0	1	50	9	2
TOTAL PORTUGAL(EXCLUDING MADEIRA)			18	0	0	94	6	0	0	0	0	5	53	18	30
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	18	0	0	100	0	0	0	0	0	1	88	4	16
TOTAL BRATISLAVA			18	0	0	100	0	0	0	0	0	1	88	4	16
TOTAL SLOVAK REPUBLIC			18	0	0	100	0	0	0	0	0	1	88	4	16
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	1	0	0	0
	RYANAIR	S	22	0	0	95	5	0	0	0	0	3	85	39	26
TOTAL ALICANTE			24	0	0	96	4	0	0	0	0	3	85	39	26
BARCELONA	RYANAIR	S	34	0	0	76	18	6	0	0	0	9	37	30	30
TOTAL BARCELONA			34	0	0	76	18	6	0	0	0	9	37	30	30
MADRID	EASYJET AIRLINE COMPANY LTD	S	50	0	0	68	16	14	2	0	0	13	69	22	48
TOTAL MADRID			50	0	0	68	16	14	2	0	0	13	69	22	48
MALAGA	RYANAIR	S	22	0	0	100	0	0	0	0	0	3	90	7	31
TOTAL MALAGA			22	0	0	100	0	0	0	0	0	3	90	7	31
MURCIA SAN JAVIER	JET2.COM LTD	S	18	0	0	78	11	11	0	0	0	9	0	0	0
TOTAL MURCIA SAN JAVIER			18	0	0	78	11	11	0	0	0	9	0	0	0
TOTAL SPAIN			148	0	0	80	11	7	1	0	0	9	70	24	135
SPAIN(CANARY ISLANDS)															
ARRECIFE	RYANAIR	S	18	0	0	67	22	11	0	0	0	12	75	14	24
	THOMSON AIRWAYS LTD	C	7	0	0	86	0	0	14	0	0	10	0	0	0
TOTAL ARRECIFE			25	0	0	72	16	8	4	0	0	11	75	14	24
FUERTEVENTURA	RYANAIR	S	10	0	0	90	10	0	0	0	0	4	31	63	16
TOTAL FUERTEVENTURA			10	0	0	90	10	0	0	0	0	4	31	63	16
LAS PALMAS	RYANAIR	S	8	0	0	88	13	0	0	0	0	4	79	11	14
	THOMSON AIRWAYS LTD	C	8	0	0	50	25	13	13	0	0	22	0	0	0
TOTAL LAS PALMAS			16	0	0	69	19	6	6	0	0	13	79	11	14
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	16	0	0	100	0	0	0	0	0	1	0	0	0
	RYANAIR	S	26	0	0	96	0	0	4	0	0	5	88	5	24
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	8	88	4	8
TOTAL TENERIFE (SURREINA SOFIA)			50	0	0	96	2	0	2	0	0	4	88	5	32

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 SPAIN(CANARY ISLANDS)			101	0	0	85	9	3	3	0	0	7	72	19	86
SWEDEN															
GOTEBORG	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL GOTEBORG			2	0	0	100	0	0	0	0	0	0	0	0	0
GOTEBORG (SAVE)	RYANAIR	S	26	0	0	100	0	0	0	0	0	0	92	4	24
TOTAL GOTEBORG (SAVE)			26	0	0	100	0	0	0	0	0	0	92	4	24
STOCKHOLM (ARLANDA)	JET2.COM LTD	C	2	0	0	50	50	0	0	0	0	15	0	0	0
TOTAL STOCKHOLM (ARLANDA)			2	0	0	50	50	0	0	0	0	15	44	83	16
STOCKHOLM (SKAVSTA)	RYANAIR	S	34	0	0	88	6	3	3	0	0	7	95	4	22
TOTAL STOCKHOLM (SKAVSTA)			34	0	0	88	6	3	3	0	0	7	95	4	22
TOTAL SWEDEN			64	0	0	92	5	2	2	0	0	4	81	24	62
SWITZERLAND															
BASLE MULHOUSE	EASYJET SWITZERLAND	S	26	0	0	88	4	0	0	8	0	21	0	0	0
TOTAL BASLE MULHOUSE			26	0	0	88	4	0	0	8	0	21	0	0	0
GENEVA	EASYJET AIRLINE COMPANY LTD	S	34	0	0	88	12	0	0	0	0	5	82	16	38
TOTAL GENEVA			34	0	0	88	12	0	0	0	0	5	82	16	38
ZURICH	BMI REGIONAL	S	22	0	0	86	5	5	5	0	0	6	95	3	22
TOTAL ZURICH			22	0	0	86	5	5	5	0	0	6	95	3	22
TOTAL SWITZERLAND			82	0	0	88	7	1	1	2	0	10	87	11	60
UNITED KINGDOM															
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	184	0	0	96	3	1	1	0	0	3	89	7	178
TOTAL BELFAST CITY (GEORGE BEST)			184	0	0	96	3	1	1	0	0	3	89	7	178
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	160	0	0	99	0	0	1	0	0	2	82	9	140
TOTAL BELFAST INTERNATIONAL			160	0	0	99	0	0	1	0	0	2	82	9	140
BIRMINGHAM	FLYBE LTD	S	347	0	1	91	5	2	1	0	0	6	83	16	317
TOTAL BIRMINGHAM			347	1	1	91	5	2	1	0	0	6	83	16	317
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	188	0	0	95	5	1	0	0	0	2	87	7	189
TOTAL BRISTOL			188	0	0	95	5	1	0	0	0	2	87	7	189
CARDIFF WALES	FLYBE LTD	S	126	0	0	92	3	5	0	0	0	5	86	17	108
TOTAL CARDIFF WALES			126	0	0	92	3	5	0	0	0	5	83	19	139
EAST MIDLANDS INTERNATIONAL	BMIBABY LTD	S	128	0	0	94	2	4	0	0	0	3	82	16	118
TOTAL EAST MIDLANDS INTERNATIONAL			128	0	0	94	2	4	0	0	0	3	82	16	118
EXETER	FLYBE LTD	S	76	0	0	87	11	0	3	0	0	6	72	21	78
TOTAL EXETER			76	0	0	87	11	0	3	0	0	6	72	21	78
GATWICK	BRITISH AIRWAYS PLC	S	233	1	0	79	12	8	2	0	0	10	88	14	224
	EASYJET AIRLINE COMPANY LTD	S	198	0	0	85	9	5	2	0	0	6	74	12	206
TOTAL GATWICK			431	1	0	81	10	6	2	0	0	8	81	13	430
HEATHROW	BMI BRITISH MIDLAND	S	336	0	0	87	7	4	2	1	0	9	72	18	373

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
HEATHROW	BRITISH AIRWAYS PLC	S	496	0	0	83	10	4	2	1	0	10	73	22	503
<b>TOTAL HEATHROW</b>			<b>832</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>20</b>	<b>876</b>
ISLE OF MAN	LOGANAIR	S	41	0	0	78	2	7	12	0	0	14	82	23	44
<b>TOTAL ISLE OF MAN</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>2</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>23</b>	<b>44</b>
KIRKWALL	LOGANAIR	S	114	0	0	88	7	0	4	1	0	9	85	8	116
<b>TOTAL KIRKWALL</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>8</b>	<b>116</b>
LEEDS BRADFORD	BMI REGIONAL	S	78	0	0	87	3	6	4	0	0	7	96	2	77
<b>TOTAL LEEDS BRADFORD</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>96</b>	<b>2</b>	<b>77</b>
LONDON CITY	BA CITYFLYER LTD	S	372	0	0	85	6	4	4	1	0	10	88	9	312
	CITY JET	S	129	0	0	74	11	9	6	0	0	14	80	12	252
<b>TOTAL LONDON CITY</b>			<b>501</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>10</b>	<b>564</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	188	0	0	89	5	3	1	2	0	8	77	11	158
<b>TOTAL LUTON</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>11</b>	<b>158</b>
MANCHESTER	BMI REGIONAL	S	223	0	0	94	5	0	0	0	0	2	93	5	227
	FLYBE LTD	S	139	0	1	83	7	4	5	0	0	10	91	8	148
<b>TOTAL MANCHESTER</b>			<b>362</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>6</b>	<b>375</b>
MANSTON (KENT INT)	FLYBE LTD	S	33	0	1	91	6	0	3	0	0	5	91	8	54
<b>TOTAL MANSTON (KENT INT)</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>8</b>	<b>54</b>
NORWICH	FLYBE LTD	S	100	0	4	84	3	2	9	0	2	20	80	32	93
<b>TOTAL NORWICH</b>			<b>100</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>3</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>80</b>	<b>32</b>	<b>93</b>
SOUTHAMPTON	FLYBE LTD	S	309	0	3	87	6	4	4	0	0	9	83	13	258
<b>TOTAL SOUTHAMPTON</b>			<b>309</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>13</b>	<b>258</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	264	0	0	97	2	0	1	0	0	2	84	8	268
<b>TOTAL STANSTED</b>			<b>264</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>8</b>	<b>268</b>
STORNOWAY	LOGANAIR	S	100	0	0	81	4	5	9	1	0	14	67	28	91
<b>TOTAL STORNOWAY</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>28</b>	<b>91</b>
SUMBURGH	LOGANAIR	S	110	0	0	77	13	1	7	2	0	17	77	20	101
<b>TOTAL SUMBURGH</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>1</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>20</b>	<b>101</b>
WICK	LOGANAIR	S	51	0	0	78	10	6	4	2	0	15	76	28	38
<b>TOTAL WICK</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>28</b>	<b>38</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4724</b>	<b>2</b>	<b>10</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>14</b>	<b>4705</b>
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	58	0	0	74	7	10	9	0	0	15	69	23	54
<b>TOTAL NEW YORK (NEWARK)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>7</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>23</b>	<b>54</b>
<b>TOTAL USA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>7</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>23</b>	<b>54</b>
<b>TOTAL EDINBURGH</b>			<b>7206</b>	<b>8</b>	<b>18</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>14</b>	<b>7015</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	42	0	0	76	12	7	5	0	0	11	84	5	43
TOTAL TIRANA			42	0	0	76	12	7	5	0	0	11	84	5	43
TOTAL ALBANIA			42	0	0	76	12	7	5	0	0	11	84	5	43
<b>ALGERIA</b>															
HASSI MESSAOUD	MONARCH AIRLINES	C	26	0	0	92	8	0	0	0	0	4	69	10	26
TOTAL HASSI MESSAOUD			26	0	0	92	8	0	0	0	0	4	69	10	26
TOTAL ALGERIA			26	0	0	92	8	0	0	0	0	4	69	10	26
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	BRITISH AIRWAYS PLC	S	9	0	0	89	11	0	0	0	0	5	75	11	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	25	0	0	64	12	16	8	0	0	21	69	13	16
TOTAL ANTIGUA			34	0	0	71	12	12	6	0	0	17	71	12	24
TOTAL ANTIGUA AND BARBUDA			34	0	0	71	12	12	6	0	0	17	71	12	24
<b>AUSTRIA</b>															
SALZBURG	BRITISH AIRWAYS PLC	S	42	0	0	90	5	0	0	5	0	12	90	5	42
TOTAL SALZBURG			42	0	0	90	5	0	0	5	0	12	90	5	42
VIENNA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	78	5	7	10	0	0	14	84	10	111
TOTAL VIENNA			61	0	0	79	5	7	10	0	0	14	84	10	111
TOTAL AUSTRIA			103	0	0	83	5	4	6	2	0	13	86	9	153
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	60	0	0	92	5	3	0	0	0	4	87	10	68
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	0	0	25	0	0	28	50	63	26
	THOMSON AIRWAYS LTD	C	18	0	0	67	22	6	6	0	0	17	65	56	26
	VIRGIN ATLANTIC AIRWAYS LTD	S	49	0	0	76	10	2	10	2	0	19	63	25	54
TOTAL BRIDGETOWN			143	0	0	81	8	3	7	1	0	13	71	29	174
TOTAL BARBADOS			143	0	0	81	8	3	7	1	0	13	71	29	174
<b>BELARUS</b>															
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	26	0	0	81	4	15	0	0	0	9	67	15	24
TOTAL MINSK INT'L			26	0	0	81	4	15	0	0	0	9	67	15	24
TOTAL BELARUS			26	0	0	81	4	15	0	0	0	9	67	15	24
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	43	0	0	95	5	0	0	0	0	2	98	2	41
TOTAL BERMUDA			43	0	0	95	5	0	0	0	0	2	98	2	41
TOTAL BERMUDA			43	0	0	95	5	0	0	0	0	2	98	2	41
<b>BULGARIA</b>															
SOFIA	EASYJET AIRLINE COMPANY LTD	S	46	0	0	89	4	4	2	0	0	4	94	4	50
TOTAL SOFIA			46	0	0	89	4	4	2	0	0	4	94	4	50

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 BULGARIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>4</b>	<b>50</b>
<b>CANADA</b>															
CALGARY	AIR TRANSAT	S	9	0	0	56	22	11	11	0	0	22	0	0	0
<b>TOTAL CALGARY</b>			<b>9</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>22</b>	<b>50</b>	<b>21</b>	<b>8</b>
TORONTO	AIR TRANSAT	S	48	0	0	79	15	6	0	0	0	9	55	23	22
<b>TOTAL TORONTO</b>			<b>48</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>67</b>	<b>17</b>	<b>30</b>
VANCOUVER	AIR TRANSAT	S	9	0	0	33	33	33	0	0	0	22	0	0	0
<b>TOTAL VANCOUVER</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>78</b>	<b>24</b>	<b>9</b>
<b>TOTAL CANADA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>19</b>	<b>47</b>
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	10	0	0	40	40	20	0	0	0	21	75	15	8
<b>TOTAL BOA VISTA (RABIL)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>15</b>	<b>8</b>
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	16	0	0	63	25	6	6	0	0	18	40	25	10
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>40</b>	<b>25</b>	<b>10</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>31</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>21</b>	<b>18</b>
<b>CROATIA</b>															
DUBROVNIK	BRITISH AIRWAYS PLC	S	18	0	0	94	0	6	0	0	0	3	91	6	34
<b>TOTAL DUBROVNIK</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>3</b>	<b>86</b>	<b>8</b>	<b>36</b>
ZAGREB	CROATIA AIRLINES	S	19	0	0	74	11	0	16	0	0	23	88	8	26
	EASYJET AIRLINE COMPANY LTD	S	42	0	0	86	10	0	5	0	0	8	0	0	0
<b>TOTAL ZAGREB</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>8</b>	<b>26</b>
<b>TOTAL CROATIA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>8</b>	<b>62</b>
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	3	60	38	5
<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>3</b>	<b>60</b>	<b>38</b>	<b>5</b>
HAVANA	CUBANA	S	8	0	0	63	25	13	0	0	0	12	50	15	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	25	0	1	88	4	8	0	0	0	7	35	51	17
<b>TOTAL HAVANA</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>40</b>	<b>39</b>	<b>25</b>
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	4	0	0	75	25	0	0	0	0	7	100	0	4
	THOMSON AIRWAYS LTD	C	9	0	0	78	11	11	0	0	0	9	70	9	10
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>6</b>	<b>14</b>
<b>TOTAL CUBA</b>			<b>50</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>57</b>	<b>35</b>	<b>51</b>
<b>CYPRUS</b>															
LARNACA	EASYJET AIRLINE COMPANY LTD	S	42	0	0	90	5	2	2	0	0	6	72	11	46
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	1	67	9	3
<b>TOTAL LARNACA</b>			<b>44</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>6</b>	<b>71</b>	<b>11</b>	<b>55</b>
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	68	0	0	91	3	4	1	0	0	7	84	9	64
	THOMAS COOK AIRLINES LTD	C	14	0	0	79	7	14	0	0	0	10	100	3	13



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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
PAPHOS	THOMSON AIRWAYS LTD	C	34	0	0	79	12	6	3	0	0	11	71	10	17
<b>TOTAL PAPHOS</b>			<b>116</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>9</b>	<b>83</b>	<b>12</b>	<b>96</b>
<b>TOTAL CYPRUS</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>12</b>	<b>151</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	104	0	0	95	1	4	0	0	0	3	77	14	99
<b>TOTAL PRAGUE</b>			<b>104</b>	<b>1</b>	<b>0</b>	<b>95</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>14</b>	<b>99</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>104</b>	<b>1</b>	<b>0</b>	<b>95</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>14</b>	<b>99</b>
<b>DENMARK</b>															
BILLUND	CIMBER AIR A/S	S	123	0	0	86	4	5	5	0	0	9	75	20	111
<b>TOTAL BILLUND</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>20</b>	<b>111</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	102	0	0	93	5	2	0	0	0	3	81	14	103
	NORWEGIAN AIR SHUTTLE	S	156	0	0	85	6	7	2	0	0	7	64	25	111
<b>TOTAL COPENHAGEN</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>20</b>	<b>214</b>
<b>TOTAL DENMARK</b>			<b>381</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>19</b>	<b>350</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	8	78	17	9
<b>TOTAL PUERTO PLATA</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>64</b>	<b>27</b>	<b>14</b>
PUNTA CANA	BRITISH AIRWAYS PLC	S	16	0	0	63	25	13	0	0	0	11	71	30	17
	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	3	88	9	8
<b>TOTAL PUNTA CANA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>20</b>	<b>29</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>19</b>	<b>59</b>
<b>EGYPT</b>															
HURGHADA	EASYJET AIRLINE COMPANY LTD	S	24	0	0	100	0	0	0	0	0	3	81	8	26
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	20	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	11	11	0	0	0	9	59	30	17
	THOMSON AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	13	0	0	0
<b>TOTAL HURGHADA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>16</b>	<b>59</b>
<b>LUXOR</b>															
LUXOR	EASYJET AIRLINE COMPANY LTD	S	18	0	0	100	0	0	0	0	0	2	94	5	16
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	5	80	13	20
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	20	10	0	0	0	8	100	0	8
	THOMSON AIRWAYS LTD	C	10	0	0	70	20	10	0	0	0	10	88	4	8
<b>TOTAL LUXOR</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>7</b>	<b>52</b>
<b>MARSA ALAM</b>															
MARSA ALAM	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	1	8
<b>TOTAL MARSA ALAM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>1</b>	<b>8</b>
<b>SHARM EL SHEIKH (OPHIRA)</b>															
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	73	0	0	93	3	1	3	0	0	6	65	23	65
	MONARCH AIRLINES	S	24	0	2	75	13	13	0	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	24	0	0	83	17	0	0	0	0	5	86	6	36
	THOMSON AIRWAYS LTD	C	41	0	0	63	32	5	0	0	0	12	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>163</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>22</b>	<b>218</b>
<b>TABA</b>															
TABA	MONARCH AIRLINES	C	9	0	0	78	22	0	0	0	0	5	71	15	17

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				Actual (7)	Plan (8)										
TABA	THOMSON AIRWAYS LTD	C	10	0	0	60	30	0	0	0	10	156	89	18	9
<b>TOTAL TABA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>77</b>	<b>16</b>	<b>26</b>
<b>TOTAL EGYPT</b>			<b>288</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>17</b>	<b>377</b>
<b>ESTONIA</b>															
TALLIN	ESTONIAN AIR	S	16	0	0	88	13	0	0	0	0	5	73	14	15
<b>TOTAL TALLIN</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>5</b>	<b>73</b>	<b>14</b>	<b>15</b>
<b>TOTAL ESTONIA</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>5</b>	<b>73</b>	<b>14</b>	<b>15</b>
<b>FINLAND</b>															
HELSINKI	NORWEGIAN AIR SHUTTLE	S	60	0	0	73	15	12	0	0	0	10	0	0	0
<b>TOTAL HELSINKI</b>			<b>60</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>10</b>	<b>90</b>	<b>6</b>	<b>42</b>
KITTLA	JET2.COM LTD	C	2	0	0	50	50	0	0	0	0	10	0	0	0
<b>TOTAL KITTLA</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>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FINLAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>11</b>	<b>46</b>
<b>FRANCE</b>															
BORDEAUX	BRITISH AIRWAYS PLC	S	119	0	0	94	3	3	0	0	0	4	93	4	120
	EASYJET AIRLINE COMPANY LTD	S	46	0	0	96	0	4	0	0	0	3	91	8	46
<b>TOTAL BORDEAUX</b>			<b>165</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>5</b>	<b>166</b>
LYON	EASYJET AIRLINE COMPANY LTD	S	94	0	0	91	5	0	1	2	0	9	66	18	90
<b>TOTAL LYON</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>18</b>	<b>92</b>
MARSEILLE	AIR MEDITERRANEE	C	6	0	0	50	17	17	0	17	0	47	0	0	0
	BRITISH AIRWAYS PLC	S	103	0	0	84	10	6	0	0	0	7	93	4	104
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	90	8	0	2	0	0	5	88	10	60
<b>TOTAL MARSEILLE</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>6</b>	<b>164</b>
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	38	0	0	87	8	5	0	0	0	7	92	11	36
<b>TOTAL MONTPELLIER</b>			<b>38</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>7</b>	<b>92</b>	<b>11</b>	<b>36</b>
NANTES	FLYBE LTD	S	83	0	1	83	7	1	7	1	0	14	81	10	52
<b>TOTAL NANTES</b>			<b>83</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>7</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>10</b>	<b>52</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	120	0	0	84	12	4	0	0	0	6	68	18	108
<b>TOTAL NICE</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>18</b>	<b>108</b>
TOULOUSE (BLAGNAC)	EASYJET AIRLINE COMPANY LTD	S	136	0	0	83	11	6	0	0	0	7	72	12	138
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>12</b>	<b>138</b>
<b>TOTAL FRANCE</b>			<b>805</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>11</b>	<b>756</b>
<b>GAMBIA</b>															
BANJUL	MONARCH AIRLINES	C	18	0	0	78	17	6	0	0	0	9	76	7	17
	THOMAS COOK AIRLINES LTD	C	35	0	0	86	9	3	3	0	0	12	54	27	24
<b>TOTAL BANJUL</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>18</b>	<b>41</b>
<b>TOTAL GAMBIA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>18</b>	<b>41</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	172	0	0	93	5	2	1	0	0	4	76	12	170
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>12</b>	<b>170</b>
COLOGNE BONN	EASYJET AIRLINE COMPANY LTD	S	84	0	0	83	15	1	0	0	0	6	57	23	102
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	30	0	0	0
	TUIFLY (GERMANY)	C	4	0	0	25	25	50	0	0	0	25	0	0	0
<b>TOTAL COLOGNE BONN</b>			<b>90</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>57</b>	<b>23</b>	<b>102</b>
DUSSELDORF	EASYJET AIRLINE COMPANY LTD	S	82	0	0	85	6	5	4	0	0	8	69	22	58
<b>TOTAL DUSSELDORF</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>16</b>	<b>204</b>
FRANKFURT MAIN	LUFTHANSA	S	120	2	0	83	8	7	3	0	0	9	0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>120</b>	<b>3</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	84	0	0	86	12	2	0	0	0	6	77	15	103
<b>TOTAL HAMBURG</b>			<b>84</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>6</b>	<b>77</b>	<b>15</b>	<b>103</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	128	0	0	84	11	2	3	0	0	7	81	11	137
<b>TOTAL MUNICH</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>11</b>	<b>137</b>
NUREMBERG	AIR BERLIN	S	96	0	0	88	10	2	0	0	0	5	0	0	0
<b>TOTAL NUREMBERG</b>			<b>96</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>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>773</b>	<b>4</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>15</b>	<b>716</b>
<b>GIBRALTAR</b>															
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	S	59	0	0	88	7	3	0	2	0	11	78	22	60
<b>TOTAL GIBRALTAR</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>22</b>	<b>60</b>
<b>TOTAL GIBRALTAR</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>22</b>	<b>60</b>
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	96	0	0	93	2	4	1	0	0	4	71	17	99
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	20	0	0	0
	THOMSON AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	20	0	0	0
<b>TOTAL ATHENS</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>16</b>	<b>101</b>
CHANIA	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL CHANIA</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>
CORFU	EASYJET AIRLINE COMPANY LTD	S	6	0	0	100	0	0	0	0	0	0	100	3	4
<b>TOTAL CORFU</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>3</b>	<b>4</b>
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	12	0	0	100	0	0	0	0	0	2	100	0	2
<b>TOTAL HERAKLION</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>2</b>
RHODES	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL RHODES</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>
SALONIKA	BRITISH AIRWAYS PLC	S	24	0	0	79	8	4	0	8	0	23	94	4	34
	EASYJET AIRLINE COMPANY LTD	S	34	0	0	88	9	0	0	0	3	15	94	5	34
<b>TOTAL SALONIKA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>18</b>	<b>95</b>	<b>4</b>	<b>110</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 GREECE			183	0	0	90	4	4	1	1	1	8	84	10	219
GRENADA															
GRENADA	BRITISH AIRWAYS PLC	S	18	0	0	78	0	11	6	6	0	26	78	8	18
	MONARCH AIRLINES	C	4	0	0	50	25	25	0	0	0	13	50	30	4
	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	63	0	13	25	0	0	34	63	23	8
TOTAL GRENADA			30	0	0	70	3	13	10	3	0	27	70	15	30
TOTAL GRENADA			30	0	0	70	3	13	10	3	0	27	70	15	30
HUNGARY															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	46	0	0	93	4	2	0	0	0	2	75	12	60
	MALEV (HUNGARIAN AIRLINES)	S	112	0	0	59	24	12	5	0	0	17	59	18	110
TOTAL BUDAPEST			159	0	0	69	18	9	4	0	0	13	65	16	170
TOTAL HUNGARY			159	0	0	69	18	9	4	0	0	13	65	16	170
ICELAND															
KEFLAVIK	ASTRAEUS LTD	S	33	12	2	39	21	21	18	0	0	34	70	15	56
	CSA CZECH AIRLINES	S	16	0	0	6	63	31	0	0	0	27	0	0	0
TOTAL KEFLAVIK			49	12	2	29	35	24	12	0	0	32	70	15	56
TOTAL ICELAND			49	12	2	29	35	24	12	0	0	32	70	15	56
INDIA															
GOA	MONARCH AIRLINES	C	16	0	0	69	13	6	13	0	0	15	47	83	15
	THOMAS COOK AIRLINES LTD	C	7	0	0	43	29	0	29	0	0	55	43	22	7
	THOMSON AIRWAYS LTD	C	7	0	0	57	14	0	0	0	29	141	43	36	14
TOTAL GOA			30	0	0	60	17	3	13	0	7	53	44	53	36
TOTAL INDIA			30	0	0	60	17	3	13	0	7	53	44	53	36
IRISH REPUBLIC															
CORK	AER LINGUS	S	60	0	0	83	15	2	0	0	0	6	76	10	58
	RYANAIR	S	60	0	0	90	0	7	3	0	0	6	88	10	60
TOTAL CORK			120	0	0	87	8	4	2	0	0	6	82	10	118
DUBLIN	AER LINGUS	S	338	0	0	88	6	3	2	0	0	6	79	23	236
	RYANAIR	S	264	0	0	92	5	3	0	0	0	4	90	9	308
TOTAL DUBLIN			602	0	0	90	6	3	1	0	0	5	85	15	544
IRELAND WEST(KNOCK)	AER LINGUS	S	54	0	0	78	13	6	4	0	0	11	82	7	34
TOTAL IRELAND WEST(KNOCK)			54	0	0	78	13	6	4	0	0	11	82	7	34
SHANNON	RYANAIR	S	50	0	0	84	6	10	0	0	0	9	79	17	52
TOTAL SHANNON			50	0	0	84	6	10	0	0	0	9	79	17	52
TOTAL IRISH REPUBLIC			826	0	0	88	6	4	1	0	0	6	84	14	748
ITALY															
BOLOGNA	BRITISH AIRWAYS PLC	S	118	0	0	74	19	6	1	0	0	10	89	7	166
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	95	5	0	0	0	0	3	0	0	0
TOTAL BOLOGNA			178	0	0	81	15	4	1	0	0	8	89	7	200

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
CATANIA (FONTANAROSSA)	BRITISH AIRWAYS PLC	S	18	0	0	67	22	11	0	0	0	14	85	21	26
	EASYJET AIRLINE COMPANY LTD	S	18	0	0	44	11	39	6	0	0	21	0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>85</b>	<b>21</b>	<b>26</b>
FLORENCE	MERIDIANA AIR	S	77	0	1	87	5	5	3	0	0	8	72	13	116
<b>TOTAL FLORENCE</b>			<b>77</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>13</b>	<b>116</b>
GENOA	BRITISH AIRWAYS PLC	S	59	0	1	69	17	10	0	3	0	19	90	5	60
	THOMSON AIRWAYS LTD	C	2	0	0	0	0	50	50	0	0	60	0	0	0
<b>TOTAL GENOA</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>90</b>	<b>5</b>	<b>60</b>
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	120	0	0	83	8	5	4	0	0	9	77	17	60
<b>TOTAL MILAN (LINATE)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>17</b>	<b>60</b>
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	212	0	0	89	4	4	2	0	0	8	65	25	222
<b>TOTAL MILAN (MALPENSA)</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>25</b>	<b>222</b>
NAPLES	BRITISH AIRWAYS PLC	S	70	0	0	69	21	6	3	1	0	16	84	8	120
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	87	8	5	0	0	0	7	88	9	59
<b>TOTAL NAPLES</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>8</b>	<b>179</b>
PALERMO	EASYJET AIRLINE COMPANY LTD	S	26	0	0	77	19	4	0	0	0	8	61	19	18
<b>TOTAL PALERMO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>61</b>	<b>19</b>	<b>18</b>
PISA	EASYJET AIRLINE COMPANY LTD	S	69	0	1	88	10	0	1	0	0	6	62	21	60
<b>TOTAL PISA</b>			<b>69</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>62</b>	<b>21</b>	<b>60</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	60	0	0	77	12	10	2	0	0	11	90	5	60
	EASYJET AIRLINE COMPANY LTD	S	176	1	0	93	4	3	0	0	0	3	73	15	175
<b>TOTAL ROME (FIUMICINO)</b>			<b>236</b>	<b>1</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>77</b>	<b>12</b>	<b>235</b>
TURIN	BRITISH AIRWAYS PLC	S	66	0	0	80	11	5	5	0	0	11	87	7	84
<b>TOTAL TURIN</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>7</b>	<b>84</b>
VENICE	BRITISH AIRWAYS PLC	S	129	0	1	84	9	2	5	0	0	8	92	4	176
	EASYJET AIRLINE COMPANY LTD	S	112	0	0	84	7	6	3	0	0	8	74	20	120
	JET2.COM LTD	C	2	0	0	0	0	0	100	0	0	129	0	0	0
<b>TOTAL VENICE</b>			<b>243</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>11</b>	<b>298</b>
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	60	0	0	90	5	2	3	0	0	8	82	6	61
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	92	5	2	2	0	0	4	0	0	0
<b>TOTAL VERONA VILLAFRANCA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>6</b>	<b>61</b>
<b>TOTAL ITALY</b>			<b>1574</b>	<b>1</b>	<b>4</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>12</b>	<b>1738</b>
JAMAICA															
KINGSTON	BRITISH AIRWAYS PLC	S	17	0	0	65	29	6	0	0	0	14	83	8	18
	VIRGIN ATLANTIC AIRWAYS LTD	S	15	0	0	27	40	20	13	0	0	34	50	21	18
<b>TOTAL KINGSTON</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>34</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>67</b>	<b>14</b>	<b>36</b>
MONTEGO BAY	BRITISH AIRWAYS PLC	S	16	0	0	63	13	13	13	0	0	22	81	10	16
	THOMSON AIRWAYS LTD	C	14	0	0	86	14	0	0	0	0	6	58	33	19
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	39	39	6	17	0	0	32	35	29	17
<b>TOTAL MONTEGO BAY</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>24</b>	<b>60</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 JAMAICA			81	0	0	56	27	9	9	0	0	22	60	20	96
JORDAN															
AMMAN	EASYJET AIRLINE COMPANY LTD	S	26	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL AMMAN			26	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL JORDAN			26	0	0	100	0	0	0	0	0	3	50	13	8
KENYA															
MOMBASA	THOMSON AIRWAYS LTD	C	9	0	0	56	22	11	11	0	0	24	100	2	8
TOTAL MOMBASA			10	0	0	50	20	20	10	0	0	27	46	22	24
TOTAL KENYA			10	0	0	50	20	20	10	0	0	27	44	23	25
KOSOVO															
PRISTINA	BRITISH AIRWAYS PLC	S	26	0	0	73	15	12	0	0	0	10	77	8	26
TOTAL PRISTINA			26	0	0	73	15	12	0	0	0	10	77	8	26
TOTAL KOSOVO			26	0	0	73	15	12	0	0	0	10	77	8	26
LATVIA															
RIGA	AIR BALTIC	S	60	0	0	73	23	0	3	0	0	12	67	15	60
TOTAL RIGA			60	0	0	73	23	0	3	0	0	12	67	15	60
TOTAL LATVIA			60	0	0	73	23	0	3	0	0	12	67	15	60
LITHUANIA															
KAUNAS	RYANAIR	S	42	0	0	88	2	2	7	0	0	8	77	10	60
TOTAL KAUNAS			42	0	0	88	2	2	7	0	0	8	77	10	60
TOTAL LITHUANIA			42	0	0	88	2	2	7	0	0	8	77	10	60
MALAYSIA															
KUALA LUMPUR (SEPANG)	AIR ASIA	S	26	0	0	42	19	35	4	0	0	25	0	0	0
TOTAL KUALA LUMPUR (SEPANG)			26	0	0	42	19	35	4	0	0	25	0	0	0
TOTAL MALAYSIA			26	0	0	42	19	35	4	0	0	25	0	0	0
MALDIVES ISLANDS															
MALE INTERNATIONAL	BRITISH AIRWAYS PLC	S	25	0	0	76	16	8	0	0	0	10	88	6	26
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	5	69	48	16
TOTAL MALE INTERNATIONAL			33	0	0	82	12	6	0	0	0	8	81	22	43
TOTAL MALDIVES ISLANDS			33	0	0	82	12	6	0	0	0	8	81	22	43
MALTA															
MALTA	AIR MALTA	S	60	0	0	98	0	0	0	2	0	5	89	7	62
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	88	12	0	0	0	0	4	80	11	60
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	0	93	4	14
TOTAL MALTA			130	0	0	94	5	0	0	1	0	4	85	9	136
TOTAL MALTA			130	0	0	94	5	0	0	1	0	4	85	9	136

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>MAURITIUS</b>															
MAURITIUS	BRITISH AIRWAYS PLC	S	25	0	0	96	0	4	0	0	0	5	0	0	0
TOTAL MAURITIUS			25	0	0	96	0	4	0	0	0	5	0	0	0
TOTAL MAURITIUS			25	0	0	96	0	4	0	0	0	5	0	0	0
<b>MEXICO</b>															
CANCUN	BRITISH AIRWAYS PLC	S	26	0	0	69	12	12	8	0	0	15	81	6	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	10	38	65	16
	THOMSON AIRWAYS LTD	C	35	0	0	54	31	14	0	0	0	14	59	52	32
TOTAL CANCUN			69	0	0	62	23	12	3	0	0	14	59	44	64
TOTAL MEXICO			69	0	0	62	23	12	3	0	0	14	56	45	68
<b>MOROCCO</b>															
AGADIR	EASYJET AIRLINE COMPANY LTD	S	18	0	0	83	6	11	0	0	0	7	88	6	16
	THOMSON AIRWAYS LTD	S	17	0	0	100	0	0	0	0	0	2	100	1	18
TOTAL AGADIR			35	0	0	91	3	6	0	0	0	5	94	4	34
MARRAKESH	BRITISH AIRWAYS PLC	S	26	0	0	73	23	0	4	0	0	11	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	104	0	0	92	4	3	0	1	0	6	81	11	106
	THOMSON AIRWAYS LTD	S	17	0	0	88	0	0	12	0	0	14	89	27	18
TOTAL MARRAKESH			147	0	0	88	7	2	2	1	0	8	81	14	162
TOTAL MOROCCO			182	0	0	89	6	3	2	1	0	7	80	13	220
<b>NETHERLANDS</b>															
AMSTERDAM	AIR TRANSAT	S	2	0	0	50	50	0	0	0	0	8	0	0	0
	BRITISH AIRWAYS PLC	S	224	0	0	76	6	10	7	1	0	16	81	12	223
	EASYJET AIRLINE COMPANY LTD	S	248	0	0	71	9	11	8	0	0	18	75	15	257
TOTAL AMSTERDAM			474	1	0	73	8	11	8	1	0	17	78	13	483
TOTAL NETHERLANDS			474	1	0	73	8	11	8	1	0	17	78	13	483
<b>NORWAY</b>															
ALESUND	NORWEGIAN AIR SHUTTLE	S	19	0	0	74	21	5	0	0	0	8	0	0	0
TOTAL ALESUND			20	0	0	75	20	5	0	0	0	8	0	0	0
BERGEN	NORWEGIAN AIR SHUTTLE	S	92	0	0	86	5	9	0	0	0	7	84	6	93
	SAS BRAATHENS	S	12	0	0	50	0	0	50	0	0	47	71	21	24
TOTAL BERGEN			104	0	0	82	5	8	6	0	0	12	81	9	117
BODO	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	18	0	0	0
TOTAL BODO			2	0	0	50	50	0	0	0	0	18	0	0	0
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	164	0	0	87	7	5	1	0	0	6	81	8	155
TOTAL OSLO (GARDERMOEN)			164	0	0	87	7	5	1	0	0	6	81	8	155
RYGGE	RYANAIR	S	54	0	4	74	6	6	15	0	0	18	79	18	84
TOTAL RYGGE			54	0	4	74	6	6	15	0	0	18	79	18	84
STAVANGER	NORWEGIAN AIR SHUTTLE	S	52	0	0	92	0	4	4	0	0	6	69	15	42
TOTAL STAVANGER			52	0	0	92	0	4	4	0	0	6	69	15	42

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	26	0	0	73	19	8	0	0	0	10	58	13	26
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>13</b>	<b>26</b>
<b>TOTAL NORWAY</b>			<b>422</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>11</b>	<b>441</b>
<b>POLAND</b>															
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	60	0	0	90	7	3	0	0	0	5	87	14	60
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	4	100	7	2
<b>TOTAL KRAKOW</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>14</b>	<b>62</b>
<b>TOTAL POLAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>14</b>	<b>62</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BRITISH AIRWAYS PLC	S	32	0	0	72	9	19	0	0	0	13	82	11	34
	EASYJET AIRLINE COMPANY LTD	S	90	0	0	92	3	4	0	0	0	4	85	8	97
	MONARCH AIRLINES	S	26	0	0	77	12	4	8	0	0	18	81	8	36
<b>TOTAL FARO</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>7</b>	<b>199</b>
LISBON	AIR PORTUGAL	S	56	0	0	86	4	4	7	0	0	10	95	3	78
	EASYJET AIRLINE COMPANY LTD	S	58	0	0	90	3	7	0	0	0	5	66	22	65
<b>TOTAL LISBON</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>12</b>	<b>143</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	106	0	0	91	6	2	2	0	0	5	91	8	57
	EASYJET AIRLINE COMPANY LTD	S	58	0	0	79	9	12	0	0	0	9	84	8	58
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>7</b>	<b>155</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>427</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>85</b>	<b>9</b>	<b>497</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	EASYJET AIRLINE COMPANY LTD	S	34	0	0	76	15	6	3	0	0	11	78	15	32
	THOMSON AIRWAYS LTD	C	16	0	0	100	0	0	0	0	0	2	79	9	19
<b>TOTAL FUNCHAL</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>10</b>	<b>109</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>10</b>	<b>109</b>
<b>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	BRITISH AIRWAYS PLC	S	17	0	0	82	6	0	12	0	0	23	0	0	0
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>29</b>	<b>8</b>
<b>TOTAL PUERTO RICO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>29</b>	<b>8</b>
<b>REPUBLIC OF MOLDOVA</b>															
CHISINAU (KISHINEV)	AIR MOLDOVA INTERNATIONAL	S	18	0	0	78	6	11	6	0	0	10	25	70	8
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>25</b>	<b>70</b>	<b>8</b>
<b>TOTAL REPUBLIC OF MOLDOVA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>25</b>	<b>70</b>	<b>8</b>
<b>RUSSIA</b>															
ST PETERSBURG	ROSSIYA AIRLINES	S	42	0	0	81	5	14	0	0	0	11	0	0	0
<b>TOTAL ST PETERSBURG</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RUSSIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>



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							NOV 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>SAINT KITTS AND NEVIS</b>															
ST KITTS	BRITISH AIRWAYS PLC	S	18	0	0	72	11	17	0	0	0	13	82	8	17
TOTAL ST KITTS			18	0	0	72	11	17	0	0	0	13	82	8	17
TOTAL SAINT KITTS AND NEVIS			18	0	0	72	11	17	0	0	0	13	82	8	17
<b>SAUDI ARABIA</b>															
TOTAL SAUDI ARABIA			2	0	0	0	0	0	50	50	0	182	33	76	3
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	121	0	1	90	5	4	0	1	0	6	75	12	93
	MONARCH AIRLINES	S	70	0	0	49	21	21	9	0	0	23	71	17	66
	RYANAIR	S	42	0	0	81	7	7	5	0	0	10	80	7	60
	THOMSON AIRWAYS LTD	C	26	0	0	96	0	0	0	4	0	10	88	5	24
TOTAL ALICANTE			259	0	1	78	9	9	3	1	0	11	77	11	243
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	26	0	0	92	4	4	0	0	0	2	79	19	38
TOTAL ALMERIA			26	0	0	92	4	4	0	0	0	2	79	19	38
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	276	0	0	86	10	3	1	0	0	8	73	15	223
	MONARCH AIRLINES	S	94	0	0	91	4	0	3	1	0	8	0	0	0
TOTAL BARCELONA			371	0	0	87	8	2	2	1	0	8	73	15	223
MADRID	AIR EUROPA	S	104	0	0	67	16	12	5	0	0	16	63	17	120
	EASYJET AIRLINE COMPANY LTD	S	276	0	0	79	11	7	1	1	0	10	46	47	221
	RYANAIR	S	120	0	0	80	13	7	1	0	0	8	70	14	119
TOTAL MADRID			501	0	0	77	13	8	2	0	0	11	57	30	460
MAHON	MONARCH AIRLINES	S	8	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL MAHON			8	0	0	100	0	0	0	0	0	2	0	0	0
MALAGA	AER LINGUS	S	60	0	0	92	5	3	0	0	0	4	82	12	119
	BRITISH AIRWAYS PLC	S	60	0	0	50	32	13	5	0	0	21	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	163	0	0	85	10	2	2	1	0	8	82	12	181
	MONARCH AIRLINES	S	50	0	0	68	20	10	0	0	2	26	55	15	56
	THOMSON AIRWAYS LTD	C	25	0	0	88	4	4	4	0	0	10	74	14	27
TOTAL MALAGA			358	0	0	78	14	6	2	0	0	12	77	13	387
MURCIA SAN JAVIER	EASYJET AIRLINE COMPANY LTD	S	42	0	0	88	10	2	0	0	0	4	74	12	42
TOTAL MURCIA SAN JAVIER			42	0	0	88	10	2	0	0	0	4	74	12	42
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	66	0	0	85	5	6	3	2	0	11	79	12	57
	MONARCH AIRLINES	S	16	0	0	50	19	13	6	13	0	56	44	21	16
	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	5	100	5	3
TOTAL PALMA DE MALLORCA			84	0	0	79	7	7	4	4	0	20	72	14	76
SEVILLE	EASYJET AIRLINE COMPANY LTD	S	26	0	0	100	0	0	0	0	0	2	0	0	0
	RYANAIR	S	26	0	0	88	12	0	0	0	0	4	81	5	26
TOTAL SEVILLE			52	0	0	94	6	0	0	0	0	3	81	5	26
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	95	2	2	2	0	0	3	58	24	59
TOTAL VALENCIA			60	0	0	95	2	2	2	0	0	3	58	24	59

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 SPAIN</b>			<b>1761</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>18</b>	<b>1617</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	44	0	0	89	7	5	0	0	0	7	80	15	50
	MONARCH AIRLINES	S	22	0	0	59	27	5	9	0	0	20	82	20	22
	THOMAS COOK AIRLINES LTD	C	17	0	0	71	24	6	0	0	0	10	53	22	17
	THOMSON AIRWAYS LTD	C	33	0	0	76	9	6	3	0	6	43	64	60	28
<b>TOTAL ARRECIFE</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>73</b>	<b>28</b>	<b>117</b>
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	18	0	0	72	22	6	0	0	0	11	88	5	17
	THOMSON AIRWAYS LTD	C	18	0	0	78	22	0	0	0	0	7	81	7	16
<b>TOTAL FUERTEVENTURA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>6</b>	<b>41</b>
LAS PALMAS	EASYJET AIRLINE COMPANY LTD	S	34	0	0	97	3	0	0	0	0	4	83	14	59
	NORWEGIAN AIR SHUTTLE	C	2	0	0	0	100	0	0	0	0	28	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	6	6	0	0	0	7	67	20	24
	THOMSON AIRWAYS LTD	C	26	0	0	77	15	4	4	0	0	13	65	18	26
<b>TOTAL LAS PALMAS</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>29</b>	<b>128</b>
SANTA CRUZ DE LA PALMA	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	3	90	10	10
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>10</b>	<b>10</b>
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	106	0	0	90	3	4	3	1	0	7	85	10	119
	MONARCH AIRLINES	S	52	0	0	63	17	15	4	0	0	17	44	39	50
	THOMAS COOK AIRLINES LTD	C	36	0	0	67	22	6	6	0	0	13	54	31	26
	THOMSON AIRWAYS LTD	C	64	0	0	81	11	8	0	0	0	8	78	13	68
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>18</b>	<b>263</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>497</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>22</b>	<b>559</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	73	12	8	8	0	0	15	83	37	23
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>33</b>	<b>26</b>
<b>TOTAL ST LUCIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>33</b>	<b>26</b>
<b>SWEDEN</b>															
GOTEBORG	EASYJET AIRLINE COMPANY LTD	S	60	0	0	87	7	7	0	0	0	5	85	10	60
<b>TOTAL GOTEBORG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>10</b>	<b>60</b>
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	160	0	0	75	16	4	4	0	0	11	36	35	111
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>37</b>	<b>42</b>	<b>137</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	60	0	0	97	0	2	2	0	0	4	68	15	60
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>68</b>	<b>15</b>	<b>60</b>
<b>TOTAL SWEDEN</b>			<b>280</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>56</b>	<b>28</b>	<b>257</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	76	0	0	95	3	3	0	0	0	2	60	17	58
	EASYJET SWITZERLAND	S	52	0	0	92	6	2	0	0	0	3	69	28	52
<b>TOTAL BASLE MULHOUSE</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>22</b>	<b>110</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	120	0	0	88	7	6	0	0	0	6	78	9	109

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)
GENEVA	EASYJET SWITZERLAND	S	148	0	0	83	10	3	3	1	0	11	75	15	162
<b>TOTAL GENEVA</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>13</b>	<b>271</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	90	0	0	86	9	2	1	2	0	10	69	13	102
<b>TOTAL ZURICH</b>			<b>90</b>	<b>2</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>13</b>	<b>102</b>
<b>TOTAL SWITZERLAND</b>			<b>486</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>15</b>	<b>483</b>
<b>TRINIDAD AND TOBAGO</b>															
PORT OF SPAIN	BRITISH AIRWAYS PLC	S	60	0	0	73	10	13	3	0	0	13	62	18	39
<b>TOTAL PORT OF SPAIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>18</b>	<b>39</b>
TOBAGO	BRITISH AIRWAYS PLC	S	17	0	0	82	18	0	0	0	0	6	89	7	18
	MONARCH AIRLINES	C	5	0	0	60	40	0	0	0	0	10	100	3	4
<b>TOTAL TOBAGO</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>7</b>	<b>22</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>14</b>	<b>61</b>
<b>TUNISIA</b>															
ENFIDHA	THOMAS COOK AIRLINES LTD	C	17	0	0	94	6	0	0	0	0	3	0	0	0
	THOMSON AIRWAYS LTD	C	18	0	0	89	0	0	11	0	0	11	0	0	0
<b>TOTAL ENFIDHA</b>			<b>35</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>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
TUNIS	BRITISH AIRWAYS PLC	S	28	0	0	64	14	21	0	0	0	15	90	8	42
<b>TOTAL TUNIS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>90</b>	<b>8</b>	<b>42</b>
<b>TOTAL TUNISIA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>7</b>	<b>98</b>
<b>TURKEY</b>															
ANTALYA	EASYJET AIRLINE COMPANY LTD	S	6	0	0	100	0	0	0	0	0	0	100	0	2
	THOMAS COOK AIRLINES LTD	C	20	0	0	60	15	5	20	0	0	32	79	8	28
	THOMSON AIRWAYS LTD	C	9	0	0	67	33	0	0	0	0	12	60	21	10
<b>TOTAL ANTALYA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>11</b>	<b>40</b>
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	7	0	0	100	0	0	0	0	0	0	100	0	2
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	0	0	50	0	154	100	2	7
	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	7	100	0	1
<b>TOTAL BODRUM (MILAS)</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>29</b>	<b>100</b>	<b>1</b>	<b>10</b>
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	8	0	0	100	0	0	0	0	0	4	0	48	2
	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	7	100	2	10
<b>TOTAL DALAMAN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>15</b>	<b>19</b>
IZMIR (ADNAM MENDERES)	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKEY</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>17</b>	<b>103</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	AEROSVIT AIRLINES	S	42	0	0	74	14	7	0	5	0	19	0	0	0
	UKRAINE INTERNATIONAL AIRLIN	S	60	0	0	78	17	5	0	0	0	11	73	12	62
<b>TOTAL KIEV (BORISPOL)</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>12</b>	<b>62</b>
<b>TOTAL UKRAINE</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>12</b>	<b>62</b>

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Reporting Airport: GATWICK (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			Actual (7)	Plan (8)												
<b>UNITED ARAB EMIRATES</b>																
DUBAI	EMIRATES	S	180	0	0	84	11	3	2	0	0	8	69	14	179	
TOTAL DUBAI			<b>180</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>14</b>	<b>179</b>	
TOTAL UNITED ARAB EMIRATES			<b>180</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>14</b>	<b>179</b>	
<b>UNITED KINGDOM</b>																
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	94	0	0	86	10	3	1	0	0	6	0	0	0	
	FLYBE LTD	S	162	0	0	86	7	4	3	1	0	9	82	14	153	
TOTAL ABERDEEN			<b>256</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>82</b>	<b>14</b>	<b>153</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	240	0	0	83	8	8	1	0	0	8	84	8	224	
TOTAL BELFAST CITY (GEORGE BEST)			<b>240</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>8</b>	<b>224</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	204	0	0	92	5	1	1	0	0	3	75	12	220	
TOTAL BELFAST INTERNATIONAL			<b>204</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>12</b>	<b>221</b>	
EDINBURGH	BRITISH AIRWAYS PLC	S	233	0	0	79	12	8	1	0	0	10	87	8	225	
	EASYJET AIRLINE COMPANY LTD	S	198	0	0	86	6	5	3	0	0	7	75	10	207	
TOTAL EDINBURGH			<b>431</b>	<b>3</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>9</b>	<b>434</b>	
GLASGOW	BRITISH AIRWAYS PLC	S	230	0	0	87	7	5	0	0	0	7	84	11	237	
	EASYJET AIRLINE COMPANY LTD	S	202	0	0	85	9	3	3	0	0	8	80	12	168	
TOTAL GLASGOW			<b>432</b>	<b>2</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>12</b>	<b>406</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	336	0	0	93	4	2	0	0	0	3	86	16	278	
	FLYBE LTD	S	248	0	0	89	4	4	3	0	0	6	87	10	295	
TOTAL GUERNSEY			<b>584</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>13</b>	<b>573</b>	
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	76	0	0	75	12	11	3	0	0	11	84	17	58	
	FLYBE LTD	S	162	0	0	83	9	6	1	1	0	9	82	14	154	
TOTAL INVERNESS			<b>238</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>15</b>	<b>212</b>	
ISLE OF MAN	FLYBE LTD	S	218	0	0	90	3	3	3	0	0	8	85	14	212	
TOTAL ISLE OF MAN			<b>218</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>8</b>	<b>85</b>	<b>14</b>	<b>212</b>	
JERSEY	BRITISH AIRWAYS PLC	S	294	0	0	83	10	6	1	0	0	7	87	9	294	
	FLYBE LTD	S	233	0	1	90	5	4	1	0	0	5	86	14	341	
TOTAL JERSEY			<b>527</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>11</b>	<b>636</b>	
MANCHESTER	BRITISH AIRWAYS PLC	S	232	0	0	85	10	4	0	0	0	7	85	7	240	
TOTAL MANCHESTER			<b>232</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>8</b>	<b>248</b>	
NEWCASTLE	FLYBE LTD	S	160	0	1	85	8	3	3	1	0	9	81	15	195	
TOTAL NEWCASTLE			<b>161</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>15</b>	<b>197</b>	
NEWQUAY	FLYBE LTD	S	160	0	0	87	4	4	4	1	0	10	85	16	155	
TOTAL NEWQUAY			<b>160</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>10</b>	<b>245</b>	
TOTAL UNITED KINGDOM			<b>3686</b>	<b>5</b>	<b>2</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>11</b>	<b>4054</b>	
<b>USA</b>																
ATLANTA	DELTA AIRLINES	S	44	0	0	77	14	5	2	2	0	15	77	11	60	
TOTAL ATLANTA			<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>11</b>	<b>60</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
CHARLOTTE	US AIRWAYS	S	57	0	1	91	7	2	0	0	0	3	89	13	56
<b>TOTAL CHARLOTTE</b>			<b>57</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>13</b>	<b>56</b>
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	72	14	7	7	0	0	16	60	19	60
<b>TOTAL LAS VEGAS</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>19</b>	<b>60</b>
ORLANDO	BRITISH AIRWAYS PLC	S	58	0	0	86	9	2	3	0	0	7	78	9	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	102	0	0	76	10	6	7	1	0	16	53	23	105
<b>TOTAL ORLANDO</b>			<b>160</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>13</b>	<b>62</b>	<b>18</b>	<b>165</b>
SANFORD	THOMSON AIRWAYS LTD	C	12	0	0	83	17	0	0	0	0	6	67	86	9
<b>TOTAL SANFORD</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>70</b>	<b>78</b>	<b>10</b>
TAMPA	BRITISH AIRWAYS PLC	S	52	0	0	92	6	2	0	0	0	4	91	8	43
<b>TOTAL TAMPA</b>			<b>52</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>4</b>	<b>91</b>	<b>8</b>	<b>43</b>
<b>TOTAL USA</b>			<b>385</b>	<b>6</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>17</b>	<b>394</b>
<b>ZIMBABWE</b>															
HARARE	AIR ZIMBABWE	S	6	0	2	0	0	17	50	17	17	194	24	37	17
<b>TOTAL HARARE</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>194</b>	<b>24</b>	<b>37</b>	<b>17</b>
<b>TOTAL ZIMBABWE</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>194</b>	<b>24</b>	<b>37</b>	<b>17</b>
<b>TOTAL GATWICK</b>			<b>16133</b>	<b>34</b>	<b>24</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>14</b>	<b>16946</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>BARBADOS</b>															
BRIDGETOWN	THOMSON AIRWAYS LTD	C	4	0	0	75	0	25	0	0	0	20	25	30	4
TOTAL BRIDGETOWN			4	0	0	75	0	25	0	0	0	20	20	55	5
TOTAL BARBADOS			4	0	0	75	0	25	0	0	0	20	20	55	5
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	8	0	0	88	0	0	13	0	0	27	81	13	16
TOTAL TORONTO			8	0	0	88	0	0	13	0	0	27	76	17	17
TOTAL CANADA			8	0	0	88	0	0	13	0	0	27	76	17	17
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	8	0	0	88	0	13	0	0	0	10	0	0	0
TOTAL BOA VISTA (RABIL)			8	0	0	88	0	13	0	0	0	10	0	0	0
TOTAL CAPE VERDE ISLANDS			8	0	0	88	0	13	0	0	0	10	0	0	0
<b>CYPRUS</b>															
LARNACA	TOR AIR	C	2	0	0	50	50	0	0	0	0	13	0	0	0
TOTAL LARNACA			2	0	0	50	50	0	0	0	0	13	0	104	1
PAPHOS	JET2.COM LTD	S	6	0	0	67	0	33	0	0	0	13	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	80	10	0	10	0	0	12	63	11	8
TOTAL PAPHOS			16	0	0	75	6	13	6	0	0	12	67	10	9
TOTAL CYPRUS			18	0	0	72	11	11	6	0	0	12	60	20	10
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	52	0	0	81	6	6	8	0	0	10	88	14	52
TOTAL COPENHAGEN			52	0	0	81	6	6	8	0	0	10	88	14	52
TOTAL DENMARK			52	0	0	81	6	6	8	0	0	10	88	14	52
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	13	0	0	16	76	16	17
	THOMSON AIRWAYS LTD	C	16	0	0	69	19	13	0	0	0	10	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			24	0	0	71	13	13	4	0	0	12	65	22	34
TOTAL EGYPT			24	0	0	71	13	13	4	0	0	12	65	22	34
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	40	0	0	100	0	0	0	0	0	1	82	8	34
	FLYBE LTD	S	31	1	1	84	10	3	3	0	0	10	87	29	60
TOTAL PARIS (CHARLES DE GAULLE)			71	1	1	93	4	1	1	0	0	5	85	21	94
RENNES	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	JET2.COM LTD	C	2	0	0	50	0	50	0	0	0	18	0	0	0
TOTAL RENNES			4	0	0	75	0	25	0	0	0	11	0	0	0
TOTAL FRANCE			75	1	1	92	4	3	1	0	0	5	85	21	94

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	42	0	0	93	2	0	5	0	0	6	50	27	34
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>27</b>	<b>34</b>
FRANKFURT MAIN	FLYBE LTD	S	8	0	0	100	0	0	0	0	0	1	86	13	50
<b>TOTAL FRANKFURT MAIN</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>86</b>	<b>13</b>	<b>50</b>
HAMBURG	EASTERN AIRWAYS	C	2	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL HAMBURG</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>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>18</b>	<b>84</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	26	0	0	69	27	0	4	0	0	13	91	3	34
<b>TOTAL KEFLAVIK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>27</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>91</b>	<b>3</b>	<b>34</b>
<b>TOTAL ICELAND</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>27</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>91</b>	<b>3</b>	<b>34</b>
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	32	0	0	75	6	6	6	6	0	31	80	14	59
<b>TOTAL CORK</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>80</b>	<b>14</b>	<b>59</b>
DONEGAL	AER ARANN	S	2	0	0	100	0	0	0	0	0	0	56	17	16
	LOGANAIR	S	23	0	0	96	4	0	0	0	0	3	0	0	0
<b>TOTAL DONEGAL</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>17</b>	<b>16</b>
DUBLIN	AER ARANN	S	230	0	0	91	4	3	1	1	0	6	86	15	220
<b>TOTAL DUBLIN</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>15</b>	<b>222</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>287</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>25</b>	<b>338</b>
<b>MALTA</b>															
MALTA	THOMAS COOK AIRLINES LTD	C	5	0	0	60	40	0	0	0	0	13	20	61	5
<b>TOTAL MALTA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>20</b>	<b>61</b>	<b>5</b>
<b>TOTAL MALTA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>20</b>	<b>61</b>	<b>5</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	50	0	0	88	4	2	6	0	0	8	0	0	0
	KLM	S	174	0	4	85	6	6	3	0	0	8	80	9	156
	KLM CITYHOPPER	S	60	0	0	80	5	10	5	0	0	14	70	20	64
<b>TOTAL AMSTERDAM</b>			<b>284</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>5</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>12</b>	<b>220</b>
<b>TOTAL NETHERLANDS</b>			<b>284</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>5</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>12</b>	<b>220</b>
<b>NORWAY</b>															
STAVANGER	EASTERN AIRWAYS	S	24	0	2	54	38	8	0	0	0	13	0	0	0
<b>TOTAL STAVANGER</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>38</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>38</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>POLAND</b>															
KRAKOW	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	14	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 KRAKOW			2	0	0	50	50	0	0	0	0	14	0	0	0
TOTAL POLAND			2	0	0	50	50	0	0	0	0	14	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	22	0	0	95	5	0	0	0	0	1	78	6	18
TOTAL FARO			22	0	0	95	5	0	0	0	0	1	78	6	18
TOTAL PORTUGAL(EXCLUDING MADEIRA)			22	0	0	95	5	0	0	0	0	1	78	6	18
PORTUGAL(MADEIRA)															
FUNCHAL	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	60	33	10
TOTAL FUNCHAL			8	0	0	100	0	0	0	0	0	3	60	33	10
TOTAL PORTUGAL(MADEIRA)			8	0	0	100	0	0	0	0	0	3	60	33	10
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	34	0	0	100	0	0	0	0	0	1	84	8	38
	JET2.COM LTD	S	20	0	0	75	10	10	5	0	0	13	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	30	0	0	0	0	10	73	30	11
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	2	100	5	10
TOTAL ALICANTE			82	0	0	90	6	2	1	0	0	5	85	12	59
MADRID	AIR EUROPA	C	2	0	0	50	50	0	0	0	0	12	0	0	0
	AIR NOSTRUM	S	18	0	0	83	11	6	0	0	0	9	0	0	0
TOTAL MADRID			20	0	0	80	15	5	0	0	0	9	0	0	0
MALAGA	EASYJET AIRLINE COMPANY LTD	S	50	0	0	96	2	0	2	0	0	4	79	10	48
TOTAL MALAGA			50	0	0	96	2	0	2	0	0	4	79	10	48
TOTAL SPAIN			152	0	0	91	6	2	1	0	0	5	81	11	120
SPAIN(CANARY ISLANDS)															
ARRECIFE	THOMAS COOK AIRLINES LTD	C	17	0	0	53	24	18	6	0	0	21	38	44	16
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	0	0	25	162	100	5	8
TOTAL ARRECIFE			25	0	0	60	16	12	4	0	8	66	58	31	24
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	15	0	0	67	33	0	0	0	0	10	69	16	16
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	4	57	18	7
TOTAL FUERTEVENTURA			25	0	0	76	24	0	0	0	0	8	65	16	23
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	16	0	0	88	13	0	0	0	0	5	30	37	10
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	67	18	9
TOTAL LAS PALMAS			24	0	0	88	13	0	0	0	0	5	47	28	19
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	22	0	0	82	14	5	0	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	42	0	0	83	14	2	0	0	0	7	67	24	42
	THOMSON AIRWAYS LTD	C	26	0	0	92	4	4	0	0	0	6	59	19	34
TOTAL TENERIFE (SURREINA SOFIA)			90	0	0	86	11	3	0	0	0	7	63	22	76
TOTAL SPAIN(CANARY ISLANDS)			164	0	0	80	14	4	1	0	1	16	61	23	142
TUNISIA															
ENFIDHA	THOMAS COOK AIRLINES LTD	C	12	0	0	67	17	0	17	0	0	21	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 ENFIDHA			12	0	0	67	17	0	17	0	0	21	0	0	0
TOTAL TUNISIA			12	0	0	67	17	0	17	0	0	21	55	29	22
TURKEY															
ANTALYA	THOMAS COOK AIRLINES LTD	C	12	0	0	92	0	8	0	0	0	6	63	19	16
TOTAL ANTALYA			12	0	0	92	0	8	0	0	0	6	63	19	16
TOTAL TURKEY			13	0	0	92	0	8	0	0	0	6	61	19	18
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	60	0	0	75	15	7	3	0	0	12	55	37	60
TOTAL DUBAI			60	0	0	75	15	7	3	0	0	12	55	37	60
TOTAL UNITED ARAB EMIRATES			60	0	0	75	15	7	3	0	0	12	55	37	60
UNITED KINGDOM															
BARRA	LOGANAIR	S	48	0	0	90	6	2	2	0	0	8	83	9	48
TOTAL BARRA			48	0	0	90	6	2	2	0	0	8	83	9	48
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	194	0	0	90	3	6	1	0	0	5	84	10	234
TOTAL BELFAST CITY (GEORGE BEST)			194	0	0	90	3	6	1	0	0	5	84	10	234
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	188	0	0	99	1	0	0	0	0	1	89	7	190
TOTAL BELFAST INTERNATIONAL			188	0	0	99	1	0	0	0	0	1	89	7	190
BENBECULA	LOGANAIR	S	82	2	0	90	6	1	1	1	0	10	82	17	105
TOTAL BENBECULA			82	2	0	90	6	1	1	1	0	10	82	17	105
BIRMINGHAM	FLYBE LTD	S	325	0	3	85	6	5	3	0	0	10	79	20	341
TOTAL BIRMINGHAM			325	0	3	85	6	5	3	0	0	10	79	20	341
BRISTOL	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	164	0	0	94	4	2	0	0	0	2	82	9	152
TOTAL BRISTOL			166	0	0	94	4	2	0	0	0	2	82	9	152
CAMPBELTOWN	LOGANAIR	S	71	0	0	86	7	4	3	0	0	8	89	7	76
TOTAL CAMPBELTOWN			71	0	0	86	7	4	3	0	0	8	89	7	76
CARDIFF WALES	FLYBE LTD	S	54	0	0	80	7	2	7	2	2	42	81	17	37
TOTAL CARDIFF WALES			54	0	0	80	7	2	7	2	2	42	82	16	38
EAST MIDLANDS INTERNATIONAL	BMIBABY LTD	S	112	0	0	89	8	3	0	0	0	4	79	11	110
TOTAL EAST MIDLANDS INTERNATIONAL			112	0	0	89	8	3	0	0	0	4	79	11	110
EXETER	FLYBE LTD	S	51	0	1	88	4	4	2	2	0	11	66	28	50
TOTAL EXETER			51	0	1	88	4	4	2	2	0	11	66	28	50
GATWICK	BRITISH AIRWAYS PLC	S	230	0	0	88	7	3	0	1	0	7	81	12	237
	EASYJET AIRLINE COMPANY LTD	S	202	0	0	88	8	2	2	0	0	6	79	14	168
TOTAL GATWICK			432	0	0	88	8	3	1	0	0	7	80	13	405
HEATHROW	BRITISH AIRWAYS PLC	S	510	0	1	86	8	3	2	1	0	9	67	23	476
TOTAL HEATHROW			510	0	1	86	8	3	2	1	0	9	69	20	843
ISLAY	LOGANAIR	S	102	0	0	97	2	1	0	0	0	2	84	12	104

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 ISLAY			102	0	0	97	2	1	0	0	0	2	84	12	104
ISLE OF MAN	LOGANAIR	S	31	0	0	84	3	0	13	0	0	13	93	21	30
TOTAL ISLE OF MAN			31	0	0	84	3	0	13	0	0	13	93	21	30
KIRKWALL	LOGANAIR	S	58	0	0	95	5	0	0	0	0	3	78	31	58
TOTAL KIRKWALL			58	0	0	95	5	0	0	0	0	3	78	31	58
LEEDS BRADFORD	BMI REGIONAL	S	87	0	0	87	5	3	5	0	0	8	86	8	79
TOTAL LEEDS BRADFORD			87	0	0	87	5	3	5	0	0	8	86	8	79
LONDON CITY	BA CITYFLYER LTD	S	210	0	0	85	5	5	3	1	0	11	87	11	173
TOTAL LONDON CITY			210	0	0	85	5	5	3	1	0	11	87	11	173
LUTON	EASYJET AIRLINE COMPANY LTD	S	196	0	0	95	4	1	0	0	0	2	81	11	206
TOTAL LUTON			196	0	0	95	4	1	0	0	0	2	81	11	206
MANCHESTER	FLYBE LTD	S	125	0	7	81	7	9	3	0	0	11	88	8	153
TOTAL MANCHESTER			125	2	7	81	7	9	3	0	0	11	88	9	155
SOUTHAMPTON	FLYBE LTD	S	294	0	10	88	7	3	1	0	0	7	76	16	194
TOTAL SOUTHAMPTON			294	0	10	88	7	3	1	0	0	7	76	16	194
STANSTED	EASYJET AIRLINE COMPANY LTD	S	240	0	0	95	3	2	1	0	0	3	92	5	257
TOTAL STANSTED			240	0	0	95	3	2	1	0	0	3	92	5	257
STORNOWAY	LOGANAIR	S	162	1	0	89	5	1	4	1	0	9	84	7	156
TOTAL STORNOWAY			162	1	0	89	5	1	4	1	0	9	84	7	156
SUMBURGH	LOGANAIR	S	58	1	0	86	7	7	0	0	0	6	74	22	58
TOTAL SUMBURGH			58	1	0	86	7	7	0	0	0	6	74	22	58
TIREE	LOGANAIR	S	51	0	0	98	0	0	0	2	0	7	77	17	48
TOTAL TIREE			51	0	0	98	0	0	0	2	0	7	77	17	48
TOTAL UNITED KINGDOM			3847	6	22	89	6	3	2	0	0	7	80	14	4164
USA															
LAS VEGAS	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	12	0	58	2
TOTAL LAS VEGAS			2	0	0	100	0	0	0	0	0	12	0	58	2
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	50	0	0	74	16	6	4	0	0	11	81	12	58
	JET2.COM LTD	C	2	0	0	0	100	0	0	0	0	20	0	0	0
TOTAL NEW YORK (NEWARK)			52	0	0	71	19	6	4	0	0	11	81	12	58
TOTAL USA			54	0	0	72	19	6	4	0	0	11	77	14	61
TOTAL GLASGOW			5205	7	29	88	6	3	2	0	0	8	79	16	5527

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

		Reporting Airport: HEATHROW (Full Analysis)											NOV 2010		
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							% Early to 15 mins	Average Delay (mins)	Number of Flights
			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)			
				Actual (7)	Plan (8)										
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	34	0	0	47	12	32	9	0	0	27	26	70	34
	BRITISH AIRWAYS PLC	S	60	0	0	88	3	5	3	0	0	7	83	10	60
<b>TOTAL ALGIERS</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>6</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>32</b>	<b>94</b>
<b>TOTAL ALGERIA</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>6</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>32</b>	<b>94</b>
<b>ANGOLA</b>															
LUANDA	BRITISH AIRWAYS PLC	S	17	0	0	71	29	0	0	0	0	8	82	22	17
<b>TOTAL LUANDA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>22</b>	<b>17</b>
<b>TOTAL ANGOLA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>22</b>	<b>17</b>
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	60	0	1	85	7	7	0	0	2	16	63	24	59
<b>TOTAL BUENOS AIRES</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>63</b>	<b>24</b>	<b>59</b>
<b>TOTAL ARGENTINA</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>63</b>	<b>24</b>	<b>59</b>
<b>AUSTRALIA</b>															
MELBOURNE	QANTAS	S	112	0	2	81	9	5	2	2	1	17	70	26	119
<b>TOTAL MELBOURNE</b>			<b>112</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>17</b>	<b>70</b>	<b>26</b>	<b>119</b>
SYDNEY	BRITISH AIRWAYS PLC	S	119	0	0	80	12	5	3	0	0	10	76	11	117
	QANTAS	S	111	0	1	59	25	7	6	2	0	21	60	42	107
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	88	7	5	0	0	0	5	42	22	60
<b>TOTAL SYDNEY</b>			<b>290</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>25</b>	<b>284</b>
<b>TOTAL AUSTRALIA</b>			<b>402</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>25</b>	<b>403</b>
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	180	0	0	74	10	12	4	1	0	14	70	20	180
	BMI BRITISH MIDLAND	S	119	0	0	70	13	10	6	2	0	18	83	14	120
	BRITISH AIRWAYS PLC	S	234	0	0	85	7	4	3	0	0	9	81	13	238
<b>TOTAL VIENNA</b>			<b>533</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>16</b>	<b>538</b>
<b>TOTAL AUSTRIA</b>			<b>533</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>16</b>	<b>538</b>
<b>AZERBAIJAN</b>															
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	26	0	0	92	4	4	0	0	0	4	58	17	26
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>13</b>	<b>52</b>
<b>TOTAL AZERBAIJAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>13</b>	<b>52</b>
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	119	0	1	79	10	5	5	1	0	12	85	8	120
<b>TOTAL BAHRAIN</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>8</b>	<b>120</b>
<b>TOTAL BAHRAIN</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>8</b>	<b>120</b>
<b>BANGLADESH</b>															
DHAKHA	BIMAN BANGLADESH AIRLINES	S	34	0	2	26	35	15	21	3	0	41	39	94	41

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: HEATHROW (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 DHAKHA			34	0	2	26	35	15	21	3	0	41	39	94	41
TOTAL BANGLADESH			34	0	2	26	35	15	21	3	0	41	39	94	41
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	315	0	3	82	9	7	1	1	0	10	78	14	340
	BRUSSELS AIRLINES	S	214	0	0	82	8	6	4	0	0	10	65	22	216
TOTAL BRUSSELS			530	0	3	82	9	6	2	1	0	10	73	17	556
TOTAL BELGIUM			530	0	3	82	9	6	2	1	0	10	73	17	556
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	51	0	0	61	29	4	6	0	0	16	44	39	25
	TAM LINHAS AEREAS	S	32	0	0	81	13	3	3	0	0	7	52	22	25
TOTAL RIO DE JANEIRO (GALEAO)			83	0	0	69	23	4	5	0	0	13	48	31	50
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	60	0	0	63	12	17	8	0	0	19	0	0	0
	TAM LINHAS AEREAS	S	60	0	0	80	17	3	0	0	0	8	72	10	60
TOTAL SAO PAULO (GUARULHOS)			120	0	0	72	14	10	4	0	0	14	72	10	60
TOTAL BRAZIL			203	0	0	70	18	7	4	0	0	13	61	19	110
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	60	0	0	82	15	2	2	0	0	10	87	7	60
TOTAL BANDAR SERI BEGAWAN			60	0	0	82	15	2	2	0	0	10	87	7	60
TOTAL BRUNEI			60	0	0	82	15	2	2	0	0	10	87	7	60
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	60	0	0	92	3	3	2	0	0	4	80	15	60
	BULGARIA AIR	S	40	0	0	80	13	8	0	0	0	6	80	14	44
TOTAL SOFIA			100	0	0	87	7	5	1	0	0	5	80	15	104
TOTAL BULGARIA			100	0	0	87	7	5	1	0	0	5	80	15	104
<b>CANADA</b>															
CALGARY	AIR CANADA	S	60	0	0	77	10	12	2	0	0	10	72	11	58
	BRITISH AIRWAYS PLC	S	60	0	0	82	8	10	0	0	0	8	68	17	60
TOTAL CALGARY			120	0	0	79	9	11	1	0	0	9	70	14	118
EDMONTON	AIR CANADA	S	27	0	0	74	11	7	7	0	0	14	61	28	31
TOTAL EDMONTON			27	0	0	74	11	7	7	0	0	14	61	28	31
HALIFAX INT	AIR CANADA	S	31	0	0	84	13	3	0	0	0	7	76	11	29
TOTAL HALIFAX INT			31	0	0	84	13	3	0	0	0	7	76	11	29
MONTREAL (DORVAL)	AIR CANADA	S	59	0	1	85	7	2	5	0	2	22	72	14	60
	BRITISH AIRWAYS PLC	S	60	0	0	73	18	5	2	2	0	15	80	11	60
TOTAL MONTREAL (DORVAL)			119	0	1	79	13	3	3	1	1	18	76	13	120
OTTAWA INTERNATIONAL	AIR CANADA	S	60	0	0	73	20	3	3	0	0	10	73	18	60
TOTAL OTTAWA INTERNATIONAL			60	0	0	73	20	3	3	0	0	10	73	18	60
TORONTO	AIR CANADA	S	226	0	0	78	12	6	2	1	0	11	72	19	228

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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)										
TORONTO	BRITISH AIRWAYS PLC	S	120	0	0	74	18	7	2	0	0	11	64	37	120
<b>TOTAL TORONTO</b>			<b>346</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>25</b>	<b>348</b>
VANCOUVER	AIR CANADA	S	60	0	0	67	17	13	3	0	0	14	68	14	60
	BRITISH AIRWAYS PLC	S	60	0	1	63	17	15	5	0	0	17	51	27	59
<b>TOTAL VANCOUVER</b>			<b>120</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>17</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>21</b>	<b>119</b>
<b>TOTAL CANADA</b>			<b>823</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>20</b>	<b>825</b>
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	35	0	0	66	14	9	6	3	3	34	76	9	33
<b>TOTAL GRAND CAYMAN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>34</b>	<b>76</b>	<b>9</b>	<b>33</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>34</b>	<b>76</b>	<b>9</b>	<b>33</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	60	0	1	77	12	8	0	0	3	44	58	15	60
	BRITISH AIRWAYS PLC	S	52	1	0	54	10	23	13	0	0	31	58	25	50
<b>TOTAL BEIJING</b>			<b>112</b>	<b>1</b>	<b>1</b>	<b>66</b>	<b>11</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>58</b>	<b>20</b>	<b>110</b>
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	50	0	0	74	10	10	6	0	0	14	45	44	51
	CHINA EASTERN AIRLINES	S	34	0	1	79	15	6	0	0	0	8	44	39	34
	VIRGIN ATLANTIC AIRWAYS LTD	S	59	1	6	86	2	5	5	0	2	31	57	29	60
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>143</b>	<b>1</b>	<b>7</b>	<b>80</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>50</b>	<b>37</b>	<b>145</b>
<b>TOTAL CHINA</b>			<b>255</b>	<b>2</b>	<b>8</b>	<b>74</b>	<b>9</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>53</b>	<b>29</b>	<b>255</b>
<b>CROATIA</b>															
ZAGREB	CROATIA AIRLINES	S	78	0	0	72	14	4	9	1	0	19	68	16	76
<b>TOTAL ZAGREB</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>4</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>16</b>	<b>76</b>
<b>TOTAL CROATIA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>4</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>16</b>	<b>76</b>
<b>CYPRUS</b>															
LARNACA	AEGEAN AIRLINES	S	59	0	0	71	14	14	2	0	0	13	0	0	0
	BRITISH AIRWAYS PLC	S	60	0	0	78	7	3	8	2	2	22	78	16	60
	CYPRUS AIRWAYS	S	92	0	0	63	14	15	8	0	0	20	65	21	98
<b>TOTAL LARNACA</b>			<b>211</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>19</b>	<b>158</b>
<b>TOTAL CYPRUS</b>			<b>211</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>19</b>	<b>159</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	238	0	0	82	8	5	5	0	0	12	78	17	237
<b>TOTAL PRAGUE</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>17</b>	<b>237</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>17</b>	<b>237</b>
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS PLC	S	302	0	2	88	6	3	2	0	0	8	76	14	298
	SAS	S	330	0	0	82	8	5	3	2	0	13	58	26	325
<b>TOTAL COPENHAGEN</b>			<b>632</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>20</b>	<b>623</b>
<b>TOTAL DENMARK</b>			<b>632</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>20</b>	<b>623</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>EGYPT</b>															
CAIRO	BMI BRITISH MIDLAND	S	60	0	0	73	15	8	3	0	0	13	85	7	60
	BRITISH AIRWAYS PLC	S	58	0	0	83	5	10	2	0	0	10	65	20	60
	EGYPT AIR	S	92	0	0	68	15	12	4	0	0	15	56	27	84
<b>TOTAL CAIRO</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>19</b>	<b>204</b>
LUXOR	EGYPT AIR	S	8	0	0	75	13	13	0	0	0	9	70	15	10
<b>TOTAL LUXOR</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>9</b>	<b>70</b>	<b>15</b>	<b>10</b>
SHARM EL SHEIKH (OPHIRA)	EGYPT AIR	S	16	0	0	88	6	0	6	0	0	7	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>19</b>	<b>214</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	BMI BRITISH MIDLAND	S	25	0	0	36	24	28	12	0	0	31	62	25	26
	ETHIOPIAN AIRLINES	S	50	0	0	86	8	4	2	0	0	8	52	20	50
<b>TOTAL ADDIS ABABA</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>55</b>	<b>22</b>	<b>76</b>
<b>TOTAL ETHIOPIA</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>55</b>	<b>22</b>	<b>76</b>
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS PLC	S	118	0	0	84	7	5	3	1	0	12	76	16	120
	FINNAIR	S	240	0	0	84	8	4	4	1	0	12	73	15	235
<b>TOTAL HELSINKI</b>			<b>358</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>18</b>	<b>464</b>
<b>TOTAL FINLAND</b>			<b>358</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>18</b>	<b>464</b>
<b>FRANCE</b>															
LYON	BRITISH AIRWAYS PLC	S	180	0	0	87	9	2	2	0	0	7	85	9	171
<b>TOTAL LYON</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>9</b>	<b>171</b>
NICE	BMI BRITISH MIDLAND	S	111	0	0	87	3	5	5	0	0	10	0	0	0
	BRITISH AIRWAYS PLC	S	294	0	0	83	10	3	3	1	0	10	81	12	289
<b>TOTAL NICE</b>			<b>405</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>12</b>	<b>289</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	472	0	0	70	17	8	3	1	0	14	77	15	474
	BRITISH AIRWAYS PLC	S	440	0	3	78	10	8	3	1	0	13	80	13	484
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>912</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>14</b>	<b>958</b>
PARIS (ORLY)	BRITISH AIRWAYS PLC	S	176	0	0	87	8	3	2	0	0	7	0	0	0
<b>TOTAL PARIS (ORLY)</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	180	0	0	86	7	4	2	1	0	9	77	18	176
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>18</b>	<b>176</b>
<b>TOTAL FRANCE</b>			<b>1853</b>	<b>2</b>	<b>3</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>14</b>	<b>1594</b>
<b>GEORGIA</b>															
TBILISI	BMI BRITISH MIDLAND	S	35	0	1	71	6	9	14	0	0	22	79	16	34
<b>TOTAL TBILISI</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>6</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>79</b>	<b>16</b>	<b>34</b>
<b>TOTAL GEORGIA</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>6</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>79</b>	<b>16</b>	<b>34</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2010		
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			Actual (7)	Plan (8)											
<b>GERMANY</b>															
BERLIN (TEGEL)	BMI BRITISH MIDLAND	S	138	0	0	62	18	14	7	0	0	18	71	16	295
	BRITISH AIRWAYS PLC	S	294	0	0	85	10	4	1	1	0	8	82	12	290
	LUFTHANSA	S	42	0	0	57	17	14	12	0	0	23	0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>474</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>14</b>	<b>585</b>
COLOGNE BONN	LUFTHANSA	S	172	0	2	69	9	15	5	2	0	21	70	21	178
<b>TOTAL COLOGNE BONN</b>			<b>172</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>9</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>21</b>	<b>178</b>
DRESDEN	LUFTHANSA	S	58	0	2	43	26	29	2	0	0	21	53	30	60
<b>TOTAL DRESDEN</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>26</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>53</b>	<b>30</b>	<b>60</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	336	0	0	82	10	5	1	1	0	9	80	14	315
	LUFTHANSA	S	293	0	0	79	11	9	1	1	0	11	72	16	293
<b>TOTAL DUSSELDORF</b>			<b>629</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>15</b>	<b>608</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	432	0	0	85	8	5	1	0	0	13	71	22	325
	LUFTHANSA	S	688	0	0	78	13	7	3	0	0	11	63	24	579
<b>TOTAL FRANKFURT MAIN</b>			<b>1120</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>23</b>	<b>904</b>
HAMBURG	BRITISH AIRWAYS PLC	S	238	0	0	87	8	2	1	1	0	8	82	14	239
	LUFTHANSA	S	224	0	1	81	11	4	3	2	0	13	76	13	234
<b>TOTAL HAMBURG</b>			<b>462</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>13</b>	<b>473</b>
HANOVER	BMI BRITISH MIDLAND	S	162	0	2	84	5	7	2	1	0	11	78	16	162
<b>TOTAL HANOVER</b>			<b>162</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>16</b>	<b>162</b>
MUNICH	BRITISH AIRWAYS PLC	S	355	0	2	84	7	6	3	0	0	10	81	13	356
	LUFTHANSA	S	470	0	0	65	14	13	7	1	0	19	66	19	408
<b>TOTAL MUNICH</b>			<b>825</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>11</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>16</b>	<b>764</b>
STUTTGART	BRITISH AIRWAYS PLC	S	116	0	0	88	6	3	3	0	1	10	92	6	166
	LUFTHANSA CITY LINE	S	173	0	0	91	4	3	1	1	0	6	0	0	0
<b>TOTAL STUTTGART</b>			<b>289</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>8</b>	<b>80</b>	<b>11</b>	<b>337</b>
<b>TOTAL GERMANY</b>			<b>4191</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>17</b>	<b>4071</b>
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	60	0	0	65	15	13	3	2	2	25	55	19	58
	VIRGIN ATLANTIC AIRWAYS LTD	S	24	0	0	83	4	8	0	0	4	39	64	12	25
<b>TOTAL ACCRA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>29</b>	<b>58</b>	<b>17</b>	<b>83</b>
<b>TOTAL GHANA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>29</b>	<b>58</b>	<b>17</b>	<b>83</b>
<b>GIBRALTAR</b>															
GIBRALTAR	BRITISH AIRWAYS PLC	S	60	0	0	80	7	7	5	2	0	15	71	20	59
<b>TOTAL GIBRALTAR</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>20</b>	<b>59</b>
<b>TOTAL GIBRALTAR</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>20</b>	<b>59</b>
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	203	0	0	82	10	2	5	0	0	10	71	18	120
	BRITISH AIRWAYS PLC	C	4	0	0	100	0	0	0	0	0	5	0	0	0
	BRITISH AIRWAYS PLC	S	180	0	0	78	9	9	3	0	1	15	76	19	174

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			Actual (7)	Plan (8)											
TOTAL ATHENS			387	0	0	80	10	5	4	0	0	13	77	16	438
TOTAL GREECE			387	0	0	80	10	5	4	0	0	13	77	16	438
HONG KONG															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	120	0	0	88	8	3	2	0	0	6	78	19	120
	CATHAY PACIFIC AIRWAYS	S	240	0	6	89	7	4	0	0	0	5	62	31	238
TOTAL HONG KONG (CHEP LAP KOK)			360	0	6	89	7	4	1	0	0	5	67	27	358
TOTAL HONG KONG			360	0	6	89	7	4	1	0	0	5	67	27	358
HUNGARY															
BUDAPEST	BRITISH AIRWAYS PLC	S	175	0	1	87	7	2	3	1	0	9	78	15	176
TOTAL BUDAPEST			175	0	1	87	7	2	3	1	0	9	78	15	176
TOTAL HUNGARY			175	0	1	87	7	2	3	1	0	9	78	15	176
ICELAND															
KEFLAVIK	ICELANDAIR	S	110	0	0	55	30	13	3	0	0	18	79	13	112
TOTAL KEFLAVIK			110	0	0	55	30	13	3	0	0	18	79	13	112
TOTAL ICELAND			110	0	0	55	30	13	3	0	0	18	79	13	112
INDIA															
AMRITSAR	AIR INDIA	S	58	0	0	88	5	5	2	0	0	7	27	71	60
	BMI BRITISH MIDLAND	S	25	0	0	16	32	32	8	12	0	68	0	0	0
TOTAL AMRITSAR			83	0	0	66	13	13	4	4	0	25	27	71	60
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	60	0	0	83	10	3	3	0	0	7	87	8	60
TOTAL BANGALORE (BENGALURU)			60	0	0	83	10	3	3	0	0	7	87	8	60
CHENNAI	BRITISH AIRWAYS PLC	S	43	0	0	79	7	0	9	5	0	23	77	10	44
TOTAL CHENNAI			43	0	0	79	7	0	9	5	0	23	77	10	44
DELHI	AIR INDIA	S	56	0	0	77	13	9	2	0	0	10	15	85	59
	BRITISH AIRWAYS PLC	S	120	0	0	62	21	9	8	0	0	20	48	24	120
	JET AIRWAYS	S	59	0	2	73	14	8	5	0	0	16	35	54	60
	KINGFISHER AIRLINES	S	60	0	0	98	2	0	0	0	0	1	92	4	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	58	1	2	72	21	3	3	0	0	12	45	30	60
TOTAL DELHI			353	1	4	74	15	7	5	0	0	13	47	37	359
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	44	0	0	86	5	5	2	2	0	13	74	15	43
TOTAL HYDERABAD ( RAJIV GHANDI )			44	0	0	86	5	5	2	2	0	13	74	15	43
MUMBAI	AIR INDIA	S	60	0	0	80	13	5	2	0	0	9	64	18	59
	BRITISH AIRWAYS PLC	S	120	0	0	87	8	3	3	0	0	7	76	13	119
	JET AIRWAYS	S	120	0	0	79	9	8	3	0	0	10	78	11	120
	KINGFISHER AIRLINES	S	60	0	4	93	3	0	3	0	0	5	90	5	60
TOTAL MUMBAI			360	0	4	84	8	5	3	0	0	8	77	11	358
TOTAL INDIA			943	1	8	79	11	6	4	1	0	12	63	25	924
IRAN															
TEHRAN IMAM KHOMEINI	BMI BRITISH MIDLAND	S	60	0	0	68	20	8	2	2	0	15	30	58	60



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
TEHRAN IMAM KHOMEINI	IRAN AIR	S	26	0	0	46	12	19	19	4	0	39	54	22	26
<b>TOTAL TEHRAN IMAM KHOMEINI</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>37</b>	<b>47</b>	<b>86</b>
<b>TOTAL IRAN</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>37</b>	<b>47</b>	<b>86</b>
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	238	0	0	80	9	4	5	2	0	14	70	19	234
<b>TOTAL CORK</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>19</b>	<b>234</b>
DUBLIN	AER LINGUS	S	724	0	0	80	12	5	2	2	0	12	69	24	723
	BMI BRITISH MIDLAND	S	240	0	0	77	13	5	5	0	0	13	67	20	236
<b>TOTAL DUBLIN</b>			<b>964</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>23</b>	<b>959</b>
SHANNON	AER LINGUS	S	175	0	0	83	5	6	5	1	0	14	67	22	178
<b>TOTAL SHANNON</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>22</b>	<b>178</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1377</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>22</b>	<b>1371</b>
<b>ISRAEL</b>															
TEL AVIV	BRITISH AIRWAYS PLC	S	120	0	0	92	6	2	1	0	0	4	76	21	120
	EL AL	S	92	0	0	68	15	12	4	0	0	15	78	21	96
<b>TOTAL TEL AVIV</b>			<b>212</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>21</b>	<b>216</b>
<b>TOTAL ISRAEL</b>			<b>212</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>21</b>	<b>216</b>
<b>ITALY</b>															
MILAN (LINATE)	ALITALIA (CAI)	S	258	0	0	81	9	5	3	2	0	13	73	14	264
	BRITISH AIRWAYS PLC	S	308	0	0	81	10	6	2	1	0	11	79	13	302
<b>TOTAL MILAN (LINATE)</b>			<b>566</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>13</b>	<b>566</b>
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	164	0	0	90	2	5	2	1	0	8	82	13	186
<b>TOTAL MILAN (MALPENSA)</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>19</b>	<b>463</b>
PISA	BRITISH AIRWAYS PLC	S	54	0	0	87	4	2	7	0	0	15	77	20	117
<b>TOTAL PISA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>20</b>	<b>117</b>
ROME (FIUMICINO)	ALITALIA (CAI)	S	284	0	1	81	11	4	3	1	0	11	60	23	282
	BRITISH AIRWAYS PLC	S	304	0	0	79	9	9	2	1	0	12	73	19	346
<b>TOTAL ROME (FIUMICINO)</b>			<b>588</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>20</b>	<b>632</b>
VENICE	BRITISH AIRWAYS PLC	S	58	0	0	86	10	2	2	0	0	6	77	15	60
	BRITISH AIRWAYS PLC	C	4	0	0	0	0	25	25	25	185	0	0	0	0
<b>TOTAL VENICE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>17</b>	<b>77</b>	<b>15</b>	<b>60</b>
<b>TOTAL ITALY</b>			<b>1434</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>18</b>	<b>1838</b>
<b>JAPAN</b>															
TOKYO (HANEDA)	BRITISH AIRWAYS PLC	S	38	0	0	68	13	8	5	5	0	26	0	0	0
<b>TOTAL TOKYO (HANEDA)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	60	0	0	95	5	0	0	0	0	2	87	7	60
	BRITISH AIRWAYS PLC	S	60	0	0	83	5	7	5	0	0	11	63	26	60
	JAPAN AIRLINES	S	60	0	0	88	5	3	2	2	0	8	83	8	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	50	0	0	82	12	6	0	0	0	7	65	19	60

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			Actual (7)	Plan (8)											
TOTAL TOKYO (NARITA)			230	0	0	87	7	4	2	0	0	7	75	15	240
TOTAL JAPAN			268	0	0	85	7	4	2	1	0	10	75	15	240
JORDAN															
AMMAN	BMI BRITISH MIDLAND	S	60	0	0	80	7	10	3	0	0	10	62	18	34
	ROYAL JORDANIAN	S	58	0	0	60	16	19	5	0	0	21	53	18	60
TOTAL AMMAN			118	0	0	70	11	14	4	0	0	15	56	18	94
TOTAL JORDAN			118	0	0	70	11	14	4	0	0	15	56	18	94
KAZAKHSTAN															
ALMATY	AIR ASTANA	S	18	0	1	89	11	0	0	0	0	2	67	48	18
TOTAL ALMATY			18	0	1	89	11	0	0	0	0	2	67	48	18
TOTAL KAZAKHSTAN			18	0	1	89	11	0	0	0	0	2	67	48	18
KENYA															
NAIROBI	BRITISH AIRWAYS PLC	S	60	0	1	80	12	3	5	0	0	12	73	16	60
	KENYA AIRWAYS	S	75	2	2	75	16	4	3	1	1	21	89	6	75
	VIRGIN ATLANTIC AIRWAYS LTD	S	42	0	0	88	2	5	5	0	0	8	91	7	54
TOTAL NAIROBI			178	2	3	79	11	4	4	1	1	15	85	10	189
TOTAL KENYA			178	2	3	79	11	4	4	1	1	15	85	10	189
KUWAIT															
KUWAIT	BRITISH AIRWAYS PLC	S	58	0	0	84	5	9	2	0	0	8	88	6	59
	KUWAIT AIRWAYS	S	61	0	0	75	13	10	2	0	0	11	68	12	60
TOTAL KUWAIT			119	0	0	80	9	9	2	0	0	9	78	9	119
TOTAL KUWAIT			119	0	0	80	9	9	2	0	0	9	78	9	119
KYRGYZSTAN															
BISHKEK (FRUNZE)	BMI BRITISH MIDLAND	S	25	0	2	68	28	4	0	0	0	9	62	39	26
TOTAL BISHKEK (FRUNZE)			25	0	2	68	28	4	0	0	0	9	62	39	26
TOTAL KYRGYZSTAN			25	0	2	68	28	4	0	0	0	9	62	39	26
LEBANON															
BEIRUT	BMI BRITISH MIDLAND	S	35	0	0	89	6	6	0	0	0	5	72	23	32
	MEA	S	58	0	0	60	19	14	7	0	0	20	55	19	60
TOTAL BEIRUT			93	0	0	71	14	11	4	0	0	14	61	21	92
TOTAL LEBANON			93	0	0	71	14	11	4	0	0	14	61	21	92
LUXEMBOURG															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	116	0	0	82	9	5	2	2	0	13	0	0	0
TOTAL LUXEMBOURG			116	0	0	82	9	5	2	2	0	13	0	0	0
TOTAL LUXEMBOURG			116	0	0	82	9	5	2	2	0	13	0	0	0
MALAYSIA															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-M	S	120	0	0	85	7	4	3	1	0	10	79	13	120

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				Actual (7)	Plan (8)										
TOTAL KUALA LUMPUR (SEPANG)			120	0	0	85	7	4	3	1	0	10	79	13	120
TOTAL MALAYSIA			120	0	0	85	7	4	3	1	0	10	79	13	120
MALTA															
MALTA	AIR MALTA	S	120	0	0	79	10	4	4	3	0	16	72	16	118
TOTAL MALTA			120	0	0	79	10	4	4	3	0	16	72	16	118
TOTAL MALTA			120	0	0	79	10	4	4	3	0	16	72	16	118
MAURITIUS															
MAURITIUS	AIR MAURITIUS LTD	S	42	0	0	48	26	12	14	0	0	25	48	22	42
TOTAL MAURITIUS			42	0	0	48	26	12	14	0	0	25	60	16	67
TOTAL MAURITIUS			42	0	0	48	26	12	14	0	0	25	60	16	67
MEXICO															
MEXICO CITY	BRITISH AIRWAYS PLC	S	26	0	0	62	19	19	0	0	0	16	46	21	26
TOTAL MEXICO CITY			26	0	0	62	19	19	0	0	0	16	46	21	26
TOTAL MEXICO			26	0	0	62	19	19	0	0	0	16	46	21	26
MOROCCO															
AGADIR	BMI BRITISH MIDLAND	S	14	0	0	86	14	0	0	0	0	6	0	0	0
TOTAL AGADIR			14	0	0	86	14	0	0	0	0	6	0	0	0
CASABLANCA MOHAMED V	BMI BRITISH MIDLAND	S	34	0	0	65	15	9	12	0	0	21	0	0	0
	ROYAL AIR MAROC	S	60	0	0	82	13	2	3	0	0	11	0	0	0
TOTAL CASABLANCA MOHAMED V			94	0	0	76	14	4	6	0	0	14	0	0	0
MARRAKESH	BMI BRITISH MIDLAND	S	40	0	0	78	13	5	5	0	0	16	0	0	0
TOTAL MARRAKESH			40	0	0	78	13	5	5	0	0	16	60	27	60
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	18	0	0	78	0	11	0	11	0	28	39	42	18
TOTAL TANGIERS (IBN BATUTA)			18	0	0	78	0	11	0	11	0	28	39	42	18
TOTAL MOROCCO			166	0	0	77	12	5	5	1	0	15	55	31	78
NETHERLANDS															
AMSTERDAM	BRITISH AIRWAYS PLC	S	447	0	1	74	10	9	6	0	0	17	72	19	449
	KLM	S	386	0	14	80	8	5	5	1	0	13	74	15	391
	KLM CITYHOPPER	S	272	0	0	80	6	5	7	2	0	16	73	14	215
TOTAL AMSTERDAM			1105	0	15	78	9	7	6	1	0	15	73	16	1055
TOTAL NETHERLANDS			1105	0	15	78	9	7	6	1	0	15	73	16	1055
NEW ZEALAND															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	102	0	4	90	1	5	3	1	0	8	56	26	102
TOTAL AUCKLAND INTERNATIONAL			102	0	4	90	1	5	3	1	0	8	56	26	102
TOTAL NEW ZEALAND			102	0	4	90	1	5	3	1	0	8	56	26	102
NIGERIA															
ABUJA	BRITISH AIRWAYS PLC	S	60	0	0	77	13	7	2	2	0	12	62	13	60

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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 ABUJA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>17</b>	<b>102</b>
<b>LAGOS</b>	ARIK AIR	S	60	0	0	77	10	10	2	2	0	16	68	12	59
	BRITISH AIRWAYS PLC	S	60	0	0	60	22	15	3	0	0	15	62	23	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	82	8	7	3	0	0	10	61	18	59
<b>TOTAL LAGOS</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>18</b>	<b>178</b>
<b>TOTAL NIGERIA</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>17</b>	<b>280</b>
<b>NORWAY</b>															
<b>BERGEN</b>	BMI BRITISH MIDLAND	S	57	0	1	81	9	5	5	0	0	12	0	0	0
<b>TOTAL BERGEN</b>			<b>57</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>11</b>	<b>1</b>
<b>OSLO (GARDERMOEN)</b>	BRITISH AIRWAYS PLC	S	234	0	0	85	8	5	2	0	0	8	82	13	231
	SAS	S	290	0	0	79	9	7	3	2	0	15	80	13	290
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>524</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>13</b>	<b>521</b>
<b>STAVANGER</b>	BMI BRITISH MIDLAND	S	60	0	1	87	7	5	2	0	0	8	0	0	0
	SAS	S	104	0	0	77	10	8	5	1	0	15	75	16	102
<b>TOTAL STAVANGER</b>			<b>164</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>16</b>	<b>102</b>
<b>TOTAL NORWAY</b>			<b>745</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>13</b>	<b>624</b>
<b>OMAN</b>															
<b>MUSCAT</b>	BRITISH AIRWAYS PLC	S	30	0	0	93	3	3	0	0	0	3	85	9	60
	OMAN AIR	S	60	0	0	95	5	0	0	0	0	4	87	4	60
<b>TOTAL MUSCAT</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>7</b>	<b>121</b>
<b>TOTAL OMAN</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>7</b>	<b>121</b>
<b>PAKISTAN</b>															
<b>ISLAMABAD</b>	PAKISTAN INTL AIRLINES	S	30	0	0	60	17	13	7	0	3	30	32	34	34
<b>TOTAL ISLAMABAD</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>30</b>	<b>32</b>	<b>34</b>	<b>34</b>
<b>KARACHI</b>	PAKISTAN INTL AIRLINES	S	14	0	0	50	14	21	7	0	7	47	33	29	18
<b>TOTAL KARACHI</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>14</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>47</b>	<b>33</b>	<b>29</b>	<b>18</b>
<b>LAHORE</b>	PAKISTAN INTL AIRLINES	S	26	0	0	73	19	8	0	0	0	9	29	67	28
<b>TOTAL LAHORE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>29</b>	<b>67</b>	<b>28</b>
<b>PESHAWAR</b>	PAKISTAN INTL AIRLINES	S	4	0	0	25	0	25	25	25	0	89	0	0	0
<b>TOTAL PESHAWAR</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SIALKOT</b>	PAKISTAN INTL AIRLINES	S	8	0	0	13	25	50	0	13	0	58	0	0	0
<b>TOTAL SIALKOT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PAKISTAN</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>17</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>32</b>	<b>31</b>	<b>44</b>	<b>80</b>
<b>POLAND</b>															
<b>WARSAW</b>	BRITISH AIRWAYS PLC	S	113	0	0	93	4	1	3	0	0	6	76	23	174
	LOT-POLISH AIRLINES	S	162	0	0	79	10	6	5	0	1	16	69	18	167
<b>TOTAL WARSAW</b>			<b>275</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>21</b>	<b>341</b>
<b>TOTAL POLAND</b>			<b>275</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>21</b>	<b>341</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>PORTUGAL(EXCLUDING MADEIRA)</b>															
LISBON	AIR PORTUGAL	S	298	1	0	67	12	10	9	3	0	24	66	19	293
	BRITISH AIRWAYS PLC	S	172	0	0	83	9	5	2	1	0	10	78	15	170
<b>TOTAL LISBON</b>			<b>470</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>17</b>	<b>465</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>470</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>16</b>	<b>511</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	55	0	0	95	4	0	2	0	0	4	0	0	0
<b>TOTAL FUNCHAL</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>QATAR</b>															
DOHA	BRITISH AIRWAYS PLC	S	60	0	0	90	7	2	2	0	0	6	78	10	59
	QATAR AIRWAYS	S	240	0	0	80	13	5	3	0	0	10	84	11	238
<b>TOTAL DOHA</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>11</b>	<b>297</b>
<b>TOTAL QATAR</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>11</b>	<b>297</b>
<b>REPUBLIC OF KOREA</b>															
SEOUL (INCHEON)	ASIANA AIRLINES	S	60	0	0	77	8	12	3	0	0	12	61	17	31
	KOREAN AIR	S	60	0	0	75	8	13	3	0	0	11	63	13	60
<b>TOTAL SEOUL (INCHEON)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>14</b>	<b>91</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>14</b>	<b>91</b>
<b>REPUBLIC OF SERBIA</b>															
BELGRADE	JATAIRWAYS	S	60	0	0	60	12	8	18	2	0	29	82	16	60
<b>TOTAL BELGRADE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>12</b>	<b>8</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>86</b>	<b>11</b>	<b>116</b>
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>12</b>	<b>8</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>86</b>	<b>11</b>	<b>116</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
CAPE TOWN	BRITISH AIRWAYS PLC	S	120	0	0	69	17	8	7	0	0	16	64	20	110
	SOUTH AFRICAN AIRWAYS	S	60	0	0	97	2	0	2	0	0	2	80	7	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	43	0	0	84	9	0	2	2	2	27	81	12	42
<b>TOTAL CAPE TOWN</b>			<b>223</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>15</b>	<b>212</b>
JOHANNESBURG	BRITISH AIRWAYS PLC	S	120	0	0	81	12	6	1	1	0	10	82	28	119
	SOUTH AFRICAN AIRWAYS	S	100	0	1	82	10	5	3	0	0	8	66	24	98
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	92	5	2	2	0	0	6	72	14	60
<b>TOTAL JOHANNESBURG</b>			<b>280</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>23</b>	<b>277</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>503</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>20</b>	<b>489</b>
<b>ROMANIA</b>															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	119	0	0	77	11	8	3	2	0	13	74	17	120
	TAROM	S	60	0	0	83	8	3	3	2	0	12	68	20	56
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>18</b>	<b>176</b>
<b>TOTAL ROMANIA</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>18</b>	<b>176</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>RUSSIA</b>															
<b>MOSCOW (DOMODEDOVO)</b>	BMI BRITISH MIDLAND	S	120	0	0	86	10	4	0	0	0	5	76	10	120
	BRITISH AIRWAYS PLC	S	178	0	0	90	6	4	0	0	0	4	84	9	177
	TRANSAERO AIRLINES	S	120	0	0	85	11	3	2	0	0	7	50	25	120
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>418</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>14</b>	<b>417</b>
<b>MOSCOW (SHEREMETYEVO)</b>	AEROFLOT	S	151	0	1	89	7	3	1	0	0	5	60	17	152
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>151</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>60</b>	<b>17</b>	<b>152</b>
<b>ST PETERSBURG</b>	BRITISH AIRWAYS PLC	S	60	0	0	90	8	2	0	0	0	4	87	6	60
<b>TOTAL ST PETERSBURG</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>4</b>	<b>87</b>	<b>6</b>	<b>60</b>
<b>TOTAL RUSSIA</b>			<b>629</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>14</b>	<b>629</b>
<b>SAUDI ARABIA</b>															
<b>DAMMAM</b>	BMI BRITISH MIDLAND	S	26	0	0	73	15	4	4	4	0	19	65	28	26
	SAUDI ARABIAN AIRLINES	S	3	0	0	100	0	0	0	0	0	5	57	28	7
<b>TOTAL DAMMAM</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>28</b>	<b>33</b>
<b>JEDDAH</b>	BMI BRITISH MIDLAND	S	30	0	0	73	10	10	3	0	3	27	54	19	26
	BMI BRITISH MIDLAND	C	16	0	0	13	19	44	25	0	0	52	0	84	15
	BRITISH AIRWAYS PLC	S	42	0	1	95	0	5	0	0	0	3	83	14	41
	SAUDI ARABIAN AIRLINES	S	67	0	0	73	18	6	3	0	0	11	82	13	60
<b>TOTAL JEDDAH</b>			<b>155</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>68</b>	<b>22</b>	<b>142</b>
<b>RIYADH</b>	BRITISH AIRWAYS PLC	S	58	0	0	88	3	5	2	2	0	10	83	10	48
	SAUDI ARABIAN AIRLINES	S	38	0	0	66	21	11	3	0	0	13	43	25	35
<b>TOTAL RIYADH</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>16</b>	<b>83</b>
<b>TOTAL SAUDI ARABIA</b>			<b>280</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>21</b>	<b>258</b>
<b>SEYCHELLES</b>															
<b>SEYCHELLES</b>	AIR SEYCHELLES	S	15	0	1	60	13	0	13	0	13	179	75	23	16
<b>TOTAL SEYCHELLES</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>179</b>	<b>75</b>	<b>23</b>	<b>16</b>
<b>TOTAL SEYCHELLES</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>179</b>	<b>75</b>	<b>23</b>	<b>16</b>
<b>SIERRA LEONE</b>															
<b>FREETOWN</b>	BMI BRITISH MIDLAND	S	25	0	1	72	8	8	4	4	4	35	53	32	34
<b>TOTAL FREETOWN</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>35</b>	<b>53</b>	<b>32</b>	<b>34</b>
<b>TOTAL SIERRA LEONE</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>35</b>	<b>53</b>	<b>32</b>	<b>34</b>
<b>SINGAPORE</b>															
<b>SINGAPORE</b>	BRITISH AIRWAYS PLC	S	60	0	0	87	3	5	3	2	0	11	80	10	60
	SINGAPORE AIRLINES	S	178	0	2	87	8	1	3	1	1	11	77	24	180
<b>TOTAL SINGAPORE</b>			<b>238</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>20</b>	<b>240</b>
<b>TOTAL SINGAPORE</b>			<b>238</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>20</b>	<b>240</b>
<b>SPAIN</b>															
<b>BARCELONA</b>	BRITISH AIRWAYS PLC	S	476	0	2	83	9	5	3	0	0	9	71	17	446

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			Actual (7)	Plan (8)											
<b>TOTAL BARCELONA</b>			<b>476</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>71</b>	<b>17</b>	<b>446</b>
BILBAO	VUELING AIRLINES	S	118	0	0	86	2	6	4	2	0	12	60	24	60
<b>TOTAL BILBAO</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>24</b>	<b>60</b>
LA CORUNA	VUELING AIRLINES	S	60	0	0	87	3	2	5	3	0	14	80	20	60
<b>TOTAL LA CORUNA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>20</b>	<b>60</b>
MADRID	BRITISH AIRWAYS PLC	S	294	0	0	74	13	8	4	1	0	14	65	18	288
	IBERIA	S	470	0	0	67	13	11	6	2	0	20	64	22	453
<b>TOTAL MADRID</b>			<b>765</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>20</b>	<b>741</b>
SEVILLE	VUELING AIRLINES	S	2	0	0	50	0	50	0	0	0	18	56	19	57
<b>TOTAL SEVILLE</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>58</b>	<b>19</b>	<b>59</b>
<b>TOTAL SPAIN</b>			<b>1421</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>19</b>	<b>1482</b>
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	78	0	1	71	8	12	10	0	0	17	63	19	76
<b>TOTAL COLOMBO</b>			<b>79</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>8</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>19</b>	<b>76</b>
<b>TOTAL SRI LANKA</b>			<b>79</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>8</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>19</b>	<b>76</b>
<b>SUDAN</b>															
KHARTOUM	BMI BRITISH MIDLAND	S	25	0	0	72	16	12	0	0	0	9	59	65	27
<b>TOTAL KHARTOUM</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>59</b>	<b>65</b>	<b>27</b>
<b>TOTAL SUDAN</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>59</b>	<b>65</b>	<b>27</b>
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS PLC	S	118	0	0	91	7	2	1	0	0	4	75	29	12
	SAS	S	112	0	0	86	8	4	1	2	0	10	73	16	112
<b>TOTAL GOTEBORG</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>17</b>	<b>124</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	286	0	0	84	9	4	3	0	0	9	71	19	334
	SAS	S	320	0	0	83	8	6	3	1	0	11	64	22	364
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>606</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>20</b>	<b>698</b>
<b>TOTAL SWEDEN</b>			<b>836</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>20</b>	<b>830</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	BMI BRITISH MIDLAND	S	162	0	0	86	8	4	1	1	0	8	0	0	0
	BRITISH AIRWAYS PLC	S	172	0	0	94	3	1	2	0	0	5	83	13	178
<b>TOTAL BASLE MULHOUSE</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>13</b>	<b>178</b>
GENEVA	BRITISH AIRWAYS PLC	S	428	0	2	80	9	6	3	1	0	11	78	15	417
	SWISS AIRLINES	S	356	0	0	86	6	5	3	0	0	8	74	15	345
<b>TOTAL GENEVA</b>			<b>784</b>	<b>3</b>	<b>2</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>15</b>	<b>762</b>
ZURICH	BRITISH AIRWAYS PLC	S	318	0	1	85	8	5	1	1	0	10	79	13	308
	SWISS AIRLINES	S	410	0	0	80	11	7	1	1	0	11	81	12	350
<b>TOTAL ZURICH</b>			<b>728</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>13</b>	<b>658</b>
<b>TOTAL SWITZERLAND</b>			<b>1846</b>	<b>4</b>	<b>3</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>14</b>	<b>1598</b>

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>SYRIA</b>															
DAMASCUS	BMI BRITISH MIDLAND	S	20	0	1	90	0	0	10	0	0	9	72	12	60
	SYRIANAIR	S	8	0	0	50	25	25	0	0	0	18	59	17	22
<b>TOTAL DAMASCUS</b>			<b>28</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>13</b>	<b>82</b>
<b>TOTAL SYRIA</b>			<b>28</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>13</b>	<b>82</b>
<b>TAIWAN</b>															
TAIPEI	CHINA AIRLINES	S	16	0	0	81	6	0	13	0	0	19	55	19	22
	EVA AIR	S	58	0	0	81	14	2	3	0	0	8	78	8	60
<b>TOTAL TAIPEI</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>11</b>	<b>82</b>
<b>TOTAL TAIWAN</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>11</b>	<b>82</b>
<b>TANZANIA</b>															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	25	0	1	84	12	0	4	0	0	10	81	46	26
<b>TOTAL DAR-ES-SALAAM</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>46</b>	<b>26</b>
<b>TOTAL TANZANIA</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>46</b>	<b>26</b>
<b>THAILAND</b>															
BANGKOK SUVARNABHUMI	THAI AIRWAYS INTERNATIONAL	S	108	0	1	89	9	1	1	0	0	5	85	8	120
<b>TOTAL BANGKOK SUVARNABHUMI</b>			<b>108</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>8</b>	<b>121</b>
<b>TOTAL THAILAND</b>			<b>108</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>8</b>	<b>121</b>
<b>TUNISIA</b>															
TUNIS	TUNISAIR	S	42	0	0	7	21	38	31	2	0	55	12	56	34
<b>TOTAL TUNIS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>21</b>	<b>38</b>	<b>31</b>	<b>2</b>	<b>0</b>	<b>55</b>	<b>12</b>	<b>56</b>	<b>34</b>
<b>TOTAL TUNISIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>21</b>	<b>38</b>	<b>31</b>	<b>2</b>	<b>0</b>	<b>55</b>	<b>12</b>	<b>56</b>	<b>34</b>
<b>TURKEY</b>															
ISTANBUL	BRITISH AIRWAYS PLC	S	140	0	0	77	5	12	5	1	0	14	67	35	142
	THY TURK HAVA YOLLARI TURKIS	S	256	0	0	81	7	7	5	0	0	11	44	46	255
<b>TOTAL ISTANBUL</b>			<b>396</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>52</b>	<b>42</b>	<b>397</b>
<b>TOTAL TURKEY</b>			<b>396</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>52</b>	<b>42</b>	<b>397</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	18	0	0	56	11	6	17	0	11	160	28	29	18
<b>TOTAL ASHKHABAD</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>11</b>	<b>160</b>	<b>28</b>	<b>29</b>	<b>18</b>
<b>TOTAL TURKMENISTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>11</b>	<b>160</b>	<b>28</b>	<b>29</b>	<b>18</b>
<b>TURKS AND CAICOS ISLANDS</b>															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	8	0	0	13	38	38	13	0	0	35	56	13	9
<b>TOTAL PROVIDENCIALES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>56</b>	<b>13</b>	<b>9</b>
<b>TOTAL TURKS AND CAICOS ISLANDS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>56</b>	<b>13</b>	<b>9</b>
<b>UGANDA</b>															
ENTEbbe	BRITISH AIRWAYS PLC	S	42	0	0	71	17	10	2	0	0	14	74	14	42



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			Actual (7)	Plan (8)											
TOTAL ENTEBBE			42	0	0	71	17	10	2	0	0	14	74	14	42
TOTAL UGANDA			42	0	0	71	17	10	2	0	0	14	74	14	42
UKRAINE															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	58	0	0	84	7	3	5	0	0	9	73	13	60
TOTAL KIEV (BORISPOL)			58	0	0	84	7	3	5	0	0	9	73	13	60
TOTAL UKRAINE			58	1	0	84	7	3	5	0	0	9	73	13	60
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	BRITISH AIRWAYS PLC	S	30	0	0	73	13	7	7	0	0	14	0	0	0
	ETIHAD AIRWAYS	S	177	1	1	85	10	5	1	0	0	6	79	10	180
TOTAL ABU DHABI INTERNATIONAL			207	1	1	84	10	5	1	0	0	8	79	10	181
DUBAI	BRITISH AIRWAYS PLC	S	178	0	1	87	8	3	2	0	0	7	83	14	178
	EMIRATES	S	298	0	0	86	7	4	3	0	0	7	68	14	300
	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	83	10	3	3	0	0	8	85	7	60
TOTAL DUBAI			534	0	1	86	8	4	3	0	0	7	75	14	538
TOTAL UNITED ARAB EMIRATES			741	1	2	85	9	4	2	0	0	7	76	13	719
UNITED KINGDOM															
ABERDEEN	BMI BRITISH MIDLAND	S	326	0	3	86	6	5	3	0	0	8	68	21	307
	BRITISH AIRWAYS PLC	S	344	0	0	87	7	5	1	1	0	8	73	18	355
TOTAL ABERDEEN			670	0	3	86	7	5	2	1	0	8	71	19	662
BELFAST CITY (GEORGE BEST)	BMI BRITISH MIDLAND	S	334	0	0	80	11	4	3	1	0	11	76	14	348
TOTAL BELFAST CITY (GEORGE BEST)			334	0	0	80	11	4	3	1	0	11	76	14	348
BELFAST INTERNATIONAL	AER LINGUS	S	178	0	0	92	2	2	3	2	0	9	85	11	178
TOTAL BELFAST INTERNATIONAL			178	0	0	92	2	2	3	2	0	9	85	11	178
EDINBURGH	BMI BRITISH MIDLAND	S	336	0	0	86	7	4	2	1	0	9	74	17	374
	BRITISH AIRWAYS PLC	S	496	0	0	84	10	3	2	1	0	10	73	22	504
TOTAL EDINBURGH			832	0	0	85	9	3	2	1	0	9	73	20	878
GLASGOW	BRITISH AIRWAYS PLC	S	510	0	1	88	6	3	2	1	0	9	69	22	476
TOTAL GLASGOW			510	0	1	88	6	3	2	1	0	9	70	20	844
MANCHESTER	BMI BRITISH MIDLAND	S	343	0	1	84	7	5	3	1	0	11	75	16	383
	BRITISH AIRWAYS PLC	S	450	0	0	84	10	4	2	0	0	9	73	18	446
TOTAL MANCHESTER			793	0	1	84	9	4	3	1	0	10	74	17	829
NEWCASTLE	BRITISH AIRWAYS PLC	S	344	0	2	87	6	4	3	0	0	10	73	19	336
TOTAL NEWCASTLE			344	0	2	87	6	4	3	0	0	10	73	19	336
TOTAL UNITED KINGDOM			3661	1	7	85	8	4	2	1	0	9	73	18	4075
USA															
ATLANTA	BRITISH AIRWAYS PLC	S	56	0	0	75	18	4	4	0	0	11	84	10	56
	DELTA AIRLINES	S	60	0	0	75	12	7	5	2	0	16	67	15	94
TOTAL ATLANTA			116	0	0	75	15	5	4	1	0	13	73	13	150
BALTIMORE	BRITISH AIRWAYS PLC	S	60	0	0	92	5	3	0	0	0	5	84	8	58

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			Actual (7)	Plan (8)											
<b>TOTAL BALTIMORE</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>84</b>	<b>8</b>	58
<b>BOSTON</b>	AMERICAN AIRLINES	S	106	0	0	90	5	2	4	0	0	8	76	10	108
	BRITISH AIRWAYS PLC	S	172	0	0	90	4	4	2	0	0	7	76	20	176
	DELTA AIRLINES	S	58	0	2	78	16	5	2	0	0	9	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	92	5	3	0	0	0	3	78	26	60
<b>TOTAL BOSTON</b>			<b>396</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>18</b>	344	
<b>CHICAGO (O'HARE)</b>	AMERICAN AIRLINES	S	175	0	0	78	13	4	5	0	0	11	76	16	172
	BRITISH AIRWAYS PLC	S	116	0	0	81	11	6	2	0	0	10	75	15	116
	UNITED AIRLINES	S	164	0	0	86	9	4	1	0	0	6	87	8	174
<b>TOTAL CHICAGO (O'HARE)</b>			<b>455</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>13</b>	462	
<b>DALLAS/FORT WORTH</b>	AMERICAN AIRLINES	S	118	0	0	73	12	5	9	1	0	19	69	17	118
	BRITISH AIRWAYS PLC	S	58	0	0	60	24	10	5	0	0	17	66	16	58
<b>TOTAL DALLAS/FORT WORTH</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>17</b>	176
<b>DENVER INTERNATIONAL</b>	BRITISH AIRWAYS PLC	S	58	0	0	88	5	7	0	0	0	7	74	16	58
<b>TOTAL DENVER INTERNATIONAL</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>15</b>	59	
<b>DETROIT</b>	DELTA AIRLINES	S	60	0	0	95	3	0	2	0	0	3	80	14	84
<b>TOTAL DETROIT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>14</b>	84	
<b>HOUSTON</b>	BRITISH AIRWAYS PLC	S	102	0	0	76	16	6	1	1	0	12	69	17	110
	CONTINENTAL AIRLINES	S	110	0	0	74	12	9	5	0	1	17	73	20	108
<b>TOTAL HOUSTON</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>18</b>	218	
<b>LAS VEGAS</b>	BRITISH AIRWAYS PLC	S	60	0	0	60	17	17	7	0	0	20	45	24	60
<b>TOTAL LAS VEGAS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>20</b>	<b>45</b>	<b>24</b>	60	
<b>LOS ANGELES INTERNATIONAL</b>	AMERICAN AIRLINES	S	60	0	0	75	17	5	3	0	0	9	68	14	60
	BRITISH AIRWAYS PLC	S	114	0	0	71	18	7	3	1	0	14	48	31	118
	UNITED AIRLINES	S	48	0	0	77	19	0	4	0	0	11	75	13	56
	VIRGIN ATLANTIC AIRWAYS LTD	S	102	0	0	81	9	6	3	1	0	12	62	16	112
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>324</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>20</b>	346
<b>MIAMI INTERNATIONAL</b>	AMERICAN AIRLINES	S	144	1	0	60	12	17	11	0	0	23	61	18	84
	BRITISH AIRWAYS PLC	S	120	0	0	72	16	7	4	1	1	18	66	20	119
	DELTA AIRLINES	S	58	0	2	74	12	9	3	0	2	19	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	77	10	5	8	0	0	13	77	12	60
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>382</b>	<b>1</b>	<b>2</b>	<b>69</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>67</b>	<b>17</b>	263
<b>MINNEAPOLIS-ST PAUL</b>	DELTA AIRLINES	S	58	0	2	91	3	5	0	0	0	3	78	8	60
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>8</b>	60	
<b>NEW YORK (JF KENNEDY)</b>	AMERICAN AIRLINES	S	214	0	0	80	8	8	3	0	0	10	76	12	282
	BRITISH AIRWAYS PLC	S	400	0	0	78	12	7	3	1	0	12	79	12	345
	DELTA AIRLINES	S	175	0	4	91	3	3	3	0	0	5	84	9	180
	KUWAIT AIRWAYS	S	22	0	0	73	9	18	0	0	0	13	56	23	25
	VIRGIN ATLANTIC AIRWAYS LTD	S	174	0	1	80	11	6	3	0	0	9	77	12	178
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>985</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>12</b>	1010	
<b>NEW YORK (NEWARK)</b>	BRITISH AIRWAYS PLC	S	172	0	0	72	19	6	2	0	0	11	76	13	176
	CONTINENTAL AIRLINES	S	266	0	0	74	12	7	5	2	0	15	84	10	269
	VIRGIN ATLANTIC AIRWAYS LTD	S	118	0	0	85	8	3	3	1	0	9	73	17	118

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 NEW YORK (NEWARK)			556	0	0	76	14	6	4	1	0	13	79	12	563
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	114	0	0	84	7	3	4	1	1	17	77	12	112
	US AIRWAYS	S	56	0	2	70	5	11	7	7	0	36	79	40	58
TOTAL PHILADELPHIA INTERNATIONAL			170	0	2	79	6	5	5	3	1	23	78	22	170
PHOENIX	BRITISH AIRWAYS PLC	S	49	0	0	69	29	2	0	0	0	10	64	21	50
TOTAL PHOENIX			49	0	0	69	29	2	0	0	0	10	64	21	50
RALEIGH	AMERICAN AIRLINES	S	55	0	2	75	15	0	9	2	0	18	79	16	58
TOTAL RALEIGH			55	0	2	75	15	0	9	2	0	18	79	16	58
SAN DIEGO	BRITISH AIRWAYS PLC	S	58	0	0	84	10	3	2	0	0	7	0	0	0
TOTAL SAN DIEGO			58	0	0	84	10	3	2	0	0	7	0	0	0
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	116	0	0	66	21	8	5	0	0	14	67	16	116
	UNITED AIRLINES	S	60	0	0	68	13	7	12	0	0	18	77	13	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	76	12	7	5	0	0	12	67	32	60
TOTAL SAN FRANCISCO			234	0	0	69	17	7	7	0	0	15	70	19	237
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	60	0	0	68	17	5	10	0	0	18	80	14	60
TOTAL SEATTLE (TACOMA)			60	0	0	68	17	5	10	0	0	18	80	14	60
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	176	0	0	72	18	6	3	1	0	14	75	17	174
	UNITED AIRLINES	S	168	0	0	76	13	7	4	1	0	13	85	10	178
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	88	7	0	5	0	0	7	88	7	60
TOTAL WASHINGTON (DULLES)			404	0	0	76	14	5	4	1	0	12	81	12	412
TOTAL USA			4928	1	15	78	12	6	4	0	0	12	75	15	4840
UZBEKISTAN															
TASHKENT	UZBEKISTAN AIRLINES	S	18	0	0	83	11	0	6	0	0	11	6	46	18
TOTAL TASHKENT			18	0	0	83	11	0	6	0	0	11	6	46	18
TOTAL UZBEKISTAN			18	0	0	83	11	0	6	0	0	11	6	46	18
ZAMBIA															
LUSAKA	BRITISH AIRWAYS PLC	S	24	0	0	79	4	8	8	0	0	12	80	10	25
TOTAL LUSAKA			24	0	0	79	4	8	8	0	0	12	80	10	25
TOTAL ZAMBIA			24	0	0	79	4	8	8	0	0	12	80	10	25
TOTAL HEATHROW			37725	24	118	80	10	6	3	1	0	12	72	18	37787

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	209	0	0	82	6	3	7	2	0	16	90	8	228	
TOTAL ANTWERP			<b>209</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>90</b>	<b>8</b>	<b>228</b>	
TOTAL BELGIUM			<b>209</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>90</b>	<b>8</b>	<b>228</b>	
<b>DENMARK</b>																
BILLUND	SUN AIR OF SCANDINAVIA	S	68	0	0	62	24	9	6	0	0	17	76	9	58	
TOTAL BILLUND			<b>68</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>24</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>9</b>	<b>58</b>	
COPENHAGEN	BA CITYFLYER LTD	S	85	0	0	86	4	7	1	2	0	11	77	14	92	
TOTAL COPENHAGEN			<b>85</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>14</b>	<b>92</b>	
TOTAL DENMARK			<b>153</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>12</b>	<b>150</b>	
<b>FRANCE</b>																
NANTES	VLM (BELGIUM)	S	91	0	0	84	4	4	7	1	0	12	90	5	100	
TOTAL NANTES			<b>91</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>5</b>	<b>100</b>	
NICE	BA CITYFLYER LTD	S	27	0	0	93	0	7	0	0	0	6	91	6	34	
TOTAL NICE			<b>27</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>6</b>	<b>34</b>	
PARIS (ORLY)	VLM (BELGIUM)	S	246	0	0	81	7	5	6	0	0	12	86	9	269	
TOTAL PARIS (ORLY)			<b>246</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>9</b>	<b>269</b>	
PAU	CITY JET	S	22	0	0	77	5	0	18	0	0	20	0	0	0	
TOTAL PAU			<b>22</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TOTAL FRANCE			<b>386</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>8</b>	<b>403</b>	
<b>GERMANY</b>																
FRANKFURT MAIN	BA CITYFLYER LTD	S	110	0	0	86	10	4	0	0	0	6	80	12	122	
	LUFTHANSA CITY LINE	S	144	0	0	78	12	8	1	0	0	9	72	15	160	
TOTAL FRANKFURT MAIN			<b>254</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>8</b>	<b>76</b>	<b>14</b>	<b>282</b>	
MUNICH	LUFTHANSA CITY LINE	S	82	0	0	72	12	10	6	0	0	17	73	14	78	
TOTAL MUNICH			<b>82</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>14</b>	<b>78</b>	
TOTAL GERMANY			<b>336</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>14</b>	<b>360</b>	
<b>IRISH REPUBLIC</b>																
DUBLIN	CITY JET	S	218	0	0	84	6	2	6	1	0	13	84	9	226	
TOTAL DUBLIN			<b>218</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>9</b>	<b>226</b>	
TOTAL IRISH REPUBLIC			<b>218</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>9</b>	<b>226</b>	
<b>ITALY</b>																
FLORENCE	CITY JET	S	46	0	0	76	2	0	22	0	0	27	0	0	0	
TOTAL FLORENCE			<b>46</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MILAN (LINATE)	CITY JET	S	93	0	0	68	15	4	11	2	0	22	82	11	89	
TOTAL MILAN (LINATE)			<b>93</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>4</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>82</b>	<b>11</b>	<b>89</b>	
TOTAL ITALY			<b>139</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>3</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>83</b>	<b>10</b>	<b>95</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
LUXEMBOURG															
LUXEMBOURG	CITY JET	S	10	0	0	70	0	0	20	10	0	60	0	0	0
	LUXAIR	S	186	0	0	80	12	7	1	0	0	9	75	13	200
	VLM (BELGIUM)	S	125	0	0	82	9	6	2	2	0	12	83	10	145
<b>TOTAL LUXEMBOURG</b>			<b>321</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>12</b>	<b>345</b>
<b>TOTAL LUXEMBOURG</b>			<b>321</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>12</b>	<b>345</b>
NETHERLANDS															
AMSTERDAM	BA CITYFLYER LTD	S	244	0	0	81	7	7	5	0	0	11	85	8	172
	CITY JET	S	358	0	0	75	8	4	12	1	0	20	77	13	330
<b>TOTAL AMSTERDAM</b>			<b>602</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>6</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>11</b>	<b>503</b>
EINDHOVEN	VLM (BELGIUM)	S	77	0	0	77	12	3	5	4	0	22	93	7	80
<b>TOTAL EINDHOVEN</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>93</b>	<b>7</b>	<b>80</b>
ROTTERDAM	VLM (BELGIUM)	S	332	0	0	88	4	2	6	0	0	11	88	9	361
<b>TOTAL ROTTERDAM</b>			<b>332</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>9</b>	<b>361</b>
<b>TOTAL NETHERLANDS</b>			<b>1011</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>10</b>	<b>944</b>
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BA CITYFLYER LTD	S	22	0	0	73	14	5	9	0	0	12	0	0	0
<b>TOTAL FARO</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
SPAIN															
BARCELONA	BA CITYFLYER LTD	S	26	0	0	88	4	8	0	0	0	7	75	17	32
<b>TOTAL BARCELONA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>17</b>	<b>32</b>
MADRID	BA CITYFLYER LTD	S	89	0	0	76	6	9	7	2	0	20	74	15	89
<b>TOTAL MADRID</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>6</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>15</b>	<b>89</b>
MALAGA	BA CITYFLYER LTD	S	29	0	0	45	31	14	7	3	0	30	0	0	0
<b>TOTAL MALAGA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>31</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>15</b>	<b>121</b>
SWEDEN															
STOCKHOLM (ARLANDA)	BA CITYFLYER LTD	S	88	0	0	76	11	5	8	0	0	14	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
SWITZERLAND															
BERNE	SKY WORK AG	S	90	0	14	70	8	11	9	2	0	26	0	0	0
<b>TOTAL BERNE</b>			<b>90</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>8</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
GENEVA	SWISS AIRLINES	S	250	0	2	94	4	2	0	0	0	3	89	5	206
<b>TOTAL GENEVA</b>			<b>250</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>5</b>	<b>212</b>
ZURICH	BA CITYFLYER LTD	S	179	0	0	88	6	3	2	1	0	8	88	6	176
	SWISS AIRLINES	S	318	0	2	91	6	2	1	0	0	5	87	8	343

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 ZURICH			497	0	2	90	6	2	1	0	0	6	88	7	519
TOTAL SWITZERLAND			837	0	18	89	6	3	2	0	0	7	88	7	829
UNITED KINGDOM															
DUNDEE	CITY JET	S	103	0	0	84	6	9	1	0	0	7	90	5	136
TOTAL DUNDEE			103	0	0	84	6	9	1	0	0	7	90	5	136
EDINBURGH	BA CITYFLYER LTD	S	363	0	0	84	7	4	5	0	0	10	89	8	309
	CITY JET	S	127	0	0	74	11	8	6	1	0	14	83	10	252
TOTAL EDINBURGH			490	0	0	81	8	5	5	0	0	11	86	9	561
GLASGOW	BA CITYFLYER LTD	S	204	0	0	87	4	5	2	1	0	9	89	9	172
TOTAL GLASGOW			204	0	0	87	4	5	2	1	0	9	89	9	172
ISLE OF MAN	AER ARANN	S	141	0	7	67	8	10	12	4	0	27	78	12	140
TOTAL ISLE OF MAN			141	0	7	67	8	10	12	4	0	27	78	12	140
JERSEY	BLUE ISLANDS LIMITED	S	86	0	0	79	9	12	0	0	0	9	0	0	0
TOTAL JERSEY			86	0	0	79	9	12	0	0	0	9	0	0	0
TOTAL UNITED KINGDOM			1024	0	7	80	7	7	5	1	0	12	86	9	1009
USA															
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	80	0	2	100	0	0	0	0	0	1	95	1	87
TOTAL NEW YORK (JF KENNEDY)			80	0	2	100	0	0	0	0	0	1	95	1	87
TOTAL USA			80	0	2	100	0	0	0	0	0	1	95	1	87
TOTAL LONDON CITY			4968	0	27	82	7	5	5	1	0	12	84	9	4797

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	WIZZ AIR	S	26	0	0	54	15	27	4	0	0	22	65	20	17
TOTAL BURGAS			26	0	0	54	15	27	4	0	0	22	65	20	17
SOFIA	WIZZ AIR	S	60	0	0	70	13	13	3	0	0	13	82	16	61
TOTAL SOFIA			60	0	0	70	13	13	3	0	0	13	82	16	61
TOTAL BULGARIA			86	0	0	65	14	17	3	0	0	16	77	16	94
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	10	0	0	60	30	10	0	0	0	15	78	9	9
TOTAL LARNACA			10	1	0	60	30	10	0	0	0	15	78	9	9
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	18	0	0	94	6	0	0	0	0	4	63	15	16
	THOMSON AIRWAYS LTD	C	10	0	0	50	20	10	10	0	10	59	71	11	7
TOTAL PAPHOS			28	0	0	79	11	4	4	0	4	24	65	14	23
TOTAL CYPRUS			38	1	0	74	16	5	3	0	3	22	69	12	32
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	WIZZ AIR	S	26	0	0	88	0	4	8	0	0	11	0	0	0
TOTAL BRNO (TURANY)			26	0	0	88	0	4	8	0	0	11	0	0	0
PRAGUE	WIZZ AIR	S	102	0	0	88	3	4	5	0	0	9	77	13	78
TOTAL PRAGUE			102	0	0	88	3	4	5	0	0	9	77	13	78
TOTAL CZECH REPUBLIC			128	0	0	88	2	4	5	0	0	9	77	13	78
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	41	0	0	95	2	0	2	0	0	6	57	20	44
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	7	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			49	0	0	92	6	0	2	0	0	6	53	27	60
TOTAL EGYPT			49	0	0	92	6	0	2	0	0	6	53	27	60
<b>ESTONIA</b>															
TALLIN	RYANAIR	S	28	0	0	71	14	14	0	0	0	14	0	0	0
TOTAL TALLIN			28	0	0	71	14	14	0	0	0	14	0	0	0
TOTAL ESTONIA			28	0	0	71	14	14	0	0	0	14	0	0	0
<b>FRANCE</b>															
BEZIERS	RYANAIR	S	18	0	0	100	0	0	0	0	0	1	61	26	18
TOTAL BEZIERS			18	0	0	100	0	0	0	0	0	1	61	26	18
BIARRITZ	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL BIARRITZ			2	0	0	100	0	0	0	0	0	0	0	0	0
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	24	0	1	79	13	4	0	0	4	22	76	9	34
TOTAL BORDEAUX			24	0	1	79	13	4	0	0	4	22	76	9	34
MARSEILLE	AIREXPLORE	C	2	0	0	100	0	0	0	0	0	13	0	0	0
TOTAL MARSEILLE			2	0	0	100	0	0	0	0	0	13	0	0	0

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
NICE	EASYJET AIRLINE COMPANY LTD	S	44	0	0	77	14	9	0	0	0	8	47	19	36
<b>TOTAL NICE</b>			<b>44</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>47</b>	<b>19</b>	<b>36</b>
NIMES	RYANAIR	S	34	0	0	88	6	6	0	0	0	5	82	7	34
<b>TOTAL NIMES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>7</b>	<b>34</b>
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	152	0	0	84	9	5	1	1	0	9	68	15	173
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>15</b>	<b>173</b>
<b>TOTAL FRANCE</b>			<b>276</b>	<b>7</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>15</b>	<b>323</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	96	0	0	96	2	2	0	0	0	3	84	8	123
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>96</b>	<b>4</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>8</b>	<b>123</b>
DORTMUND	AIR BERLIN	C	2	0	0	50	50	0	0	0	0	13	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	120	0	1	92	6	2	1	0	0	5	82	14	119
<b>TOTAL DORTMUND</b>			<b>122</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>14</b>	<b>119</b>
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	42	0	0	79	12	7	2	0	0	7	85	7	60
<b>TOTAL HAMBURG</b>			<b>42</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>7</b>	<b>85</b>	<b>7</b>	<b>60</b>
<b>TOTAL GERMANY</b>			<b>260</b>	<b>13</b>	<b>1</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>10</b>	<b>303</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	37	0	0	51	22	22	5	0	0	20	51	20	53
<b>TOTAL GIBRALTAR</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>22</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>51</b>	<b>20</b>	<b>53</b>
<b>TOTAL GIBRALTAR</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>22</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>51</b>	<b>20</b>	<b>53</b>
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	36	0	0	94	6	0	0	0	0	3	81	8	59
	WIZZ AIR	S	180	0	0	51	25	19	6	0	0	20	83	7	154
<b>TOTAL BUDAPEST</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>22</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>7</b>	<b>213</b>
<b>TOTAL HUNGARY</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>22</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>7</b>	<b>213</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	AER ARANN	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	RYANAIR	S	168	0	0	84	5	8	2	1	0	10	66	20	181
<b>TOTAL DUBLIN</b>			<b>170</b>	<b>3</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>20</b>	<b>181</b>
IRELAND WEST(KNOCK)	RYANAIR	S	60	0	0	77	12	8	3	0	0	13	73	11	60
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>11</b>	<b>60</b>
KERRY COUNTY	RYANAIR	S	60	0	0	88	5	7	0	0	0	4	83	11	59
<b>TOTAL KERRY COUNTY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>11</b>	<b>59</b>
SHANNON	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL SHANNON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
WATERFORD	AER ARANN	S	32	4	2	69	6	13	13	0	0	25	79	21	90
<b>TOTAL WATERFORD</b>			<b>32</b>	<b>4</b>	<b>2</b>	<b>69</b>	<b>6</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>79</b>	<b>21</b>	<b>90</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>324</b>	<b>7</b>	<b>2</b>	<b>82</b>	<b>7</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>19</b>	<b>507</b>



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			Actual (7)	Plan (8)											
<b>ISRAEL</b>															
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	60	0	1	65	23	12	0	0	0	14	47	24	60
	EL AL	S	10	0	0	70	0	20	0	10	0	33	84	10	25
<b>TOTAL TEL AVIV</b>			<b>70</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>20</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>58</b>	<b>20</b>	<b>85</b>
<b>TOTAL ISRAEL</b>			<b>70</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>20</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>58</b>	<b>20</b>	<b>85</b>
<b>ITALY</b>															
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	76	0	0	99	1	0	0	0	0	2	66	15	90
<b>TOTAL MILAN (MALPENSA)</b>			<b>76</b>	<b>1</b>	<b>0</b>	<b>99</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>15</b>	<b>92</b>
<b>TOTAL ITALY</b>			<b>76</b>	<b>5</b>	<b>0</b>	<b>99</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>15</b>	<b>98</b>
<b>LATVIA</b>															
RIGA	WIZZ AIR	S	34	0	0	82	18	0	0	0	0	8	92	5	26
<b>TOTAL RIGA</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>8</b>	<b>92</b>	<b>5</b>	<b>26</b>
<b>TOTAL LATVIA</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>8</b>	<b>92</b>	<b>5</b>	<b>26</b>
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	42	0	0	100	0	0	0	0	0	1	73	38	26
<b>TOTAL KAUNAS</b>			<b>42</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>38</b>	<b>26</b>
VILNIUS	WIZZ AIR	S	42	0	0	67	14	17	2	0	0	14	0	0	0
<b>TOTAL VILNIUS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LITHUANIA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>38</b>	<b>26</b>
<b>MACEDONIA</b>															
SKOPJE	WIZZ AIR	S	20	0	0	50	30	20	0	0	0	18	0	0	0
<b>TOTAL SKOPJE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MACEDONIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MALTA</b>															
MALTA	RYANAIR	S	22	0	0	95	5	0	0	0	0	3	54	28	26
<b>TOTAL MALTA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>54</b>	<b>28</b>	<b>26</b>
<b>TOTAL MALTA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>54</b>	<b>28</b>	<b>26</b>
<b>MOROCCO</b>															
MARRAKESH	RYANAIR	S	26	0	0	88	12	0	0	0	0	6	67	12	24
<b>TOTAL MARRAKESH</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>6</b>	<b>69</b>	<b>12</b>	<b>26</b>
<b>TOTAL MOROCCO</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>6</b>	<b>69</b>	<b>12</b>	<b>26</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	178	0	0	83	4	7	6	1	0	12	61	27	174
<b>TOTAL AMSTERDAM</b>			<b>178</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>27</b>	<b>174</b>
<b>TOTAL NETHERLANDS</b>			<b>178</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>27</b>	<b>174</b>

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>POLAND</b>															
GDANSK	WIZZ AIR	S	119	0	1	71	12	4	10	3	0	21	84	11	94
<b>TOTAL GDANSK</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>12</b>	<b>4</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>84</b>	<b>11</b>	<b>94</b>
KATOWICE	WIZZ AIR	S	120	0	0	78	14	8	1	0	9	74	13	118	
<b>TOTAL KATOWICE</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>13</b>	<b>118</b>	
LODZ LUBLINEK	WIZZ AIR	S	26	0	0	100	0	0	0	0	1	0	0	0	
<b>TOTAL LODZ LUBLINEK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
POZNAN	WIZZ AIR	S	60	0	0	72	15	5	7	2	21	87	9	60	
<b>TOTAL POZNAN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>21</b>	<b>87</b>	<b>9</b>	<b>60</b>	
RZESZOW	RYANAIR	S	26	0	0	96	4	0	0	0	4	94	5	16	
<b>TOTAL RZESZOW</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>4</b>	<b>94</b>	<b>5</b>	<b>16</b>	
WARSAW	WIZZ AIR	S	176	0	4	78	13	6	1	1	16	81	9	150	
<b>TOTAL WARSAW</b>			<b>176</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>81</b>	<b>9</b>	<b>150</b>	
WROCLAW	WIZZ AIR	S	42	0	0	79	17	2	0	2	15	74	11	34	
<b>TOTAL WROCLAW</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>74</b>	<b>11</b>	<b>34</b>	
<b>TOTAL POLAND</b>			<b>569</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>15</b>	<b>80</b>	<b>10</b>	<b>474</b>	
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	26	0	0	92	4	4	0	0	4	85	8	33	
<b>TOTAL FARO</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>8</b>	<b>35</b>	
LISBON	EASYJET AIRLINE COMPANY LTD	S	52	0	0	58	29	10	4	0	15	60	22	58	
<b>TOTAL LISBON</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>29</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>22</b>	<b>58</b>	
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>16</b>	<b>93</b>	
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMSON AIRWAYS LTD	C	7	0	0	71	29	0	0	0	5	100	9	1	
<b>TOTAL FUNCHAL</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>9</b>	<b>1</b>	
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>9</b>	<b>1</b>	
<b>REPUBLIC OF SERBIA</b>															
BELGRADE	WIZZ AIR	S	26	0	0	62	23	15	0	0	15	75	14	24	
<b>TOTAL BELGRADE</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>14</b>	<b>24</b>	
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>14</b>	<b>24</b>	
<b>ROMANIA</b>															
BACAU	BLUE AIR TRANSPORT AERIAN	S	26	0	0	85	8	8	0	0	6	81	19	26	
<b>TOTAL BACAU</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>6</b>	<b>81</b>	<b>19</b>	<b>26</b>	
BUCHAREST (BANEASA)	BLUE AIR TRANSPORT AERIAN	S	42	0	0	100	0	0	0	0	3	38	33	42	
	WIZZ AIR	S	60	0	0	52	27	17	5	0	19	82	7	93	
<b>TOTAL BUCHAREST (BANEASA)</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>15</b>	<b>135</b>	
CLUJ NAPOCA	WIZZ AIR	S	38	0	6	29	29	21	21	0	35	67	10	42	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 CLUJ NAPOCA			38	0	6	29	29	21	21	0	0	35	67	10	42
TIMISOARA	WIZZ AIR	S	26	0	0	81	12	8	0	0	0	8	75	8	24
TOTAL TIMISOARA			26	0	0	81	12	8	0	0	0	8	75	8	24
TIRGU MURES	WIZZ AIR	S	26	0	0	58	19	23	0	0	0	16	0	0	0
TOTAL TIRGU MURES			26	0	0	58	19	23	0	0	0	16	0	0	0
TOTAL ROMANIA			218	0	6	65	17	13	5	0	0	15	70	14	227
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	26	0	0	77	12	12	0	0	0	10	71	13	59
TOTAL BRATISLAVA			26	0	0	77	12	12	0	0	0	10	71	13	59
TOTAL SLOVAK REPUBLIC			26	0	0	77	12	12	0	0	0	10	71	13	59
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	24	0	0	96	4	0	0	0	0	2	100	5	2
	MONARCH AIRLINES	C	12	0	0	75	17	0	8	0	0	12	0	0	0
	MONARCH AIRLINES	S	34	0	0	65	18	15	3	0	0	16	50	32	26
TOTAL ALICANTE			70	0	0	77	13	7	3	0	0	10	54	30	28
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	114	0	0	92	5	2	1	0	0	5	80	12	120
TOTAL BARCELONA			114	0	0	92	5	2	1	0	0	5	80	12	120
MADRID	EASYJET AIRLINE COMPANY LTD	S	122	0	0	83	11	7	0	0	0	7	68	18	142
TOTAL MADRID			123	0	0	82	11	7	0	0	0	8	68	18	142
MALAGA	EASYJET AIRLINE COMPANY LTD	S	46	0	0	80	11	9	0	0	0	8	61	15	41
	MONARCH AIRLINES	S	23	0	0	52	9	26	9	0	4	43	49	31	35
TOTAL MALAGA			69	3	0	71	10	14	3	0	1	20	55	22	76
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	10	0	0	100	0	0	0	0	0	0	100	7	2
TOTAL PALMA DE MALLORCA			10	0	0	100	0	0	0	0	0	0	100	7	2
TOTAL SPAIN			387	4	0	83	9	6	1	0	0	9	70	17	405
SPAIN(CANARY ISLANDS)															
ARRECIFE	MONARCH AIRLINES	S	4	0	0	0	0	50	50	0	0	60	60	26	25
	RYANAIR	S	16	0	0	88	0	13	0	0	0	6	81	8	16
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	5	44	25	9
TOTAL ARRECIFE			28	2	0	79	0	14	7	0	0	14	64	20	50
FUERTEVENTURA	RYANAIR	S	18	0	0	89	11	0	0	0	0	5	89	4	18
TOTAL FUERTEVENTURA			18	0	0	89	11	0	0	0	0	5	84	4	31
LAS PALMAS	RYANAIR	S	16	0	0	75	13	13	0	0	0	11	78	7	18
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	1	88	33	8
TOTAL LAS PALMAS			25	0	0	84	8	8	0	0	0	7	81	15	26
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	45	1	0	53	24	18	4	0	0	20	55	19	49
	RYANAIR	S	18	0	0	100	0	0	0	0	0	1	94	3	18
	THOMSON AIRWAYS LTD	C	18	0	0	83	0	11	6	0	0	12	67	24	18
TOTAL TENERIFE (SURREINA SOFIA)			82	1	0	71	13	12	4	0	0	14	66	17	85

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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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)											
TOTAL SPAIN(CANARY ISLANDS)			153	3	0	76	10	10	3	0	0	12	70	15	192
SWITZERLAND															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	82	0	0	95	4	1	0	0	0	3	82	15	119
TOTAL GENEVA			82	2	0	95	4	1	0	0	0	3	82	15	119
ZURICH	EASYJET AIRLINE COMPANY LTD	S	60	0	0	97	2	2	0	0	0	2	70	15	86
	EDELWEISS AIR	C	2	0	0	50	50	0	0	0	0	17	0	0	0
TOTAL ZURICH			62	2	0	95	3	2	0	0	0	2	70	15	86
TOTAL SWITZERLAND			144	4	0	95	3	1	0	0	0	3	77	15	205
TURKEY															
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	46	0	0	65	9	24	2	0	0	15	71	16	35
TOTAL ISTANBUL (SABIHA GOKCEN)			47	0	0	66	9	23	2	0	0	14	72	16	36
TOTAL TURKEY			47	0	0	66	9	23	2	0	0	14	73	15	40
UKRAINE															
KIEV (ZHULYANY)	WIZZ AIR	S	26	0	0	81	12	4	4	0	0	11	0	0	0
TOTAL KIEV (ZHULYANY)			26	0	0	81	12	4	4	0	0	11	0	0	0
TOTAL UKRAINE			26	1	0	81	12	4	4	0	0	11	54	22	28
UNITED KINGDOM															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	84	0	0	85	10	6	0	0	0	5	70	16	102
TOTAL ABERDEEN			84	2	0	85	10	6	0	0	0	5	70	16	102
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	164	0	0	94	3	3	0	0	0	3	0	0	0
TOTAL BELFAST INTERNATIONAL			164	0	0	94	3	3	0	0	0	3	0	0	0
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	188	0	0	90	5	2	2	2	0	8	81	9	160
TOTAL EDINBURGH			188	0	0	90	5	2	2	2	0	8	81	9	160
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	196	0	0	94	3	3	0	0	0	3	82	11	206
TOTAL GLASGOW			196	0	0	94	3	3	0	0	0	3	82	11	206
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	48	0	11	96	4	0	0	0	0	2	71	21	58
TOTAL INVERNESS			48	2	11	96	4	0	0	0	0	2	71	21	58
ISLE OF MAN	FLYBE LTD	S	28	0	0	93	7	0	0	0	0	2	75	18	55
TOTAL ISLE OF MAN			28	4	1	93	7	0	0	0	0	2	75	18	55
JERSEY	FLYBE LTD	S	26	0	0	96	4	0	0	0	0	2	53	22	30
TOTAL JERSEY			26	2	0	96	4	0	0	0	0	2	53	22	30
TOTAL UNITED KINGDOM			734	15	12	92	4	3	0	0	0	4	76	14	777
TOTAL LUTON			4369	105	28	81	10	7	2	0	0	10	73	15	4683

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>BANGLADESH</b>															
DHAKHA	BIMAN BANGLADESH AIRLINES	S	16	0	2	13	19	25	38	6	0	71	0	0	0
TOTAL DHAKHA			16	0	2	13	19	25	38	6	0	71	0	0	0
TOTAL BANGLADESH			16	0	2	13	19	25	38	6	0	71	0	0	0
<b>BARBADOS</b>															
BRIDGETOWN	THOMAS COOK AIRLINES LTD	C	17	0	0	65	29	6	0	0	0	10	40	64	25
	THOMSON AIRWAYS LTD	C	12	0	0	58	33	0	8	0	0	13	38	40	21
	VIRGIN ATLANTIC AIRWAYS LTD	S	9	0	0	67	11	11	11	0	0	19	78	81	9
TOTAL BRIDGETOWN			38	0	0	63	26	5	5	0	0	13	45	58	55
TOTAL BARBADOS			38	0	0	63	26	5	5	0	0	13	45	58	55
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	86	0	0	91	5	1	3	0	0	7	86	13	84
TOTAL ANTWERP			86	0	0	91	5	1	3	0	0	7	86	13	84
BRUSSELS	BRUSSELS AIRLINES	S	198	0	0	90	7	3	1	0	0	5	75	13	193
	FLYBE LTD	S	96	0	0	65	17	6	13	0	0	22	63	26	91
TOTAL BRUSSELS			294	0	0	82	10	4	4	0	0	10	71	17	285
CHARLEROI	RYANAIR	S	58	0	0	91	3	5	0	0	0	4	0	0	0
TOTAL CHARLEROI			58	0	0	91	3	5	0	0	0	4	0	0	0
TOTAL BELGIUM			438	0	0	85	8	3	4	0	0	9	75	16	369
<b>BULGARIA</b>															
SOFIA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	100	0	0	0	0	0	1	78	9	18
TOTAL SOFIA			16	0	0	100	0	0	0	0	0	1	78	9	18
TOTAL BULGARIA			16	0	0	100	0	0	0	0	0	1	78	9	18
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	8	0	0	63	13	13	13	0	0	23	83	10	12
TOTAL TORONTO			8	0	0	63	13	13	13	0	0	23	85	10	13
TOTAL CANADA			8	0	0	63	13	13	13	0	0	23	79	26	14
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMAS COOK AIRLINES LTD	C	7	0	0	71	14	14	0	0	0	13	0	0	0
	THOMSON AIRWAYS LTD	S	16	0	0	56	38	0	6	0	0	17	75	6	8
TOTAL BOA VISTA (RABIL)			23	0	0	61	30	4	4	0	0	16	75	6	8
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	10	0	0	30	40	30	0	0	0	23	13	89	8
TOTAL ILHA DO SAL C.VERDE			10	0	0	30	40	30	0	0	0	23	13	89	8
TOTAL CAPE VERDE ISLANDS			33	0	0	52	33	12	3	0	0	18	44	47	16
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	4	0	0	75	25	0	0	0	0	7	75	19	8
TOTAL CUNAGUA (CAYO COCO)			4	0	0	75	25	0	0	0	0	7	75	19	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

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				Actual (7)	Plan (8)										
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	4	0	0	50	0	25	25	0	0	31	50	91	4
	THOMSON AIRWAYS LTD	C	8	0	0	63	13	25	0	0	0	17	86	8	7
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>8</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>73</b>	<b>38</b>	<b>11</b>
VARADERO	THOMSON AIRWAYS LTD	C	9	0	0	56	11	11	22	0	0	30	63	87	8
<b>TOTAL VARADERO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>75</b>	<b>60</b>	<b>12</b>
<b>TOTAL CUBA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>12</b>	<b>16</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>74</b>	<b>41</b>	<b>31</b>
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	18	0	0	78	11	11	0	0	0	10	74	18	23
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	2	50	41	4
<b>TOTAL LARNACA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>12</b>	<b>62</b>
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	42	0	0	93	0	0	7	0	0	9	74	14	42
	JET2.COM LTD	S	4	0	0	25	50	25	0	0	0	25	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	13	13	0	0	0	12	74	14	19
	THOMSON AIRWAYS LTD	C	32	0	0	88	3	0	9	0	0	17	94	10	16
<b>TOTAL PAPHOS</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>13</b>	<b>77</b>
<b>TOTAL CYPRUS</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>13</b>	<b>139</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	42	0	0	69	21	10	0	0	0	12	39	28	18
<b>TOTAL PRAGUE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>16</b>	<b>54</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>16</b>	<b>54</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	116	0	4	78	12	6	3	2	0	14	79	12	96
<b>TOTAL BILLUND</b>			<b>116</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>12</b>	<b>96</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	42	0	0	95	5	0	0	0	0	2	71	20	42
	SAS	S	112	0	0	88	9	1	2	0	0	6	73	15	104
<b>TOTAL COPENHAGEN</b>			<b>154</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>16</b>	<b>146</b>
<b>TOTAL DENMARK</b>			<b>270</b>	<b>1</b>	<b>4</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>15</b>	<b>242</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	6	63	23	8
	THOMSON AIRWAYS LTD	C	8	0	0	63	13	25	0	0	0	12	33	58	9
<b>TOTAL PUERTO PLATA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>47</b>	<b>42</b>	<b>17</b>
PUNTA CANA	THOMSON AIRWAYS LTD	C	18	0	0	44	11	17	28	0	0	37	73	15	15
<b>TOTAL PUNTA CANA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>11</b>	<b>16</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>63</b>	<b>24</b>	<b>19</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>10</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>56</b>	<b>32</b>	<b>36</b>
<b>EGYPT</b>															
HURGHADA	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	29	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	56	22	6	17	0	0	24	82	7	17
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	0	0	0
<b>TOTAL HURGHADA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>12</b>	<b>33</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
LUXOR	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	3	88	49	8
	THOMSON AIRWAYS LTD	C	10	0	0	90	0	0	10	0	0	10	88	5	8
<b>TOTAL LUXOR</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>28</b>	<b>26</b>
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	26	0	0	77	4	15	4	0	0	11	76	13	34
	MONARCH AIRLINES	S	32	0	0	69	9	22	0	0	0	14	0	0	0
	THOMAS COOK AIRLINES LTD	C	24	0	0	58	21	13	4	4	0	27	73	24	30
	THOMSON AIRWAYS LTD	C	40	0	0	90	8	3	0	0	0	4	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>17</b>	<b>151</b>
TABA	THOMSON AIRWAYS LTD	C	10	0	0	60	20	10	0	10	0	37	33	16	9
<b>TOTAL TABA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>37</b>	<b>33</b>	<b>16</b>	<b>9</b>
<b>TOTAL EGYPT</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>18</b>	<b>230</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	120	0	0	88	9	2	2	0	0	7	82	9	118
<b>TOTAL HELSINKI</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>10</b>	<b>152</b>
<b>TOTAL FINLAND</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>12</b>	<b>155</b>
<b>FRANCE</b>															
BEAUVAIS	RYANAIR	S	34	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL BEAUVAIS</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>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	BMI REGIONAL	S	42	0	0	93	2	5	0	0	0	4	95	2	42
<b>TOTAL LYON</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>2</b>	<b>42</b>
NANTES	FLYBE LTD	S	34	0	0	74	21	0	6	0	0	12	0	0	0
<b>TOTAL NANTES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>21</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	176	0	0	69	21	6	3	0	0	14	78	11	172
	FLYBE LTD	S	206	0	0	67	18	10	5	0	0	15	80	12	205
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>382</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>12</b>	<b>385</b>
<b>TOTAL FRANCE</b>			<b>492</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>11</b>	<b>428</b>
<b>GAMBIA</b>															
BANJUL	THOMAS COOK AIRLINES LTD	C	23	0	0	70	0	13	9	9	0	38	64	13	14
<b>TOTAL BANJUL</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>38</b>	<b>64</b>	<b>13</b>	<b>14</b>
<b>TOTAL GAMBIA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>38</b>	<b>64</b>	<b>13</b>	<b>14</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	34	0	0	88	3	9	0	0	0	6	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</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>0</b>	<b>0</b>	<b>0</b>
BREMEN	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	RYANAIR	S	24	0	0	88	13	0	0	0	0	5	0	0	0
<b>TOTAL BREMEN</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>0</b>	<b>0</b>	<b>0</b>
COLOGNE BONN	GERMANWINGS	S	42	0	0	81	10	5	5	0	0	11	77	10	44
<b>TOTAL COLOGNE BONN</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>10</b>	<b>44</b>
DUSSELDORF	FLYBE LTD	S	138	0	1	75	16	9	1	0	0	9	70	20	147

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)										
DUSSELDORF	LUFTHANSA CITY LINE	S	198	0	0	86	9	5	1	0	0	7	77	14	188
<b>TOTAL DUSSELDORF</b>			<b>336</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>16</b>	<b>335</b>
FRANKFURT MAIN	LUFTHANSA	S	236	0	2	74	16	7	3	0	0	12	65	19	233
<b>TOTAL FRANKFURT MAIN</b>			<b>236</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>18</b>	<b>347</b>
HAHN	RYANAIR	S	26	0	0	88	4	8	0	0	0	4	0	0	0
<b>TOTAL HAHN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	34	0	0	94	3	3	0	0	0	4	90	10	10
	LUFTHANSA CITY LINE	S	146	0	0	84	9	8	0	0	0	8	71	13	142
<b>TOTAL HAMBURG</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>13</b>	<b>152</b>
HANOVER	FLYBE LTD	S	52	0	0	67	12	13	8	0	0	17	66	17	58
<b>TOTAL HANOVER</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>17</b>	<b>58</b>
MEMMINGEN ALLGAU	RYANAIR	S	40	0	0	85	10	3	3	0	0	6	0	0	0
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	38	0	1	79	8	8	5	0	0	11	90	6	58
	JET2.COM LTD	C	2	0	0	50	0	50	0	0	0	16	0	0	0
	LUFTHANSA	S	172	1	1	60	20	16	3	0	0	17	82	9	168
<b>TOTAL MUNICH</b>			<b>212</b>	<b>1</b>	<b>2</b>	<b>64</b>	<b>18</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>8</b>	<b>226</b>
STUTT GART	LUFTHANSA CITY LINE	S	34	0	0	91	3	6	0	0	0	5	97	2	36
<b>TOTAL STUTT GART</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>97</b>	<b>2</b>	<b>36</b>
<b>TOTAL GERMANY</b>			<b>1219</b>	<b>1</b>	<b>5</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>14</b>	<b>1222</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	26	0	0	50	19	27	0	0	4	34	50	50	30
<b>TOTAL GIBRALTAR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>34</b>	<b>50</b>	<b>50</b>	<b>30</b>
<b>TOTAL GIBRALTAR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>34</b>	<b>50</b>	<b>50</b>	<b>30</b>
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	26	0	0	96	4	0	0	0	0	2	96	3	26
	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL ATHENS</b>			<b>29</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>3</b>	<b>79</b>	<b>27</b>	<b>39</b>
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	2	0	0	50	50	0	0	0	0	10	100	0	2
<b>TOTAL HERAKLION</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>10</b>	<b>100</b>	<b>0</b>	<b>2</b>
<b>TOTAL GREECE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>25</b>	<b>42</b>
<b>HUNGARY</b>															
BUDAPEST	JET2.COM LTD	S	42	0	0	88	5	0	7	0	0	10	77	11	44
<b>TOTAL BUDAPEST</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>11</b>	<b>44</b>
<b>TOTAL HUNGARY</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>11</b>	<b>44</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	16	0	0	88	13	0	0	0	0	7	91	5	34
<b>TOTAL KEFLAVIK</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>91</b>	<b>5</b>	<b>34</b>



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				Actual (7)	Plan (8)										
TOTAL ICELAND			16	0	0	88	13	0	0	0	0	7	91	5	34
INDIA															
GOA	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	10	29	67	7
	THOMAS COOK AIRLINES LTD	C	17	0	0	59	12	18	6	6	0	26	56	50	16
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	4	50	41	8
TOTAL GOA			32	0	0	72	9	13	3	3	0	17	48	52	31
TOTAL INDIA			32	1	1	72	9	13	3	3	0	17	48	52	31
IRISH REPUBLIC															
CORK	AER ARANN	S	120	0	0	79	8	7	2	4	0	18	81	10	118
TOTAL CORK			120	0	0	79	8	7	2	4	0	18	81	10	118
DUBLIN	AER LINGUS	S	221	0	4	87	10	4	0	0	0	6	85	16	194
	RYANAIR	S	204	0	0	87	11	1	0	0	0	6	77	14	228
TOTAL DUBLIN			425	0	4	87	10	3	0	0	0	6	80	15	426
IRELAND WEST(KNOCK)	FLYBE LTD	S	34	0	0	56	18	9	18	0	0	26	0	0	0
TOTAL IRELAND WEST(KNOCK)			34	0	0	56	18	9	18	0	0	26	76	16	34
KERRY COUNTY	AER ARANN	S	4	0	0	100	0	0	0	0	0	8	82	7	34
TOTAL KERRY COUNTY			4	0	0	100	0	0	0	0	0	8	82	7	34
SHANNON	AER ARANN	S	112	0	0	78	6	11	5	0	0	12	82	14	94
TOTAL SHANNON			112	0	0	78	6	11	5	0	0	12	82	14	94
WATERFORD	AER ARANN	S	32	0	0	75	0	13	13	0	0	19	77	10	30
TOTAL WATERFORD			32	0	0	75	0	13	13	0	0	19	77	10	30
TOTAL IRISH REPUBLIC			727	0	4	82	9	5	3	1	0	10	81	13	795
ISRAEL															
TEL AVIV	JET2.COM LTD	S	16	0	0	25	25	38	13	0	0	36	12	59	17
TOTAL TEL AVIV			16	0	0	25	25	38	13	0	0	36	12	59	17
TOTAL ISRAEL			16	0	0	25	25	38	13	0	0	36	12	59	17
ITALY															
BERGAMO	RYANAIR	S	58	0	0	93	5	2	0	0	0	3	0	0	0
TOTAL BERGAMO			58	0	0	93	5	2	0	0	0	3	0	0	0
GENOA	THOMSON AIRWAYS LTD	C	2	0	0	0	50	0	50	0	0	51	0	0	0
TOTAL GENOA			2	0	0	0	50	0	50	0	0	51	0	0	0
MILAN (MALPENSA)	FLYBE LTD	S	59	0	1	83	8	7	2	0	0	7	92	6	59
TOTAL MILAN (MALPENSA)			59	0	1	83	8	7	2	0	0	7	92	6	59
NAPLES	BRITISH AIRWAYS PLC	C	2	0	0	50	0	50	0	0	0	17	0	0	0
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	0	0	50	0	0	41	0	0	0
TOTAL NAPLES			6	0	0	67	0	17	17	0	0	21	0	0	0
ROME (CIAMPINO)	RYANAIR	S	34	0	0	94	3	3	0	0	0	4	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 ROME (CIAMPINO)</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>0</b>	<b>0</b>	0
<b>ROME (FIUMICINO)</b>	JET2.COM LTD	S	51	0	0	84	6	2	2	4	2	26	79	16	47
	THOMSON AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	27	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>26</b>	<b>78</b>	<b>15</b>	51
<b>VENICE</b>	JET2.COM LTD	C	2	0	0	50	0	0	0	0	50	247	0	0	0
<b>TOTAL VENICE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>178</b>	<b>50</b>	<b>18</b>	2
<b>TOTAL ITALY</b>			<b>215</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>85</b>	<b>10</b>	114
<b>JAMAICA</b>															
<b>MONTEGO BAY</b>	THOMSON AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	18	56	28	9
<b>TOTAL MONTEGO BAY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>53</b>	<b>22</b>	17
<b>TOTAL JAMAICA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>53</b>	<b>22</b>	17
<b>MALDIVE ISLANDS</b>															
<b>MALE INTERNATIONAL</b>	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	7	89	6	9
<b>TOTAL MALE INTERNATIONAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	9
<b>TOTAL MALDIVE ISLANDS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	9
<b>MALTA</b>															
<b>MALTA</b>	AIR MALTA	S	38	0	0	84	8	3	3	3	0	13	88	5	42
	EASYJET AIRLINE COMPANY LTD	S	24	0	0	83	4	8	4	0	0	10	88	3	26
	THOMAS COOK AIRLINES LTD	C	7	0	0	43	29	0	29	0	0	43	100	1	8
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	5	67	17	9
<b>TOTAL MALTA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>5</b>	85
<b>TOTAL MALTA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>5</b>	85
<b>MEXICO</b>															
<b>CANCUN</b>	THOMAS COOK AIRLINES LTD	C	12	0	0	67	8	8	17	0	0	19	59	92	17
	THOMSON AIRWAYS LTD	C	36	0	0	56	17	11	17	0	0	25	52	45	25
<b>TOTAL CANCUN</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>10</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>55</b>	<b>64</b>	42
<b>TOTAL MEXICO</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>10</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>54</b>	<b>62</b>	46
<b>MOROCCO</b>															
<b>AGADIR</b>	THOMSON AIRWAYS LTD	S	17	0	0	100	0	0	0	0	0	2	89	5	18
<b>TOTAL AGADIR</b>			<b>17</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>89</b>	<b>5</b>	18
<b>MARRAKESH</b>	EASYJET AIRLINE COMPANY LTD	S	18	0	1	78	22	0	0	0	0	6	89	4	19
	THOMSON AIRWAYS LTD	S	16	0	0	88	13	0	0	0	0	5	100	2	18
<b>TOTAL MARRAKESH</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>3</b>	37
<b>TOTAL MOROCCO</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>4</b>	55
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	EASYJET AIRLINE COMPANY LTD	S	94	0	0	73	11	4	12	0	0	19	79	14	112
	KLM	S	290	1	7	80	9	7	4	0	0	12	87	8	294
<b>TOTAL AMSTERDAM</b>			<b>384</b>	<b>1</b>	<b>7</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>9</b>	412

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				Actual (7)	Plan (8)										
TOTAL NETHERLANDS			384	1	7	78	10	6	6	0	0	14	84	9	412
NORWAY															
BERGEN	WIDEROE FLYVESELSKAP A/S	C	2	0	0	0	50	50	0	0	0	38	0	0	0
TOTAL BERGEN			2	0	0	0	50	50	0	0	0	38	0	0	0
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	26	0	0	85	15	0	0	0	0	7	0	0	0
	SAS	S	40	0	0	90	3	5	3	0	0	7	94	4	34
TOTAL OSLO (GARDERMOEN)			66	0	0	88	8	3	2	0	0	7	94	4	36
RYGGE	RYANAIR	S	32	0	0	94	6	0	0	0	0	3	0	0	0
TOTAL RYGGE			32	0	0	94	6	0	0	0	0	3	0	0	0
TOTAL NORWAY			100	0	0	88	8	3	1	0	0	6	94	4	36
PAKISTAN															
ISLAMABAD	AIR BLUE	S	24	0	2	13	13	21	50	4	0	75	19	57	26
	PAKISTAN INTL AIRLINES	S	34	1	1	38	26	15	15	6	0	38	16	49	44
TOTAL ISLAMABAD			58	1	3	28	21	17	29	5	0	53	17	52	70
KARACHI	PAKISTAN INTL AIRLINES	S	11	0	0	45	27	9	9	9	0	39	22	27	9
TOTAL KARACHI			11	0	0	45	27	9	9	9	0	39	22	27	9
LAHORE	PAKISTAN INTL AIRLINES	S	20	0	0	60	15	25	0	0	0	17	6	53	18
TOTAL LAHORE			20	0	0	60	15	25	0	0	0	17	6	53	18
TOTAL PAKISTAN			89	1	3	37	20	18	20	4	0	43	15	50	97
POLAND															
KATOWICE	RYANAIR	S	18	0	0	83	11	6	0	0	0	6	0	0	0
TOTAL KATOWICE			18	0	0	83	11	6	0	0	0	6	0	0	0
KRAKOW	JET2.COM LTD	C	2	0	0	50	50	0	0	0	0	13	0	0	0
TOTAL KRAKOW			2	1	0	50	50	0	0	0	0	13	50	16	2
RZESZOW	RYANAIR	S	16	0	0	81	19	0	0	0	0	7	0	0	0
TOTAL RZESZOW			16	0	0	81	19	0	0	0	0	7	0	0	0
TOTAL POLAND			36	1	0	81	17	3	0	0	0	7	50	17	8
PORTUGAL(EXCLUDING MADEIRA)															
FARO	MONARCH AIRLINES	S	38	0	0	71	18	8	3	0	0	13	85	5	52
	RYANAIR	S	24	0	0	92	8	0	0	0	0	5	0	0	0
TOTAL FARO			63	1	1	78	14	6	2	0	0	11	85	8	74
LISBON	AIR PORTUGAL	S	42	0	0	55	24	19	2	0	0	16	0	0	0
	SATA	C	4	0	0	25	25	50	0	0	0	29	0	0	0
TOTAL LISBON			46	0	0	52	24	22	2	0	0	17	0	0	0
TOTAL PORTUGAL(EXCLUDING MADEIRA)			109	1	1	67	18	13	2	0	0	14	85	8	74
PORTUGAL(MADEIRA)															
FUNCHAL	JET2.COM LTD	S	8	0	0	88	13	0	0	0	0	6	90	9	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	13	13	0	0	22	80	15	10

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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)
FUNCHAL	THOMSON AIRWAYS LTD	C	16	0	0	81	19	0	0	0	0	6	83	16	18
<b>TOTAL FUNCHAL</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>14</b>	<b>38</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>14</b>	<b>38</b>
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	120	0	0	66	23	7	4	1	0	14	80	7	60
<b>TOTAL DOHA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>7</b>	<b>60</b>
<b>TOTAL QATAR</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>7</b>	<b>60</b>
<b>ROMANIA</b>															
BUCHAREST (OTOPENI)	TAROM	C	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ROMANIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SAUDI ARABIA</b>															
JEDDAH	BMI BRITISH MIDLAND	C	5	0	0	0	20	40	40	0	0	55	0	0	0
<b>TOTAL JEDDAH</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>77</b>	<b>33</b>	<b>110</b>	<b>15</b>
MEDINA	JET2.COM LTD	C	2	1	0	50	0	0	50	0	0	31	0	0	0
<b>TOTAL MEDINA</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SAUDI ARABIA</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>66</b>	<b>33</b>	<b>110</b>	<b>15</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	60	0	0	78	8	8	2	3	0	16	72	17	60
<b>TOTAL SINGAPORE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>17</b>	<b>60</b>
<b>TOTAL SINGAPORE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>17</b>	<b>60</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	40	0	0	90	8	3	0	0	0	4	93	3	44
	JET2.COM LTD	S	28	1	1	64	18	4	14	0	0	26	58	38	26
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	4	0	0	0
	MONARCH AIRLINES	S	80	0	0	71	19	10	0	0	0	11	84	7	95
	RYANAIR	S	26	0	0	85	12	4	0	0	0	7	0	0	0
	THOMAS COOK AIRLINES LTD	C	24	0	0	67	17	17	0	0	0	12	88	8	25
	THOMSON AIRWAYS LTD	C	26	0	0	88	12	0	0	0	0	5	82	12	33
<b>TOTAL ALICANTE</b>			<b>232</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>11</b>	<b>223</b>
<b>BARCELONA</b>															
BARCELONA	MONARCH AIRLINES	S	26	0	0	69	15	8	8	0	0	20	79	8	34
<b>TOTAL BARCELONA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>79</b>	<b>8</b>	<b>34</b>
<b>BILBAO</b>															
BILBAO	EASYJET AIRLINE COMPANY LTD	S	25	1	1	84	0	8	8	0	0	11	0	0	0
<b>TOTAL BILBAO</b>			<b>25</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GERONA</b>															
GERONA	RYANAIR	S	42	0	0	93	7	0	0	0	0	3	0	0	0
<b>TOTAL GERONA</b>			<b>42</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>0</b>	<b>0</b>	<b>0</b>
<b>MADRID</b>															
MADRID	AIR NOSTRUM	S	60	0	0	40	27	25	8	0	0	28	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	34	0	0	94	6	0	0	0	0	2	0	0	0
	RYANAIR	S	34	0	0	85	9	0	6	0	0	12	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 MADRID</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	0
<b>MALAGA</b>	EASYJET AIRLINE COMPANY LTD	S	36	0	0	92	6	3	0	0	0	3	79	14	38
	MONARCH AIRLINES	S	62	0	0	66	29	3	2	0	0	11	73	12	84
	RYANAIR	S	24	0	0	96	4	0	0	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	7	60	17	10
	THOMSON AIRWAYS LTD	C	25	0	0	100	0	0	0	0	0	2	88	5	26
<b>TOTAL MALAGA</b>			<b>156</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>6</b>	<b>75</b>	<b>12</b>	168
<b>MURCIA SAN JAVIER</b>	JET2.COM LTD	S	29	0	1	83	10	3	3	0	0	11	68	17	28
<b>TOTAL MURCIA SAN JAVIER</b>			<b>29</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>17</b>	28
<b>PALMA DE MALLORCA</b>	EASYJET AIRLINE COMPANY LTD	S	18	0	0	94	6	0	0	0	0	3	0	0	0
	MONARCH AIRLINES	S	12	0	0	83	8	8	0	0	0	8	50	15	20
<b>TOTAL PALMA DE MALLORCA</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>5</b>	<b>66</b>	<b>11</b>	41
<b>SEVILLE</b>	EUROPE AIRPOST	C	2	0	0	50	50	0	0	0	0	20	0	0	0
<b>TOTAL SEVILLE</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>20</b>	<b>0</b>	<b>0</b>	0
<b>VALENCIA</b>	BRITISH AIRWAYS PLC	C	2	0	0	50	0	50	0	0	0	19	0	0	0
	JET2.COM LTD	C	4	0	0	75	25	0	0	0	0	7	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL VALENCIA</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>0</b>	<b>0</b>	0
<b>TOTAL SPAIN</b>			<b>678</b>	<b>3</b>	<b>3</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>11</b>	500
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	JET2.COM LTD	S	14	0	0	93	0	7	0	0	0	6	57	20	14
	MONARCH AIRLINES	S	37	0	0	70	19	3	8	0	0	15	74	19	34
	THOMAS COOK AIRLINES LTD	C	40	0	0	85	5	5	5	0	0	12	65	17	43
	THOMSON AIRWAYS LTD	C	34	0	0	76	9	3	6	0	6	43	54	28	28
<b>TOTAL ARRECIFE</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>64</b>	<b>20</b>	119
<b>FUERTEVENTURA</b>	MONARCH AIRLINES	S	12	0	0	92	8	0	0	0	0	5	94	3	16
	THOMAS COOK AIRLINES LTD	C	28	0	0	86	7	7	0	0	0	7	59	15	27
	THOMSON AIRWAYS LTD	C	18	0	0	83	11	6	0	0	0	8	81	7	16
<b>TOTAL FUERTEVENTURA</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>7</b>	<b>75</b>	<b>9</b>	59
<b>LAS PALMAS</b>	MONARCH AIRLINES	S	12	0	0	83	17	0	0	0	0	5	50	81	18
	THOMAS COOK AIRLINES LTD	C	25	0	0	64	28	8	0	0	0	10	81	11	26
	THOMSON AIRWAYS LTD	C	26	0	0	85	12	0	4	0	0	10	52	39	25
<b>TOTAL LAS PALMAS</b>			<b>63</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>19</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>40</b>	69
<b>SANTA CRUZ DE LA PALMA</b>	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	3	90	2	10
<b>TOTAL SANTA CRUZ DE LA PALMA</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>3</b>	<b>90</b>	<b>2</b>	10
<b>TENERIFE (SURREINA SOFIA)</b>	EASYJET AIRLINE COMPANY LTD	S	42	0	0	88	5	0	7	0	0	9	86	6	44
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	JET2.COM LTD	S	18	1	1	72	17	6	6	0	0	14	67	37	18
	MONARCH AIRLINES	S	75	0	0	64	23	8	5	0	0	15	54	19	78
	RYANAIR	S	34	0	0	79	6	15	0	0	0	10	0	0	0
	THOMAS COOK AIRLINES LTD	C	47	1	0	83	9	6	2	0	0	9	67	17	49
	THOMSON AIRWAYS LTD	C	77	0	0	65	17	9	5	4	0	24	78	9	74

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL TENERIFE (SURREINA SOFIA)			295	2	1	73	14	7	4	1	0	15	70	15	263
TOTAL SPAIN(CANARY ISLANDS)			548	3	1	77	13	6	4	1	0	14	68	19	520
SWEDEN															
GOTEBORG	CITY AIRLINE	S	94	0	0	69	21	10	0	0	0	12	78	11	97
	EASYJET AIRLINE COMPANY LTD	S	16	0	0	88	0	13	0	0	0	5	0	0	0
TOTAL GOTEBORG			110	0	0	72	18	10	0	0	0	11	78	11	97
STOCKHOLM (ARLANDA)	SAS	S	96	0	0	83	8	5	3	0	0	9	85	11	94
TOTAL STOCKHOLM (ARLANDA)			97	1	0	82	8	5	4	0	0	11	85	11	94
TOTAL SWEDEN			207	1	0	77	14	8	2	0	0	11	82	11	191
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	52	0	0	90	6	0	4	0	0	6	88	4	34
TOTAL BASLE MULHOUSE			52	0	0	90	6	0	4	0	0	6	88	4	34
GENEVA	EASYJET AIRLINE COMPANY LTD	S	42	0	2	81	14	5	0	0	0	8	74	18	34
TOTAL GENEVA			42	0	2	81	14	5	0	0	0	8	74	18	34
ZURICH	EASYJET AIRLINE COMPANY LTD	S	38	0	0	87	8	0	5	0	0	9	77	13	52
	HELVETIC AIRWAYS	S	30	0	0	87	10	3	0	0	0	6	80	9	40
	SWISS AIRLINES	S	150	0	0	77	17	5	1	0	0	8	85	6	140
TOTAL ZURICH			218	0	0	80	15	4	1	0	0	8	82	8	232
TOTAL SWITZERLAND			312	0	2	82	13	3	2	0	0	8	82	9	300
TUNISIA															
ENFIDHA	THOMAS COOK AIRLINES LTD	C	18	0	0	61	22	6	11	0	0	19	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL ENFIDHA			28	0	0	75	14	4	7	0	0	13	0	0	0
MONASTIR	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	8	100	0	16
	TUNISAIR	S	8	0	0	50	25	25	0	0	0	22	0	0	0
TOTAL MONASTIR			16	0	0	63	19	19	0	0	0	15	96	3	49
TOTAL TUNISIA			45	0	0	71	16	9	4	0	0	13	96	3	49
TURKEY															
ANTALYA	ONUR AIR	C	8	0	0	100	0	0	0	0	0	1	0	0	0
	THOMAS COOK AIRLINES LTD	C	23	0	0	70	22	9	0	0	0	10	67	23	30
	THOMSON AIRWAYS LTD	C	9	0	0	67	22	11	0	0	0	16	80	17	10
TOTAL ANTALYA			40	0	0	75	18	8	0	0	0	9	70	21	40
BODRUM (MILAS)	THOMAS COOK AIRLINES LTD	C	3	1	0	33	0	67	0	0	0	27	86	10	7
TOTAL BODRUM (MILAS)			4	1	0	50	0	50	0	0	0	20	90	7	10
DALAMAN	THOMAS COOK AIRLINES LTD	C	13	0	0	69	15	15	0	0	0	12	82	60	17
TOTAL DALAMAN			13	0	0	69	15	15	0	0	0	12	79	60	19
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	60	0	0	85	12	3	0	0	0	7	42	35	60
TOTAL ISTANBUL			60	0	0	85	12	3	0	0	0	7	42	35	60

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				Actual (7)	Plan (8)										
TOTAL TURKEY			117	1	0	79	14	8	0	0	0	9	60	32	134
UKRAINE															
KIEV (ZHULYANY)	AEROSVIT AIRLINES	C	2	0	0	0	50	50	0	0	0	32	0	0	0
TOTAL KIEV (ZHULYANY)			2	0	0	0	50	50	0	0	0	32	0	0	0
TOTAL UKRAINE			2	0	0	0	50	50	0	0	0	32	0	0	0
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	120	0	0	84	7	4	3	2	1	16	85	9	60
TOTAL ABU DHABI INTERNATIONAL			120	0	0	84	7	4	3	2	1	16	85	9	60
DUBAI	EMIRATES	S	180	0	0	86	9	4	0	0	0	6	55	17	121
TOTAL DUBAI			180	0	0	86	9	4	0	0	0	6	55	17	121
TOTAL UNITED ARAB EMIRATES			300	0	0	85	8	4	1	1	0	10	65	14	181
UNITED KINGDOM															
ABERDEEN	BMI REGIONAL	S	206	0	0	89	6	4	1	0	0	6	81	16	305
	EASTERN AIRWAYS	C	12	0	0	58	33	8	0	0	0	14	67	16	6
	FLYBE LTD	S	154	0	2	77	6	5	11	0	0	15	0	24	1
TOTAL ABERDEEN			372	1	3	83	7	5	5	0	0	10	80	16	312
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	346	2	2	79	10	7	5	0	0	13	81	13	326
TOTAL BELFAST CITY (GEORGE BEST)			346	2	2	79	10	7	5	0	0	13	81	13	326
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	120	0	0	93	5	1	2	0	0	4	0	0	0
TOTAL BELFAST INTERNATIONAL			120	2	1	93	5	1	2	0	0	4	81	10	114
EDINBURGH	BMI REGIONAL	S	223	2	0	96	4	0	0	0	0	3	93	5	227
	FLYBE LTD	S	140	0	4	84	8	4	4	0	0	10	91	7	148
TOTAL EDINBURGH			363	2	4	91	6	1	2	0	0	5	92	6	375
EXETER	FLYBE LTD	S	89	0	0	75	9	9	7	0	0	14	80	11	89
TOTAL EXETER			89	0	0	75	9	9	7	0	0	14	80	11	89
GATWICK	BRITISH AIRWAYS PLC	S	232	0	0	86	9	5	0	0	0	6	84	7	240
TOTAL GATWICK			233	0	0	86	9	5	0	0	0	6	84	7	241
GLASGOW	FLYBE LTD	S	126	0	5	80	6	10	4	0	0	12	90	8	154
TOTAL GLASGOW			126	1	5	80	6	10	4	0	0	12	90	8	155
GUERNSEY	AURIGNY AIR SERVICES	S	120	0	0	92	5	3	1	0	0	4	81	20	112
TOTAL GUERNSEY			120	0	0	92	5	3	1	0	0	4	81	20	112
HEATHROW	BMI BRITISH MIDLAND	S	343	0	2	80	10	6	3	1	0	12	72	17	383
	BRITISH AIRWAYS PLC	S	451	0	0	82	10	5	3	0	0	10	69	20	445
TOTAL HEATHROW			795	0	2	81	10	5	3	1	0	11	70	18	829
INVERNESS	FLYBE LTD	S	104	0	0	75	7	9	8	2	0	18	73	23	99
TOTAL INVERNESS			104	0	0	75	7	9	8	2	0	18	73	23	99
ISLE OF MAN	FLYBE LTD	S	224	0	0	90	5	2	4	0	0	7	84	9	245
TOTAL ISLE OF MAN			224	0	0	90	5	2	4	0	0	7	84	9	245

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				Actual (7)	Plan (8)										
JERSEY	BLUE ISLANDS LIMITED	S	60	0	0	82	13	2	3	0	0	10	0	0	0
	FLYBE LTD	S	54	0	0	85	7	2	4	2	0	12	88	15	60
<b>TOTAL JERSEY</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>13</b>	<b>86</b>
NEWQUAY	FLYBE LTD	S	32	0	0	75	13	13	0	0	0	10	0	0	0
<b>TOTAL NEWQUAY</b>			<b>32</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>81</b>	<b>12</b>	<b>26</b>
NORWICH	FLYBE LTD	S	83	0	1	76	2	11	11	0	0	18	67	28	95
<b>TOTAL NORWICH</b>			<b>83</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>2</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>28</b>	<b>95</b>
SOUTHAMPTON	FLYBE LTD	S	202	1	0	81	7	3	8	0	0	13	70	17	202
<b>TOTAL SOUTHAMPTON</b>			<b>202</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>17</b>	<b>203</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3325</b>	<b>9</b>	<b>19</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>14</b>	<b>3423</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	42	0	0	83	2	5	10	0	0	18	73	25	60
<b>TOTAL ATLANTA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>2</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>25</b>	<b>60</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	42	0	0	88	7	5	0	0	0	5	81	9	58
<b>TOTAL CHICAGO (O'HARE)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>9</b>	<b>58</b>
LAS VEGAS	THOMAS COOK AIRLINES LTD	C	3	0	0	67	0	0	33	0	0	57	0	127	2
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	69	19	13	0	0	0	13	0	0	0
<b>TOTAL LAS VEGAS</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>127</b>	<b>2</b>
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	49	0	1	92	4	4	0	0	0	4	0	0	0
	PAKISTAN INTL AIRLINES	S	13	0	0	69	8	8	8	8	0	25	23	39	13
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>12</b>	<b>55</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	59	0	0	71	19	8	2	0	0	12	73	17	100
<b>TOTAL NEW YORK (NEWARK)</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>17</b>	<b>100</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	85	0	0	87	6	4	4	0	0	8	73	15	70
<b>TOTAL ORLANDO</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>15</b>	<b>70</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	58	0	0	78	10	7	5	0	0	11	78	15	58
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>15</b>	<b>58</b>
SANFORD	THOMAS COOK AIRLINES LTD	C	4	0	0	75	0	25	0	0	0	15	100	0	4
	THOMSON AIRWAYS LTD	C	9	0	0	67	22	11	0	0	0	11	75	10	8
<b>TOTAL SANFORD</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>7</b>	<b>12</b>
<b>TOTAL USA</b>			<b>380</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>16</b>	<b>415</b>
<b>TOTAL MANCHESTER</b>			<b>11226</b>	<b>27</b>	<b>56</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>15</b>	<b>10915</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>															
BRUSSELS	BRUSSELS AIRLINES	S	134	0	0	89	4	3	4	0	0	8	63	34	138
TOTAL BRUSSELS			<b>134</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>34</b>	<b>138</b>
TOTAL BELGIUM			<b>134</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>34</b>	<b>138</b>
<b>CYPRUS</b>															
PAPHOS	THOMSON AIRWAYS LTD	C	10	0	0	90	0	0	10	0	0	16	78	8	9
TOTAL PAPHOS			<b>11</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>7</b>	<b>10</b>
TOTAL CYPRUS			<b>11</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>15</b>	<b>11</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	16	0	0	81	6	13	0	0	0	10	63	49	16
TOTAL PRAGUE			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>49</b>	<b>16</b>
TOTAL CZECH REPUBLIC			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>49</b>	<b>16</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	7	75	17	8
	THOMSON AIRWAYS LTD	C	16	0	0	94	6	0	0	0	0	3	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			<b>23</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>63</b>	<b>38</b>	<b>32</b>
TOTAL EGYPT			<b>23</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>63</b>	<b>38</b>	<b>32</b>
<b>FRANCE</b>															
NICE	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL NICE			<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>
PARIS (CHARLES DE GAULLE)	BRIT AIR	S	161	0	0	76	9	12	2	0	0	11	86	11	142
	EASYJET AIRLINE COMPANY LTD	S	36	0	0	100	0	0	0	0	0	1	61	37	44
TOTAL PARIS (CHARLES DE GAULLE)			<b>197</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>17</b>	<b>186</b>
TOTAL FRANCE			<b>199</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>17</b>	<b>186</b>
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	102	0	0	94	4	2	0	0	0	3	74	17	92
TOTAL DUSSELDORF			<b>102</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>17</b>	<b>92</b>
TOTAL GERMANY			<b>102</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>17</b>	<b>92</b>
<b>IRISH REPUBLIC</b>															
CORK	JET2.COM LTD	S	16	0	0	75	13	0	13	0	0	14	63	25	16
TOTAL CORK			<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>14</b>	<b>63</b>	<b>25</b>	<b>16</b>
DUBLIN	RYANAIR	S	94	0	0	99	0	1	0	0	0	2	76	19	76
TOTAL DUBLIN			<b>94</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>21</b>	<b>78</b>
TOTAL IRISH REPUBLIC			<b>110</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>21</b>	<b>94</b>
<b>MALTA</b>															
MALTA	EASYJET AIRLINE COMPANY LTD	S	18	0	1	89	0	6	6	0	0	10	88	12	17

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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 MALTA			18	0	1	89	0	6	6	0	0	10	88	12	17
TOTAL MALTA			18	0	1	89	0	6	6	0	0	10	88	12	17
NETHERLANDS															
AMSTERDAM	KLM	S	160	0	8	88	6	2	4	0	0	6	74	14	180
	KLM CITYHOPPER	S	68	0	0	85	4	3	7	0	0	9	0	0	0
TOTAL AMSTERDAM			228	2	8	87	6	2	5	0	0	7	74	14	180
TOTAL NETHERLANDS			228	3	8	87	6	2	5	0	0	7	74	14	180
NORWAY															
RYGGE	RYANAIR	S	18	0	0	89	11	0	0	0	0	2	100	0	24
TOTAL RYGGE			18	0	0	89	11	0	0	0	0	2	100	0	24
STAVANGER	EASTERN AIRWAYS	S	39	0	1	97	3	0	0	0	0	1	77	20	43
	WIDEROE FLYVESELSKAP A/S	S	32	0	0	88	6	0	6	0	0	12	73	15	26
TOTAL STAVANGER			71	0	1	93	4	0	3	0	0	6	75	18	69
TOTAL NORWAY			89	0	1	92	6	0	2	0	0	5	82	13	93
POLAND															
KRAKOW	JET2.COM LTD	S	16	0	0	88	6	0	6	0	0	13	0	0	0
TOTAL KRAKOW			16	0	0	88	6	0	6	0	0	13	0	0	0
TOTAL POLAND			16	0	0	88	6	0	6	0	0	13	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	22	0	0	91	9	0	0	0	0	3	71	28	34
TOTAL FARO			22	0	0	91	9	0	0	0	0	3	71	28	34
TOTAL PORTUGAL(EXCLUDING MADEIRA)			22	0	0	91	9	0	0	0	0	3	71	28	34
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	44	0	0	100	0	0	0	0	0	1	77	19	44
	JET2.COM LTD	S	30	0	0	70	23	7	0	0	0	12	0	41	1
	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	2	100	2	5
	THOMSON AIRWAYS LTD	C	18	0	0	89	6	0	0	6	0	15	71	48	17
TOTAL ALICANTE			97	0	0	89	8	2	0	1	0	7	76	25	67
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	42	0	0	90	5	5	0	0	0	3	75	23	44
TOTAL BARCELONA			42	0	0	90	5	5	0	0	0	3	75	23	44
MALAGA	EASYJET AIRLINE COMPANY LTD	S	42	0	0	100	0	0	0	0	0	1	82	21	45
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	5	83	5	6
TOTAL MALAGA			50	0	0	100	0	0	0	0	0	1	82	19	51
MURCIA SAN JAVIER	JET2.COM LTD	S	18	0	0	89	11	0	0	0	0	5	83	7	18
TOTAL MURCIA SAN JAVIER			18	0	0	89	11	0	0	0	0	5	83	7	18
TOTAL SPAIN			207	0	0	92	6	2	0	0	0	4	78	21	183
SPAIN(CANARY ISLANDS)															
ARRECIFE	JET2.COM LTD	S	8	0	0	88	13	0	0	0	0	6	75	32	8

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				Actual (7)	Plan (8)										
ARRECIFE	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	5	67	128	9
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	1	75	29	8	
<b>TOTAL ARRECIFE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>65</b>	<b>25</b>	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	3	71	58	7	
<b>TOTAL FUERTEVENTURA</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>3</b>	<b>71</b>	<b>58</b>	<b>7</b>	
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	2	80	28	10	
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	2	70	43	10	
<b>TOTAL LAS PALMAS</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>75</b>	<b>36</b>	<b>20</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	16	0	0	63	13	19	6	0	20	70	34	10	
	THOMAS COOK AIRLINES LTD	C	26	0	0	92	0	4	0	0	59	76	10	21	
	THOMSON AIRWAYS LTD	C	26	0	0	96	4	0	0	0	4	67	34	30	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>70</b>	<b>26</b>	<b>61</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>38</b>	<b>113</b>	
TUNISIA															
ENFIDHA	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	6	0	0	0	
<b>TOTAL ENFIDHA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>3</b>	<b>12</b>	
TURKEY															
<b>TOTAL TURKEY</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>25</b>	<b>100</b>	<b>2</b>	<b>4</b>	
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	60	0	0	77	15	5	3	0	10	55	22	60	
<b>TOTAL DUBAI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>55</b>	<b>22</b>	<b>60</b>	
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>55</b>	<b>22</b>	<b>60</b>	
UNITED KINGDOM															
ABERDEEN	EASTERN AIRWAYS	S	179	0	1	85	1	12	2	0	8	81	23	168	
<b>TOTAL ABERDEEN</b>			<b>179</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>1</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>23</b>	<b>168</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	86	0	0	83	7	8	2	0	9	68	24	96	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>24</b>	<b>96</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	144	0	0	99	1	0	0	0	1	66	23	142	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>23</b>	<b>142</b>	
BIRMINGHAM	EASTERN AIRWAYS	S	116	0	2	95	1	2	3	0	5	88	12	104	
<b>TOTAL BIRMINGHAM</b>			<b>116</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>12</b>	<b>104</b>	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	136	0	0	99	1	0	0	0	1	75	22	142	
<b>TOTAL BRISTOL</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>22</b>	<b>142</b>	
CARDIFF WALES	EASTERN AIRWAYS	S	99	0	1	73	2	21	4	0	14	90	11	83	
<b>TOTAL CARDIFF WALES</b>			<b>99</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>2</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>11</b>	<b>83</b>	
EXETER	FLYBE LTD	S	42	0	0	88	0	5	7	0	10	71	27	52	
<b>TOTAL EXETER</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>27</b>	<b>52</b>	

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				Actual (7)	Plan (8)										
GATWICK	FLYBE LTD	S	161	0	1	87	6	3	3	1	0	8	79	18	196
<b>TOTAL GATWICK</b>			<b>162</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>18</b>	<b>197</b>
HEATHROW	BRITISH AIRWAYS PLC	S	344	0	2	87	7	3	3	0	0	10	72	19	333
<b>TOTAL HEATHROW</b>			<b>344</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>19</b>	<b>333</b>
ISLE OF MAN	FLM AVIATION	S	10	0	0	100	0	0	0	0	0	0	35	57	23
	VANAIR EUROPE AS	S	16	0	0	88	0	0	0	13	0	30	31	46	26
<b>TOTAL ISLE OF MAN</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>18</b>	<b>33</b>	<b>51</b>	<b>49</b>
JERSEY	FLYBE LTD	S	6	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL JERSEY</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>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	FLYBE LTD	S	154	0	0	91	2	5	1	1	0	7	70	35	152
<b>TOTAL SOUTHAMPTON</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>35</b>	<b>152</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1496</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>22</b>	<b>1665</b>
<b>TOTAL NEWCASTLE</b>			<b>2862</b>	<b>4</b>	<b>17</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>22</b>	<b>2982</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	16	0	0	81	0	6	6	6	0	25	0	0	0
TOTAL TIRANA			16	0	0	81	0	6	6	6	0	25	0	0	0
TOTAL ALBANIA			16	0	0	81	0	6	6	6	0	25	0	0	0
<b>AUSTRIA</b>															
GRAZ	RYANAIR	S	26	0	0	92	8	0	0	0	0	4	65	15	34
TOTAL GRAZ			26	0	0	92	8	0	0	0	0	4	65	15	34
KLAGENFURT	RYANAIR	S	34	0	0	79	12	9	0	0	0	8	73	19	26
TOTAL KLAGENFURT			34	0	0	79	12	9	0	0	0	8	73	19	26
LINZ	RYANAIR	S	26	0	0	92	8	0	0	0	0	3	65	11	26
TOTAL LINZ			26	0	0	92	8	0	0	0	0	3	65	11	26
SALZBURG	RYANAIR	S	26	0	0	96	4	0	0	0	0	2	85	8	34
TOTAL SALZBURG			26	0	0	96	4	0	0	0	0	2	85	8	34
TOTAL AUSTRIA			112	0	0	89	8	3	0	0	0	5	72	13	121
<b>BULGARIA</b>															
PLOVDIV	RYANAIR	S	18	0	0	89	0	6	6	0	0	10	67	19	18
TOTAL PLOVDIV			18	0	0	89	0	6	6	0	0	10	67	19	18
TOTAL BULGARIA			18	0	0	89	0	6	6	0	0	10	67	19	18
<b>CYPRUS</b>															
PAPHOS	THOMSON AIRWAYS LTD	C	10	0	0	90	0	0	10	0	0	9	57	20	7
TOTAL PAPHOS			10	0	0	90	0	0	10	0	0	9	57	20	7
TOTAL CYPRUS			10	0	0	90	0	0	10	0	0	9	77	11	26
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	RYANAIR	S	60	0	0	93	5	2	0	0	0	2	93	4	60
TOTAL BRNO (TURANY)			60	0	0	93	5	2	0	0	0	2	93	4	60
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	84	0	0	96	1	2	0	0	0	2	79	16	86
TOTAL PRAGUE			84	0	0	96	1	2	0	0	0	2	79	16	86
TOTAL CZECH REPUBLIC			144	0	0	95	3	2	0	0	0	2	85	11	146
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	34	0	0	91	0	6	3	0	0	9	76	14	34
TOTAL AARHUS (TIRSTRUP)			34	0	0	91	0	6	3	0	0	9	76	14	34
BILLUND	RYANAIR	S	136	0	0	98	1	0	1	0	0	3	89	7	120
TOTAL BILLUND			136	2	0	98	1	0	1	0	0	3	88	7	121
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	146	0	0	99	1	0	0	0	0	1	78	14	152
TOTAL COPENHAGEN			146	4	0	99	1	0	0	0	0	1	78	14	152
TOTAL DENMARK			316	6	0	97	1	1	1	0	0	3	82	11	307

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			8	2	0	100	0	0	0	0	0	2	50	19	8
TOTAL EGYPT			8	2	0	100	0	0	0	0	0	2	50	19	8
<b>ESTONIA</b>															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	46	0	0	93	4	2	0	0	0	3	71	9	58
TOTAL TALLIN			46	0	0	93	4	2	0	0	0	3	71	9	58
TOTAL ESTONIA			46	0	0	93	4	2	0	0	0	3	71	9	58
<b>FINLAND</b>															
TAMPERE	RYANAIR	S	26	0	0	85	8	4	4	0	0	10	82	9	34
TOTAL TAMPERE			26	0	0	85	8	4	4	0	0	10	82	9	34
TOTAL FINLAND			26	0	0	85	8	4	4	0	0	10	82	9	34
<b>FRANCE</b>															
BERGERAC	RYANAIR	S	26	0	0	100	0	0	0	0	0	1	77	12	26
TOTAL BERGERAC			26	0	0	100	0	0	0	0	0	1	77	12	26
BIARRITZ	RYANAIR	S	18	0	0	100	0	0	0	0	0	1	88	5	26
TOTAL BIARRITZ			18	0	0	100	0	0	0	0	0	1	88	5	26
CARCASSONNE	RYANAIR	S	17	0	0	100	0	0	0	0	0	3	83	8	24
TOTAL CARCASSONNE			17	0	0	100	0	0	0	0	0	3	83	8	24
DINARD	RYANAIR	S	26	0	0	100	0	0	0	0	0	2	100	2	26
TOTAL DINARD			26	0	0	100	0	0	0	0	0	2	100	2	26
LA ROCHELLE	RYANAIR	S	26	0	0	100	0	0	0	0	0	1	92	48	26
TOTAL LA ROCHELLE			26	0	0	100	0	0	0	0	0	1	92	48	26
LIMOGES	RYANAIR	S	26	0	0	85	0	4	12	0	0	12	81	8	26
TOTAL LIMOGES			26	0	0	85	0	4	12	0	0	12	81	8	26
LYON	EASYJET AIRLINE COMPANY LTD	S	42	0	0	95	5	0	0	0	0	3	69	20	42
TOTAL LYON			42	0	0	95	5	0	0	0	0	3	67	21	43
MARSEILLE	RYANAIR	S	60	0	0	97	2	0	2	0	0	5	85	8	61
TOTAL MARSEILLE			60	0	0	97	2	0	2	0	0	5	85	8	61
NICE	EASYJET AIRLINE COMPANY LTD	S	34	0	0	91	6	3	0	0	0	4	79	12	28
TOTAL NICE			34	1	0	91	6	3	0	0	0	4	79	12	28
POITIERS	RYANAIR	S	26	0	0	92	8	0	0	0	0	2	75	18	28
TOTAL POITIERS			26	0	0	92	8	0	0	0	0	2	75	18	28
RODEZ	RYANAIR	S	16	0	0	81	6	13	0	0	0	10	94	4	18
TOTAL RODEZ			16	0	0	81	6	13	0	0	0	10	94	4	18
TARBES-LOURDES INTERNATIONAL	RYANAIR	S	18	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL TARBES-LOURDES INTERNATIONAL			18	0	0	100	0	0	0	0	0	2	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
TOURS	RYANAIR	S	26	0	0	96	4	0	0	0	0	2	81	17	16
<b>TOTAL TOURS</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>81</b>	<b>17</b>	<b>16</b>
<b>TOTAL FRANCE</b>			<b>362</b>	<b>3</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>14</b>	<b>375</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	RYANAIR	S	60	0	0	95	3	2	0	0	0	3	81	8	164
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>8</b>	<b>164</b>
BREMEN	RYANAIR	S	112	0	0	88	7	4	1	0	0	5	88	10	112
<b>TOTAL BREMEN</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>10</b>	<b>114</b>
COLOGNE BONN	GERMANWINGS	S	148	0	0	78	11	3	6	1	0	14	73	16	148
<b>TOTAL COLOGNE BONN</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>16</b>	<b>148</b>
DUSSELDORF	AIR BERLIN	S	154	0	0	91	5	3	1	0	0	5	78	15	104
<b>TOTAL DUSSELDORF</b>			<b>154</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>78</b>	<b>15</b>	<b>104</b>
HAHN	RYANAIR	S	136	0	0	80	7	10	2	0	0	10	73	17	164
<b>TOTAL HAHN</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>17</b>	<b>164</b>
HANOVER	GERMANWINGS	S	104	0	0	83	10	6	2	0	0	8	76	13	112
<b>TOTAL HANOVER</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>9</b>	<b>222</b>
KARLSRUHE/BADEN BADEN	RYANAIR	S	59	0	1	92	5	3	0	0	0	4	90	9	60
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>9</b>	<b>60</b>
LEIPZIG	RYANAIR	S	40	0	0	95	5	0	0	0	0	2	0	0	0
<b>TOTAL LEIPZIG</b>			<b>40</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>0</b>	<b>0</b>	<b>0</b>
MEMMINGEN ALLGAU	RYANAIR	S	60	0	0	93	0	2	3	2	0	9	88	5	60
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>5</b>	<b>60</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	84	0	0	82	10	6	2	0	0	8	83	10	101
<b>TOTAL MUNICH</b>			<b>85</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>10</b>	<b>102</b>
NIEDERRHEIN	RYANAIR	S	89	0	0	84	8	2	1	4	0	15	88	5	121
<b>TOTAL NIEDERRHEIN</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>5</b>	<b>121</b>
STUTTGART	GERMANWINGS	S	104	0	0	91	6	2	1	0	0	5	88	5	104
<b>TOTAL STUTTGART</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>5</b>	<b>104</b>
<b>TOTAL GERMANY</b>			<b>1153</b>	<b>10</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>10</b>	<b>1690</b>
<b>GREECE</b>															
CORFU	RYANAIR	S	16	0	0	88	6	6	0	0	0	6	0	0	0
<b>TOTAL CORFU</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
SALONIKA	RYANAIR	S	26	0	0	88	0	0	12	0	0	12	0	0	0
<b>TOTAL SALONIKA</b>			<b>27</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>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>															
CORK	RYANAIR	S	119	0	1	78	13	6	3	0	1	15	88	8	119

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			Actual (7)	Plan (8)											
TOTAL CORK			119	0	1	78	13	6	3	0	1	15	88	8	119
DUBLIN	RYANAIR	S	390	0	0	86	8	4	2	0	0	8	74	15	402
TOTAL DUBLIN			390	2	0	86	8	4	2	0	0	8	74	15	402
IRELAND WEST(KNOCK)	RYANAIR	S	58	0	0	93	7	0	0	0	0	3	92	4	59
TOTAL IRELAND WEST(KNOCK)			58	0	0	93	7	0	0	0	0	3	92	4	59
KERRY COUNTY	RYANAIR	S	34	0	0	82	3	9	6	0	0	12	88	7	34
TOTAL KERRY COUNTY			34	0	0	82	3	9	6	0	0	12	88	7	34
SHANNON	RYANAIR	S	96	0	0	91	7	1	1	0	0	6	83	13	95
TOTAL SHANNON			96	0	0	91	7	1	1	0	0	6	83	13	95
TOTAL IRISH REPUBLIC			697	2	1	86	8	4	2	0	0	9	80	12	709
ITALY															
ALGHERO/SASSARI	RYANAIR	S	26	0	0	81	4	15	0	0	0	8	77	8	26
TOTAL ALGHERO/SASSARI			26	0	0	81	4	15	0	0	0	8	77	8	26
ANCONA	RYANAIR	S	35	0	0	86	11	0	0	3	0	12	65	16	34
TOTAL ANCONA			35	0	0	86	11	0	0	3	0	12	65	16	34
BARI (PALESE)	RYANAIR	S	34	0	0	79	15	6	0	0	0	8	69	30	26
TOTAL BARI (PALESE)			35	0	0	77	14	6	3	0	0	11	69	30	26
BERGAMO	RYANAIR	S	180	0	0	87	9	1	3	0	0	8	72	18	173
TOTAL BERGAMO			180	0	0	87	9	1	3	0	0	8	72	18	173
BOLOGNA	RYANAIR	S	60	0	0	92	8	0	0	0	0	4	87	8	94
TOTAL BOLOGNA			60	0	0	92	8	0	0	0	0	4	87	8	94
BRINDISI	RYANAIR	S	18	0	0	100	0	0	0	0	0	4	73	13	26
TOTAL BRINDISI			18	0	0	100	0	0	0	0	0	4	73	13	26
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	26	0	0	85	4	12	0	0	0	8	82	8	28
TOTAL CAGLIARI (ELMAS)			26	0	0	85	4	12	0	0	0	8	80	8	30
GENOA	RYANAIR	S	26	0	0	92	0	8	0	0	0	5	77	11	26
TOTAL GENOA			26	0	0	92	0	8	0	0	0	5	77	11	26
LAMETIA-TERME	RYANAIR	S	34	0	0	76	12	12	0	0	0	10	0	0	0
TOTAL LAMETIA-TERME			34	0	0	76	12	12	0	0	0	10	0	0	0
NAPLES	EASYJET AIRLINE COMPANY LTD	S	60	0	0	90	10	0	0	0	0	5	58	20	60
TOTAL NAPLES			60	0	0	90	10	0	0	0	0	5	58	20	60
PALERMO	RYANAIR	S	25	0	1	88	8	4	0	0	0	5	0	0	0
TOTAL PALERMO			25	0	1	88	8	4	0	0	0	5	0	0	0
PARMA	RYANAIR	S	26	0	0	81	8	12	0	0	0	8	67	21	24
TOTAL PARMA			26	0	0	81	8	12	0	0	0	8	67	21	24
PERUGIA	RYANAIR	S	25	0	0	88	8	0	0	4	0	15	96	4	26
TOTAL PERUGIA			25	0	0	88	8	0	0	4	0	15	96	4	26
PESCARA	RYANAIR	S	34	0	0	100	0	0	0	0	0	0	88	8	26



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 PESCARA			34	0	0	100	0	0	0	0	0	0	88	8	26
PISA	RYANAIR	S	68	0	0	81	9	6	3	1	0	14	67	16	96
TOTAL PISA			68	0	0	81	9	6	3	1	0	14	67	16	96
RIMINI	RYANAIR	S	26	0	0	73	15	12	0	0	0	12	58	17	26
TOTAL RIMINI			26	0	0	73	15	12	0	0	0	12	58	17	26
ROME (CIAMPINO)	RYANAIR	S	188	0	0	87	11	2	0	0	0	6	74	11	172
TOTAL ROME (CIAMPINO)			188	0	0	87	11	2	0	0	0	6	74	11	172
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	34	0	0	79	6	15	0	0	0	10	68	16	34
TOTAL TRIESTE (RONCHI DEI LEGIONARI)			34	0	0	79	6	15	0	0	0	10	68	16	34
TURIN	RYANAIR	S	60	0	0	92	7	0	0	0	2	10	92	7	60
TOTAL TURIN			60	0	0	92	7	0	0	0	2	10	92	7	60
VENICE	RYANAIR	S	104	0	0	52	23	15	9	0	1	26	0	0	0
TOTAL VENICE			104	0	0	52	23	15	9	0	1	26	0	0	0
VERONA VILLAFRANCA	RYANAIR	S	26	0	0	88	8	4	0	0	0	5	88	8	26
TOTAL VERONA VILLAFRANCA			26	0	0	88	8	4	0	0	0	5	88	8	26
TOTAL ITALY			1116	1	1	83	10	5	2	0	0	9	74	14	1124
LATVIA															
RIGA	RYANAIR	S	120	0	0	93	6	1	0	0	0	3	79	8	112
TOTAL RIGA			120	0	0	93	6	1	0	0	0	3	79	8	112
TOTAL LATVIA			120	0	0	93	6	1	0	0	0	3	79	8	112
LITHUANIA															
KAUNAS	RYANAIR	S	59	0	0	92	8	0	0	0	0	6	87	11	60
TOTAL KAUNAS			59	0	0	92	8	0	0	0	0	6	87	11	60
VILNIUS	RYANAIR	S	61	0	0	84	8	7	0	2	0	11	0	0	0
TOTAL VILNIUS			61	0	0	84	8	7	0	2	0	11	0	0	0
TOTAL LITHUANIA			120	0	0	88	8	3	0	1	0	9	87	11	60
MOROCCO															
FEZ	RYANAIR	S	16	0	0	100	0	0	0	0	0	5	63	18	16
TOTAL FEZ			16	0	0	100	0	0	0	0	0	5	63	18	16
MARRAKESH	RYANAIR	S	16	0	0	81	6	13	0	0	0	7	0	0	0
TOTAL MARRAKESH			16	0	0	81	6	13	0	0	0	7	0	0	0
TOTAL MOROCCO			32	0	0	91	3	6	0	0	0	6	75	11	32
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	214	0	2	86	3	5	6	0	0	10	76	15	214
TOTAL AMSTERDAM			214	5	2	86	3	5	6	0	0	10	76	15	214
EINDHOVEN	RYANAIR	S	131	0	0	93	5	1	1	1	0	6	87	9	119
TOTAL EINDHOVEN			131	0	0	93	5	1	1	1	0	6	87	9	119

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 NETHERLANDS			345	11	2	89	4	3	4	0	0	8	80	13	333
NORWAY															
HAUGESUND	RYANAIR	S	26	0	0	85	15	0	0	0	0	5	92	3	24
TOTAL HAUGESUND			26	0	0	85	15	0	0	0	0	5	92	3	24
RYGGE	RYANAIR	S	120	0	0	97	3	1	0	0	0	1	97	2	120
TOTAL RYGGE			120	0	0	97	3	1	0	0	0	1	97	2	120
SANDEFJORD(TORP)	RYANAIR	S	59	0	1	97	0	0	3	0	0	4	85	9	60
TOTAL SANDEFJORD(TORP)			59	0	1	97	0	0	3	0	0	4	85	9	60
TOTAL NORWAY			205	0	1	95	3	0	1	0	0	2	93	4	204
POLAND															
BYDGOSZCZ	RYANAIR	S	35	0	0	97	0	0	0	0	3	12	88	4	34
TOTAL BYDGOSZCZ			35	0	0	97	0	0	0	0	3	12	88	4	34
GDANSK	RYANAIR	S	59	0	0	92	3	3	2	0	0	5	95	3	60
TOTAL GDANSK			59	0	0	92	3	3	2	0	0	5	95	3	60
KATOWICE	RYANAIR	S	63	0	0	95	0	2	2	2	0	7	92	5	61
TOTAL KATOWICE			63	0	0	95	0	2	2	2	0	7	92	5	61
KRAKOW	RYANAIR	S	116	0	1	92	3	1	4	0	0	6	90	6	103
TOTAL KRAKOW			116	0	1	92	3	1	4	0	0	6	90	6	103
LODZ LUBLINEK	RYANAIR	S	42	0	0	95	0	0	0	5	0	15	88	5	42
TOTAL LODZ LUBLINEK			42	0	0	95	0	0	0	5	0	15	88	5	42
POZNAN	RYANAIR	S	60	0	0	80	10	8	2	0	0	10	83	18	60
TOTAL POZNAN			60	0	0	80	10	8	2	0	0	10	83	18	60
RZESZOW	RYANAIR	S	34	0	0	91	3	3	3	0	0	5	85	6	34
TOTAL RZESZOW			34	0	0	91	3	3	3	0	0	5	85	6	34
SZCZECIN (GOLENOW)	RYANAIR	S	26	0	0	100	0	0	0	0	0	0	96	3	26
TOTAL SZCZECIN (GOLENOW)			26	0	0	100	0	0	0	0	0	0	96	3	26
WROCLAW	RYANAIR	S	61	0	0	84	8	7	0	0	2	12	85	6	60
TOTAL WROCLAW			61	0	0	84	8	7	0	0	2	12	85	6	60
TOTAL POLAND			496	0	1	91	3	3	2	1	0	8	89	7	480
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	58	0	0	97	3	0	0	0	0	2	90	5	60
	RYANAIR	S	28	0	0	64	25	7	4	0	0	13	83	9	59
TOTAL FARO			86	0	0	86	10	2	1	0	0	5	87	7	119
OPORTO (PORTUGAL)	RYANAIR	S	99	1	1	77	18	5	0	0	0	10	74	14	99
TOTAL OPORTO (PORTUGAL)			99	1	1	77	18	5	0	0	0	10	74	14	99
TOTAL PORTUGAL(EXCLUDING MADEIRA)			185	1	1	81	15	4	1	0	0	8	81	10	218

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>PORTUGAL(MADEIRA)</b>															
FUNCHAL	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	79	11	42
TOTAL FUNCHAL			2	0	0	100	0	0	0	0	0	0	79	11	42
TOTAL PORTUGAL(MADEIRA)			2	0	0	100	0	0	0	0	0	0	79	11	42
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	93	0	0	83	13	2	2	0	0	7	85	8	111
TOTAL BRATISLAVA			93	0	0	83	13	2	2	0	0	7	85	8	111
TOTAL SLOVAK REPUBLIC			93	0	0	83	13	2	2	0	0	7	84	9	113
<b>SLOVENIA</b>															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	44	0	0	93	5	2	0	0	0	4	86	10	42
TOTAL LJUBLJANA			44	0	0	93	5	2	0	0	0	4	86	10	42
TOTAL SLOVENIA			44	0	0	93	5	2	0	0	0	4	86	10	42
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	60	0	0	95	2	2	2	0	0	3	83	8	58
	RYANAIR	S	54	0	0	78	11	7	0	0	4	26	83	8	60
TOTAL ALICANTE			114	0	0	87	6	4	1	0	2	14	83	8	118
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	26	0	0	92	4	4	0	0	0	3	79	13	42
TOTAL ASTURIAS			26	0	0	92	4	4	0	0	0	3	79	13	42
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	97	2	2	0	0	0	2	67	14	60
TOTAL BARCELONA			62	0	0	97	2	2	0	0	0	2	67	14	60
BILBAO	EASYJET AIRLINE COMPANY LTD	S	58	0	0	97	3	0	0	0	0	2	73	10	60
TOTAL BILBAO			58	0	0	97	3	0	0	0	0	2	73	10	60
MADRID	RYANAIR	S	120	0	0	75	13	8	4	0	0	12	42	27	120
TOTAL MADRID			121	4	0	75	12	8	4	0	0	12	42	27	120
MALAGA	EASYJET AIRLINE COMPANY LTD	S	54	0	0	96	2	2	0	0	0	1	80	8	64
	RYANAIR	S	54	0	0	100	0	0	0	0	0	3	73	11	60
TOTAL MALAGA			108	1	0	98	1	1	0	0	0	2	77	9	124
MURCIA SAN JAVIER	RYANAIR	S	26	0	0	100	0	0	0	0	0	0	92	3	26
TOTAL MURCIA SAN JAVIER			26	0	0	100	0	0	0	0	0	0	92	3	26
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	34	0	0	100	0	0	0	0	0	1	39	32	36
	RYANAIR	S	16	0	0	81	19	0	0	0	0	6	83	9	18
TOTAL PALMA DE MALLORCA			50	0	0	94	6	0	0	0	0	3	54	24	54
SANTANDER	RYANAIR	S	34	0	0	82	9	6	3	0	0	8	91	4	34
TOTAL SANTANDER			34	0	0	82	9	6	3	0	0	8	91	4	34
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	26	0	0	69	19	12	0	0	0	11	84	9	25
TOTAL SANTIAGO DE COMPOSTELA (SPAIN)			26	0	0	69	19	12	0	0	0	11	84	9	25
SEVILLE	RYANAIR	S	33	0	1	70	21	6	0	3	0	17	78	10	58
	XL AIRWAYS FRANCE	C	2	0	0	50	50	0	0	0	0	10	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 SEVILLE			35	0	1	69	23	6	0	3	0	17	78	10	58
VALENCIA	RYANAIR	S	34	0	0	88	0	3	6	3	0	17	69	18	26
TOTAL VALENCIA			34	0	0	88	0	3	6	3	0	17	69	18	26
VALLADOLID	RYANAIR	S	26	0	0	88	12	0	0	0	0	4	83	15	24
TOTAL VALLADOLID			26	0	0	88	12	0	0	0	0	4	83	15	24
ZARAGOZA	RYANAIR	S	34	0	0	79	9	12	0	0	0	9	65	12	34
TOTAL ZARAGOZA			34	0	0	79	9	12	0	0	0	9	65	12	34
TOTAL SPAIN			754	5	2	87	7	4	1	0	0	8	73	13	891
SPAIN(CANARY ISLANDS)															
ARRECIFE	RYANAIR	S	26	0	0	81	0	15	4	0	0	14	81	17	26
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	14	0	0	0	0	6	88	8	8
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	0	0	25	127	75	10	8
TOTAL ARRECIFE			41	0	0	80	2	10	2	0	5	35	81	14	42
FUERTEVENTURA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	83	11	6	0	0	0	5	88	5	16
	RYANAIR	S	18	0	0	61	11	17	11	0	0	19	94	5	16
	THOMAS COOK AIRLINES LTD	C	6	0	0	67	33	0	0	0	0	7	100	0	5
	THOMSON AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	4	71	11	7
TOTAL FUERTEVENTURA			49	0	0	73	14	8	4	0	0	10	89	5	44
LAS PALMAS	RYANAIR	S	18	0	0	78	22	0	0	0	0	10	92	4	25
	THOMAS COOK AIRLINES LTD	C	6	0	0	100	0	0	0	0	0	1	100	1	4
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	1	70	14	10
TOTAL LAS PALMAS			33	0	0	88	12	0	0	0	0	6	87	6	39
TENERIFE (SURREINA SOFIA)	RYANAIR	S	34	0	0	62	26	9	3	0	0	13	91	13	34
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	8	75	12	8
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	2	72	11	18
TOTAL TENERIFE (SURREINA SOFIA)			62	0	0	76	16	6	2	0	0	9	83	13	60
TOTAL SPAIN(CANARY ISLANDS)			185	0	0	78	12	6	2	0	1	15	85	10	185
SWEDEN															
GOTEBORG (SAVE)	RYANAIR	S	119	0	1	95	2	3	0	0	0	3	85	8	119
TOTAL GOTEBORG (SAVE)			119	0	1	95	2	3	0	0	0	3	85	8	119
MALMO	RYANAIR	S	59	0	1	97	3	0	0	0	0	2	0	0	0
TOTAL MALMO			59	0	1	97	3	0	0	0	0	2	0	0	0
STOCKHOLM (SKAVSTA)	RYANAIR	S	120	0	0	85	13	1	0	1	0	8	57	25	121
TOTAL STOCKHOLM (SKAVSTA)			120	0	0	85	13	1	0	1	0	8	57	25	121
VASTERAS	RYANAIR	S	34	0	0	91	9	0	0	0	0	3	82	8	33
TOTAL VASTERAS			34	0	0	91	9	0	0	0	0	3	82	8	33
TOTAL SWEDEN			332	3	2	91	7	2	0	0	0	5	72	16	273
TUNISIA															
ENFIDHA	THOMAS COOK AIRLINES LTD	C	5	0	0	60	40	0	0	0	0	12	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 ENFIDHA			5	0	0	60	40	0	0	0	0	12	0	0	0
TOTAL TUNISIA			5	0	0	60	40	0	0	0	0	12	60	28	5
TURKEY															
ANTALYA	ONUR AIR	C	8	0	0	100	0	0	0	0	0	1	0	0	0
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	0	75	13	8
TOTAL ANTALYA			12	0	0	100	0	0	0	0	0	1	75	13	8
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	100	0	2
TOTAL BODRUM (MILAS)			2	0	0	100	0	0	0	0	0	0	100	0	3
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	85	0	0	92	6	2	0	0	0	5	23	39	64
TOTAL ISTANBUL (SABIHA GOKCEN)			85	2	0	92	6	2	0	0	0	5	39	33	114
IZMIR (ADNAM MENDERES)	PEGASUS AIRLINES	S	16	0	0	94	6	0	0	0	0	2	0	0	0
TOTAL IZMIR (ADNAM MENDERES)			16	0	0	94	6	0	0	0	0	2	0	0	0
TOTAL TURKEY			116	2	0	93	5	2	0	0	0	4	44	30	128
UNITED KINGDOM															
BELFAST CITY (GEORGE BEST)	BMIBABY LTD	S	96	0	0	93	4	0	3	0	0	5	0	0	0
TOTAL BELFAST CITY (GEORGE BEST)			96	0	0	93	4	0	3	0	0	5	0	0	0
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	248	0	0	94	3	1	1	1	0	4	81	11	224
TOTAL BELFAST INTERNATIONAL			248	0	0	94	3	1	1	1	0	4	81	11	224
CITY OF DERRY (EGLINTON)	RYANAIR	S	76	0	0	92	7	1	0	0	0	4	80	17	60
TOTAL CITY OF DERRY (EGLINTON)			76	0	0	92	7	1	0	0	0	4	80	17	60
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	264	0	0	98	2	0	0	0	0	1	84	7	268
TOTAL EDINBURGH			264	8	0	98	2	0	0	0	0	1	84	7	268
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	240	0	0	95	2	2	1	0	0	3	91	6	261
TOTAL GLASGOW			240	4	0	95	2	2	1	0	0	3	91	6	261
GUERNSEY	AURIGNY AIR SERVICES	S	52	0	0	96	2	2	0	0	0	2	88	6	51
TOTAL GUERNSEY			52	0	0	96	2	2	0	0	0	2	88	6	51
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	2	0	0	0	0	50	50	0	0	70	0	0	0
TOTAL HEATHROW			2	1	0	0	0	50	50	0	0	70	0	39	2
TOTAL UNITED KINGDOM			978	17	1	95	3	1	1	0	0	3	85	9	1097
TOTAL STANSTED			8079	99	27	89	6	3	1	0	0	7	80	11	8889

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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		
AALBORG																		
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR	S	A	17	0	0	88	0	6	6	0	0	13	71	21	17	
	STANSTED	RYANAIR	S	D	17	0	0	94	0	6	0	0	0	6	82	7	17	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>14</b>	<b>14</b>	
ABERDEEN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	161	0	1	80	10	7	3	1	0	11	57	26	151	
	HEATHROW	BMI BRITISH MIDLAND	S	D	165	0	2	92	3	3	2	0	0	5	78	17	156	
	MANCHESTER	BMI REGIONAL	S	A	105	0	0	89	7	4	1	0	0	6	79	19	154	
	MANCHESTER	BMI REGIONAL	S	D	101	0	0	89	5	4	2	0	0	5	83	13	151	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	172	0	0	84	9	4	2	1	0	9	65	24	176	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	172	0	0	89	4	6	0	1	0	7	80	12	179	
	MANCHESTER	EASTERN AIRWAYS	C	A	6	0	0	50	33	17	0	0	0	15	33	31	3	
	MANCHESTER	EASTERN AIRWAYS	C	D	6	0	0	67	33	0	0	0	0	13	100	1	3	
	NEWCASTLE	EASTERN AIRWAYS	S	A	87	0	1	72	1	23	3	0	0	14	84	21	82	
	NEWCASTLE	EASTERN AIRWAYS	S	D	92	0	0	97	1	1	1	0	0	2	78	25	86	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	47	0	0	89	4	4	2	0	0	6	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	47	0	0	83	15	2	0	0	0	6	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	42	0	0	90	5	5	0	0	0	4	72	19	50	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	42	0	0	79	14	7	0	0	0	6	67	12	52	
	BIRMINGHAM	FLYBE LTD	S	A	77	1	1	86	5	6	3	0	0	6	78	36	72	
	BIRMINGHAM	FLYBE LTD	S	D	78	0	0	87	4	5	4	0	0	9	70	21	76	
	GATWICK	FLYBE LTD	S	A	81	0	0	86	6	4	2	1	0	11	81	14	77	
	GATWICK	FLYBE LTD	S	D	81	0	0	85	7	4	4	0	0	8	84	13	76	
	MANCHESTER	FLYBE LTD	S	A	76	0	2	74	9	5	12	0	0	18	0	24	1	
	MANCHESTER	FLYBE LTD	S	D	78	0	0	81	4	5	10	0	0	12	0	0	0	
<b>TOTAL ABERDEEN</b>					<b>1716</b>	<b>6</b>	<b>9</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>19</b>	<b>19</b>	
ABU DHABI - BATEEN																		
ABU DHABI INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	72	14	7	7	0	0	15	0	0	0	
	HEATHROW	ETIHAD AIRWAYS	S	A	88	1	1	93	5	2	0	0	0	3	89	7	90	
	HEATHROW	ETIHAD AIRWAYS	S	D	89	0	0	78	15	7	1	0	0	10	69	13	90	
	MANCHESTER	ETIHAD AIRWAYS	S	A	60	0	0	88	3	2	3	2	2	18	87	10	30	
	MANCHESTER	ETIHAD AIRWAYS	S	D	60	0	0	80	10	7	2	2	0	14	83	8	30	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2011				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>327</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>9</b>	<b>9</b>	
ABUJA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	73	17	7	3	0	0	9	63	11	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	80	10	7	0	3	0	16	60	15	30	
<b>TOTAL ABUJA</b>					<b>60</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>17</b>	<b>17</b>	
ACAPULCO																		
ACCRA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	3	0	3	0	3	19	83	11	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	40	27	27	3	3	0	32	28	27	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	12	0	0	83	0	8	0	0	8	71	77	8	13	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	12	0	0	83	8	8	0	0	0	8	50	17	12	
<b>TOTAL ACCRA</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>29</b>	<b>58</b>	<b>17</b>	<b>17</b>	
ADDIS ABABA																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	38	15	31	15	0	0	33	85	15	13	
	HEATHROW	BMI BRITISH MIDLAND	S	D	12	0	0	33	33	25	8	0	0	28	38	35	13	
	HEATHROW	ETHIOPIAN AIRLINES	S	A	25	0	0	92	8	0	0	0	0	3	60	20	25	
	HEATHROW	ETHIOPIAN AIRLINES	S	D	25	0	0	80	8	8	4	0	0	13	44	21	25	
<b>TOTAL ADDIS ABABA</b>					<b>75</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>55</b>	<b>22</b>	<b>22</b>	
AGADIR																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	7	0	0	86	14	0	0	0	0	3	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	7	0	0	86	14	0	0	0	0	9	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	0	11	0	0	0	4	75	8	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	11	11	0	0	0	11	100	5	8	
	GATWICK	THOMSON AIRWAYS LTD	S	A	9	0	0	100	0	0	0	0	0	1	100	0	9	
	GATWICK	THOMSON AIRWAYS LTD	S	D	8	0	0	100	0	0	0	0	0	4	100	2	9	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	9	0	0	100	0	0	0	0	0	1	89	3	9	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	8	0	0	100	0	0	0	0	0	3	89	7	9	
<b>TOTAL AGADIR</b>					<b>66</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>4</b>	<b>91</b>	<b>4</b>	<b>4</b>	
ALEPPO																		
ALESUND																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	67	33	0	0	0	0	9	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	10	0	0	80	10	10	0	0	0	7	0	0	0	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ALESUND																		
<b>TOTAL ALESUND</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
ALEXANDRIA (BORG EL ARA ALGHERO/SASSARI)																		
	STANSTED	RYANAIR	S	A	13	0	0	77	8	15	0	0	0	9	85	6	13	
	STANSTED	RYANAIR	S	D	13	0	0	85	0	15	0	0	0	8	69	11	13	
<b>TOTAL ALGHERO/SASSARI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>8</b>	<b>8</b>	<b>8</b>
ALGIERS																		
	HEATHROW	AIR ALGERIE	S	A	17	0	0	41	6	53	0	0	0	24	18	76	17	
	HEATHROW	AIR ALGERIE	S	D	17	0	0	53	18	12	18	0	0	30	35	64	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	0	3	3	0	0	7	90	10	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	83	7	7	3	0	0	7	77	11	30	
<b>TOTAL ALGIERS</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>6</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>32</b>	<b>32</b>	
ALICANTE																		
	BIRMINGHAM	BMIBABY LTD	S	A	9	0	0	44	33	22	0	0	0	19	44	64	9	
	BIRMINGHAM	BMIBABY LTD	S	D	9	0	0	89	0	11	0	0	0	9	89	36	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	87	8	3	0	2	0	7	74	12	47	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	1	93	2	5	0	0	0	4	76	12	46	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	100	0	0	0	0	0	0	84	7	19	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	100	0	0	0	0	0	1	84	9	19	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	92	8	0	0	0	0	3	100	0	1	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	100	0	0	0	0	0	1	100	9	1	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	85	10	5	0	0	0	4	86	5	22	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	95	5	0	0	0	0	3	100	2	22	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	100	0	0	0	0	0	0	77	19	22	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	100	0	0	0	0	0	1	77	19	22	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	97	0	3	0	0	0	2	76	10	29	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	93	3	0	3	0	0	3	90	5	29	
	GLASGOW	JET2.COM LTD	S	A	10	0	0	50	20	20	10	0	0	23	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	10	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	14	1	1	50	29	7	14	0	0	33	46	57	13	
	MANCHESTER	JET2.COM LTD	S	D	14	0	0	79	7	0	14	0	0	19	69	18	13	
	NEWCASTLE	JET2.COM LTD	S	A	15	0	0	40	47	13	0	0	0	20	0	0	0	



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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	JET2.COM LTD	S	D	15	0	0	100	0	0	0	0	0	4	0	41	1	
	BIRMINGHAM	MONARCH AIRLINES	S	A	24	0	0	92	4	0	4	0	0	4	79	8	24	
	BIRMINGHAM	MONARCH AIRLINES	S	D	24	0	0	92	0	4	4	0	0	7	84	9	25	
	GATWICK	MONARCH AIRLINES	S	A	35	0	0	20	34	31	14	0	0	34	64	20	33	
	GATWICK	MONARCH AIRLINES	S	D	35	0	0	77	9	11	3	0	0	11	79	14	33	
	LUTON	MONARCH AIRLINES	S	A	17	0	0	41	24	29	6	0	0	23	23	40	13	
	LUTON	MONARCH AIRLINES	C	A	6	0	0	83	17	0	0	0	0	4	0	0	0	
	LUTON	MONARCH AIRLINES	C	D	6	0	0	67	17	0	17	0	0	20	0	0	0	
	LUTON	MONARCH AIRLINES	S	D	17	0	0	88	12	0	0	0	0	9	77	24	13	
	MANCHESTER	MONARCH AIRLINES	S	A	40	0	0	55	28	18	0	0	0	16	70	11	47	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	7	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	D	40	0	0	88	10	3	0	0	0	6	98	3	48	
	BIRMINGHAM	RYANAIR	S	A	17	0	0	94	6	0	0	0	0	5	58	15	12	
	BIRMINGHAM	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	1	83	7	12	
	EDINBURGH	RYANAIR	S	A	11	0	0	91	9	0	0	0	0	4	85	38	13	
	EDINBURGH	RYANAIR	S	D	11	0	0	100	0	0	0	0	0	3	85	41	13	
	GATWICK	RYANAIR	S	A	21	0	0	81	5	14	0	0	0	9	77	8	30	
	GATWICK	RYANAIR	S	D	21	0	0	81	10	0	10	0	0	11	83	6	30	
	MANCHESTER	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	5	0	0	0	
	MANCHESTER	RYANAIR	S	D	13	0	0	77	15	8	0	0	0	8	0	0	0	
	STANSTED	RYANAIR	S	A	27	0	0	74	11	7	0	0	7	44	87	8	30	
	STANSTED	RYANAIR	S	D	27	0	0	81	11	7	0	0	0	8	80	8	30	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	14	50	23	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	0	2	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	60	0	0	0	0	13	67	28	6	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	6	80	33	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	67	8	25	0	0	0	14	85	12	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	67	25	8	0	0	0	10	92	4	12	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	3	3	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	5	100	2	2	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	4	38	38	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	3	63	16	8	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ALICANTE																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	92	0	0	0	8	0	19	85	8	13	
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	100	0	0	0	0	0	1	91	2	11	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	2	100	5	5	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	100	5	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	77	23	0	0	0	0	8	75	16	16	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	100	0	0	0	0	0	3	88	9	17	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	0	0	11	0	27	75	54	8	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	67	42	9	
<b>TOTAL ALICANTE</b>					<b>1005</b>	<b>1</b>	<b>2</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>14</b>	<b>14</b>	
ALMATY																		
	HEATHROW	AIR ASTANA	S	A	9	0	1	100	0	0	0	0	0	1	78	43	9	
	HEATHROW	AIR ASTANA	S	D	9	0	0	78	22	0	0	0	0	4	56	53	9	
<b>TOTAL ALMATY</b>					<b>18</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>48</b>	<b>48</b>	
ALMERIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	8	0	0	0	0	2	79	28	19	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	0	8	0	0	0	3	79	11	19	
<b>TOTAL ALMERIA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>17</b>	<b>17</b>	
AMMAN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	93	3	0	3	0	0	4	94	1	17	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	67	10	20	3	0	0	16	29	35	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	100	0	0	0	0	0	4	0	0	0	
	HEATHROW	ROYAL JORDANIAN	S	A	29	0	0	66	14	17	3	0	0	19	67	13	30	
	HEATHROW	ROYAL JORDANIAN	S	D	29	0	0	55	17	21	7	0	0	23	40	23	30	
<b>TOTAL AMMAN</b>					<b>144</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>18</b>	<b>18</b>	
AMRITSAR																		
	HEATHROW	AIR INDIA	S	A	29	0	0	83	7	10	0	0	0	8	23	79	30	
	HEATHROW	AIR INDIA	S	D	29	0	0	93	3	0	3	0	0	5	30	64	30	
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	31	31	8	8	23	0	92	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	12	0	0	0	33	58	8	0	0	42	0	0	0	
<b>TOTAL AMRITSAR</b>					<b>83</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>27</b>	<b>71</b>	<b>71</b>	
AMSTERDAM																		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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
AMSTERDAM																		
	LONDON CITY	BA CITYFLYER LTD	S	A	121	0	0	81	7	7	5	0	0	11	90	7	86	
	LONDON CITY	BA CITYFLYER LTD	S	D	123	0	0	80	8	7	4	0	0	10	80	10	86	
	BIRMINGHAM	BMIBABY LTD	S	A	56	0	0	77	2	14	7	0	0	15	87	6	54	
	BIRMINGHAM	BMIBABY LTD	S	D	56	0	0	75	5	11	9	0	0	16	78	8	54	
	GATWICK	BRITISH AIRWAYS PLC	S	A	112	0	0	74	7	10	7	2	0	18	77	14	111	
	GATWICK	BRITISH AIRWAYS PLC	S	D	112	0	0	78	5	10	7	0	0	14	85	9	112	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	224	0	0	72	10	11	7	0	0	22	64	24	225	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	223	0	1	77	11	7	5	0	0	13	79	14	224	
	LONDON CITY	CITY JET	S	A	179	0	0	81	4	3	10	1	0	16	82	12	164	
	LONDON CITY	CITY JET	S	D	179	0	0	68	11	6	13	2	0	24	72	13	166	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	42	0	0	74	7	5	12	2	0	22	54	23	39	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	42	0	0	81	0	10	10	0	0	15	82	10	39	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	124	0	0	65	10	13	10	1	0	22	69	18	128	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	124	0	0	77	7	10	6	0	0	14	81	12	129	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	84	8	4	4	0	0	7	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	92	0	0	8	0	0	9	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	89	0	0	82	6	6	6	1	0	13	60	30	87	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	89	0	0	83	3	8	6	0	0	12	62	24	87	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	47	0	0	77	9	2	13	0	0	19	79	16	56	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	47	0	0	70	13	6	11	0	0	18	79	11	56	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	106	0	2	83	6	4	8	0	0	12	67	20	107	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	108	0	0	89	1	6	5	0	0	8	85	10	107	
	BIRMINGHAM	KLM	S	A	89	0	4	88	3	6	3	0	0	7	86	10	91	
	BIRMINGHAM	KLM	S	D	89	0	5	80	9	4	7	0	0	13	82	16	91	
	EDINBURGH	KLM	S	A	88	0	2	85	8	5	2	0	0	8	75	11	84	
	EDINBURGH	KLM	S	D	88	0	2	82	6	6	6	1	0	15	87	18	83	
	GLASGOW	KLM	S	A	87	0	2	92	3	3	1	0	0	4	85	6	78	
	GLASGOW	KLM	S	D	87	0	2	78	8	8	6	0	0	13	76	11	78	
	HEATHROW	KLM	S	A	193	0	7	83	9	5	3	1	0	9	74	15	196	
	HEATHROW	KLM	S	D	193	0	7	77	8	6	8	1	0	17	73	15	195	
	MANCHESTER	KLM	S	A	145	1	4	82	10	6	2	0	0	8	83	10	147	
	MANCHESTER	KLM	S	D	145	0	3	77	8	8	6	1	0	16	91	5	147	
	NEWCASTLE	KLM	S	A	80	0	4	94	4	1	1	0	0	3	70	14	90	

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
AMSTERDAM	NEWCASTLE	KLM	S	D	80	0	4	83	9	3	6	0	0	10	78	13	90
	BIRMINGHAM	KLM CITYHOPPER	S	A	55	0	0	85	7	5	2	0	0	7	82	12	51
	BIRMINGHAM	KLM CITYHOPPER	S	D	54	0	0	74	13	7	6	0	0	14	82	15	50
	EDINBURGH	KLM CITYHOPPER	S	A	58	1	0	83	9	3	3	2	0	10	75	10	55
	EDINBURGH	KLM CITYHOPPER	S	D	58	1	0	78	12	3	5	2	0	13	76	22	54
	GLASGOW	KLM CITYHOPPER	S	A	30	0	0	93	3	3	0	0	0	7	66	20	32
	GLASGOW	KLM CITYHOPPER	S	D	30	0	0	67	7	17	10	0	0	21	75	21	32
	HEATHROW	KLM CITYHOPPER	S	A	136	0	0	76	7	7	7	2	0	18	69	15	108
	HEATHROW	KLM CITYHOPPER	S	D	136	0	0	84	6	2	6	2	0	14	78	13	107
	NEWCASTLE	KLM CITYHOPPER	S	A	34	0	0	85	9	0	6	0	0	7	0	0	0
	NEWCASTLE	KLM CITYHOPPER	S	D	34	0	0	85	0	6	9	0	0	10	0	0	0
<b>TOTAL AMSTERDAM</b>					<b>4244</b>	<b>13</b>	<b>49</b>	<b>79</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>14</b>	<b>14</b>
ANCONA	STANSTED	RYANAIR	S	A	18	0	0	78	17	0	0	6	0	20	41	22	17
	STANSTED	RYANAIR	S	D	17	0	0	94	6	0	0	0	0	3	88	9	17
<b>TOTAL ANCONA</b>					<b>35</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>16</b>	<b>16</b>
ANTALYA	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	100	0	0	0	0	0	100	0	0	1
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	100	0	0	0	0	0	100	0	0	1
	MANCHESTER	ONUR AIR	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	ONUR AIR	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	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	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	7	100	1	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	4	71	13	7
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	0	0	55	9	9	27	0	0	40	80	5	15
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	0	11	0	0	22	77	12	13
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	0	17	0	0	0	6	56	19	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	6	71	18	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	75	17	8	0	0	0	9	63	32	16
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	11	0	0	64	27	9	0	0	0	10	71	13	14
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	80	16	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	67	9	3

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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)												
ANTALYA																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	13	60	23	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	60	19	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	17	80	19	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	15	80	15	5	
<b>TOTAL ANTALYA</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>15</b>	<b>15</b>	
ANTIGUA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	3	75	11	4	
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	80	20	0	0	0	0	7	75	11	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	12	0	0	58	17	17	8	0	0	18	88	9	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	69	8	15	8	0	0	23	50	18	8	
<b>TOTAL ANTIGUA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>12</b>	<b>12</b>	
ANTWERP																		
	LONDON CITY	VLM (BELGIUM)	S	A	105	0	0	79	5	4	10	3	0	21	90	7	115	
	LONDON CITY	VLM (BELGIUM)	S	D	104	0	0	86	7	3	4	1	0	10	90	9	113	
	MANCHESTER	VLM (BELGIUM)	S	A	43	0	0	91	5	2	2	0	0	8	86	11	42	
	MANCHESTER	VLM (BELGIUM)	S	D	43	0	0	91	5	0	5	0	0	6	86	15	42	
<b>TOTAL ANTWERP</b>					<b>295</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>9</b>	<b>9</b>	
AQABA																		
ARRECIFE																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	86	5	9	0	0	0	8	80	15	25	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	91	9	0	0	0	0	5	80	15	25	
	MANCHESTER	JET2.COM LTD	S	A	7	0	0	86	0	14	0	0	0	6	57	26	7	
	MANCHESTER	JET2.COM LTD	S	D	7	0	0	100	0	0	0	0	0	5	57	14	7	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	1	75	27	4	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	75	25	0	0	0	0	12	75	38	4	
	BIRMINGHAM	MONARCH AIRLINES	S	A	8	0	0	88	0	13	0	0	0	7	62	13	13	
	BIRMINGHAM	MONARCH AIRLINES	S	D	8	0	0	88	0	0	13	0	0	12	69	18	13	
	GATWICK	MONARCH AIRLINES	S	A	11	0	0	36	36	9	18	0	0	30	82	17	11	
	GATWICK	MONARCH AIRLINES	S	D	11	0	0	82	18	0	0	0	0	9	82	23	11	
	LUTON	MONARCH AIRLINES	S	A	2	0	0	0	0	50	50	0	0	54	67	22	12	
	LUTON	MONARCH AIRLINES	S	D	2	0	0	0	0	50	50	0	0	65	54	30	13	
	MANCHESTER	MONARCH AIRLINES	S	A	19	0	0	63	21	5	11	0	0	18	59	26	17	

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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	UNMATCHED
ARRECIFE																		
	MANCHESTER	MONARCH AIRLINES	S	D	18	0	0	78	17	0	6	0	0	12	88	11	17	
	BIRMINGHAM	RYANAIR	S	A	13	1	0	100	0	0	0	0	0	1	100	0	8	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	85	15	0	0	0	0	6	100	3	9	
	EDINBURGH	RYANAIR	S	A	9	0	0	67	22	11	0	0	0	13	75	12	12	
	EDINBURGH	RYANAIR	S	D	9	0	0	67	22	11	0	0	0	11	75	16	12	
	LUTON	RYANAIR	S	A	8	0	0	88	0	13	0	0	0	4	75	9	8	
	LUTON	RYANAIR	S	D	8	0	0	88	0	13	0	0	0	9	88	8	8	
	STANSTED	RYANAIR	S	A	13	0	0	77	0	15	8	0	0	18	85	17	13	
	STANSTED	RYANAIR	S	D	13	0	0	85	0	15	0	0	0	11	77	18	13	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	10	10	0	0	0	10	67	25	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	0	3	88	25	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	22	0	0	0	0	7	56	22	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	25	13	0	0	0	14	50	22	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	33	22	33	11	0	0	32	25	49	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	25	0	0	0	0	8	50	38	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	20	0	0	90	0	0	10	0	0	14	61	18	23	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	20	0	0	80	10	10	0	0	0	10	70	16	20	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	4	60	212	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	6	75	22	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	8	75	13	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	3	100	4	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	0	75	27	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	2	88	4	8	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	18	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	16	0	0	75	6	13	0	0	6	42	57	85	14	
	GATWICK	THOMSON AIRWAYS LTD	C	D	17	0	0	76	12	0	6	0	6	45	71	35	14	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	0	0	25	156	100	6	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	0	0	25	168	100	4	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	7	40	16	5	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	50	36	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	17	0	0	76	6	6	6	0	6	42	50	25	14	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	17	0	0	76	12	0	6	0	6	44	57	30	14	

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					Actual (7)	Plan (8)												
ARRECIFE																		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	30	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	28	4	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	0	0	25	123	75	10	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	0	0	25	131	75	11	4	
<b>TOTAL ARRECIFE</b>					<b>462</b>	<b>3</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>71</b>	<b>23</b>	<b>23</b>	
ARUBA																		
ASHKHABAD																		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	16	0	1	69	6	0	6	19	0	65	57	33	30	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	16	0	1	56	19	6	0	19	0	60	47	35	30	
	HEATHROW	TURKMENISTAN AIRLINES	S	A	9	0	0	44	11	11	22	0	11	179	11	34	9	
	HEATHROW	TURKMENISTAN AIRLINES	S	D	9	0	0	67	11	0	11	0	11	141	44	23	9	
<b>TOTAL ASHKHABAD</b>					<b>50</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>12</b>	<b>4</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>97</b>	<b>46</b>	<b>32</b>	<b>32</b>	
ASTURIAS																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	0	8	0	0	0	3	76	16	21	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	8	0	0	0	0	2	81	10	21	
<b>TOTAL ASTURIAS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>13</b>	<b>13</b>	
ASWAN																		
ATHENS																		
	HEATHROW	AEGEAN AIRLINES	S	A	101	0	0	90	4	1	5	0	0	7	75	15	60	
	HEATHROW	AEGEAN AIRLINES	S	D	102	0	0	75	16	4	5	1	0	14	67	20	60	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	79	8	9	3	0	1	19	78	19	87	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	77	11	9	3	0	0	11	75	19	87	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	100	0	0	0	0	0	8	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	11	0	1	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	96	2	2	0	0	0	1	78	12	49	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	90	2	6	2	0	0	6	64	21	50	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	100	0	0	0	0	0	2	92	4	13	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	8	0	0	0	0	2	100	1	13	
<b>TOTAL ATHENS</b>					<b>542</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>17</b>	<b>17</b>	
ATLANTA																		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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)											
ATLANTA	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	71	21	4	4	0	0	12	89	5	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	79	14	4	4	0	0	9	79	15	28
	GATWICK	DELTA AIRLINES	S	A	22	0	0	73	18	5	0	5	0	16	80	11	30
	GATWICK	DELTA AIRLINES	S	D	22	0	0	82	9	5	5	0	0	13	73	11	30
	HEATHROW	DELTA AIRLINES	S	A	30	0	0	73	13	7	3	3	0	21	66	16	47
	HEATHROW	DELTA AIRLINES	S	D	30	0	0	77	10	7	7	0	0	12	68	14	47
	MANCHESTER	DELTA AIRLINES	S	A	21	0	0	86	0	5	10	0	0	16	63	18	30
	MANCHESTER	DELTA AIRLINES	S	D	21	0	0	81	5	5	10	0	0	20	83	33	30
<b>TOTAL ATLANTA</b>					<b>202</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>15</b>	<b>15</b>
AUCKLAND INTERNATIONAL	HEATHROW	AIR NEW ZEALAND LTD	S	A	51	0	4	94	0	4	0	2	0	6	63	29	51
	HEATHROW	AIR NEW ZEALAND LTD	S	D	51	0	0	86	2	6	6	0	0	10	49	23	51
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>102</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>56</b>	<b>26</b>	<b>26</b>



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
BACAU	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	13	0	0	92	0	8	0	0	0	3	85	17	13
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	13	0	0	77	15	8	0	0	0	8	77	22	13
<b>TOTAL BACAU</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>6</b>	<b>81</b>	<b>19</b>	<b>19</b>
BAHRAIN	HEATHROW	GULF AIR	S	A	60	0	0	80	8	3	7	2	0	14	92	5	60
	HEATHROW	GULF AIR	S	D	59	0	1	78	12	7	3	0	0	10	78	11	60
<b>TOTAL BAHRAIN</b>					<b>119</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>8</b>	<b>8</b>
BAKU (HEYDER ALIYEV INT'L)	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	13	0	0	100	0	0	0	0	0	1	54	18	13
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	13	0	0	85	8	8	0	0	0	8	62	17	13
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>13</b>	<b>13</b>
BALTIMORE	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	3	0	0	0	5	93	3	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	90	7	3	0	0	0	5	76	13	29
<b>TOTAL BALTIMORE</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>84</b>	<b>8</b>	<b>8</b>
BANDAR SERI BEGAWAN	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	30	0	0	87	10	3	0	0	0	7	90	7	30
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	30	0	0	77	20	0	3	0	0	13	83	6	30
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>7</b>	<b>7</b>
BANGALORE (BENGALURU)	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	3	3	3	0	0	5	97	2	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	17	3	3	0	0	10	77	14	30
<b>TOTAL BANGALORE (BENGALURU)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>8</b>	<b>8</b>
BANGKOK SUVARNABHUMI	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	54	0	1	89	9	2	0	0	0	5	92	4	60
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	54	0	0	89	9	0	2	0	0	6	78	12	60
<b>TOTAL BANGKOK SUVARNABHUMI</b>					<b>108</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>8</b>	<b>8</b>
BANGOR																	
BANJUL	GATWICK	MONARCH AIRLINES	C	A	9	0	0	89	11	0	0	0	0	4	100	2	8
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	67	22	11	0	0	0	15	56	11	9

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
BANJUL																		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	9	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	12	40	21	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	15	0	0	87	7	0	7	0	0	14	64	27	11	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	20	0	0	85	10	5	0	0	0	10	46	26	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	0	0	10	10	0	34	67	12	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	62	0	23	8	8	0	41	63	13	8	
<b>TOTAL BANJUL</b>					<b>85</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>16</b>	<b>16</b>	
BARCELONA																		
	LONDON CITY	BA CITYFLYER LTD	S	A	13	0	0	92	0	8	0	0	0	6	63	19	16	
	LONDON CITY	BA CITYFLYER LTD	S	D	13	0	0	85	8	8	0	0	0	8	88	15	16	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	238	0	1	82	10	5	3	0	0	10	67	19	223	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	238	0	1	84	8	5	3	0	0	8	75	14	223	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	138	0	0	86	8	4	1	1	0	8	77	13	111	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	138	0	0	86	12	1	1	0	0	7	69	16	112	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	91	5	2	2	0	0	5	75	17	60	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	93	5	2	0	0	0	4	85	7	60	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	95	0	5	0	0	0	2	77	21	22	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	86	10	5	0	0	0	4	73	26	22	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	97	3	0	0	0	0	2	63	14	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	97	0	3	0	0	0	3	70	15	30	
	GATWICK	MONARCH AIRLINES	S	A	47	0	0	91	4	0	2	2	0	8	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	47	0	0	91	4	0	4	0	0	7	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	13	0	0	62	15	15	8	0	0	24	71	13	17	
	MANCHESTER	MONARCH AIRLINES	S	D	13	0	0	77	15	0	8	0	0	17	88	3	17	
	EDINBURGH	RYANAIR	S	A	17	0	0	59	35	6	0	0	0	14	7	47	15	
	EDINBURGH	RYANAIR	S	D	17	0	0	94	0	6	0	0	0	4	67	13	15	
<b>TOTAL BARCELONA</b>					<b>1151</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>16</b>	<b>16</b>	
BARI (PALESE)																		
	STANSTED	RYANAIR	S	A	17	0	0	88	6	6	0	0	0	6	69	43	13	
	STANSTED	RYANAIR	S	D	17	0	0	71	24	6	0	0	0	10	69	16	13	
<b>TOTAL BARI (PALESE)</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>30</b>	<b>30</b>	
BARRA																		
	GLASGOW	LOGANAIR	S	A	23	0	0	96	4	0	0	0	0	4	87	5	23	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
BARRA	GLASGOW	LOGANAIR	S	D	25	0	0	84	8	4	4	0	0	11	80	12	25
<b>TOTAL BARRA</b>					<b>48</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>8</b>	<b>83</b>	<b>9</b>	<b>9</b>
BASLE MULHOUSE	HEATHROW	BMI BRITISH MIDLAND	S	A	81	0	0	85	9	5	0	1	0	8	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	81	0	0	88	7	4	1	0	0	7	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	0	93	3	1	2	0	0	6	81	16	89
	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	0	95	2	1	1	0	0	4	84	11	89
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	95	3	3	0	0	0	2	59	17	29
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	95	3	3	0	0	0	3	62	18	29
	EDINBURGH	EASYJET SWITZERLAND	S	A	13	0	0	92	0	0	0	8	0	20	0	0	0
	EDINBURGH	EASYJET SWITZERLAND	S	D	13	0	0	85	8	0	0	8	0	22	0	0	0
	GATWICK	EASYJET SWITZERLAND	S	A	26	0	0	92	8	0	0	0	0	2	81	21	26
	GATWICK	EASYJET SWITZERLAND	S	D	26	0	0	92	4	4	0	0	0	4	58	35	26
	MANCHESTER	SWISS AIRLINES	S	A	26	0	0	92	4	0	4	0	0	6	82	6	17
	MANCHESTER	SWISS AIRLINES	S	D	26	0	0	88	8	0	4	0	0	6	94	2	17
<b>TOTAL BASLE MULHOUSE</b>					<b>540</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>14</b>	<b>14</b>
BEAUVAIS	EDINBURGH	RYANAIR	S	A	17	0	0	59	18	18	6	0	0	22	100	0	15
	EDINBURGH	RYANAIR	S	D	17	0	0	76	6	18	0	0	0	10	100	3	15
	MANCHESTER	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL BEAUVAIS</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>2</b>	<b>2</b>
BEIJING	HEATHROW	AIR CHINA	S	A	30	0	1	70	20	7	0	0	3	46	53	16	30
	HEATHROW	AIR CHINA	S	D	30	0	0	83	3	10	0	0	3	43	63	14	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	1	0	46	4	38	12	0	0	35	50	35	24
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	62	15	8	15	0	0	26	65	17	26
<b>TOTAL BEIJING</b>					<b>112</b>	<b>1</b>	<b>1</b>	<b>66</b>	<b>11</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>58</b>	<b>20</b>	<b>20</b>
BEIRUT	HEATHROW	BMI BRITISH MIDLAND	S	A	17	0	0	100	0	0	0	0	0	1	100	1	15
	HEATHROW	BMI BRITISH MIDLAND	S	D	18	0	0	78	11	11	0	0	0	9	47	43	17
	HEATHROW	MEA	S	A	29	0	0	59	24	14	3	0	0	16	50	19	30

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
BEIRUT	HEATHROW	MEA	S	D	29	0	0	62	14	14	10	0	0	23	60	20	30
<b>TOTAL BEIRUT</b>					<b>93</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>21</b>	<b>21</b>
BELFAST CITY (GEORGE BE	HEATHROW	BMI BRITISH MIDLAND	S	A	167	0	0	80	12	4	3	1	0	11	75	14	174
	HEATHROW	BMI BRITISH MIDLAND	S	D	167	0	0	80	11	5	3	1	0	11	76	14	174
	BIRMINGHAM	BMIBABY LTD	S	A	60	0	0	98	2	0	0	0	0	1	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	60	0	0	87	10	3	0	0	0	5	0	0	0
	STANSTED	BMIBABY LTD	S	A	48	0	0	98	0	0	2	0	0	3	0	0	0
	STANSTED	BMIBABY LTD	S	D	48	0	0	88	8	0	4	0	0	7	0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	138	0	1	88	7	4	1	0	0	6	86	7	137
	BIRMINGHAM	FLYBE LTD	S	D	138	0	1	81	10	7	2	0	0	9	80	19	137
	EDINBURGH	FLYBE LTD	S	A	92	0	0	96	2	1	1	0	0	3	89	7	89
	EDINBURGH	FLYBE LTD	S	D	92	0	0	97	3	0	0	0	0	2	89	7	89
	GATWICK	FLYBE LTD	S	A	120	0	0	83	7	9	1	0	0	8	88	6	112
	GATWICK	FLYBE LTD	S	D	120	0	0	82	9	8	2	0	0	9	80	10	112
	GLASGOW	FLYBE LTD	S	A	97	0	0	90	1	8	1	0	0	5	85	9	117
	GLASGOW	FLYBE LTD	S	D	97	0	0	91	5	3	1	0	0	6	82	11	117
	MANCHESTER	FLYBE LTD	S	A	173	2	2	78	12	6	4	0	0	13	79	14	163
	MANCHESTER	FLYBE LTD	S	D	173	0	0	79	8	8	5	0	0	13	83	12	163
	NEWCASTLE	FLYBE LTD	S	A	43	0	0	86	7	7	0	0	0	6	71	18	48
	NEWCASTLE	FLYBE LTD	S	D	43	0	0	79	7	9	5	0	0	12	65	30	48
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>1876</b>	<b>2</b>	<b>4</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>12</b>	<b>12</b>
BELFAST INTERNATIONAL	HEATHROW	AER LINGUS	S	A	89	0	0	91	1	3	3	1	0	9	85	11	89
	HEATHROW	AER LINGUS	S	D	89	0	0	92	2	0	3	2	0	8	84	12	89
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	80	0	0	99	0	0	1	0	0	1	84	7	70
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	80	0	0	99	0	0	1	0	0	2	80	12	70
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	102	0	0	93	4	2	1	0	0	3	76	12	110
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	102	0	0	91	7	1	1	0	0	3	75	11	110
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	94	0	0	100	0	0	0	0	0	0	91	5	95
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	94	0	0	99	1	0	0	0	0	1	88	9	95
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	82	0	0	94	4	2	0	0	0	3	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	82	0	0	94	2	4	0	0	0	3	0	0	0

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
BELFAST INTERNATIONAL																		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	93	5	0	2	0	0	4	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	92	5	2	2	0	0	4	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	72	0	0	99	1	0	0	0	0	65	27	71		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	72	0	0	99	1	0	0	0	1	68	20	71		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	124	0	0	94	4	0	1	2	0	6	82	12	112	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	124	0	0	95	2	2	1	0	0	3	79	10	112	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1406</b>	<b>2</b>	<b>1</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>13</b>	<b>13</b>	
BELGRADE																		
	HEATHROW	JATAIRWAYS	S	A	30	0	0	63	10	10	17	0	0	24	80	14	30	
	HEATHROW	JATAIRWAYS	S	D	30	0	0	57	13	7	20	3	0	34	83	18	30	
	LUTON	WIZZ AIR	S	A	13	0	0	92	8	0	0	0	0	5	75	13	12	
	LUTON	WIZZ AIR	S	D	13	0	0	31	38	31	0	0	0	25	75	15	12	
<b>TOTAL BELGRADE</b>					<b>86</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>10</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>84</b>	<b>11</b>	<b>11</b>	
BENBECULA																		
	GLASGOW	LOGANAIR	S	A	41	1	0	93	5	0	0	2	0	11	83	16	53	
	GLASGOW	LOGANAIR	S	D	41	1	0	88	7	2	2	0	0	8	81	18	52	
<b>TOTAL BENBECULA</b>					<b>82</b>	<b>2</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>17</b>	<b>17</b>	
BERGAMO																		
	MANCHESTER	RYANAIR	S	A	29	0	0	93	7	0	0	0	0	2	0	0	0	
	MANCHESTER	RYANAIR	S	D	29	0	0	93	3	3	0	0	0	5	0	0	0	
	STANSTED	RYANAIR	S	A	90	0	0	79	17	1	3	0	0	11	56	26	87	
	STANSTED	RYANAIR	S	D	90	0	0	94	2	1	2	0	0	5	87	10	86	
<b>TOTAL BERGAMO</b>					<b>238</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>14</b>	<b>14</b>	
BERGEN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	27	0	1	89	4	4	4	0	0	8	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	73	13	7	7	0	0	15	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	46	0	0	85	7	9	0	0	0	8	89	5	47	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	46	0	0	87	4	9	0	0	0	6	78	8	46	
	GATWICK	SAS BRAATHENS	S	A	6	0	0	50	0	0	50	0	0	48	67	25	12	
	GATWICK	SAS BRAATHENS	S	D	6	0	0	50	0	0	50	0	0	47	75	17	12	
<b>TOTAL BERGEN</b>					<b>163</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>9</b>	<b>9</b>	
BERGERAC																		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
BERGERAC																		
	STANSTED	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	2	69	14	13	
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	0	85	10	13	
<b>TOTAL BERGERAC</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>77</b>	<b>12</b>	<b>12</b>	
BERLIN (SCHONEFELD)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	86	0	0	94	3	1	1	0	0	3	80	10	85	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	86	0	0	92	6	2	0	0	0	4	73	14	85	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	95	0	0	5	0	0	4	53	26	17	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	90	5	0	5	0	0	8	47	27	17	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	98	0	2	0	0	0	1	85	7	61	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	94	4	2	0	0	0	4	82	8	62	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	94	0	6	0	0	0	4	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	82	6	12	0	0	0	8	0	0	0	
	STANSTED	RYANAIR	S	A	30	0	0	90	7	3	0	0	0	4	80	9	82	
	STANSTED	RYANAIR	S	D	30	0	0	100	0	0	0	0	0	2	82	7	82	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>404</b>	<b>5</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>11</b>	<b>11</b>	
BERLIN (TEGEL)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	69	0	0	68	14	12	6	0	0	16	67	18	147	
	HEATHROW	BMI BRITISH MIDLAND	S	D	69	0	0	55	22	16	7	0	0	19	74	14	148	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	147	0	0	84	11	3	2	1	0	9	78	15	145	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	147	0	0	86	8	5	1	1	0	7	86	9	145	
	HEATHROW	LUFTHANSA	S	A	21	0	0	62	10	14	14	0	0	23	0	0	0	
	HEATHROW	LUFTHANSA	S	D	21	0	0	52	24	14	10	0	0	23	0	0	0	
<b>TOTAL BERLIN (TEGEL)</b>					<b>475</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>14</b>	<b>14</b>	
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	95	5	0	0	0	0	1	95	3	21	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	95	5	0	0	0	0	3	100	2	20	
<b>TOTAL BERMUDA</b>					<b>43</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>98</b>	<b>2</b>	<b>2</b>	
BERNE																		
	LONDON CITY	SKY WORK AG	S	A	45	0	7	73	7	9	9	2	0	24	0	0	0	
	LONDON CITY	SKY WORK AG	S	D	45	0	7	67	9	13	9	2	0	27	0	0	0	
<b>TOTAL BERNE</b>					<b>90</b>	<b>2</b>	<b>16</b>	<b>70</b>	<b>8</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BEZIERS																		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						NOV 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)											
BEZIERS	LUTON	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	67	22	9
	LUTON	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	3	56	30	9
<b>TOTAL BEZIERS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>26</b>	<b>26</b>
BIARRITZ	STANSTED	RYANAIR	S	A	9	0	0	100	0	0	0	0	1	77	7	13	
	STANSTED	RYANAIR	S	D	9	0	0	100	0	0	0	0	1	100	3	13	
<b>TOTAL BIARRITZ</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>1</b>	<b>88</b>	<b>5</b>	<b>5</b>	
BILBAO	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	12	1	1	83	0	8	8	0	0	10	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	85	0	8	8	0	0	12	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	97	3	0	0	0	1	77	12	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	97	3	0	0	0	2	70	9	30	
	HEATHROW	VUELING AIRLINES	S	A	59	0	0	86	2	5	5	2	0	13	53	25	30
	HEATHROW	VUELING AIRLINES	S	D	59	0	0	86	2	7	3	2	0	11	67	24	30
<b>TOTAL BILBAO</b>					<b>201</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>17</b>	<b>17</b>
BILLUND	GATWICK	CIMBER AIR A/S	S	A	62	0	0	85	3	6	5	0	0	11	75	20	56
	GATWICK	CIMBER AIR A/S	S	D	61	0	0	87	5	3	5	0	0	8	75	19	55
	STANSTED	RYANAIR	S	A	68	0	0	99	0	0	1	0	0	3	83	8	60
	STANSTED	RYANAIR	S	D	68	0	0	97	1	0	1	0	0	3	95	5	60
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	34	0	0	71	15	9	6	0	0	16	72	11	29
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	D	34	0	0	53	32	9	6	0	0	18	79	8	29
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	58	0	2	74	16	5	3	2	0	16	71	16	48
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	58	0	2	81	9	7	2	2	0	11	88	9	48
<b>TOTAL BILLUND</b>					<b>443</b>	<b>2</b>	<b>4</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>12</b>	<b>12</b>
BIRMINGHAM	NEWCASTLE	EASTERN AIRWAYS	S	A	60	0	1	95	2	2	2	0	0	4	84	12	51
	NEWCASTLE	EASTERN AIRWAYS	S	D	56	0	1	95	0	2	4	0	0	6	91	11	53
	EDINBURGH	FLYBE LTD	S	A	173	0	1	92	5	2	1	0	0	5	84	12	158
	EDINBURGH	FLYBE LTD	S	D	174	0	0	90	6	3	1	0	0	7	82	19	159
	GLASGOW	FLYBE LTD	S	A	163	0	1	88	4	6	3	0	0	8	82	15	170
	GLASGOW	FLYBE LTD	S	D	162	0	2	82	9	5	4	0	0	12	75	25	171

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
BIRMINGHAM																	
<b>TOTAL BIRMINGHAM</b>					<b>789</b>	<b>1</b>	<b>6</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>17</b>	<b>17</b>
BISHKEK (FRUNZE)																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	2	92	8	0	0	0	0	2	62	65	13
	HEATHROW	BMI BRITISH MIDLAND	S	D	12	0	0	42	50	8	0	0	0	17	62	12	13
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>25</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>28</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>39</b>	<b>39</b>
BLACKPOOL																	
BOA VISTA (RABIL)																	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	33	33	0	0	0	22	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	5	0	0	80	20	0	0	0	0	10	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	S	A	5	0	0	0	80	20	0	0	0	28	75	10	4
	GATWICK	THOMSON AIRWAYS LTD	S	D	5	0	0	80	0	20	0	0	0	13	75	20	4
	GLASGOW	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	5	0	0	0
	GLASGOW	THOMSON AIRWAYS LTD	S	D	4	0	0	75	0	25	0	0	0	16	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	8	0	0	63	25	0	13	0	0	19	75	5	4
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	8	0	0	50	50	0	0	0	0	15	75	7	4
<b>TOTAL BOA VISTA (RABIL)</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>24</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>10</b>	<b>10</b>
BODO																	
<b>TOTAL BODO</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>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
BODRUM (MILAS)																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	100	0	0	0	0	0	0	100	0	1
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	100	0	0	0	0	0	0	100	0	1
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	0	50	0	154	100	0	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	1	0	50	0	50	0	0	0	23	80	15	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	7	100	0	1
<b>TOTAL BODRUM (MILAS)</b>					<b>19</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>21</b>	<b>96</b>	<b>3</b>	<b>3</b>
BOLOGNA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	59	0	0	69	22	7	2	0	0	12	87	11	83
	GATWICK	BRITISH AIRWAYS PLC	S	D	59	0	0	78	17	5	0	0	0	8	92	4	83
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	97	3	0	0	0	0	2	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	93	7	0	0	0	0	4	0	0	0



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
BOLOGNA																		
	STANSTED	RYANAIR	S	A	30	0	0	87	13	0	0	0	0	5	81	11	47	
	STANSTED	RYANAIR	S	D	30	0	0	97	3	0	0	0	0	3	94	5	47	
<b>TOTAL BOLOGNA</b>					<b>238</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>87</b>	<b>7</b>	<b>7</b>	
BORDEAUX																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	59	0	0	93	2	5	0	0	0	4	92	4	60	
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	95	3	2	0	0	0	4	93	3	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	96	0	4	0	0	0	2	91	8	23	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	96	0	4	0	0	0	3	91	8	23	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	12	0	1	83	8	0	0	0	8	34	76	9	17	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	75	17	8	0	0	0	9	76	9	17	
<b>TOTAL BORDEAUX</b>					<b>189</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>90</b>	<b>5</b>	<b>5</b>	
BOSTON																		
	HEATHROW	AMERICAN AIRLINES	S	A	53	0	0	96	0	0	4	0	0	7	78	8	54	
	HEATHROW	AMERICAN AIRLINES	S	D	53	0	0	83	9	4	4	0	0	9	74	11	54	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	0	95	2	1	1	0	0	5	77	12	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	0	84	6	7	3	0	0	10	74	29	88	
	HEATHROW	DELTA AIRLINES	S	A	29	0	1	83	10	7	0	0	0	8	0	0	0	
	HEATHROW	DELTA AIRLINES	S	D	29	0	1	72	21	3	3	0	0	10	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	97	3	0	0	0	0	1	83	21	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	87	7	7	0	0	0	5	73	31	30	
<b>TOTAL BOSTON</b>					<b>397</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>18</b>	<b>18</b>	
BRATISLAVA																		
	BIRMINGHAM	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	3	46	23	13	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	3	58	17	12	
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	1	100	0	8	
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	1	75	8	8	
	LUTON	RYANAIR	S	A	13	0	0	69	15	15	0	0	0	13	66	16	29	
	LUTON	RYANAIR	S	D	13	0	0	85	8	8	0	0	0	8	77	11	30	
	STANSTED	RYANAIR	S	A	46	0	0	74	20	4	2	0	0	9	82	9	55	
	STANSTED	RYANAIR	S	D	47	0	0	91	6	0	2	0	0	5	88	8	56	
<b>TOTAL BRATISLAVA</b>					<b>163</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>77</b>	<b>11</b>	<b>11</b>	
BREMEN																		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
BREMEN																		
	EDINBURGH	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	0	87	9	15	
	EDINBURGH	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	2	73	14	15	
	MANCHESTER	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	RYANAIR	S	D	12	0	0	75	25	0	0	0	0	9	0	0	0	
	STANSTED	RYANAIR	S	A	56	0	0	93	4	4	0	0	0	4	91	10	56	
	STANSTED	RYANAIR	S	D	56	0	0	84	11	4	2	0	0	7	84	10	56	
<b>TOTAL BREMEN</b>					<b>164</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>10</b>	<b>10</b>	
BREST																		
BRIDGETOWN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	93	7	0	0	0	0	2	88	11	34	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	90	3	7	0	0	0	6	85	8	34	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	0	25	0	0	27	54	70	13	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	0	0	25	0	0	29	46	56	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	0	2	33	61	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	44	11	0	0	0	18	46	66	13	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	16	33	79	6	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	25	50	0	25	0	0	37	33	150	6	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	67	22	11	0	0	0	14	60	78	15	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	67	22	0	11	0	0	20	73	26	11	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	8	50	19	2	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	38	50	0	13	0	0	19	17	58	12	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	67	17	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	25	0	0	80	8	0	12	0	0	17	63	26	27	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	24	0	0	71	13	4	8	4	0	21	63	23	27	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	5	0	0	60	0	20	20	0	0	28	60	143	5	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	8	100	4	4	
<b>TOTAL BRIDGETOWN</b>					<b>196</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>40</b>	<b>40</b>	
BRINDISI																		
	STANSTED	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	2	85	9	13	
	STANSTED	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	5	62	16	13	
<b>TOTAL BRINDISI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>13</b>	<b>13</b>	
BRISTOL																		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2011				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0	0	50	50	0	0	75	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	94	0	0	96	4	0	0	0	2	88	5	95		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	94	0	0	94	5	1	0	0	3	86	9	94		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	82	0	0	98	1	1	0	0	1	86	6	76		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	82	0	0	90	7	2	0	0	3	79	12	76		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	68	0	0	99	1	0	0	0	1	80	18	70		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	68	0	0	99	1	0	0	0	1	69	26	72		
<b>TOTAL BRISTOL</b>					<b>493</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>12</b>	<b>12</b>		
BRNO (TURANY)																		
	STANSTED	RYANAIR	S	A	30	0	0	90	7	3	0	0	2	90	4	30		
	STANSTED	RYANAIR	S	D	30	0	0	97	3	0	0	0	2	97	3	30		
	LUTON	WIZZ AIR	S	A	13	0	0	85	0	8	8	0	14	0	0	0		
	LUTON	WIZZ AIR	S	D	13	0	0	92	0	0	8	0	8	0	0	0		
<b>TOTAL BRNO (TURANY)</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>4</b>	<b>4</b>		
BRUSSELS																		
	EDINBURGH	BMI REGIONAL	S	A	73	0	0	95	3	1	1	0	4	88	10	69		
	EDINBURGH	BMI REGIONAL	S	D	74	0	0	85	5	7	1	1	9	80	16	70		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	157	0	2	81	10	6	2	1	11	76	15	170		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	158	0	1	82	8	8	1	1	10	80	13	170		
	BIRMINGHAM	BRUSSELS AIRLINES	S	A	110	1	0	95	2	2	2	0	4	82	8	111		
	BIRMINGHAM	BRUSSELS AIRLINES	S	D	110	0	0	91	5	3	2	0	5	78	11	110		
	HEATHROW	BRUSSELS AIRLINES	S	A	107	0	0	85	7	3	6	0	9	62	22	108		
	HEATHROW	BRUSSELS AIRLINES	S	D	107	0	0	79	10	8	3	0	12	69	23	108		
	MANCHESTER	BRUSSELS AIRLINES	S	A	99	0	0	92	7	1	0	0	4	75	13	97		
	MANCHESTER	BRUSSELS AIRLINES	S	D	99	0	0	89	6	4	1	0	6	75	13	96		
	NEWCASTLE	BRUSSELS AIRLINES	S	A	67	0	0	93	0	3	4	0	6	62	34	69		
	NEWCASTLE	BRUSSELS AIRLINES	S	D	67	0	0	85	7	3	4	0	10	64	33	69		
	MANCHESTER	FLYBE LTD	S	A	48	0	0	63	19	6	13	0	22	60	28	45		
	MANCHESTER	FLYBE LTD	S	D	48	0	0	67	15	6	13	0	21	65	23	46		
<b>TOTAL BRUSSELS</b>					<b>1328</b>	<b>1</b>	<b>3</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>17</b>	<b>17</b>		
BUCHAREST (BANEASA)																		
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	21	0	0	100	0	0	0	0	1	43	27	21		
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	21	0	0	100	0	0	0	0	5	33	40	21		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
BUCHAREST (BANEASA)																		
	LUTON	WIZZ AIR	S	A	30	0	0	73	20	7	0	0	0	8	91	4	46	
	LUTON	WIZZ AIR	S	D	30	0	0	30	33	27	10	0	0	30	72	10	47	
<b>TOTAL BUCHAREST (BANEASA)</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>15</b>	<b>15</b>	
BUCHAREST (OTOPENI)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	81	8	7	2	2	0	12	77	12	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	73	13	8	3	2	0	14	72	21	60	
	HEATHROW	TAROM	S	A	30	0	0	83	7	3	7	0	0	12	68	21	28	
	HEATHROW	TAROM	S	D	30	0	0	83	10	3	0	3	0	12	68	19	28	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>181</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>18</b>	<b>18</b>	
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	87	0	1	85	6	3	6	0	0	11	74	16	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	89	8	1	1	1	0	8	82	14	88	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	91	4	4	0	0	0	3	67	14	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	96	4	0	0	0	0	1	83	10	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	94	6	0	0	0	0	4	79	9	29	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	94	6	0	0	0	0	3	83	8	30	
	EDINBURGH	JET2.COM LTD	S	A	8	0	0	50	38	13	0	0	0	15	0	0	0	
	EDINBURGH	JET2.COM LTD	S	D	8	0	0	88	13	0	0	0	0	9	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	21	0	0	90	0	0	10	0	0	10	82	13	22	
	MANCHESTER	JET2.COM LTD	S	D	21	0	0	86	10	0	5	0	0	10	73	10	22	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	56	0	0	68	21	9	2	0	0	13	67	14	55	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	56	0	0	50	27	14	9	0	0	21	51	21	55	
	LUTON	WIZZ AIR	S	A	90	0	0	67	20	10	3	0	0	14	88	4	77	
	LUTON	WIZZ AIR	S	D	90	0	0	34	30	28	8	0	0	26	78	9	77	
<b>TOTAL BUDAPEST</b>					<b>608</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>12</b>	<b>12</b>	
BUENOS AIRES																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	80	10	7	0	0	3	28	67	12	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	90	3	7	0	0	0	5	59	36	29	
<b>TOTAL BUENOS AIRES</b>					<b>60</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>63</b>	<b>24</b>	<b>24</b>	
BURGAS																		
	LUTON	WIZZ AIR	S	A	13	0	0	62	15	23	0	0	0	17	75	6	8	
	LUTON	WIZZ AIR	S	D	13	0	0	46	15	31	8	0	0	27	56	31	9	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						NOV 2010						
			CHARTER/ SCHED	ARR/ DEP		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)											
BURGAS																		
<b>TOTAL BURGAS</b>						<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>15</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>65</b>	<b>20</b>	<b>20</b>
BURSA/YENISEHIR																		
BYDGOSZCZ																		
	BIRMINGHAM	RYANAIR	S	A	13	0	0	85	15	0	0	0	0	6	83	8	12	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	3	100	3	13	
	STANSTED	RYANAIR	S	A	18	0	0	94	0	0	0	0	6	23	88	5	17	
	STANSTED	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	2	88	2	17	
<b>TOTAL BYDGOSZCZ</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>90</b>	<b>5</b>	<b>5</b>	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	77	8	15	0	0	0	10	86	9	14	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	0	8	0	0	0	6	79	7	14	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>7</b>	<b>7</b>	
CAIRO																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	73	17	7	3	0	0	12	90	6	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	73	13	10	3	0	0	14	80	8	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	93	3	3	0	0	0	3	90	3	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	72	7	17	3	0	0	16	40	37	30	
	HEATHROW	EGYPT AIR	S	A	46	0	0	78	11	9	2	0	0	10	55	25	42	
	HEATHROW	EGYPT AIR	S	D	46	0	0	59	20	15	7	0	0	19	57	30	42	
<b>TOTAL CAIRO</b>					<b>210</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>19</b>	<b>19</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	30	0	0	70	13	17	0	0	0	12	62	13	29	
	HEATHROW	AIR CANADA	S	D	30	0	0	83	7	7	3	0	0	9	83	10	29	
	GATWICK	AIR TRANSAT	S	A	4	0	0	50	25	25	0	0	0	19	0	0	0	
	GATWICK	AIR TRANSAT	S	D	5	0	0	60	20	0	20	0	0	24	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	80	10	10	0	0	0	8	60	19	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	83	7	10	0	0	0	9	77	16	30	
<b>TOTAL CALGARY</b>					<b>129</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>16</b>	<b>16</b>	
CAMPBELTOWN																		
	GLASGOW	LOGANAIR	S	A	35	0	0	86	9	3	3	0	0	7	89	7	38	
	GLASGOW	LOGANAIR	S	D	36	0	0	86	6	6	3	0	0	10	89	8	38	
<b>TOTAL CAMPBELTOWN</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>7</b>	<b>7</b>	
CANCUN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	62	15	15	8	0	0	18	63	11	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	77	8	8	8	0	0	13	100	2	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	12	33	57	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	8	43	75	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	0	0	86	14	0	0	0	0	5	56	161	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	0	20	40	0	0	39	63	15	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	10	50	35	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	17	40	44	5	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)												
CANCUN																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	17	0	0	41	29	29	0	0	0	19	59	45	17	
	GATWICK	THOMSON AIRWAYS LTD	C	D	18	0	0	67	33	0	0	0	0	10	60	60	15	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	18	0	0	56	11	17	17	0	0	23	54	33	13	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	18	0	0	56	22	6	17	0	0	26	50	58	12	
<b>TOTAL CANCUN</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>50</b>	<b>50</b>	
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	70	17	7	7	0	0	16	64	21	55	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	68	17	8	7	0	0	15	64	19	55	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	30	0	0	97	3	0	0	0	0	1	87	4	30	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	30	0	0	97	0	0	3	0	0	4	73	10	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	21	0	0	90	5	0	0	5	0	12	90	7	21	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	22	0	0	77	14	0	5	0	5	42	71	16	21	
<b>TOTAL CAPE TOWN</b>					<b>223</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>15</b>	<b>15</b>	
CARCASSONNE																		
	STANSTED	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	4	83	9	12	
	STANSTED	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	2	83	7	12	
<b>TOTAL CARCASSONNE</b>					<b>17</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>83</b>	<b>8</b>	<b>8</b>	
CARDIFF WALES																		
	NEWCASTLE	EASTERN AIRWAYS	S	A	48	0	0	50	0	44	6	0	0	25	86	13	42	
	NEWCASTLE	EASTERN AIRWAYS	S	D	51	0	1	94	4	0	2	0	0	4	95	9	41	
	EDINBURGH	FLYBE LTD	S	A	63	0	0	92	3	5	0	0	0	4	87	15	54	
	EDINBURGH	FLYBE LTD	S	D	63	0	0	92	3	5	0	0	0	6	85	18	54	
	GLASGOW	FLYBE LTD	S	A	29	0	0	76	7	0	10	3	3	69	89	12	18	
	GLASGOW	FLYBE LTD	S	D	25	0	0	84	8	4	4	0	0	12	74	21	19	
<b>TOTAL CARDIFF WALES</b>					<b>279</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>4</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>16</b>	<b>16</b>	
CASABLANCA MOHAMED V																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	17	0	0	59	18	0	24	0	0	29	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	17	0	0	71	12	18	0	0	0	13	0	0	0	
	HEATHROW	ROYAL AIR MAROC	S	A	30	0	0	87	7	3	3	0	0	9	0	0	0	
	HEATHROW	ROYAL AIR MAROC	S	D	30	0	0	77	20	0	3	0	0	13	0	0	0	
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>20</b>	<b>20</b>	
CATANIA (FONTANAROSSA)																		

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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)
CATANIA (FONTANAROSSA)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	11	11	0	0	0	13	77	34	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	56	33	11	0	0	0	14	92	9	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	22	11	56	11	0	0	31	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	67	11	22	0	0	0	12	0	0	0	
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>85</b>	<b>21</b>	<b>21</b>	
CHANIA																		
<b>TOTAL CHANIA</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>	
CHARLEROI																		
	EDINBURGH	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	1	94	3	16	
	EDINBURGH	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	4	88	6	16	
	MANCHESTER	RYANAIR	S	A	29	0	0	93	3	3	0	0	0	3	0	0	0	
	MANCHESTER	RYANAIR	S	D	29	0	0	90	3	7	0	0	0	5	0	0	0	
<b>TOTAL CHARLEROI</b>					<b>92</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>91</b>	<b>5</b>	<b>5</b>	
CHARLOTTE																		
	GATWICK	US AIRWAYS	S	A	29	0	0	97	3	0	0	0	0	1	93	15	28	
	GATWICK	US AIRWAYS	S	D	28	0	1	86	11	4	0	0	0	5	86	11	28	
<b>TOTAL CHARLOTTE</b>					<b>57</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>13</b>	<b>13</b>	
CHENNAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	82	9	0	9	0	0	14	100	0	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	76	5	0	10	10	0	33	55	20	22	
<b>TOTAL CHENNAI</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>77</b>	<b>10</b>	<b>10</b>	
CHICAGO (O'HARE)																		
	HEATHROW	AMERICAN AIRLINES	S	A	88	0	0	77	13	5	6	0	0	11	70	20	86	
	HEATHROW	AMERICAN AIRLINES	S	D	87	0	0	78	14	3	5	0	0	10	83	12	86	
	MANCHESTER	AMERICAN AIRLINES	S	A	21	0	0	81	10	10	0	0	0	8	69	14	29	
	MANCHESTER	AMERICAN AIRLINES	S	D	21	0	0	95	5	0	0	0	0	2	93	3	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	81	14	5	0	0	0	7	79	13	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	81	9	7	3	0	0	12	71	17	58	
	HEATHROW	UNITED AIRLINES	S	A	82	0	0	91	6	1	1	0	0	3	86	6	87	
	HEATHROW	UNITED AIRLINES	S	D	82	0	0	80	11	7	1	0	0	8	87	10	87	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>497</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>12</b>	<b>12</b>	
CHISINAU (KISHINEV)																		



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

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
CHISINAU (KISHINEV)																		
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	A	9	0	0	67	11	11	11	0	0	14	25	71	4	
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	D	9	0	0	89	0	11	0	0	0	7	25	68	4	
<b>TOTAL CHISINAU (KISHINEV)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>25</b>	<b>70</b>	<b>70</b>	
CITY OF DERRY (EGLINTON)																		
	BIRMINGHAM	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	1	81	27	16	
	BIRMINGHAM	RYANAIR	S	D	17	0	0	94	6	0	0	0	0	4	53	18	17	
	STANSTED	RYANAIR	S	A	38	0	0	89	8	3	0	0	0	5	73	27	30	
	STANSTED	RYANAIR	S	D	38	0	0	95	5	0	0	0	0	3	87	6	30	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>19</b>	<b>19</b>	
CLUJ NAPOCA																		
	LUTON	WIZZ AIR	S	A	19	0	3	47	37	5	11	0	0	20	86	4	21	
	LUTON	WIZZ AIR	S	D	19	0	3	11	21	37	32	0	0	50	48	15	21	
<b>TOTAL CLUJ NAPOCA</b>					<b>38</b>	<b>0</b>	<b>6</b>	<b>29</b>	<b>29</b>	<b>21</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>67</b>	<b>10</b>	<b>10</b>	
COLOGNE BONN																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	11	0	1	73	18	0	9	0	0	16	0	48	1	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	92	8	0	0	0	0	4	0	30	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	42	0	0	88	10	2	0	0	0	5	51	25	51	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	42	0	0	79	21	0	0	0	0	6	63	21	51	
	EDINBURGH	GERMANWINGS	S	A	17	0	0	88	6	6	0	0	0	5	0	0	0	
	EDINBURGH	GERMANWINGS	S	D	17	0	0	94	0	6	0	0	0	5	0	0	0	
	MANCHESTER	GERMANWINGS	S	A	21	0	0	76	19	0	5	0	0	11	77	11	22	
	MANCHESTER	GERMANWINGS	S	D	21	0	0	86	0	10	5	0	0	11	77	9	22	
	STANSTED	GERMANWINGS	S	A	74	0	0	84	8	3	5	0	0	12	74	16	74	
	STANSTED	GERMANWINGS	S	D	74	0	0	73	15	4	7	1	0	16	72	16	74	
	HEATHROW	LUFTHANSA	S	A	85	0	1	73	6	14	5	2	0	19	73	18	89	
	HEATHROW	LUFTHANSA	S	D	87	0	1	64	13	15	6	2	0	23	67	24	89	
	GATWICK	TUIFLY (GERMANY)	C	A	2	0	0	50	50	0	0	0	0	9	0	0	0	
	GATWICK	TUIFLY (GERMANY)	C	D	2	0	0	0	0	100	0	0	0	42	0	0	0	
<b>TOTAL COLOGNE BONN</b>					<b>509</b>	<b>2</b>	<b>3</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>19</b>	<b>19</b>	
COLOMBO																		
	HEATHROW	SRILANKAN AIRLINES	S	A	39	0	0	79	5	5	10	0	0	15	63	20	38	
	HEATHROW	SRILANKAN AIRLINES	S	D	39	0	1	62	10	18	10	0	0	20	63	19	38	

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2010				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
COLOMBO																		
<b>TOTAL COLOMBO</b>					<b>79</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>8</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>19</b>	<b>19</b>	
COPENHAGEN																		
	LONDON CITY	BA CITYFLYER LTD	S	A	42	0	0	88	5	5	2	0	0	6	80	12	46	
	LONDON CITY	BA CITYFLYER LTD	S	D	43	0	0	84	2	9	0	5	0	16	74	17	46	
	EDINBURGH	BMI REGIONAL	S	A	50	1	0	90	2	6	0	2	0	8	78	13	45	
	EDINBURGH	BMI REGIONAL	S	D	52	0	0	85	6	4	4	2	0	13	96	6	45	
	GLASGOW	BMI REGIONAL	S	A	26	0	0	85	4	8	4	0	0	8	85	16	26	
	GLASGOW	BMI REGIONAL	S	D	26	0	0	77	8	4	12	0	0	12	92	12	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	151	0	1	88	5	3	2	1	1	9	68	18	149	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	151	0	1	88	7	3	2	0	0	7	84	10	149	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	51	0	0	96	2	2	0	0	0	2	75	18	51	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	51	0	0	90	8	2	0	0	0	4	87	11	52	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	95	5	0	0	0	0	2	67	22	21	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	95	5	0	0	0	0	2	76	19	21	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	73	0	0	100	0	0	0	0	0	1	72	16	76	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	73	0	0	97	3	0	0	0	0	2	84	12	76	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	75	25	0	0	0	0	8	25	34	8	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	63	25	13	0	0	0	13	13	44	8	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	78	0	0	85	8	6	1	0	0	7	68	22	56	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	78	0	0	86	4	8	3	0	0	7	60	27	55	
	BIRMINGHAM	SAS	S	A	51	0	0	90	4	6	0	0	0	5	75	11	8	
	BIRMINGHAM	SAS	S	D	50	0	0	80	12	8	0	0	0	7	63	17	8	
	HEATHROW	SAS	S	A	165	0	0	76	13	4	5	1	0	15	51	29	162	
	HEATHROW	SAS	S	D	165	0	0	88	3	5	1	2	0	11	66	23	163	
	MANCHESTER	SAS	S	A	56	0	0	91	5	2	2	0	0	7	69	17	52	
	MANCHESTER	SAS	S	D	56	0	0	86	13	0	2	0	0	6	77	12	52	
<b>TOTAL COPENHAGEN</b>					<b>1547</b>	<b>8</b>	<b>2</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>19</b>	<b>19</b>	
CORFU																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	100	0	0	0	0	0	0	100	3	2	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	100	0	0	0	0	0	0	100	3	2	
	STANSTED	RYANAIR	S	A	8	0	0	88	13	0	0	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	D	8	0	0	88	0	13	0	0	0	9	0	0	0	
<b>TOTAL CORFU</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>4</b>	<b>100</b>	<b>2</b>	<b>2</b>	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						NOV 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)										
CORK																		
	BIRMINGHAM	AER ARANN	S	A	60	0	0	95	0	5	0	0	0	3	96	11	55	
	BIRMINGHAM	AER ARANN	S	D	60	0	0	90	3	3	0	3	0	11	82	17	55	
	EDINBURGH	AER ARANN	S	A	30	0	0	70	13	7	7	3	0	20	83	11	29	
	EDINBURGH	AER ARANN	S	D	29	0	0	76	7	10	7	0	0	14	76	20	29	
	GLASGOW	AER ARANN	S	A	16	0	0	75	6	6	6	6	0	32	83	13	29	
	GLASGOW	AER ARANN	S	D	16	0	0	75	6	6	6	6	0	31	77	15	30	
	MANCHESTER	AER ARANN	S	A	60	0	0	82	7	7	2	3	0	16	80	9	59	
	MANCHESTER	AER ARANN	S	D	60	0	0	77	10	7	2	5	0	21	83	10	59	
	GATWICK	AER LINGUS	S	A	30	0	0	90	7	3	0	0	0	4	66	11	29	
	GATWICK	AER LINGUS	S	D	30	0	0	77	23	0	0	0	0	7	86	8	29	
	HEATHROW	AER LINGUS	S	A	119	0	0	79	11	4	4	2	0	14	65	19	117	
	HEATHROW	AER LINGUS	S	D	119	0	0	82	8	4	5	2	0	13	74	18	117	
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	75	13	0	13	0	0	14	63	24	8	
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	75	13	0	13	0	0	15	63	26	8	
	GATWICK	RYANAIR	S	A	30	0	0	90	0	7	3	0	0	6	90	10	30	
	GATWICK	RYANAIR	S	D	30	0	0	90	0	7	3	0	0	6	87	10	30	
	STANSTED	RYANAIR	S	A	59	0	1	78	12	7	2	0	2	19	85	10	60	
	STANSTED	RYANAIR	S	D	60	0	0	78	13	5	3	0	0	11	92	5	59	
<b>TOTAL CORK</b>					<b>824</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>14</b>	<b>14</b>	
CUIDAD REAL																		
CUNAGUA (CAYO COCO)																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	1	100	0	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	6	33	63	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	75	15	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	14	75	23	4	
<b>TOTAL CUNAGUA (CAYO COCO)</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>69</b>	<b>26</b>	<b>26</b>	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DALAMAN																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	100	0	0	0	0	0	7	0	47	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	100	0	0	0	0	0	0	0	49	1	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	2	75	17	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	3	100	2	6		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	13	100	3	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	13	0	0	9	82	87	11		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	16	83	11	6		
<b>TOTAL DALAMAN</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>30</b>	<b>30</b>		
DALLAS/FORT WORTH																		
	HEATHROW	AMERICAN AIRLINES	S	A	59	0	0	73	10	2	14	2	0	23	66	19	59	
	HEATHROW	AMERICAN AIRLINES	S	D	59	0	0	73	14	8	5	0	16	73	15	59		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	62	17	14	7	0	18	59	16	29		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	59	31	7	3	0	15	72	15	29		
<b>TOTAL DALLAS/FORT WORTH</b>					<b>176</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>17</b>	<b>17</b>	
DAMASCUS																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	10	0	0	90	0	0	10	0	0	10	80	6	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	10	0	1	90	0	0	10	0	0	9	63	18	30	
	HEATHROW	SYRIANAIR	S	A	4	0	0	50	25	25	0	0	17	73	11	11		
	HEATHROW	SYRIANAIR	S	D	4	0	0	50	25	25	0	0	20	45	23	11		
<b>TOTAL DAMASCUS</b>					<b>28</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>13</b>	<b>13</b>	
DAMMAM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	92	0	0	8	0	0	8	77	17	13	
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	54	31	8	0	8	0	29	54	39	13	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	3	0	0	100	0	0	0	0	5	75	22	4		
<b>TOTAL DAMMAM</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>28</b>	<b>28</b>	
DAR-ES-SALAAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	1	69	23	0	8	0	0	18	77	83	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	100	0	0	0	0	0	1	85	9	13	
<b>TOTAL DAR-ES-SALAAM</b>					<b>25</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>46</b>	<b>46</b>	
DELHI																		
	HEATHROW	AIR INDIA	S	A	28	0	0	64	18	14	4	0	0	16	0	94	30	
	HEATHROW	AIR INDIA	S	D	28	0	0	89	7	4	0	0	0	3	31	75	29	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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	
DELHI	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	68	15	10	7	0	0	17	60	20	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	55	27	8	10	0	0	24	35	29	60
	HEATHROW	JET AIRWAYS	S	A	29	0	1	59	24	14	3	0	0	16	7	83	30
	HEATHROW	JET AIRWAYS	S	D	30	0	1	87	3	3	7	0	0	15	63	25	30
	HEATHROW	KINGFISHER AIRLINES	S	A	30	0	0	100	0	0	0	0	0	0	87	5	30
	HEATHROW	KINGFISHER AIRLINES	S	D	30	0	0	97	3	0	0	0	0	2	97	3	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	1	62	28	7	3	0	0	17	30	38	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	1	1	83	14	0	3	0	0	7	60	21	30
<b>TOTAL DELHI</b>					<b>353</b>	<b>3</b>	<b>5</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>47</b>	<b>37</b>	<b>37</b>
DENVER INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	93	0	7	0	0	0	6	69	21	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	83	10	7	0	0	0	8	79	11	29
<b>TOTAL DENVER INTERNATIONAL</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>15</b>	<b>15</b>
DETROIT	HEATHROW	DELTA AIRLINES	S	A	30	0	0	97	3	0	0	0	0	2	86	11	42
	HEATHROW	DELTA AIRLINES	S	D	30	0	0	93	3	0	3	0	0	4	74	18	42
<b>TOTAL DETROIT</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>14</b>	<b>14</b>
DHAKHA	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	17	0	1	41	35	12	12	0	0	27	57	92	21
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	17	0	1	12	35	18	29	6	0	55	20	96	20
	MANCHESTER	BIMAN BANGLADESH AIRLINES	S	A	8	0	1	0	38	25	25	13	0	72	0	0	0
	MANCHESTER	BIMAN BANGLADESH AIRLINES	S	D	8	0	1	25	0	25	50	0	0	70	0	0	0
<b>TOTAL DHAKHA</b>					<b>50</b>	<b>0</b>	<b>4</b>	<b>22</b>	<b>30</b>	<b>18</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>50</b>	<b>39</b>	<b>94</b>	<b>94</b>
DINARD	STANSTED	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	2	100	3	13
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	2	100	2	13
<b>TOTAL DINARD</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>100</b>	<b>2</b>	<b>2</b>
DOHA	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	3	0	0	0	0	1	90	3	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	83	10	3	3	0	0	12	67	16	30
	HEATHROW	QATAR AIRWAYS	S	A	120	0	0	77	13	6	4	0	0	10	86	9	119
	HEATHROW	QATAR AIRWAYS	S	D	120	0	0	83	12	3	2	1	0	10	82	12	119

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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																		
	MANCHESTER	QATAR AIRWAYS	S	A	60	0	0	72	17	7	5	0	0	11	90	5	30	
	MANCHESTER	QATAR AIRWAYS	S	D	60	0	0	60	28	7	3	2	0	17	70	9	30	
<b>TOTAL DOHA</b>					<b>420</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>10</b>	<b>10</b>	
DONCASTER SHEFFIELD																		
DONEGAL																		
	GLASGOW	LOGANAIR	S	A	11	0	0	91	9	0	0	0	0	3	0	0	0	
	GLASGOW	LOGANAIR	S	D	12	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL DONEGAL</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>17</b>	<b>17</b>	
DONETSK																		
DORTMUND																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	0	1	97	2	0	2	0	0	4	85	14	60	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	87	10	3	0	0	0	5	78	13	59	
<b>TOTAL DORTMUND</b>					<b>122</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>14</b>	<b>14</b>	
DRESDEN																		
	HEATHROW	LUFTHANSA	S	A	29	0	1	31	41	24	3	0	0	23	33	41	30	
	HEATHROW	LUFTHANSA	S	D	29	0	1	55	10	34	0	0	0	19	73	19	30	
<b>TOTAL DRESDEN</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>26</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>53</b>	<b>30</b>	<b>30</b>	
DUBAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	1	91	4	2	2	0	0	6	87	17	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	83	11	3	2	0	0	8	80	11	88	
	BIRMINGHAM	EMIRATES	S	A	60	0	0	83	8	7	2	0	0	9	64	17	59	
	BIRMINGHAM	EMIRATES	S	D	60	0	0	65	20	12	3	0	0	15	46	24	59	
	GATWICK	EMIRATES	S	A	90	0	0	88	8	3	1	0	0	6	64	12	90	
	GATWICK	EMIRATES	S	D	90	0	0	80	14	3	2	0	0	10	73	15	89	
	GLASGOW	EMIRATES	S	A	30	0	0	87	7	3	3	0	0	7	67	30	30	
	GLASGOW	EMIRATES	S	D	30	0	0	63	23	10	3	0	0	17	43	45	30	
	HEATHROW	EMIRATES	S	A	149	0	0	87	8	4	1	0	0	6	75	11	150	
	HEATHROW	EMIRATES	S	D	149	0	0	85	7	4	4	0	0	9	61	18	150	
	MANCHESTER	EMIRATES	S	A	90	0	0	92	6	2	0	0	0	3	62	14	60	
	MANCHESTER	EMIRATES	S	D	90	0	0	80	13	7	0	0	0	9	49	19	61	
	NEWCASTLE	EMIRATES	S	A	30	0	0	90	3	3	3	0	0	6	57	16	30	
	NEWCASTLE	EMIRATES	S	D	30	0	0	63	27	7	3	0	0	14	53	27	30	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
DUBAI	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	86	7	7	0	0	0	6	90	5	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	79	14	0	7	0	0	10	80	8	30
<b>TOTAL DUBAI</b>					<b>1134</b>	<b>2</b>	<b>1</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>16</b>	<b>16</b>
DUBLIN	EDINBURGH	AER ARANN	S	A	86	0	0	85	5	3	7	0	0	12	84	24	56
	EDINBURGH	AER ARANN	S	D	86	0	0	86	5	2	7	0	0	12	80	28	56
	GLASGOW	AER ARANN	S	A	115	0	0	90	5	3	1	1	0	5	87	12	110
	GLASGOW	AER ARANN	S	D	115	0	0	91	3	3	1	1	0	7	85	17	110
	BIRMINGHAM	AER LINGUS	S	A	94	0	0	95	3	1	1	0	0	3	78	19	92
	BIRMINGHAM	AER LINGUS	S	D	94	0	0	95	2	1	2	0	0	3	71	23	92
	GATWICK	AER LINGUS	S	A	169	0	0	86	7	5	2	0	0	6	75	27	118
	GATWICK	AER LINGUS	S	D	169	0	0	90	6	2	2	0	0	5	82	18	118
	HEATHROW	AER LINGUS	S	A	363	0	0	80	12	5	2	1	0	12	66	26	362
	HEATHROW	AER LINGUS	S	D	361	0	0	81	12	4	2	2	0	12	71	23	361
	MANCHESTER	AER LINGUS	S	A	111	0	2	86	10	4	0	0	0	7	87	14	97
	MANCHESTER	AER LINGUS	S	D	110	0	2	87	9	4	0	0	0	5	84	17	97
	HEATHROW	BMI BRITISH MIDLAND	S	A	120	0	0	69	17	7	7	1	0	18	62	24	118
	HEATHROW	BMI BRITISH MIDLAND	S	D	120	0	0	84	9	4	3	0	0	9	71	16	118
	LONDON CITY	CITY JET	S	A	109	0	0	83	5	4	7	1	0	13	87	9	113
	LONDON CITY	CITY JET	S	D	109	0	0	84	8	1	6	1	0	12	81	9	113
	BIRMINGHAM	RYANAIR	S	A	86	0	0	98	2	0	0	0	0	2	82	9	79
	BIRMINGHAM	RYANAIR	S	D	86	0	0	94	5	1	0	0	0	4	84	9	80
	EDINBURGH	RYANAIR	S	A	74	0	0	92	7	1	0	0	0	3	90	8	89
	EDINBURGH	RYANAIR	S	D	74	0	0	81	18	1	0	0	0	6	93	5	88
	GATWICK	RYANAIR	S	A	132	0	0	93	4	3	0	0	0	3	91	8	154
	GATWICK	RYANAIR	S	D	132	0	0	91	6	3	0	0	0	4	90	10	154
	LUTON	RYANAIR	S	A	84	0	0	80	8	10	2	0	0	11	59	22	91
	LUTON	RYANAIR	S	D	84	0	0	88	2	7	1	1	0	9	73	19	90
	MANCHESTER	RYANAIR	S	A	102	0	0	89	9	2	0	0	0	6	79	14	114
	MANCHESTER	RYANAIR	S	D	102	0	0	85	13	1	1	0	0	7	75	14	114
	NEWCASTLE	RYANAIR	S	A	47	0	0	100	0	0	0	0	0	2	87	13	38
	NEWCASTLE	RYANAIR	S	D	47	0	0	98	0	2	0	0	0	3	66	24	38
	STANSTED	RYANAIR	S	A	196	0	0	83	10	5	2	1	0	10	67	19	201

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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)											
DUBLIN	STANSTED	RYANAIR	S	D	194	0	0	89	6	4	2	0	0	6	81	10	201
<b>TOTAL DUBLIN</b>					<b>3773</b>	<b>6</b>	<b>4</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>17</b>	<b>17</b>
DUBROVNIK	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	11	0	0	0	6	88	7	17
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	100	0	0	0	0	0	1	94	4	17
<b>TOTAL DUBROVNIK</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>3</b>	<b>86</b>	<b>8</b>	<b>8</b>
DUNDEE	LONDON CITY	CITY JET	S	A	51	0	0	82	2	14	2	0	0	9	85	6	68
	LONDON CITY	CITY JET	S	D	52	0	0	87	10	4	0	0	0	5	94	3	68
	BIRMINGHAM	LOGANAIR	S	A	43	0	0	95	0	0	5	0	0	5	90	9	40
	BIRMINGHAM	LOGANAIR	S	D	43	0	0	93	0	2	2	2	0	10	87	10	39
<b>TOTAL DUNDEE</b>					<b>189</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>6</b>
DUSSELDORF	STANSTED	AIR BERLIN	S	A	77	0	0	94	3	3	1	0	0	5	87	13	52
	STANSTED	AIR BERLIN	S	D	77	0	0	88	8	4	0	0	0	5	69	17	52
	HEATHROW	BRITISH AIRWAYS PLC	S	A	168	0	0	84	8	5	2	1	0	9	77	17	158
	HEATHROW	BRITISH AIRWAYS PLC	S	D	168	0	0	81	12	6	0	1	0	9	83	10	157
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	41	0	0	80	7	7	5	0	0	10	69	24	29
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	41	0	0	90	5	2	2	0	0	6	69	19	29
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	76	0	0	92	7	1	0	0	0	2	81	11	69
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	76	0	0	89	4	7	0	0	0	6	75	16	69
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	51	0	0	100	0	0	0	0	0	1	80	12	46
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	51	0	0	88	8	4	0	0	0	5	67	22	46
	BIRMINGHAM	FLYBE LTD	S	A	95	0	1	94	6	0	0	0	0	2	77	23	88
	BIRMINGHAM	FLYBE LTD	S	D	96	0	0	86	8	5	0	0	0	7	77	21	95
	MANCHESTER	FLYBE LTD	S	A	69	0	0	78	12	9	1	0	0	9	66	24	73
	MANCHESTER	FLYBE LTD	S	D	69	0	1	71	20	9	0	0	0	10	74	16	74
	HEATHROW	LUFTHANSA	S	A	147	0	0	80	13	5	1	1	0	11	71	16	147
	HEATHROW	LUFTHANSA	S	D	146	0	0	78	8	12	1	1	0	11	73	16	146
	MANCHESTER	LUFTHANSA CITY LINE	S	A	99	0	0	88	8	4	0	0	0	6	78	14	94
	MANCHESTER	LUFTHANSA CITY LINE	S	D	99	0	0	84	9	6	1	0	0	8	77	14	94
<b>TOTAL DUSSELDORF</b>					<b>1646</b>	<b>1</b>	<b>2</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>16</b>	<b>16</b>



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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	64	0	0	95	2	3	0	0	0	2	85	13	59	
	EDINBURGH	BMIBABY LTD	S	D	64	0	0	92	3	5	0	0	0	4	80	19	59	
	GLASGOW	BMIBABY LTD	S	A	56	0	0	91	7	2	0	0	0	3	84	8	55	
	GLASGOW	BMIBABY LTD	S	D	56	0	0	88	9	4	0	0	0	5	75	15	55	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>14</b>	<b>14</b>	
EDINBURGH																		
	LONDON CITY	BA CITYFLYER LTD	S	A	180	0	0	78	9	6	7	1	0	14	87	10	153	
	LONDON CITY	BA CITYFLYER LTD	S	D	183	0	0	89	5	3	3	0	0	6	91	6	156	
	HEATHROW	BMI BRITISH MIDLAND	S	A	168	0	0	83	10	4	3	1	0	10	69	21	186	
	HEATHROW	BMI BRITISH MIDLAND	S	D	168	0	0	89	5	4	2	1	0	8	79	12	188	
	MANCHESTER	BMI REGIONAL	S	A	111	2	0	96	4	0	0	0	0	3	92	5	113	
	MANCHESTER	BMI REGIONAL	S	D	112	0	0	95	5	0	0	0	0	2	94	4	114	
	GATWICK	BRITISH AIRWAYS PLC	S	A	116	0	0	73	18	8	1	0	0	11	85	12	112	
	GATWICK	BRITISH AIRWAYS PLC	S	D	117	0	0	85	7	8	1	0	0	8	89	4	113	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	248	0	0	81	11	4	3	1	0	12	70	26	251	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	248	0	0	88	8	2	1	1	0	7	76	18	253	
	LONDON CITY	CITY JET	S	A	63	0	0	71	13	6	8	2	0	17	85	9	125	
	LONDON CITY	CITY JET	S	D	64	0	0	77	9	9	5	0	0	11	81	11	127	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	99	0	0	84	7	5	4	0	0	9	76	9	102	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	99	0	0	88	5	5	2	0	0	6	74	11	105	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	94	0	0	94	1	2	0	3	0	9	82	9	79	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	94	0	0	86	9	2	3	0	0	7	79	10	81	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	132	0	0	98	2	0	0	0	0	1	79	10	134	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	132	0	0	98	2	0	1	0	0	2	89	4	134	
	BIRMINGHAM	FLYBE LTD	S	A	174	0	0	95	3	1	1	0	0	3	89	8	156	
	BIRMINGHAM	FLYBE LTD	S	D	174	1	0	89	9	2	1	0	0	6	78	14	158	
	MANCHESTER	FLYBE LTD	S	A	71	0	4	87	7	3	3	0	0	7	93	4	74	
	MANCHESTER	FLYBE LTD	S	D	69	0	0	81	9	4	6	0	0	13	88	9	74	
<b>TOTAL EDINBURGH</b>					<b>2916</b>	<b>14</b>	<b>4</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>12</b>	<b>12</b>	
EDMONTON																		
	HEATHROW	AIR CANADA	S	A	13	0	0	62	15	8	15	0	0	19	50	48	16	
	HEATHROW	AIR CANADA	S	D	14	0	0	86	7	7	0	0	0	9	73	7	15	
<b>TOTAL EDMONTON</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>28</b>	<b>28</b>	

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	63	0	0	89	6	2	2	2	0	9	80	12	59	
	STANSTED	RYANAIR	S	D	68	0	0	97	3	0	0	0	0	3	95	6	60	
	LONDON CITY	VLM (BELGIUM)	S	A	38	0	0	79	11	3	5	3	0	19	98	5	40	
	LONDON CITY	VLM (BELGIUM)	S	D	39	0	0	74	13	3	5	5	0	25	88	9	40	
<b>TOTAL EINDHOVEN</b>					<b>208</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>8</b>	<b>8</b>	
ENFIDHA																		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	1	0	80	20	0	0	0	0	5	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	4	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	4	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	0	0	67	17	0	17	0	0	19	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	17	0	17	0	0	23	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	22	11	11	0	0	21	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	0	11	0	0	17	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	10	0	0	0	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	15	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	9	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	0	11	0	0	13	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0	
<b>TOTAL ENFIDHA</b>					<b>98</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ENONTEKIO																		
ENTEBBE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	76	14	10	0	0	0	12	81	6	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	67	19	10	5	0	0	17	67	21	21	
<b>TOTAL ENTEBBE</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>14</b>	<b>14</b>	
EXETER																		
	EDINBURGH	FLYBE LTD	S	A	38	0	0	92	5	0	3	0	0	3	72	19	39	
	EDINBURGH	FLYBE LTD	S	D	38	0	0	82	16	0	3	0	0	8	72	23	39	
	GLASGOW	FLYBE LTD	S	A	25	0	1	88	4	0	4	4	0	17	72	21	25	

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							NOV 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)											
EXETER	GLASGOW	FLYBE LTD	S	D	26	0	0	88	4	8	0	0	0	5	60	34	25
	MANCHESTER	FLYBE LTD	S	A	45	0	0	80	9	9	2	0	0	8	89	11	44
	MANCHESTER	FLYBE LTD	S	D	44	0	0	70	9	9	11	0	0	20	71	11	45
	NEWCASTLE	FLYBE LTD	S	A	21	0	0	86	0	10	5	0	0	9	77	10	26
	NEWCASTLE	FLYBE LTD	S	D	21	0	0	90	0	0	10	0	0	11	65	45	26
<b>TOTAL EXETER</b>					<b>258</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>20</b>	<b>20</b>

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 2010					
					MATCHED	UNMATCHED		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
FARNBOROUGH																		
FARO																		
	LONDON CITY	BA CITYFLYER LTD	S	A	12	0	0	92	0	0	8	0	0	6	0	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	10	0	0	50	30	10	10	0	0	19	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	16	0	0	75	6	19	0	0	0	14	82	15	17	17
	GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	69	13	19	0	0	0	13	82	7	17	17
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	45	0	0	93	0	7	0	0	0	4	85	7	48	48
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	45	0	0	91	7	2	0	0	0	4	84	9	49	49
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	100	0	0	0	0	0	0	78	6	9	9
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	91	9	0	0	0	0	2	78	6	9	9
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	100	0	0	0	0	0	0	88	7	16	16
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	85	8	8	0	0	0	7	82	9	17	17
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	100	0	0	0	0	0	0	71	27	17	17
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	82	18	0	0	0	0	5	71	29	17	17
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	100	0	0	0	0	0	2	87	7	30	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	93	7	0	0	0	0	2	93	4	30	30
	BIRMINGHAM	MONARCH AIRLINES	S	A	12	0	0	75	0	8	17	0	0	25	88	4	17	17
	BIRMINGHAM	MONARCH AIRLINES	S	D	12	0	0	83	8	0	8	0	0	14	76	11	17	17
	GATWICK	MONARCH AIRLINES	S	A	13	0	0	54	23	8	15	0	0	32	78	10	18	18
	GATWICK	MONARCH AIRLINES	S	D	13	0	0	100	0	0	0	0	0	4	83	5	18	18
	MANCHESTER	MONARCH AIRLINES	S	A	19	0	0	74	21	0	5	0	0	13	85	5	26	26
	MANCHESTER	MONARCH AIRLINES	S	D	19	0	0	68	16	16	0	0	0	13	85	5	26	26
	BIRMINGHAM	RYANAIR	S	A	9	0	0	89	0	11	0	0	0	5	0	0	0	0
	BIRMINGHAM	RYANAIR	S	D	9	0	0	89	0	11	0	0	0	11	0	0	0	0
	EDINBURGH	RYANAIR	S	A	7	0	0	86	14	0	0	0	0	9	71	16	7	7
	EDINBURGH	RYANAIR	S	D	7	0	0	100	0	0	0	0	0	4	14	30	7	7
	MANCHESTER	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	2	0	0	0	0
	MANCHESTER	RYANAIR	S	D	12	0	0	83	17	0	0	0	0	9	0	0	0	0
	STANSTED	RYANAIR	S	A	14	0	0	71	29	0	0	0	0	7	90	9	30	30
	STANSTED	RYANAIR	S	D	14	0	0	57	21	14	7	0	0	18	76	9	29	29
<b>TOTAL FARO</b>					<b>448</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>9</b>	<b>9</b>	<b>9</b>
FEZ																		
	STANSTED	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	5	50	21	8	8
	STANSTED	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	5	75	15	8	8

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
FEZ																		
<b>TOTAL FEZ</b>					<b>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>5</b>	<b>63</b>	<b>18</b>	<b>18</b>	
FLORENCE																		
	LONDON CITY	CITY JET	S	A	23	0	0	74	4	0	22	0	0	26	0	0	0	
	LONDON CITY	CITY JET	S	D	23	0	0	78	0	0	22	0	0	28	0	0	0	
	GATWICK	MERIDIANA AIR	S	A	39	0	0	90	3	5	3	0	0	7	71	14	58	
	GATWICK	MERIDIANA AIR	S	D	38	0	1	84	8	5	3	0	0	9	72	13	58	
<b>TOTAL FLORENCE</b>					<b>123</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>4</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>13</b>	<b>13</b>	
FRANKFURT MAIN																		
	LONDON CITY	BA CITYFLYER LTD	S	A	54	0	0	87	9	4	0	0	0	6	89	8	61	
	LONDON CITY	BA CITYFLYER LTD	S	D	56	0	0	86	11	4	0	0	0	6	72	17	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	216	0	0	82	9	7	1	0	1	18	67	25	163	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	216	0	0	88	7	3	1	0	0	7	75	18	162	
	GLASGOW	FLYBE LTD	S	A	4	0	0	100	0	0	0	0	0	1	88	8	24	
	GLASGOW	FLYBE LTD	S	D	4	0	0	100	0	0	0	0	0	1	85	17	26	
	BIRMINGHAM	LUFTHANSA	S	A	119	0	0	91	7	3	0	0	0	4	84	12	102	
	BIRMINGHAM	LUFTHANSA	S	D	119	0	0	90	6	3	1	0	0	5	71	23	103	
	EDINBURGH	LUFTHANSA	S	A	30	0	0	80	17	3	0	0	0	10	71	15	28	
	EDINBURGH	LUFTHANSA	S	D	30	0	0	77	10	10	3	0	0	13	68	16	28	
	GATWICK	LUFTHANSA	S	A	60	1	0	85	8	3	3	0	0	10	0	0	0	
	GATWICK	LUFTHANSA	S	D	60	1	0	80	8	10	2	0	0	8	0	0	0	
	HEATHROW	LUFTHANSA	S	A	344	0	0	78	13	6	3	0	0	10	62	22	290	
	HEATHROW	LUFTHANSA	S	D	344	0	0	77	12	8	3	1	0	12	64	26	289	
	MANCHESTER	LUFTHANSA	S	A	118	0	1	75	17	5	3	0	0	12	61	19	116	
	MANCHESTER	LUFTHANSA	S	D	118	0	1	73	15	8	3	0	0	13	69	20	117	
	LONDON CITY	LUFTHANSA CITY LINE	S	A	72	0	0	82	10	7	1	0	0	8	80	11	80	
	LONDON CITY	LUFTHANSA CITY LINE	S	D	72	0	0	75	14	10	1	0	0	10	64	19	80	
<b>TOTAL FRANKFURT MAIN</b>					<b>2036</b>	<b>14</b>	<b>2</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>19</b>	<b>19</b>	
FREETOWN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	12	0	1	92	0	0	0	8	0	21	88	8	17	
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	54	15	15	8	0	8	48	18	57	17	
<b>TOTAL FREETOWN</b>					<b>25</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>35</b>	<b>54</b>	<b>32</b>	<b>32</b>	
FUERTEVENTURA																		

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Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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
FUERTEVENTURA																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	11	0	0	0	0	3	88	5	8	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	11	11	0	0	0	7	88	4	8	
	BIRMINGHAM	MONARCH AIRLINES	S	A	2	0	0	0	0	0	100	0	0	73	100	1	4	
	BIRMINGHAM	MONARCH AIRLINES	S	D	2	0	0	100	0	0	0	0	0	3	100	0	4	
	MANCHESTER	MONARCH AIRLINES	S	A	6	0	0	100	0	0	0	0	0	2	88	6	8	
	MANCHESTER	MONARCH AIRLINES	S	D	6	0	0	83	17	0	0	0	0	8	100	0	8	
	BIRMINGHAM	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	4	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	2	0	0	0	
	EDINBURGH	RYANAIR	S	A	5	0	0	100	0	0	0	0	0	3	25	64	8	
	EDINBURGH	RYANAIR	S	D	5	0	0	80	20	0	0	0	0	5	38	63	8	
	LUTON	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	5	89	2	9	
	LUTON	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	6	89	5	9	
	STANSTED	RYANAIR	S	A	9	0	0	56	11	22	11	0	0	21	88	6	8	
	STANSTED	RYANAIR	S	D	9	0	0	67	11	11	11	0	0	16	100	5	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	1	0	100	0	0	0	0	0	5	75	10	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	1	0	100	0	0	0	0	0	2	75	12	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	10	10	0	0	0	11	78	5	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	38	0	0	0	0	10	100	4	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	7	0	0	57	43	0	0	0	0	13	63	16	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	25	0	0	0	0	9	75	16	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	86	0	14	0	0	0	6	50	18	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	86	14	0	0	0	0	8	69	11	13	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	2	3	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	5	50	100	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	6	100	0	3	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	8	100	0	2	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	1	0	100	0	0	0	0	0	2	67	5	3	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	9	100	9	2	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	78	22	0	0	0	0	7	75	8	8	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	6	88	5	8	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	4	33	24	3	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	75	13	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	11	75	10	8	

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Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	6	88	4	8
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	75	9	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	2	67	14	3
<b>TOTAL FUERTEVENTURA</b>					<b>251</b>	<b>4</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>13</b>	<b>13</b>
FUNCHAL	HEATHROW	AIR PORTUGAL	S	A	27	0	0	93	4	0	4	0	0	7	0	0	0
	HEATHROW	AIR PORTUGAL	S	D	28	0	0	96	4	0	0	0	0	2	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	71	18	6	6	0	0	15	81	14	16
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	82	12	6	0	0	0	8	75	16	16
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	1	80	17	5
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	75	25	0	0	0	0	11	100	1	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	24	60	26	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	20	100	4	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	60	36	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	40	25	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	0	89	4	9
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	4	70	13	10
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	60	43	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	60	23	5
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	9	1
	LUTON	THOMSON AIRWAYS LTD	C	D	3	0	0	33	67	0	0	0	0	13	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	4	78	29	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	63	38	0	0	0	0	8	89	3	9
<b>TOTAL FUNCHAL</b>					<b>162</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>13</b>	<b>13</b>

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 2010				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
GALWAY																		
GANDER																		
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	117	1	0	78	12	9	2	0	0	11	87	6	112	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	116	0	0	79	12	7	2	0	0	9	88	22	112	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	115	0	0	89	7	3	1	1	0	7	84	8	119	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	115	0	0	87	8	4	0	1	0	7	78	17	118	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	116	0	0	89	9	3	0	0	0	6	84	8	120	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	116	0	0	84	9	7	0	0	0	7	83	7	120	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	99	0	0	85	8	6	1	0	0	6	73	11	103	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	99	0	0	85	9	4	2	0	0	6	75	12	103	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	101	0	0	90	7	1	2	0	0	5	82	10	84	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	101	0	0	86	9	3	2	0	0	6	75	17	84	
	NEWCASTLE	FLYBE LTD	S	A	80	0	1	86	5	4	4	1	0	10	81	17	98	
	NEWCASTLE	FLYBE LTD	S	D	81	0	0	88	7	2	2	0	0	6	77	19	98	
<b>TOTAL GATWICK</b>					<b>1258</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>13</b>	<b>13</b>	
GDANSK																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	78	0	11	0	11	0	32	89	4	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	78	11	11	0	0	0	9	56	15	9	
	EDINBURGH	RYANAIR	S	A	9	0	0	89	0	0	0	0	11	54	88	51	8	
	EDINBURGH	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	5	78	59	9	
	STANSTED	RYANAIR	S	A	29	0	0	90	0	7	3	0	0	7	93	3	30	
	STANSTED	RYANAIR	S	D	30	0	0	93	7	0	0	0	0	3	97	3	30	
	LUTON	WIZZ AIR	S	A	59	0	1	81	5	2	10	2	0	17	89	9	47	
	LUTON	WIZZ AIR	S	D	60	0	0	62	18	7	10	3	0	25	79	14	47	
<b>TOTAL GDANSK</b>					<b>214</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>8</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>12</b>	<b>12</b>	
GENEVA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	214	0	1	80	9	6	3	1	0	12	72	19	208	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	214	0	1	80	9	7	3	1	0	11	84	10	209	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	88	12	0	0	0	0	4	79	16	19	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	88	12	0	0	0	0	5	84	17	19	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	88	5	7	0	0	0	6	72	11	54	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	87	8	5	0	0	0	5	84	8	55	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	41	0	0	95	5	0	0	0	0	2	81	18	59	



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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)												
GENEVA																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	41	0	0	95	2	2	0	0	0	4	82	12	60	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	21	0	2	81	19	0	0	0	0	8	76	15	17	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	81	10	10	0	0	0	8	71	20	17	
	GATWICK	EASYJET SWITZERLAND	S	A	74	0	0	80	12	3	3	3	0	14	78	15	81	
	GATWICK	EASYJET SWITZERLAND	S	D	74	0	0	86	8	3	3	0	0	8	72	14	81	
	HEATHROW	SWISS AIRLINES	S	A	178	0	0	88	4	5	2	1	0	8	72	17	172	
	HEATHROW	SWISS AIRLINES	S	D	178	0	0	84	7	5	3	0	0	8	77	12	173	
	LONDON CITY	SWISS AIRLINES	S	A	125	0	1	96	2	2	0	0	0	2	92	3	103	
	LONDON CITY	SWISS AIRLINES	S	D	125	0	1	91	6	2	0	0	0	3	85	7	103	
<b>TOTAL GENEVA</b>					<b>1460</b>	<b>8</b>	<b>7</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>13</b>	<b>13</b>	
GENOA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	1	69	17	10	0	3	0	19	93	4	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	70	17	10	0	3	0	19	87	5	30	
	STANSTED	RYANAIR	S	A	13	0	0	92	0	8	0	0	0	4	69	14	13	
	STANSTED	RYANAIR	S	D	13	0	0	92	0	8	0	0	0	7	85	9	13	
<b>TOTAL GENOA</b>					<b>90</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>7</b>	<b>7</b>	
GERONA																		
	BIRMINGHAM	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	1	92	8	13	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	2	92	10	13	
	MANCHESTER	RYANAIR	S	A	21	0	0	95	5	0	0	0	0	2	0	0	0	
	MANCHESTER	RYANAIR	S	D	21	0	0	90	10	0	0	0	0	4	0	0	0	
<b>TOTAL GERONA</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>7</b>	<b>7</b>	
GIBRALTAR																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	7	3	3	3	0	17	45	38	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	7	10	7	0	0	13	97	2	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	83	7	7	0	3	0	19	73	33	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	93	7	0	0	0	0	4	83	12	30	
	LUTON	MONARCH AIRLINES	S	A	18	0	0	17	33	39	11	0	0	32	35	25	26	
	LUTON	MONARCH AIRLINES	S	D	19	0	0	84	11	5	0	0	0	8	67	15	27	
	MANCHESTER	MONARCH AIRLINES	S	A	13	0	0	0	38	54	0	0	8	65	20	84	15	
	MANCHESTER	MONARCH AIRLINES	S	D	13	0	0	100	0	0	0	0	0	4	80	16	15	
<b>TOTAL GIBRALTAR</b>					<b>182</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>65</b>	<b>25</b>	<b>25</b>	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 2011				
					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	
GLASGOW	LONDON CITY	BA CITYFLYER LTD	S	A	99	0	0	85	5	5	3	2	0	13	89	12	87
	LONDON CITY	BA CITYFLYER LTD	S	D	105	0	0	89	4	6	2	0	0	7	89	6	85
	GATWICK	BRITISH AIRWAYS PLC	S	A	115	0	0	84	11	3	0	1	0	8	75	16	118
	GATWICK	BRITISH AIRWAYS PLC	S	D	115	0	0	90	3	6	1	0	0	6	92	5	119
	HEATHROW	BRITISH AIRWAYS PLC	S	A	255	0	1	88	5	4	2	2	0	10	66	26	238
	HEATHROW	BRITISH AIRWAYS PLC	S	D	255	0	0	88	7	3	1	1	0	8	71	18	238
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	101	0	0	82	10	5	3	0	0	8	76	15	84
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	101	0	0	87	8	2	3	0	0	7	85	9	84
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	98	0	0	97	2	1	0	0	0	2	84	12	103
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	98	0	0	91	4	5	0	0	0	4	80	11	103
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	120	0	0	94	2	3	1	0	0	3	90	6	129
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	120	0	0	96	3	1	1	0	0	2	92	5	132
	BIRMINGHAM	FLYBE LTD	S	A	162	2	2	90	3	4	4	0	0	7	82	15	170
	BIRMINGHAM	FLYBE LTD	S	D	163	0	1	87	5	4	4	0	0	9	78	17	172
	MANCHESTER	FLYBE LTD	S	A	63	0	2	84	6	6	3	0	0	10	91	8	77
	MANCHESTER	FLYBE LTD	S	D	63	0	3	76	6	13	5	0	0	14	88	9	77
<b>TOTAL GLASGOW</b>					<b>2033</b>	<b>9</b>	<b>9</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>14</b>	<b>14</b>
GOA	GATWICK	MONARCH AIRLINES	C	A	8	0	0	75	0	13	13	0	0	15	14	60	7
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	63	25	0	13	0	0	15	75	102	8
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	16	0	107	3
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	50	37	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	0	33	0	0	53	100	0	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	0	25	0	0	56	0	39	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	13	0	0	0	8	71	40	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	33	22	22	11	11	0	42	44	58	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	33	33	0	0	0	33	169	17	57	6
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	0	0	25	120	63	21	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	1	67	48	3
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	40	36	5
<b>TOTAL GOA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>35</b>	<b>46</b>	<b>52</b>	<b>52</b>
GOTEBORG	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	86	10	2	2	0	0	6	67	33	6

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
GOTEBORG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	95	3	2	0	0	0	2	83	25	6	
	BIRMINGHAM	CITY AIRLINE	S	A	23	0	2	96	0	4	0	0	0	4	88	7	43	
	BIRMINGHAM	CITY AIRLINE	S	D	23	0	2	91	4	4	0	0	0	3	81	8	43	
	MANCHESTER	CITY AIRLINE	S	A	47	0	0	64	26	11	0	0	0	14	63	12	48	
	MANCHESTER	CITY AIRLINE	S	D	47	0	0	74	17	9	0	0	0	9	94	9	49	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	90	3	7	0	0	0	4	90	10	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	83	10	7	0	0	0	6	80	11	30	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	88	0	13	0	0	0	5	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	0	13	0	0	0	6	0	0	0	
	HEATHROW	SAS	S	A	56	0	0	84	11	2	2	2	0	11	68	18	56	
	HEATHROW	SAS	S	D	56	0	0	88	5	5	0	2	0	9	79	13	56	
<b>TOTAL GOTEBORG</b>					<b>448</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>12</b>	<b>12</b>	
GOTEBORG (SAVE)																		
	EDINBURGH	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	0	100	4	12	
	EDINBURGH	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	0	83	5	12	
	STANSTED	RYANAIR	S	A	59	0	1	95	2	3	0	0	0	2	83	10	59	
	STANSTED	RYANAIR	S	D	60	0	0	95	2	3	0	0	0	4	87	7	60	
<b>TOTAL GOTEBORG (SAVE)</b>					<b>145</b>	<b>0</b>	<b>1</b>	<b>96</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>8</b>	<b>8</b>	
GRANADA																		
GRAND CAYMAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	71	6	6	12	0	6	44	81	7	16	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	61	22	11	0	6	0	25	71	11	17	
<b>TOTAL GRAND CAYMAN</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>34</b>	<b>76</b>	<b>9</b>	<b>9</b>	
GRAZ																		
	STANSTED	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	5	59	19	17	
	STANSTED	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	3	71	11	17	
<b>TOTAL GRAZ</b>					<b>26</b>	<b>2</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>65</b>	<b>15</b>	<b>15</b>	
GRENADA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	0	0	11	0	23	89	4	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	0	22	11	0	0	29	67	11	9	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	13	50	30	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	50	0	25	25	0	0	38	75	15	4	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)												
GRENADA																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	4	0	0	75	0	0	25	0	0	31	50	31	4	
<b>TOTAL GRENADA</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>3</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>70</b>	<b>15</b>	<b>15</b>	
GUERNSEY																		
	GATWICK	AURIGNY AIR SERVICES		S A	168	0	0	93	5	2	0	0	2	88	13	139		
	GATWICK	AURIGNY AIR SERVICES		S D	168	0	0	93	4	3	0	0	3	83	19	139		
	MANCHESTER	AURIGNY AIR SERVICES		S A	60	0	0	92	5	3	0	0	3	79	20	56		
	MANCHESTER	AURIGNY AIR SERVICES		S D	60	0	0	92	5	2	2	0	4	84	20	56		
	STANSTED	AURIGNY AIR SERVICES		S A	26	0	0	92	4	4	0	0	3	88	6	25		
	STANSTED	AURIGNY AIR SERVICES		S D	26	0	0	100	0	0	0	0	1	88	6	26		
	BIRMINGHAM	FLYBE LTD		S A	27	0	0	85	7	7	0	0	7	62	41	26		
	BIRMINGHAM	FLYBE LTD		S D	26	0	0	96	4	0	0	0	3	84	10	25		
	GATWICK	FLYBE LTD		S A	124	0	0	87	6	4	2	0	6	88	9	137		
	GATWICK	FLYBE LTD		S D	124	0	0	90	2	4	3	0	6	87	10	158		
<b>TOTAL GUERNSEY</b>					<b>810</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>14</b>	<b>14</b>		

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	13	0	0	69	23	8	0	0	0	9	63	13	16	
	EDINBURGH	RYANAIR	S	D	13	0	0	77	15	8	0	0	0	9	88	40	16	
	MANCHESTER	RYANAIR	S	A	13	0	0	92	0	8	0	0	0	3	0	0	0	
	MANCHESTER	RYANAIR	S	D	13	0	0	85	8	8	0	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	A	68	0	0	84	6	10	0	0	0	8	74	18	82	
	STANSTED	RYANAIR	S	D	68	0	0	76	9	10	4	0	0	12	72	15	82	
<b>TOTAL HAHN</b>					<b>188</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>18</b>	<b>18</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	16	0	0	81	19	0	0	0	0	7	64	19	14	
	HEATHROW	AIR CANADA	S	D	15	0	0	87	7	7	0	0	0	6	87	4	15	
<b>TOTAL HALIFAX INT</b>					<b>31</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>76</b>	<b>11</b>	<b>11</b>	
HAMBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	87	8	3	1	2	0	8	80	15	119	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	87	8	2	2	1	0	7	84	12	120	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	42	0	0	86	12	2	0	0	0	6	78	14	51	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	42	0	0	86	12	2	0	0	0	7	75	16	52	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	76	14	5	5	0	0	9	83	7	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	81	10	10	0	0	0	6	87	6	30	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	94	6	0	0	0	0	3	80	16	5	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	94	0	6	0	0	0	4	100	3	5	
	BIRMINGHAM	FLYBE LTD	S	A	21	0	0	90	5	5	0	0	0	3	62	28	21	
	BIRMINGHAM	FLYBE LTD	S	D	21	0	0	86	5	10	0	0	0	7	70	15	23	
	HEATHROW	LUFTHANSA	S	A	112	0	1	82	10	4	3	2	0	12	74	15	117	
	HEATHROW	LUFTHANSA	S	D	112	0	0	79	12	4	3	2	0	13	79	11	117	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	73	0	0	85	5	10	0	0	0	8	68	15	71	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	73	0	0	82	12	5	0	0	0	7	75	11	71	
<b>TOTAL HAMBURG</b>					<b>812</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>13</b>	<b>13</b>	
HANOVER																		
	BIRMINGHAM	AIR BERLIN	C	A	9	0	0	100	0	0	0	0	0	0	100	1	8	
	BIRMINGHAM	AIR BERLIN	C	D	9	0	0	78	22	0	0	0	0	6	63	12	8	
	HEATHROW	BMI BRITISH MIDLAND	S	A	81	0	1	85	4	7	2	1	0	10	72	17	81	
	HEATHROW	BMI BRITISH MIDLAND	S	D	81	0	1	83	6	7	2	1	0	11	84	14	81	
	BIRMINGHAM	FLYBE LTD	S	A	39	0	0	92	5	0	3	0	0	4	87	15	39	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	39	0	0	77	13	8	3	0	0	12	63	28	40	
	MANCHESTER	FLYBE LTD	S	A	26	0	0	81	4	12	4	0	0	11	72	13	29	
	MANCHESTER	FLYBE LTD	S	D	26	0	0	54	19	15	12	0	0	23	59	20	29	
	STANSTED	GERMANWINGS	S	A	52	0	0	83	12	4	2	0	0	8	79	12	56	
	STANSTED	GERMANWINGS	S	D	52	0	0	83	8	8	2	0	0	9	73	14	56	
<b>TOTAL HANOVER</b>					<b>418</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>14</b>	<b>14</b>	
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	3	0	1	0	0	0	33	33	33	294	25	51	8	
	GATWICK	AIR ZIMBABWE	S	D	3	0	1	0	0	33	67	0	0	94	22	25	9	
<b>TOTAL HARARE</b>					<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>194</b>	<b>24</b>	<b>37</b>	<b>37</b>	
HASSI MESSAOUD																		
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	92	8	0	0	0	0	5	46	16	13	
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	92	8	0	0	0	0	2	92	4	13	
<b>TOTAL HASSI MESSAOUD</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>4</b>	<b>69</b>	<b>10</b>	<b>10</b>	
HAUGESUND																		
	STANSTED	RYANAIR	S	A	13	0	0	85	15	0	0	0	0	5	92	4	12	
	STANSTED	RYANAIR	S	D	13	0	0	85	15	0	0	0	0	4	92	3	12	
<b>TOTAL HAUGESUND</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>3</b>	<b>3</b>	
HAVANA																		
	GATWICK	CUBANA	S	A	4	0	0	100	0	0	0	0	0	0	75	9	4	
	GATWICK	CUBANA	S	D	4	0	0	25	50	25	0	0	0	23	25	21	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	12	0	1	92	0	8	0	0	0	3	33	47	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	85	8	8	0	0	0	11	38	54	8	
<b>TOTAL HAVANA</b>					<b>33</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>40</b>	<b>39</b>	<b>39</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	168	0	0	86	7	4	2	1	0	9	74	16	187	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	168	0	0	87	7	3	3	1	0	9	69	20	186	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	169	0	1	77	12	7	3	1	0	13	66	19	190	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	174	0	1	83	9	5	3	1	0	11	77	15	193	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	248	0	0	83	11	4	1	1	0	9	73	21	252	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	248	0	0	83	8	4	3	1	0	12	73	24	251	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	255	0	0	85	10	3	1	1	0	9	65	20	237	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
HEATHROW																		
	GLASGOW	BRITISH AIRWAYS PLC	S	D	255	0	1	87	6	3	2	2	0	10	68	25	239	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	225	0	0	79	13	6	2	0	0	11	65	22	223	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	226	0	0	85	7	4	4	0	0	10	73	17	222	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	172	0	1	89	6	3	2	0	0	6	76	15	166	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	172	0	1	85	8	4	3	0	1	13	69	22	167	
	STANSTED	VIRGIN ATLANTIC AIRWAYS LTD	S	D	2	0	0	0	0	50	50	0	0	70	0	0	0	
<b>TOTAL HEATHROW</b>					<b>2485</b>	<b>2</b>	<b>5</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>20</b>	<b>20</b>	
HELSINKI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	81	7	8	2	2	0	13	65	20	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	86	7	2	5	0	0	11	87	12	60	
	HEATHROW	FINNAIR	S	A	120	0	0	83	8	4	4	1	0	12	66	17	117	
	HEATHROW	FINNAIR	S	D	120	0	0	85	7	3	3	2	0	12	80	14	118	
	MANCHESTER	FINNAIR	S	A	60	0	0	88	10	2	0	0	0	7	78	10	59	
	MANCHESTER	FINNAIR	S	D	60	0	0	87	8	2	3	0	0	7	86	7	59	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	30	0	0	77	13	10	0	0	0	9	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	30	0	0	70	17	13	0	0	0	11	0	0	0	
<b>TOTAL HELSINKI</b>					<b>538</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>15</b>	<b>15</b>	
HERAKLION																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	6	0	0	100	0	0	0	0	0	3	100	0	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	6	0	0	100	0	0	0	0	0	2	100	0	1	
<b>TOTAL HERAKLION</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>100</b>	<b>0</b>	<b>0</b>	
HOLGUIN (FRANK PAIS)																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	8	100	0	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	6	100	0	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	18	50	70	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	44	50	111	2	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	8	80	5	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	60	12	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	20	100	5	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	14	67	11	3	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>20</b>	<b>20</b>	
HONG KONG (CHEP LAP KOK)																		

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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		
HONG KONG (CHEP LAP KOK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	98	2	0	0	0	0	0	90	6	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	78	13	5	3	0	0	11	67	32	60	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	120	0	5	93	6	1	0	0	0	3	55	34	119	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	120	0	1	85	8	8	0	0	0	7	69	27	119	
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>360</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>27</b>	<b>27</b>	
HOUSTON																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	51	0	0	71	22	4	2	2	0	15	73	16	55	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	51	0	0	82	10	8	0	0	0	8	65	19	55	
	HEATHROW	CONTINENTAL AIRLINES	S	A	55	0	0	75	15	9	0	0	2	16	85	11	54	
	HEATHROW	CONTINENTAL AIRLINES	S	D	55	0	0	73	9	9	9	0	0	18	61	29	54	
<b>TOTAL HOUSTON</b>					<b>212</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>18</b>	<b>18</b>	
HURGHADA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	100	0	0	0	0	0	2	77	7	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	100	0	0	0	0	0	3	85	8	13	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7	100	0	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	14	100	3	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	11	0	0	0	9	63	34	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	11	0	0	0	9	56	27	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	33	0	22	0	0	26	100	0	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	11	11	0	0	23	67	14	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	25	75	0	0	0	0	14	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	12	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	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL HURGHADA</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>14</b>	<b>14</b>	
HYDERABAD ( RAJIV GHANDI )																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	95	0	0	5	0	0	6	90	3	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	77	9	9	0	5	0	21	59	27	22	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>15</b>	<b>15</b>	



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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
IBIZA																		
ILHA DO SAL C.VERDE																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	5	0	0	80	0	0	20	0	0	19	60	11	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	3	40	17	5	
	GATWICK	THOMSON AIRWAYS LTD	S	A	8	0	0	50	25	13	13	0	0	27	20	33	5	
	GATWICK	THOMSON AIRWAYS LTD	S	D	8	0	0	75	25	0	0	0	0	10	60	18	5	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	5	0	0	40	20	40	0	0	0	27	0	94	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	5	0	0	20	60	20	0	0	0	20	25	83	4	
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>36</b>	<b>39</b>	<b>39</b>	
INNSBRUCK																		
INVERNESS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	71	13	13	3	0	0	12	83	21	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	79	11	8	3	0	0	9	86	13	29	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	24	0	5	96	4	0	0	0	0	2	66	27	29	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	24	0	6	96	4	0	0	0	0	2	76	15	29	
	BIRMINGHAM	FLYBE LTD	S	A	25	0	1	80	8	8	4	0	0	8	81	7	26	
	BIRMINGHAM	FLYBE LTD	S	D	26	0	0	85	8	4	4	0	0	9	73	62	26	
	GATWICK	FLYBE LTD	S	A	81	0	0	85	7	5	1	1	0	10	85	14	78	
	GATWICK	FLYBE LTD	S	D	81	0	0	81	10	6	1	1	0	9	80	14	76	
	MANCHESTER	FLYBE LTD	S	A	52	0	0	81	4	6	6	4	0	18	73	25	49	
	MANCHESTER	FLYBE LTD	S	D	52	0	0	69	10	12	10	0	0	19	72	21	50	
<b>TOTAL INVERNESS</b>					<b>441</b>	<b>2</b>	<b>12</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>20</b>	<b>20</b>	
IRELAND WEST(KNOCK)																		
	GATWICK	AER LINGUS	S	A	27	0	0	74	15	7	4	0	0	11	88	5	17	
	GATWICK	AER LINGUS	S	D	27	0	0	81	11	4	4	0	0	10	76	9	17	
	BIRMINGHAM	BMIBABY LTD	S	A	17	0	0	88	6	0	6	0	0	10	76	20	17	
	BIRMINGHAM	BMIBABY LTD	S	D	17	0	0	76	12	6	6	0	0	16	71	16	17	
	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	2	0	0	0	
	MANCHESTER	FLYBE LTD	S	A	17	0	0	59	12	12	18	0	0	29	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	17	0	0	53	24	6	18	0	0	23	0	0	0	
	LUTON	RYANAIR	S	A	30	0	0	77	17	3	3	0	0	11	80	10	30	
	LUTON	RYANAIR	S	D	30	0	0	77	7	13	3	0	0	14	67	13	30	
	STANSTED	RYANAIR	S	A	28	0	0	93	7	0	0	0	0	4	90	6	29	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						NOV 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)											
IRELAND WEST(KNOCK)	STANSTED	RYANAIR	S	D	30	0	0	93	7	0	0	0	0	2	93	3	30
<b>TOTAL IRELAND WEST(KNOCK)</b>					<b>266</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>11</b>	<b>11</b>
ISLAMABAD	MANCHESTER	AIR BLUE	S	A	12	0	1	8	17	25	42	8	0	74	31	56	13
	MANCHESTER	AIR BLUE	S	D	12	0	1	17	8	17	58	0	0	76	8	59	13
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	13	0	0	69	8	23	0	0	0	14	15	58	13
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	13	0	0	85	8	0	8	0	0	11	15	44	13
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	17	0	0	53	12	18	12	0	6	45	35	27	17
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	69	23	8	0	0	0	10	29	41	17
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	17	1	1	47	18	18	12	6	0	36	14	54	22
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	17	0	0	29	35	12	18	6	0	39	18	44	22
<b>TOTAL ISLAMABAD</b>					<b>114</b>	<b>1</b>	<b>3</b>	<b>47</b>	<b>17</b>	<b>15</b>	<b>18</b>	<b>3</b>	<b>1</b>	<b>38</b>	<b>21</b>	<b>47</b>	<b>47</b>
ISLAY	GLASGOW	LOGANAIR	S	A	51	0	0	94	4	2	0	0	0	2	87	11	52
	GLASGOW	LOGANAIR	S	D	51	0	0	100	0	0	0	0	0	3	81	14	52
<b>TOTAL ISLAY</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>12</b>	<b>12</b>
ISLE OF MAN	LONDON CITY	AER ARANN	S	A	71	0	4	66	8	10	11	4	0	28	79	12	70
	LONDON CITY	AER ARANN	S	D	70	0	3	67	7	10	13	3	0	27	77	12	70
	NEWCASTLE	FLM AVIATION	S	A	5	0	0	100	0	0	0	0	0	0	36	42	11
	NEWCASTLE	FLM AVIATION	S	D	5	0	0	100	0	0	0	0	0	0	33	70	12
	BIRMINGHAM	FLYBE LTD	S	A	48	0	0	96	0	0	4	0	0	5	72	32	46
	BIRMINGHAM	FLYBE LTD	S	D	48	0	0	88	6	0	6	0	0	10	62	41	47
	GATWICK	FLYBE LTD	S	A	109	0	0	89	6	2	3	1	0	9	86	12	107
	GATWICK	FLYBE LTD	S	D	109	0	0	91	1	5	4	0	0	6	84	16	105
	LUTON	FLYBE LTD	S	A	14	0	0	93	7	0	0	0	0	2	79	21	28
	LUTON	FLYBE LTD	S	D	14	0	0	93	7	0	0	0	0	2	70	16	27
	MANCHESTER	FLYBE LTD	S	A	112	0	0	89	6	1	4	0	0	6	84	10	122
	MANCHESTER	FLYBE LTD	S	D	112	0	0	90	4	3	4	0	0	7	85	8	123
	EDINBURGH	LOGANAIR	S	A	20	0	0	80	0	5	15	0	0	14	82	23	22
	EDINBURGH	LOGANAIR	S	D	21	0	0	76	5	10	10	0	0	14	82	23	22
	GLASGOW	LOGANAIR	S	A	15	0	0	87	0	0	13	0	0	12	93	22	15
	GLASGOW	LOGANAIR	S	D	16	0	0	81	6	0	13	0	0	14	93	20	15

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)												
ISLE OF MAN																		
	NEWCASTLE	VAN AIR EUROPE AS	S	A	8	0	0	88	0	0	0	13	0	31	31	44	13	
	NEWCASTLE	VAN AIR EUROPE AS	S	D	8	0	0	88	0	0	0	13	0	28	31	49	13	
<b>TOTAL ISLE OF MAN</b>					<b>805</b>	<b>4</b>	<b>8</b>	<b>85</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>18</b>	<b>18</b>	
ISTANBUL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	70	0	0	83	1	10	4	1	0	12	65	42	71	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	70	0	0	71	9	14	6	0	0	16	69	27	71	
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	A	20	0	0	80	5	15	0	0	0	8	30	30	20	
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	D	20	0	0	85	5	10	0	0	0	9	30	43	20	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	128	0	0	82	5	9	5	0	0	11	39	45	128	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	128	0	0	80	9	5	5	1	0	11	50	47	127	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	30	0	0	90	10	0	0	0	0	6	47	31	30	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	30	0	0	80	13	7	0	0	0	8	37	40	30	
<b>TOTAL ISTANBUL</b>					<b>496</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>49</b>	<b>41</b>	<b>41</b>	
ISTANBUL (SABIHA GOKCEN)																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	65	4	30	0	0	0	14	65	17	17	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	65	13	17	4	0	0	15	78	15	18	
	STANSTED	PEGASUS AIRLINES	S	A	42	0	0	95	5	0	0	0	0	4	28	35	32	
	STANSTED	PEGASUS AIRLINES	S	D	43	0	0	88	7	5	0	0	0	7	19	43	32	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>					<b>132</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>51</b>	<b>29</b>	<b>29</b>	
IZMIR (ADNAM MENDERES)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	PEGASUS AIRLINES	S	A	8	0	0	100	0	0	0	0	0	1	0	0	0	
	STANSTED	PEGASUS AIRLINES	S	D	8	0	0	88	13	0	0	0	0	4	0	0	0	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>11</b>	<b>11</b>	

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	C	A	16	0	0	13	19	44	25	0	0	52	0	64	6	
	HEATHROW	BMI BRITISH MIDLAND	S	A	15	0	0	87	0	7	0	0	7	33	69	12	13	
	HEATHROW	BMI BRITISH MIDLAND	S	D	15	0	0	60	20	13	7	0	0	21	38	26	13	
	MANCHESTER	BMI BRITISH MIDLAND	C	A	5	0	0	0	20	40	40	0	0	55	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	1	100	0	0	0	0	0	1	90	11	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	90	0	10	0	0	0	6	75	18	20	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	37	0	0	70	24	3	3	0	0	12	83	12	30	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	30	0	0	77	10	10	3	0	0	10	80	13	30	
<b>TOTAL JEDDAH</b>					<b>162</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>65</b>	<b>31</b>	<b>31</b>	
JERBA																		
JERSEY																		
	LONDON CITY	BLUE ISLANDS LIMITED	S	A	43	0	0	81	7	12	0	0	0	8	0	0	0	
	LONDON CITY	BLUE ISLANDS LIMITED	S	D	43	0	0	77	12	12	0	0	0	10	0	0	0	
	MANCHESTER	BLUE ISLANDS LIMITED	S	A	30	0	0	80	13	3	3	0	0	12	0	0	0	
	MANCHESTER	BLUE ISLANDS LIMITED	S	D	30	0	0	83	13	0	3	0	0	8	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	147	0	0	80	11	8	1	0	0	9	84	10	147	
	GATWICK	BRITISH AIRWAYS PLC	S	D	147	0	0	87	9	3	1	0	0	5	90	7	147	
	BIRMINGHAM	FLYBE LTD	S	A	26	0	0	92	0	4	0	4	0	9	80	4	25	
	BIRMINGHAM	FLYBE LTD	S	D	26	0	0	88	8	4	0	0	0	7	74	26	27	
	GATWICK	FLYBE LTD	S	A	116	0	1	91	3	4	1	0	0	4	87	11	181	
	GATWICK	FLYBE LTD	S	D	117	0	0	88	7	3	2	0	0	5	85	17	160	
	LUTON	FLYBE LTD	S	A	13	0	0	100	0	0	0	0	0	2	53	21	15	
	LUTON	FLYBE LTD	S	D	13	0	0	92	8	0	0	0	0	2	53	23	15	
	MANCHESTER	FLYBE LTD	S	A	27	0	0	96	4	0	0	0	0	3	80	27	30	
	MANCHESTER	FLYBE LTD	S	D	27	0	0	74	11	4	7	4	0	22	97	3	30	
	NEWCASTLE	FLYBE LTD	S	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	FLYBE LTD	S	D	3	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL JERSEY</b>					<b>811</b>	<b>2</b>	<b>1</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>12</b>	<b>12</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	93	7	0	0	0	0	4	92	28	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	68	17	12	2	2	0	16	73	27	59	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	50	0	0	82	12	6	0	0	0	6	74	26	47	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	50	0	1	82	8	4	6	0	0	9	59	22	51	

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
JOHANNESBURG	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	87	10	3	0	0	0	8	83	8	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	97	0	0	3	0	0	5	60	21	30
<b>TOTAL JOHANNESBURG</b>					<b>280</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>23</b>	<b>23</b>

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
KARACHI	HEATHROW	PAKISTAN INTL AIRLINES	S	A	3	0	0	67	0	0	33	0	0	28	25	33	4
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	11	0	0	45	18	27	0	0	9	52	36	28	14
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	11	0	0	45	27	9	9	9	0	39	22	27	9
<b>TOTAL KARACHI</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>20</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>44</b>	<b>30</b>	<b>28</b>	<b>28</b>
KARLSRUHE/BADEN BADEN	STANSTED	RYANAIR	S	A	29	0	1	97	0	3	0	0	0	4	87	12	30
	STANSTED	RYANAIR	S	D	30	0	0	87	10	3	0	0	0	5	93	7	30
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>9</b>	<b>9</b>
KATOWICE	BIRMINGHAM	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	4	78	8	9
	BIRMINGHAM	RYANAIR	S	D	9	0	0	89	0	11	0	0	0	6	89	5	9
	MANCHESTER	RYANAIR	S	A	9	0	0	78	22	0	0	0	0	6	0	0	0
	MANCHESTER	RYANAIR	S	D	9	0	0	89	0	11	0	0	0	6	0	0	0
	STANSTED	RYANAIR	S	A	33	0	0	91	0	3	3	3	0	12	90	7	31
	STANSTED	RYANAIR	S	D	30	0	0	100	0	0	0	0	0	1	93	2	30
	LUTON	WIZZ AIR	S	A	60	0	0	93	5	2	0	0	0	2	80	8	59
	LUTON	WIZZ AIR	S	D	60	0	0	62	23	13	2	0	0	16	68	18	59
<b>TOTAL KATOWICE</b>					<b>219</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>10</b>	<b>10</b>
KAUNAS	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	4	0	0	0
	EDINBURGH	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	0	100	1	7
	EDINBURGH	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	4	86	4	7
	GATWICK	RYANAIR	S	A	21	0	0	86	5	0	10	0	0	9	77	10	30
	GATWICK	RYANAIR	S	D	21	0	0	90	0	5	5	0	0	6	77	11	30
	LUTON	RYANAIR	S	A	21	0	0	100	0	0	0	0	0	1	77	36	13
	LUTON	RYANAIR	S	D	21	0	0	100	0	0	0	0	0	1	69	40	13
	STANSTED	RYANAIR	S	A	29	0	0	90	10	0	0	0	0	6	87	12	30
	STANSTED	RYANAIR	S	D	30	0	0	93	7	0	0	0	0	6	87	11	30
<b>TOTAL KAUNAS</b>					<b>177</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>14</b>	<b>14</b>
KEFLAVIK	GATWICK	ASTRAEUS LTD	S	A	17	6	1	35	29	18	18	0	0	34	75	11	28

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 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)												
KEFLAVIK																		
	GATWICK	ASTRAEUS LTD	S	D	16	6	1	44	13	25	19	0	0	34	64	19	28	
	GATWICK	CSA CZECH AIRLINES	S	A	8	0	0	0	75	25	0	0	0	29	0	0	0	
	GATWICK	CSA CZECH AIRLINES	S	D	8	0	0	13	50	38	0	0	0	25	0	0	0	
	GLASGOW	ICELANDAIR	S	A	13	0	0	46	46	0	8	0	0	22	94	2	17	
	GLASGOW	ICELANDAIR	S	D	13	0	0	92	8	0	0	0	0	3	88	4	17	
	HEATHROW	ICELANDAIR	S	A	55	0	0	53	35	11	2	0	0	17	80	11	56	
	HEATHROW	ICELANDAIR	S	D	55	0	0	56	25	15	4	0	0	19	79	16	56	
	MANCHESTER	ICELANDAIR	S	A	8	0	0	88	13	0	0	0	0	8	100	4	17	
	MANCHESTER	ICELANDAIR	S	D	8	0	0	88	13	0	0	0	0	5	82	5	17	
<b>TOTAL KEFLAVIK</b>					<b>201</b>	<b>12</b>	<b>2</b>	<b>53</b>	<b>29</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>11</b>	<b>11</b>	
KERRY COUNTY																		
	MANCHESTER	AER ARANN	S	A	2	0	0	100	0	0	0	0	0	9	82	7	17	
	MANCHESTER	AER ARANN	S	D	2	0	0	100	0	0	0	0	0	8	82	7	17	
	LUTON	RYANAIR	S	A	30	0	0	93	3	3	0	0	0	2	86	9	29	
	LUTON	RYANAIR	S	D	30	0	0	83	7	10	0	0	0	6	80	14	30	
	STANSTED	RYANAIR	S	A	17	0	0	82	6	6	6	0	0	11	88	5	17	
	STANSTED	RYANAIR	S	D	17	0	0	82	0	12	6	0	0	12	88	9	17	
<b>TOTAL KERRY COUNTY</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>9</b>	<b>9</b>	
KHARTOUM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	77	15	8	0	0	0	6	71	100	14	
	HEATHROW	BMI BRITISH MIDLAND	S	D	12	0	0	67	17	17	0	0	0	11	46	26	13	
<b>TOTAL KHARTOUM</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>59</b>	<b>65</b>	<b>65</b>	
KIEV (BORISPOL)																		
	GATWICK	AEROSVIT AIRLINES	S	A	21	0	0	76	10	10	0	5	0	20	0	0	0	
	GATWICK	AEROSVIT AIRLINES	S	D	21	0	0	71	19	5	0	5	0	18	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	83	7	3	7	0	0	10	57	23	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	86	7	3	3	0	0	7	90	4	30	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	30	0	0	73	23	3	0	0	0	13	65	14	31	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	30	0	0	83	10	7	0	0	0	9	81	10	31	
<b>TOTAL KIEV (BORISPOL)</b>					<b>160</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>14</b>	<b>14</b>	
KIEV (ZHULYANY)																		

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

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					Actual (7)	Plan (8)												
KIEV (ZHULYANY)																		
	MANCHESTER	AEROSVIT AIRLINES	C	A	2	0	0	0	50	50	0	0	0	32	0	0	0	
	LUTON	WIZZ AIR	S	A	13	0	0	77	15	0	8	0	0	15	0	0	0	
	LUTON	WIZZ AIR	S	D	13	0	0	85	8	8	0	0	0	7	0	0	0	
<b>TOTAL KIEV (ZHULYANY)</b>					<b>28</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KINGSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	11	0	0	0	11	78	5	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	38	63	0	0	0	0	17	89	10	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	38	38	13	13	0	0	26	67	11	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	7	0	0	14	43	29	14	0	0	42	33	30	9	
<b>TOTAL KINGSTON</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>34</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>67</b>	<b>14</b>	<b>14</b>	
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	A	57	0	0	89	7	0	4	0	0	6	93	3	58	
	EDINBURGH	LOGANAIR	S	D	57	0	0	86	7	0	5	2	0	13	78	12	58	
	GLASGOW	LOGANAIR	S	A	29	0	0	93	7	0	0	0	0	3	71	46	28	
	GLASGOW	LOGANAIR	S	D	29	0	0	97	3	0	0	0	0	3	83	17	30	
<b>TOTAL KIRKWALL</b>					<b>172</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>15</b>	<b>15</b>	
KITTLA																		
<b>TOTAL KITTLA</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</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>	
KLAGENFURT																		
	STANSTED	RYANAIR	S	A	17	0	0	65	18	18	0	0	0	14	62	23	13	
	STANSTED	RYANAIR	S	D	17	0	0	94	6	0	0	0	0	3	85	14	13	
<b>TOTAL KLAGENFURT</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>19</b>	<b>19</b>	
KOS																		
KRAKOW																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	75	25	0	0	0	0	5	73	10	11	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	83	0	17	0	0	0	7	73	12	11	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	93	3	3	0	0	0	4	83	15	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	10	3	0	0	0	5	90	13	30	
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	75	13	0	13	0	0	25	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	100	0	0	0	0	0	2	0	0	0	
	EDINBURGH	RYANAIR	S	A	13	0	0	69	23	8	0	0	0	10	67	42	12	
	EDINBURGH	RYANAIR	S	D	13	0	0	85	15	0	0	0	0	5	83	35	12	



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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
KRAKOW	STANSTED	RYANAIR	S	A	56	0	1	91	4	0	5	0	0	7	92	5	51
	STANSTED	RYANAIR	S	D	60	0	0	93	2	2	3	0	0	6	88	6	52
<b>TOTAL KRAKOW</b>					<b>248</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>13</b>	<b>13</b>
KUALA LUMPUR (SEPANG)	GATWICK	AIR ASIA	S	A	13	0	0	46	23	31	0	0	0	24	0	0	0
	GATWICK	AIR ASIA	S	D	13	0	0	38	15	38	8	0	0	27	0	0	0
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS	S	A	60	0	0	85	3	7	3	2	0	12	85	13	60
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS	S	D	60	0	0	85	10	2	3	0	0	8	73	14	60
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>13</b>	<b>13</b>
KUWAIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	97	0	0	3	0	0	3	93	2	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	72	10	17	0	0	0	12	83	11	29
	HEATHROW	KUWAIT AIRWAYS	S	A	32	0	0	88	3	9	0	0	0	7	63	11	30
	HEATHROW	KUWAIT AIRWAYS	S	D	29	0	0	62	24	10	3	0	0	15	73	13	30
<b>TOTAL KUWAIT</b>					<b>119</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>9</b>	<b>9</b>

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	90	0	3	3	3	0	12	73	20	30
	HEATHROW	VUELING AIRLINES	S	D	30	0	0	83	7	0	7	3	0	15	87	19	30
<b>TOTAL LA CORUNA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>20</b>	<b>20</b>
LA ROCHELLE	STANSTED	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	1	85	93	13
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	1	100	2	13
<b>TOTAL LA ROCHELLE</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>92</b>	<b>48</b>	<b>48</b>
LA ROMANA																	
LAGOS	HEATHROW	ARIK AIR	S	A	30	0	0	70	13	13	3	0	0	16	83	7	30
	HEATHROW	ARIK AIR	S	D	30	0	0	83	7	7	0	3	0	15	52	17	29
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	3	0	0	0	2	97	7	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	27	40	27	7	0	0	28	27	40	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	93	0	0	7	0	0	9	80	10	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	70	17	13	0	0	0	10	41	26	29
<b>TOTAL LAGOS</b>					<b>180</b>	<b>5</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>18</b>	<b>18</b>
LAHORE	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	54	31	15	0	0	0	13	21	80	19
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	92	8	0	0	0	0	4	44	40	9
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	11	0	0	45	18	36	0	0	0	22	9	48	11
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	78	11	11	0	0	0	12	0	60	7
<b>TOTAL LAHORE</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>17</b>	<b>69</b>	<b>69</b>
LAMETIA-TERME	STANSTED	RYANAIR	S	A	17	0	0	71	12	18	0	0	0	13	0	0	0
	STANSTED	RYANAIR	S	D	17	0	0	82	12	6	0	0	0	7	0	0	0
<b>TOTAL LAMETIA-TERME</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
LARNACA	HEATHROW	AEGEAN AIRLINES	S	A	30	0	0	83	13	3	0	0	0	8	0	0	0
	HEATHROW	AEGEAN AIRLINES	S	D	29	0	0	59	14	24	3	0	0	20	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	0	0	7	3	3	28	77	20	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	13	7	10	0	0	17	80	13	30
	HEATHROW	CYPRUS AIRWAYS	S	A	46	0	0	67	20	7	7	0	0	17	60	23	50

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LARNACA																		
	HEATHROW	CYPRUS AIRWAYS	S	D	46	0	0	59	9	24	9	0	0	24	71	18	48	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	90	0	5	5	0	0	8	70	11	23	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	90	10	0	0	0	0	4	74	12	23	
	BIRMINGHAM	MONARCH AIRLINES	S	A	10	0	0	90	10	0	0	0	0	3	92	3	12	
	BIRMINGHAM	MONARCH AIRLINES	S	D	10	0	0	90	0	10	0	0	0	6	82	8	11	
	LUTON	MONARCH AIRLINES	S	A	5	0	0	40	40	20	0	0	0	20	60	14	5	
	LUTON	MONARCH AIRLINES	S	D	5	0	0	80	20	0	0	0	0	10	100	3	4	
	MANCHESTER	MONARCH AIRLINES	S	A	9	0	0	78	11	11	0	0	0	10	67	18	12	
	MANCHESTER	MONARCH AIRLINES	S	D	9	0	0	78	11	11	0	0	0	10	82	17	11	
<b>TOTAL LARNACA</b>					<b>308</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>15</b>	<b>15</b>	
LAS PALMAS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	94	6	0	0	0	0	3	83	14	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	100	0	0	0	0	0	4	83	14	30	
	BIRMINGHAM	MONARCH AIRLINES	S	A	7	0	0	100	0	0	0	0	0	7	25	38	8	
	BIRMINGHAM	MONARCH AIRLINES	S	D	7	0	0	100	0	0	0	0	0	2	56	17	9	
	MANCHESTER	MONARCH AIRLINES	S	A	6	0	0	67	33	0	0	0	0	8	33	148	9	
	MANCHESTER	MONARCH AIRLINES	S	D	6	0	0	100	0	0	0	0	0	2	67	14	9	
	GATWICK	NORWEGIAN AIR SHUTTLE	C	A	2	0	0	0	100	0	0	0	0	28	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	89	0	11	0	0	0	5	75	8	8	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	3	75	13	8	
	EDINBURGH	RYANAIR	S	A	4	0	0	75	25	0	0	0	0	7	57	18	7	
	EDINBURGH	RYANAIR	S	D	4	0	0	100	0	0	0	0	0	0	100	3	7	
	LUTON	RYANAIR	S	A	8	0	0	75	25	0	0	0	0	8	89	4	9	
	LUTON	RYANAIR	S	D	8	0	0	75	0	25	0	0	0	15	67	9	9	
	STANSTED	RYANAIR	S	A	9	0	0	67	33	0	0	0	0	12	92	4	12	
	STANSTED	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	9	92	4	13	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	1	0	100	0	0	0	0	0	1	50	25	6	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	10	60	14	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	13	0	0	0	10	42	25	12	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	4	92	15	12	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	0	3	20	47	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	7	40	26	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	77	15	8	0	0	0	6	69	18	13	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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
LAS PALMAS	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	50	42	8	0	0	0	15	92	5	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	80	30	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	80	27	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	2	100	3	2
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	0	2
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	7	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	67	10	6
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	23	0	0	0
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	20	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	62	23	8	8	0	0	19	54	29	13
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	92	8	0	0	0	0	7	77	7	13
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	60	28	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	7	4
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	75	62	4
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	3	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	85	8	0	8	0	0	12	58	21	12
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	85	15	0	0	0	0	8	46	56	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	60	49	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	80	37	5
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	60	15	5
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	80	12	5
<b>TOTAL LAS PALMAS</b>					<b>306</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>25</b>	<b>25</b>
LAS VEGAS	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	47	27	17	10	0	0	26	33	28	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	7	17	3	0	0	15	57	19	30
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	0	86	0	127	2
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	76	7	7	10	0	0	17	67	16	30
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	69	21	7	3	0	0	14	53	21	30
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	50	25	25	0	0	0	18	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	88	13	0	0	0	0	7	0	0	0
<b>TOTAL LAS VEGAS</b>					<b>139</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>51</b>	<b>23</b>	<b>23</b>
LEEDS BRADFORD	EDINBURGH	BMI REGIONAL	S	A	38	0	0	84	3	8	5	0	0	10	100	1	38

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)												
LEEDS BRADFORD																		
	EDINBURGH	BMI REGIONAL	S	D	40	0	0	90	3	5	3	0	0	5	92	3	39	
	GLASGOW	BMI REGIONAL	S	A	43	0	0	86	5	2	7	0	0	9	90	7	40	
	GLASGOW	BMI REGIONAL	S	D	44	0	0	89	5	5	2	0	0	6	82	9	39	
<b>TOTAL LEEDS BRADFORD</b>					<b>166</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>7</b>	<b>7</b>	
LEIPZIG																		
	STANSTED	RYANAIR	S	A	20	0	0	95	5	0	0	0	0	2	0	0	0	
	STANSTED	RYANAIR	S	D	20	0	0	95	5	0	0	0	0	2	0	0	0	
<b>TOTAL LEIPZIG</b>					<b>41</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>0</b>	<b>0</b>	<b>0</b>	
LIBERIA																		
LIEGE																		
LIMOGES																		
	STANSTED	RYANAIR	S	A	13	0	0	85	0	8	8	0	0	10	85	6	13	
	STANSTED	RYANAIR	S	D	13	0	0	85	0	0	15	0	0	14	77	9	13	
<b>TOTAL LIMOGES</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>8</b>	<b>8</b>	
LINZ																		
	STANSTED	RYANAIR	S	A	13	0	0	85	15	0	0	0	0	4	62	13	13	
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	2	69	8	13	
<b>TOTAL LINZ</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>3</b>	<b>65</b>	<b>11</b>	<b>11</b>	
LISBON																		
	GATWICK	AIR PORTUGAL	S	A	28	0	0	86	4	4	7	0	0	10	100	1	39	
	GATWICK	AIR PORTUGAL	S	D	28	0	0	86	4	4	7	0	0	9	90	6	39	
	HEATHROW	AIR PORTUGAL	S	A	149	0	0	68	13	7	9	2	0	22	66	17	147	
	HEATHROW	AIR PORTUGAL	S	D	149	1	0	66	11	12	8	3	0	26	66	20	146	
	MANCHESTER	AIR PORTUGAL	S	A	21	0	0	48	24	29	0	0	0	17	0	0	0	
	MANCHESTER	AIR PORTUGAL	S	D	21	0	0	62	24	10	5	0	0	15	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	0	78	10	7	3	1	0	13	73	17	85	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	0	87	8	3	0	1	0	7	84	13	85	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100	0	0	0	0	0	1	0	18	1	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	2	100	0	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	90	3	7	0	0	0	5	63	23	32	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	90	3	7	0	0	0	6	70	21	33	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	69	19	8	4	0	0	13	52	25	29	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)												
LISBON																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	46	38	12	4	0	0	17	69	18	29	
	MANCHESTER	SATA	C	A	2	0	0	0	50	50	0	0	0	37	0	0	0	
	MANCHESTER	SATA	C	D	2	0	0	50	0	50	0	0	0	21	0	0	0	
<b>TOTAL LISBON</b>					<b>686</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>16</b>	<b>16</b>	
LIVERPOOL (JOHN LENNON)																		
LJUBLJANA																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	86	9	5	0	0	0	5	86	13	21	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	100	0	0	0	0	0	2	86	7	21	
<b>TOTAL LJUBLJANA</b>					<b>44</b>	<b>1</b>	<b>2</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>9</b>	<b>9</b>	
LODZ LUBLINEK																		
	EDINBURGH	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	5	71	13	7	
	EDINBURGH	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	2	100	4	7	
	STANSTED	RYANAIR	S	A	21	0	0	90	0	0	0	10	0	29	95	3	21	
	STANSTED	RYANAIR	S	D	21	0	0	100	0	0	0	0	0	1	81	7	21	
	LUTON	WIZZ AIR	S	A	13	0	0	100	0	0	0	0	0	0	0	0	0	
	LUTON	WIZZ AIR	S	D	13	0	0	100	0	0	0	0	0	1	0	0	0	
<b>TOTAL LODZ LUBLINEK</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>6</b>	<b>6</b>	
LONDON CITY																		
	EDINBURGH	BA CITYFLYER LTD	S	A	183	0	0	89	6	3	3	0	0	6	90	6	157	
	EDINBURGH	BA CITYFLYER LTD	S	D	189	0	0	81	7	5	6	1	0	14	86	11	155	
	GLASGOW	BA CITYFLYER LTD	S	A	105	0	0	90	4	6	1	0	0	6	90	6	86	
	GLASGOW	BA CITYFLYER LTD	S	D	105	0	0	81	7	5	5	3	0	16	85	15	87	
	EDINBURGH	CITY JET	S	A	64	0	0	75	11	9	5	0	0	12	73	14	126	
	EDINBURGH	CITY JET	S	D	65	0	0	72	11	9	8	0	0	16	87	9	126	
<b>TOTAL LONDON CITY</b>					<b>711</b>	<b>1</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>85</b>	<b>10</b>	<b>10</b>	
LOS ANGELES INTERNATION																		
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	73	20	3	3	0	0	9	77	11	30	
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	77	13	7	3	0	0	10	60	17	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	81	12	5	0	2	0	10	37	36	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	61	25	9	5	0	0	18	59	26	59	
	HEATHROW	UNITED AIRLINES	S	A	24	0	0	83	17	0	0	0	0	5	71	14	28	
	HEATHROW	UNITED AIRLINES	S	D	24	0	0	71	21	0	8	0	0	17	79	11	28	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)												
LOS ANGELES INTERNATIONAL																		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	51	0	0	92	2	0	4	2	0	12	71	12	56	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	51	0	0	71	16	12	2	0	0	12	52	20	56	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>324</b>	<b>3</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>20</b>	<b>20</b>	
LUANDA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	88	13	0	0	0	0	6	100	0	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	56	44	0	0	0	0	10	67	41	9	
<b>TOTAL LUANDA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>22</b>	<b>22</b>	
LUBECK																		
LULEA																		
LUSAKA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	11	0	0	82	0	18	0	0	0	9	92	4	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	8	0	15	0	0	14	67	16	12	
<b>TOTAL LUSAKA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>10</b>	<b>10</b>	
LUTON																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	94	0	0	87	6	4	2	0	0	6	75	11	79	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	94	0	0	91	3	2	0	3	0	10	80	11	79	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	98	0	0	93	6	1	0	0	0	3	79	10	103	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	98	0	0	97	2	1	0	0	0	2	83	12	103	
<b>TOTAL LUTON</b>					<b>384</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>11</b>	<b>11</b>	
LUXEMBOURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	76	14	7	2	2	0	15	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	88	5	3	2	2	0	11	0	0	0	
	LONDON CITY	CITY JET	S	A	5	0	0	100	0	0	0	0	0	1	0	0	0	
	LONDON CITY	CITY JET	S	D	5	0	0	40	0	0	40	20	0	119	0	0	0	
	LONDON CITY	LUXAIR	S	A	93	0	0	80	12	8	1	0	0	9	75	14	101	
	LONDON CITY	LUXAIR	S	D	93	0	0	81	12	6	1	0	0	8	75	13	99	
	LONDON CITY	VLM (BELGIUM)	S	A	62	0	0	87	5	5	2	2	0	11	82	10	73	
	LONDON CITY	VLM (BELGIUM)	S	D	63	0	0	76	13	8	2	2	0	14	83	10	72	
<b>TOTAL LUXEMBOURG</b>					<b>437</b>	<b>20</b>	<b>11</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>11</b>	<b>11</b>	
LUXOR																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	100	0	0	0	0	0	1	100	1	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	3	88	9	8	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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	
LUXOR																			
	HEATHROW	EGYPT AIR		S A	4	0	0	75	0	25	0	0	0	13	60	21	5		
	HEATHROW	EGYPT AIR		S D	4	0	0	75	25	0	0	0	0	5	80	8	5		
	GATWICK	MONARCH AIRLINES		C A	4	0	0	75	25	0	0	0	0	4	90	10	10		
	GATWICK	MONARCH AIRLINES		C D	4	0	0	100	0	0	0	0	0	6	70	15	10		
	GATWICK	THOMAS COOK AIRLINES LTD		C A	5	0	0	60	40	0	0	0	0	9	100	0	4		
	GATWICK	THOMAS COOK AIRLINES LTD		C D	5	0	0	80	0	20	0	0	0	7	100	0	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	5	0	0	100	0	0	0	0	0	2	75	96	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	5	0	0	100	0	0	0	0	0	4	100	2	4		
	GATWICK	THOMSON AIRWAYS LTD		C A	5	0	0	80	0	20	0	0	0	9	100	0	4		
	GATWICK	THOMSON AIRWAYS LTD		C D	5	0	0	60	40	0	0	0	0	12	75	8	4		
	MANCHESTER	THOMSON AIRWAYS LTD		C A	5	0	0	80	0	0	20	0	0	13	100	2	4		
	MANCHESTER	THOMSON AIRWAYS LTD		C D	5	0	0	100	0	0	0	0	0	7	75	9	4		
<b>TOTAL LUXOR</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>13</b>	<b>13</b>		
LYDD																			
LYON																			
	MANCHESTER	BMI REGIONAL		S A	21	0	0	95	5	0	0	0	0	3	95	2	21		
	MANCHESTER	BMI REGIONAL		S D	21	0	0	90	0	10	0	0	0	6	95	2	21		
	BIRMINGHAM	BRIT AIR		S A	44	0	0	98	2	0	0	0	0	2	95	3	43		
	BIRMINGHAM	BRIT AIR		S D	42	0	0	95	2	0	2	0	0	4	98	2	43		
	HEATHROW	BRITISH AIRWAYS PLC		S A	90	0	0	91	6	1	2	0	0	6	85	9	86		
	HEATHROW	BRITISH AIRWAYS PLC		S D	90	0	0	82	13	2	2	0	0	8	85	8	85		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	9	0	0	100	0	0	0	0	0	0	92	4	12		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	9	0	0	100	0	0	0	0	0	1	100	2	12		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	47	0	0	91	4	0	0	4	0	13	67	18	45		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	47	0	0	91	6	0	2	0	0	5	64	17	45		
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	21	0	0	95	5	0	0	0	0	3	67	22	21		
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	21	0	0	95	5	0	0	0	0	2	71	19	21		
<b>TOTAL LYON</b>					<b>462</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>10</b>	<b>10</b>		
LYON(BRON)																			



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	52	0	0	65	21	10	4	0	0	15	58	16	60	
	GATWICK	AIR EUROPA	S	D	52	0	0	69	12	13	6	0	0	17	67	18	60	
	GLASGOW	AIR NOSTRUM	S	A	9	0	0	89	11	0	0	0	0	5	0	0	0	
	GLASGOW	AIR NOSTRUM	S	D	9	0	0	78	11	11	0	0	0	12	0	0	0	
	MANCHESTER	AIR NOSTRUM	S	A	30	0	0	43	27	23	7	0	0	27	0	0	0	
	MANCHESTER	AIR NOSTRUM	S	D	30	0	0	37	27	27	10	0	0	28	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	A	44	0	0	82	5	7	7	0	0	12	87	7	45	
	LONDON CITY	BA CITYFLYER LTD	S	D	45	0	0	71	7	11	7	4	0	28	61	23	44	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	147	0	0	72	14	8	5	1	0	15	56	22	144	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	147	0	0	76	12	7	4	1	0	13	75	14	144	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	76	12	12	0	0	0	8	54	28	24	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	60	20	16	4	0	0	18	83	17	24	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	138	0	0	77	12	8	2	1	0	13	41	62	110	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	138	0	0	82	11	7	1	0	0	8	51	32	111	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	79	15	7	0	0	0	8	58	23	71	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	61	0	0	87	7	7	0	0	0	6	79	13	71	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	88	12	0	0	0	0	4	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	100	0	0	0	0	0	1	0	0	0	
	HEATHROW	IBERIA	S	A	235	0	0	64	18	11	5	2	0	19	61	21	226	
	HEATHROW	IBERIA	S	D	235	0	0	71	9	11	7	2	0	22	67	22	227	
	GATWICK	RYANAIR	S	A	60	0	0	85	12	3	0	0	0	6	75	10	60	
	GATWICK	RYANAIR	S	D	60	0	0	75	13	10	2	0	0	10	64	17	59	
	MANCHESTER	RYANAIR	S	A	17	0	0	94	0	0	6	0	0	9	0	0	0	
	MANCHESTER	RYANAIR	S	D	17	0	0	76	18	0	6	0	0	14	0	0	0	
	STANSTED	RYANAIR	S	A	60	0	0	82	8	7	3	0	0	10	57	21	60	
	STANSTED	RYANAIR	S	D	60	0	0	68	17	10	5	0	0	15	27	34	60	
<b>TOTAL MADRID</b>					<b>1797</b>	<b>4</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>23</b>	<b>23</b>	
MAHON																		
	GATWICK	MONARCH AIRLINES	S	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL MAHON</b>					<b>8</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>100</b>	<b>0</b>	<b>0</b>	
MALAGA																		
	GATWICK	AER LINGUS	S	A	30	0	0	90	7	3	0	0	0	5	83	10	59	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2010					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
MALAGA																		
	GATWICK	AER LINGUS	S	D	30	0	0	93	3	3	0	0	0	2	80	14	60	
	LONDON CITY	BA CITYFLYER LTD	S	A	15	0	0	40	33	13	7	7	0	37	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	14	0	0	50	29	14	7	0	0	23	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	A	6	0	0	83	17	0	0	0	0	7	86	17	7	
	BIRMINGHAM	BMIBABY LTD	S	D	6	0	0	83	17	0	0	0	0	8	67	9	6	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	30	47	17	7	0	0	26	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	70	17	10	3	0	0	16	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	82	0	0	90	4	4	1	1	0	9	81	12	90	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	81	0	0	80	16	1	2	0	0	8	84	12	91	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	96	0	0	4	0	0	5	71	13	24	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	96	4	0	0	0	0	2	88	7	24	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	87	4	9	0	0	0	6	43	19	21	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	74	17	9	0	0	0	10	80	11	20	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	89	6	6	0	0	0	4	68	18	19	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	94	6	0	0	0	0	3	89	10	19	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	100	0	0	0	0	0	1	83	20	23	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	100	0	0	0	0	0	1	82	21	22	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	96	0	4	0	0	0	1	69	11	32	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	96	4	0	0	0	0	2	91	5	32	
	BIRMINGHAM	MONARCH AIRLINES	S	A	17	0	0	100	0	0	0	0	0	0	86	26	21	
	BIRMINGHAM	MONARCH AIRLINES	S	D	17	0	0	100	0	0	0	0	0	1	76	8	21	
	GATWICK	MONARCH AIRLINES	S	A	25	0	0	48	32	16	0	0	4	46	21	24	28	
	GATWICK	MONARCH AIRLINES	S	D	25	0	0	88	8	4	0	0	0	6	89	5	28	
	LUTON	MONARCH AIRLINES	S	A	12	0	0	50	8	25	8	0	8	59	33	46	18	
	LUTON	MONARCH AIRLINES	S	D	11	0	0	55	9	27	9	0	0	26	65	14	17	
	MANCHESTER	MONARCH AIRLINES	S	A	31	0	0	39	55	3	3	0	0	18	67	14	42	
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	94	3	3	0	0	0	5	79	9	42	
	BIRMINGHAM	RYANAIR	S	A	11	0	2	100	0	0	0	0	0	3	62	19	13	
	BIRMINGHAM	RYANAIR	S	D	11	0	2	100	0	0	0	0	0	2	75	14	12	
	EDINBURGH	RYANAIR	S	A	11	0	0	100	0	0	0	0	0	4	88	8	16	
	EDINBURGH	RYANAIR	S	D	11	0	0	100	0	0	0	0	0	1	93	6	15	
	MANCHESTER	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	3	0	0	0	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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)											
MALAGA	STANSTED	RYANAIR	S	A	27	0	0	100	0	0	0	0	0	3	57	16	30
	STANSTED	RYANAIR	S	D	27	0	0	100	0	0	0	0	0	2	90	6	30
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	8	20	34	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	1	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	60	16	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	50	18	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	85	8	0	8	0	0	12	64	18	14
	GATWICK	THOMSON AIRWAYS LTD	C	D	12	0	0	92	0	8	0	0	0	8	85	9	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	100	0	0	0	0	0	2	77	7	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	12	0	0	100	0	0	0	0	0	1	100	2	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	6	67	9	3
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	3
<b>TOTAL MALAGA</b>					<b>918</b>	<b>4</b>	<b>4</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>14</b>	<b>14</b>
MALE INTERNATIONAL	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	83	17	0	0	0	0	5	92	3	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	69	15	15	0	0	0	14	85	10	13
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	63	52	8
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	75	44	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	100	3	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	10	80	9	5
<b>TOTAL MALE INTERNATIONAL</b>					<b>43</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>83</b>	<b>19</b>	<b>19</b>
MALMO	STANSTED	RYANAIR	S	A	29	0	1	97	3	0	0	0	0	2	0	0	0
	STANSTED	RYANAIR	S	D	30	0	0	97	3	0	0	0	0	2	0	0	0
<b>TOTAL MALMO</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
MALTA	GATWICK	AIR MALTA	S	A	30	0	0	100	0	0	0	0	0	94	5	31	
	GATWICK	AIR MALTA	S	D	30	0	0	97	0	0	0	3	0	9	84	9	31
	HEATHROW	AIR MALTA	S	A	60	0	0	92	0	3	3	2	0	9	73	11	59
	HEATHROW	AIR MALTA	S	D	60	0	0	67	20	5	5	3	0	22	71	20	59
	MANCHESTER	AIR MALTA	S	A	19	0	0	95	0	0	5	0	0	7	95	4	21
	MANCHESTER	AIR MALTA	S	D	19	0	0	74	16	5	0	5	0	18	81	7	21
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	90	10	0	0	0	0	2	80	10	30

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	13	0	0	0	0	7	80	12	30	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	75	8	8	8	0	0	15	85	4	13	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	92	0	8	0	0	0	5	92	2	13	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	9	0	1	78	0	11	11	0	0	17	88	5	8	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	4	89	17	9	
	BIRMINGHAM	RYANAIR	S	A	8	0	0	88	0	0	13	0	0	13	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	4	0	0	0	
	EDINBURGH	RYANAIR	S	A	8	0	0	88	13	0	0	0	0	2	63	11	8	
	EDINBURGH	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	1	75	11	8	
	LUTON	RYANAIR	S	A	11	0	0	91	9	0	0	0	0	2	46	33	13	
	LUTON	RYANAIR	S	D	11	0	0	100	0	0	0	0	0	4	62	23	13	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	12	0	58	3	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	13	50	66	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	37	100	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	33	33	0	33	0	0	51	100	3	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	86	4	7	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	4	7	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	4	75	16	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	6	60	18	5	
<b>TOTAL MALTA</b>					<b>406</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>12</b>	<b>12</b>	
MANCHESTER																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	173	0	1	83	8	5	3	2	0	12	74	16	193	
	HEATHROW	BMI BRITISH MIDLAND	S	D	170	0	0	86	5	5	3	1	0	10	76	16	190	
	EDINBURGH	BMI REGIONAL	S	A	112	0	0	93	6	1	0	0	0	3	93	5	114	
	EDINBURGH	BMI REGIONAL	S	D	111	0	0	95	5	0	0	0	0	2	93	5	113	
	GATWICK	BRITISH AIRWAYS PLC	S	A	116	0	0	76	15	9	1	0	0	10	78	9	120	
	GATWICK	BRITISH AIRWAYS PLC	S	D	116	0	0	95	5	0	0	0	0	3	93	4	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	225	0	0	80	11	5	3	0	0	11	71	20	223	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	225	0	0	87	9	3	1	0	0	7	74	16	223	
	EDINBURGH	FLYBE LTD	S	A	69	0	1	78	9	6	7	0	0	14	88	10	74	
	EDINBURGH	FLYBE LTD	S	D	70	0	0	89	6	3	3	0	0	6	95	5	74	
	GLASGOW	FLYBE LTD	S	A	63	0	3	78	6	11	5	0	0	13	86	7	76	
	GLASGOW	FLYBE LTD	S	D	62	0	4	84	8	6	2	0	0	8	91	9	77	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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)											
MANCHESTER																	
<b>TOTAL MANCHESTER</b>					<b>1512</b>	<b>5</b>	<b>9</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>13</b>	<b>13</b>
MANSTON (KENT INT)																	
	EDINBURGH	FLYBE LTD	S	A	16	0	1	94	0	0	6	0	0	6	89	10	27
	EDINBURGH	FLYBE LTD	S	D	17	0	0	88	12	0	0	0	0	4	93	5	27
<b>TOTAL MANSTON (KENT INT)</b>					<b>33</b>	<b>1</b>	<b>1</b>	<b>91</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>12</b>	<b>12</b>
MARRAKESH																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	20	0	0	95	0	0	5	0	0	13	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	20	0	0	60	25	10	5	0	0	19	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	0	8	0	0	10	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	62	38	0	0	0	0	11	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	92	2	4	0	2	0	7	87	10	53
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	92	6	2	0	0	0	5	75	11	53
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	1	67	33	0	0	0	0	7	78	6	9
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	11	0	0	0	0	4	100	2	10
	LUTON	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	4	58	14	12
	LUTON	RYANAIR	S	D	13	0	0	85	15	0	0	0	0	9	75	10	12
	STANSTED	RYANAIR	S	A	8	0	0	63	13	25	0	0	0	13	0	0	0
	STANSTED	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	S	A	9	0	0	89	0	0	11	0	0	12	89	26	9
	GATWICK	THOMSON AIRWAYS LTD	S	D	8	0	0	88	0	0	13	0	0	16	89	27	9
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	8	0	0	100	0	0	0	0	0	0	100	2	9
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	8	0	0	75	25	0	0	0	0	10	100	2	9
<b>TOTAL MARRAKESH</b>					<b>263</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>16</b>	<b>16</b>
MARSA ALAM																	
	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	100	0	0	0	0	0	1	100	3	4
<b>TOTAL MARSA ALAM</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>12</b>	<b>12</b>
MARSEILLE																	
	GATWICK	AIR MEDITERRANEE	C	A	3	0	0	33	33	0	0	33	0	73	0	0	0
	GATWICK	AIR MEDITERRANEE	C	D	3	0	0	67	0	33	0	0	0	20	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	51	0	0	80	14	6	0	0	0	8	90	5	52
	GATWICK	BRITISH AIRWAYS PLC	S	D	52	0	0	88	6	6	0	0	0	6	96	3	52

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						NOV 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)
MARSEILLE	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	87	10	0	3	0	0	6	80	11	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	93	7	0	0	0	0	4	97	9	30
	STANSTED	RYANAIR	S	A	30	0	0	93	3	0	3	0	0	8	87	7	31
	STANSTED	RYANAIR	S	D	30	0	0	100	0	0	0	0	0	2	83	9	30
<b>TOTAL MARSEILLE</b>					<b>231</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>7</b>	<b>7</b>
MAURITIUS	HEATHROW	AIR MAURITIUS LTD	S	A	21	0	0	52	24	10	14	0	0	22	62	17	21
	HEATHROW	AIR MAURITIUS LTD	S	D	21	0	0	43	29	14	14	0	0	28	33	28	21
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	8	0	0	0	7	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL MAURITIUS</b>					<b>67</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>16</b>	<b>16</b>
MEDINA	MANCHESTER	JET2.COM LTD	C	A	2	1	0	50	0	0	50	0	0	31	0	0	0
<b>TOTAL MEDINA</b>					<b>3</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>28</b>	<b>28</b>
MELBOURNE	HEATHROW	QANTAS	S	A	56	0	2	73	13	5	4	4	2	29	68	33	60
	HEATHROW	QANTAS	S	D	56	0	0	89	5	5	0	0	0	4	71	18	59
<b>TOTAL MELBOURNE</b>					<b>112</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>17</b>	<b>70</b>	<b>26</b>	<b>26</b>
MEMMINGEN ALLGAU	MANCHESTER	RYANAIR	S	A	20	0	0	80	15	0	5	0	0	8	0	0	0
	MANCHESTER	RYANAIR	S	D	20	0	0	90	5	5	0	0	0	4	0	0	0
	STANSTED	RYANAIR	S	A	30	0	0	90	0	0	7	3	0	14	93	3	30
	STANSTED	RYANAIR	S	D	30	0	0	97	0	3	0	0	0	3	83	7	30
<b>TOTAL MEMMINGEN ALLGAU</b>					<b>100</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>5</b>	<b>5</b>
MERSA MATROUH																	
MEXICO CITY	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	62	23	15	0	0	0	12	46	20	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	62	15	23	0	0	0	19	46	22	13
<b>TOTAL MEXICO CITY</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>46</b>	<b>21</b>	<b>21</b>
MIAMI INTERNATIONAL	HEATHROW	AMERICAN AIRLINES	S	A	72	0	0	56	8	22	14	0	0	28	52	22	42
	HEATHROW	AMERICAN AIRLINES	S	D	72	1	0	65	15	11	8	0	0	18	69	14	42

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 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)												
MIAMI INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	68	17	10	3	2	0	18	75	14	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	75	15	3	5	0	2	18	57	25	60	
	HEATHROW	DELTA AIRLINES	S	A	29	0	1	66	14	14	3	0	3	28	0	0	0	
	HEATHROW	DELTA AIRLINES	S	D	29	0	1	83	10	3	3	0	0	9	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	97	3	0	0	0	0	1	90	4	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	57	17	10	17	0	0	24	63	20	30	
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>382</b>	<b>1</b>	<b>2</b>	<b>69</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>67</b>	<b>17</b>	<b>17</b>	
MILAN (Linate)																		
	HEATHROW	ALITALIA (CAI)	S	A	129	0	0	88	5	4	2	2	0	10	77	12	132	
	HEATHROW	ALITALIA (CAI)	S	D	129	0	0	74	12	7	5	2	0	17	70	15	132	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	154	0	0	80	10	6	3	1	0	13	74	16	151	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	154	0	0	82	10	6	2	1	0	9	83	9	151	
	LONDON CITY	CITY JET	S	A	47	0	0	72	13	4	9	2	0	19	86	8	43	
	LONDON CITY	CITY JET	S	D	46	0	0	63	17	4	13	2	0	25	78	13	46	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	78	8	7	7	0	0	14	73	20	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	88	7	3	2	0	0	5	80	14	30	
<b>TOTAL MILAN (Linate)</b>					<b>779</b>	<b>3</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>14</b>	<b>14</b>	
MILAN (MALPENSA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	82	0	0	93	1	4	1	1	0	7	73	16	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	82	0	0	87	4	6	4	0	0	9	90	10	93	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	100	0	0	0	0	0	1	63	22	19	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	94	6	0	0	0	0	4	58	28	19	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	106	0	0	88	5	5	3	0	0	8	59	37	111	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	106	0	0	91	4	4	2	0	0	8	71	13	111	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	100	0	0	0	0	0	1	69	16	45	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	97	3	0	0	0	0	3	62	13	45	
	BIRMINGHAM	FLYBE LTD	S	A	20	0	1	90	5	0	0	5	0	12	68	19	22	
	BIRMINGHAM	FLYBE LTD	S	D	21	0	0	81	5	5	10	0	0	19	52	27	23	
	MANCHESTER	FLYBE LTD	S	A	29	0	1	79	14	7	0	0	0	6	93	5	29	
	MANCHESTER	FLYBE LTD	S	D	30	0	0	87	3	7	3	0	0	9	90	7	30	
<b>TOTAL MILAN (MALPENSA)</b>					<b>590</b>	<b>1</b>	<b>2</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>20</b>	<b>20</b>	
MINNEAPOLIS-ST PAUL																		
	HEATHROW	DELTA AIRLINES	S	A	29	0	1	93	3	3	0	0	0	2	70	9	30	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
MINNEAPOLIS-ST PAUL	HEATHROW	DELTA AIRLINES	S	D	29	0	1	90	3	7	0	0	0	4	87	7	30
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>9</b>	<b>9</b>
MINSK INT'L	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	13	0	0	69	8	23	0	0	0	13	50	21	12
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	13	0	0	92	0	8	0	0	0	5	83	10	12
<b>TOTAL MINSK INT'L</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>15</b>	<b>15</b>
MOMBASA	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	40	20	20	20	0	0	36	100	4	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	100	0	4
<b>TOTAL MOMBASA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>45</b>	<b>24</b>	<b>24</b>
MONASTIR	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	12	100	0	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	5	100	1	8
	MANCHESTER	TUNISAIR	S	A	4	0	0	50	25	25	0	0	0	20	0	0	0
	MANCHESTER	TUNISAIR	S	D	4	0	0	50	25	25	0	0	0	24	0	0	0
<b>TOTAL MONASTIR</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>9</b>	<b>9</b>
MONTEGO BAY	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	50	13	25	13	0	0	28	88	5	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	75	13	0	13	0	0	15	75	15	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	50	25	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	25	30	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	7	0	0	100	0	0	0	0	0	3	78	27	9
	GATWICK	THOMSON AIRWAYS LTD	C	D	7	0	0	71	29	0	0	0	0	9	40	39	10
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	15	60	21	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	21	50	37	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	67	22	0	11	0	0	21	63	13	8
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	11	56	11	22	0	0	43	11	44	9
<b>TOTAL MONTEGO BAY</b>					<b>65</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>22</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>54</b>	<b>24</b>	<b>24</b>
MONTPELLIER	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	84	5	11	0	0	0	11	89	14	18
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	89	11	0	0	0	0	3	94	8	18



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
MONTPELLIER																	
<b>TOTAL MONTPELLIER</b>					<b>38</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>7</b>	<b>92</b>	<b>11</b>	<b>11</b>
MONTREAL (DORVAL)																	
	HEATHROW	AIR CANADA	S	A	30	0	0	90	7	0	0	0	3	30	70	16	30
	HEATHROW	AIR CANADA	S	D	29	0	1	79	7	3	10	0	0	14	73	12	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	70	20	3	3	3	0	22	87	5	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	17	7	0	0	0	7	73	17	30
<b>TOTAL MONTREAL (DORVAL)</b>					<b>119</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>76</b>	<b>13</b>	<b>13</b>
MOSCOW (DOMODEDOVO)																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	60	0	0	97	3	0	0	0	0	1	82	6	60
	HEATHROW	BMI BRITISH MIDLAND	S	D	60	0	0	75	17	8	0	0	0	8	70	13	60
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	94	3	2	0	0	0	2	81	8	89
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	87	8	6	0	0	0	5	88	10	88
	HEATHROW	TRANSAERO AIRLINES	S	A	60	0	0	92	7	2	0	0	0	4	48	26	60
	HEATHROW	TRANSAERO AIRLINES	S	D	60	0	0	78	15	3	3	0	0	10	52	25	60
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>418</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>14</b>	<b>14</b>
MOSCOW (SHEREMETYEVO)																	
	HEATHROW	AEROFLOT	S	A	76	0	0	88	8	4	0	0	0	5	51	19	76
	HEATHROW	AEROFLOT	S	D	75	0	1	91	5	3	1	0	0	6	68	14	76
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>151</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>60</b>	<b>17</b>	<b>17</b>
MOSCOW (VNUKOVO)																	
MUMBAI																	
	HEATHROW	AIR INDIA	S	A	30	0	0	93	3	3	0	0	0	3	60	20	30
	HEATHROW	AIR INDIA	S	D	30	0	0	67	23	7	3	0	0	14	69	16	29
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	92	3	3	2	0	0	4	78	13	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	82	12	3	3	0	0	9	75	13	59
	HEATHROW	JET AIRWAYS	S	A	60	0	0	77	10	10	3	0	0	12	73	12	60
	HEATHROW	JET AIRWAYS	S	D	60	0	0	82	8	7	3	0	0	9	83	9	60
	HEATHROW	KINGFISHER AIRLINES	S	A	30	0	4	97	0	0	3	0	0	3	90	2	30
	HEATHROW	KINGFISHER AIRLINES	S	D	30	0	0	90	7	0	3	0	0	7	90	7	30
<b>TOTAL MUMBAI</b>					<b>360</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>11</b>	<b>11</b>
MUNICH																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	177	0	1	81	8	7	3	1	0	11	78	16	178

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	HEATHROW	BRITISH AIRWAYS PLC	S	D	178	0	1	86	7	5	2	0	0	8	85	10	178
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	88	0	0	6	6	0	17	92	7	13
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	71	12	6	6	6	0	24	85	10	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	64	0	0	80	11	3	6	0	0	9	76	14	68
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	64	0	0	89	11	0	0	0	0	4	86	8	69
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	19	0	1	79	0	16	5	0	0	13	82	9	28
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	79	16	0	5	0	0	9	97	3	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	42	0	0	81	7	10	2	0	0	10	84	10	50
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	42	0	0	83	12	2	2	0	0	7	82	10	51
	HEATHROW	LUFTHANSA	S	A	235	0	0	68	14	11	7	0	0	17	65	19	204
	HEATHROW	LUFTHANSA	S	D	235	0	0	62	14	16	7	1	0	21	67	19	204
	MANCHESTER	LUFTHANSA	S	A	86	1	1	67	17	12	3	0	0	14	78	11	83
	MANCHESTER	LUFTHANSA	S	D	86	0	0	53	23	21	2	0	0	20	85	8	85
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	80	0	0	63	13	18	8	0	0	19	84	9	77
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	80	0	0	46	24	20	9	0	1	28	76	14	79
	LONDON CITY	LUFTHANSA CITY LINE	S	A	41	0	0	76	7	12	5	0	0	14	78	12	40
	LONDON CITY	LUFTHANSA CITY LINE	S	D	41	0	0	68	17	7	7	0	0	19	68	16	38
<b>TOTAL MUNICH</b>					<b>1528</b>	<b>6</b>	<b>4</b>	<b>71</b>	<b>13</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>13</b>	<b>13</b>
MUNSTER-OSNABRUCK																	
MURCIA SAN JAVIER																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	90	10	0	0	0	0	3	67	15	21
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	86	10	5	0	0	0	5	81	10	21
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	67	22	11	0	0	0	12	0	0	0
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	89	0	11	0	0	0	7	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	15	0	0	73	13	7	7	0	0	17	50	29	14
	MANCHESTER	JET2.COM LTD	S	D	14	0	1	93	7	0	0	0	0	4	86	5	14
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	78	22	0	0	0	0	7	78	9	9
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	100	0	0	0	0	0	3	89	4	9
	STANSTED	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	0	92	2	13
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	1	92	4	13
<b>TOTAL MURCIA SAN JAVIER</b>					<b>133</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>10</b>	<b>10</b>
MUSCAT																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	93	3	3	0	0	0	3	97	1	30

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							NOV 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)											
MUSCAT	HEATHROW	OMAN AIR	S	A	30	0	0	97	3	0	0	0	0	5	87	4	30
	HEATHROW	OMAN AIR	S	D	30	0	0	93	7	0	0	0	0	3	87	4	30
<b>TOTAL MUSCAT</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>7</b>	<b>7</b>

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	83	7	3	7	0	0	12	80	14	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	77	17	3	3	0	0	12	67	17	30	
	HEATHROW	KENYA AIRWAYS	S	A	37	1	1	65	19	5	5	3	3	36	95	2	37	
	HEATHROW	KENYA AIRWAYS	S	D	38	1	1	84	13	3	0	0	0	6	84	11	38	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	21	0	0	90	0	5	5	0	0	9	100	1	27	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	21	0	0	86	5	5	5	0	0	7	81	13	27	
<b>TOTAL NAIROBI</b>					<b>178</b>	<b>5</b>	<b>4</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>84</b>	<b>10</b>	<b>10</b>	
NANTES																		
	GATWICK	FLYBE LTD	S	A	42	0	0	83	7	0	7	2	0	15	85	8	26	
	GATWICK	FLYBE LTD	S	D	41	0	1	83	7	2	7	0	0	13	77	12	26	
	MANCHESTER	FLYBE LTD	S	A	17	0	0	71	24	0	6	0	0	13	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	17	0	0	76	18	0	6	0	0	11	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	45	0	0	78	7	9	7	0	0	11	94	3	50	
	LONDON CITY	VLM (BELGIUM)	S	D	46	0	0	89	2	0	7	2	0	13	86	8	50	
<b>TOTAL NANTES</b>					<b>208</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>8</b>	<b>2</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>7</b>	<b>7</b>	
NAPLES																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	35	0	0	66	17	9	6	3	0	22	78	10	60	
	GATWICK	BRITISH AIRWAYS PLC	S	D	35	0	0	71	26	3	0	0	0	10	90	5	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	10	7	0	0	0	8	83	11	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	90	7	3	0	0	0	6	93	7	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	80	20	0	0	0	0	7	37	29	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	100	0	0	0	0	0	3	80	11	30	
<b>TOTAL NAPLES</b>					<b>196</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>11</b>	<b>11</b>	
NASSAU																		
NEW YORK (JF KENNEDY)																		
	HEATHROW	AMERICAN AIRLINES	S	A	107	0	0	85	4	8	3	0	0	9	78	12	142	
	HEATHROW	AMERICAN AIRLINES	S	D	107	0	0	76	13	7	4	0	0	12	74	11	140	
	MANCHESTER	AMERICAN AIRLINES	S	A	25	0	0	96	0	4	0	0	0	3	0	0	0	
	MANCHESTER	AMERICAN AIRLINES	S	D	24	0	1	88	8	4	0	0	0	5	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	200	0	0	82	12	5	2	1	0	9	84	11	172	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	200	0	0	75	11	9	5	1	0	15	73	14	173	
	LONDON CITY	BRITISH AIRWAYS PLC	S	A	38	0	2	100	0	0	0	0	0	1	91	2	44	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
NEW YORK (JF KENNEDY)																		
	LONDON CITY	BRITISH AIRWAYS PLC	S	D	42	0	0	100	0	0	0	0	0	0	100	0	43	
	HEATHROW	DELTA AIRLINES	S	A	87	0	2	93	5	1	1	0	0	4	86	8	90	
	HEATHROW	DELTA AIRLINES	S	D	88	0	2	89	2	5	5	0	0	7	82	10	90	
	HEATHROW	KUWAIT AIRWAYS	S	A	9	0	0	89	11	0	0	0	0	3	92	4	12	
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	62	8	31	0	0	0	20	23	40	13	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	13	0	0	69	8	8	8	8	0	25	23	39	13	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	87	0	1	86	10	2	1	0	0	5	88	7	89	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	87	0	0	74	11	9	6	0	0	13	66	18	89	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1127</b>	<b>5</b>	<b>8</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>11</b>	<b>11</b>	
NEW YORK (NEWARK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	0	66	26	7	1	0	0	12	80	9	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	0	78	13	6	3	0	0	10	73	16	88	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	22	0	0	86	9	0	0	5	0	11	74	24	23	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	22	0	0	86	5	0	5	0	5	51	74	22	23	
	EDINBURGH	CONTINENTAL AIRLINES	S	A	29	0	0	72	7	10	10	0	0	16	74	13	27	
	EDINBURGH	CONTINENTAL AIRLINES	S	D	29	0	0	76	7	10	7	0	0	14	63	33	27	
	GLASGOW	CONTINENTAL AIRLINES	S	A	25	0	0	68	20	8	4	0	0	12	83	9	30	
	GLASGOW	CONTINENTAL AIRLINES	S	D	25	0	0	80	12	4	4	0	0	10	79	15	28	
	HEATHROW	CONTINENTAL AIRLINES	S	A	133	0	0	74	14	7	5	1	0	14	81	10	134	
	HEATHROW	CONTINENTAL AIRLINES	S	D	133	0	0	75	11	7	5	2	0	17	87	9	135	
	MANCHESTER	CONTINENTAL AIRLINES	S	A	30	0	0	77	13	10	0	0	0	9	70	14	50	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	29	0	0	66	24	7	3	0	0	14	76	20	50	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	59	0	0	90	5	3	2	0	0	7	76	10	59	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	59	0	0	80	12	3	3	2	0	11	69	23	59	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>769</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>14</b>	<b>14</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	172	0	1	84	6	6	3	0	1	14	69	24	167	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	172	0	1	90	6	2	2	0	0	6	76	15	169	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	56	2	1	95	0	4	2	0	0	5	89	10	53	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	60	0	1	95	0	3	2	0	0	4	87	13	53	
	GATWICK	FLYBE LTD	S	A	80	0	1	86	9	3	3	0	0	6	80	15	97	
	GATWICK	FLYBE LTD	S	D	80	0	0	84	8	4	4	1	0	12	81	15	98	
<b>TOTAL NEWCASTLE</b>					<b>621</b>	<b>4</b>	<b>5</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>17</b>	<b>17</b>	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2011				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
NEWQUAY																		
	GATWICK	FLYBE LTD	S	A	80	0	0	86	6	3	4	1	0	9	87	14	78	
	GATWICK	FLYBE LTD	S	D	80	0	0	88	1	5	5	1	0	11	83	17	77	
	MANCHESTER	FLYBE LTD	S	A	16	0	0	81	6	13	0	0	0	7	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	16	0	0	69	19	13	0	0	0	13	0	0	0	
<b>TOTAL NEWQUAY</b>					<b>192</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>11</b>	<b>11</b>	
NICE																		
	LONDON CITY	BA CITYFLYER LTD	S	A	13	0	0	85	0	15	0	0	0	9	94	5	17	
	LONDON CITY	BA CITYFLYER LTD	S	D	14	0	0	100	0	0	0	0	0	3	88	6	17	
	HEATHROW	BMI BRITISH MIDLAND	S	A	55	0	0	91	0	4	5	0	0	8	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	56	0	0	84	5	7	4	0	0	11	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	147	0	0	81	12	2	5	1	0	11	79	15	145	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	147	0	0	86	7	5	1	1	0	8	84	10	144	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	80	15	5	0	0	0	7	63	19	54	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	88	8	3	0	0	0	6	72	16	54	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	68	14	18	0	0	0	12	28	25	18	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	86	14	0	0	0	0	4	67	12	18	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	82	12	6	0	0	0	7	64	21	14	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	100	0	0	0	0	0	0	93	4	14	
<b>TOTAL NICE</b>					<b>634</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>76</b>	<b>14</b>	<b>14</b>	
NIEDERRHEIN																		
	EDINBURGH	RYANAIR	S	A	17	0	0	88	12	0	0	0	0	5	73	8	15	
	EDINBURGH	RYANAIR	S	D	17	0	0	88	6	6	0	0	0	6	87	6	15	
	STANSTED	RYANAIR	S	A	47	0	0	85	4	0	2	9	0	24	93	5	61	
	STANSTED	RYANAIR	S	D	42	0	0	83	12	5	0	0	0	5	83	6	60	
<b>TOTAL NIEDERRHEIN</b>					<b>123</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>5</b>	<b>5</b>	
NIMES																		
	LUTON	RYANAIR	S	A	17	0	0	88	6	6	0	0	0	4	88	5	17	
	LUTON	RYANAIR	S	D	17	0	0	88	6	6	0	0	0	6	76	10	17	
<b>TOTAL NIMES</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>7</b>	<b>7</b>	
NORWICH																		
	EDINBURGH	FLYBE LTD	S	A	50	0	2	82	4	2	10	0	2	19	80	32	46	
	EDINBURGH	FLYBE LTD	S	D	50	0	2	86	2	2	8	0	2	20	79	32	47	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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)												
NORWICH																		
	MANCHESTER	FLYBE LTD	S	A	41	0	1	76	2	15	7	0	0	17	68	26	47	
	MANCHESTER	FLYBE LTD	S	D	42	0	0	76	2	7	14	0	0	20	67	29	48	
<b>TOTAL NORWICH</b>					<b>183</b>	<b>2</b>	<b>5</b>	<b>80</b>	<b>3</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>73</b>	<b>30</b>	<b>30</b>	
NOUAKCHOTT																		
NUREMBERG																		
	GATWICK	AIR BERLIN	S	A	48	0	0	85	13	2	0	0	0	6	0	0	0	
	GATWICK	AIR BERLIN	S	D	48	0	0	90	8	2	0	0	0	4	0	0	0	
<b>TOTAL NUREMBERG</b>					<b>96</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>86</b>	<b>8</b>	<b>8</b>	

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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		
Oporto (Portugal)																		
	GATWICK	AIR PORTUGAL	S	A	53	0	0	91	6	2	2	0	0	5	97	5	29	
	GATWICK	AIR PORTUGAL	S	D	53	0	0	91	6	2	2	0	0	4	86	11	28	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	76	7	17	0	0	0	11	79	9	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	83	10	7	0	0	0	7	90	8	29	
	STANSTED	RYANAIR	S	A	49	1	1	76	18	6	0	0	0	10	76	16	50	
	STANSTED	RYANAIR	S	D	50	0	0	78	18	4	0	0	0	9	71	12	49	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>265</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>8</b>	<b>8</b>	
Orlando																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	0	90	3	3	3	0	0	6	80	8	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	0	83	14	0	3	0	0	9	77	11	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	51	0	0	73	14	8	6	0	0	15	55	21	53	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	51	0	0	80	6	4	8	2	0	17	52	24	52	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	42	0	0	93	0	5	2	0	0	5	80	11	35	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	43	0	0	81	12	2	5	0	0	12	66	19	35	
<b>TOTAL ORLANDO</b>					<b>245</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>17</b>	<b>17</b>	
Oslo (Gardermoen)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	117	0	0	82	9	6	3	0	0	10	82	14	116	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	117	0	0	89	6	3	2	0	0	6	82	11	115	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	100	0	0	0	0	0	6	92	6	12	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	77	23	0	0	0	0	11	75	9	12	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	82	0	0	89	5	6	0	0	0	5	87	6	78	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	82	0	0	85	9	4	2	0	0	8	74	10	77	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	92	8	0	0	0	0	4	0	0	0	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	77	23	0	0	0	0	11	0	0	0	
	HEATHROW	SAS	S	A	145	0	0	75	12	8	3	2	0	17	76	13	145	
	HEATHROW	SAS	S	D	145	0	0	82	7	6	3	3	0	14	83	12	145	
	MANCHESTER	SAS	S	A	20	0	0	90	5	0	5	0	0	7	88	5	17	
	MANCHESTER	SAS	S	D	20	0	0	90	0	10	0	0	0	7	100	3	17	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>780</b>	<b>2</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>11</b>	<b>11</b>	
OSTEND																		
<b>TOTAL OSTEND</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>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
OTTAWA INTERNATIONAL																		



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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							NOV 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)											
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	30	0	0	90	10	0	0	0	0	4	83	8	30
	HEATHROW	AIR CANADA	S	D	30	0	0	57	30	7	7	0	0	17	63	27	30
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>20</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>18</b>	<b>18</b>

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	100	0	0	0	0	0	2	100	4	4	
	BIRMINGHAM	AIR BERLIN	C	D	4	0	0	100	0	0	0	0	0	4	100	8	4	
<b>TOTAL PADERBORN</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>85</b>	<b>8</b>	<b>8</b>	
PALERMO																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	69	23	8	0	0	0	11	44	25	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	85	15	0	0	0	0	5	78	14	9	
	STANSTED	RYANAIR	S	A	12	0	1	75	17	8	0	0	0	9	0	0	0	
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	1	0	0	0	
<b>TOTAL PALERMO</b>					<b>51</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>19</b>	<b>19</b>	
PALMA DE MALLORCA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	33	0	0	82	6	6	3	3	0	15	76	15	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	33	0	0	88	3	6	3	0	0	7	82	10	28	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	100	0	0	0	0	0	0	100	14	1	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	100	0	0	0	0	0	0	100	0	1	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	11	0	0	0	0	3	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	3	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	100	0	0	0	0	0	2	39	32	18	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	100	0	0	0	0	0	1	39	33	18	
	GATWICK	MONARCH AIRLINES	S	A	8	0	0	25	25	25	13	13	0	70	38	26	8	
	GATWICK	MONARCH AIRLINES	S	D	8	0	0	75	13	0	0	13	0	42	50	15	8	
	MANCHESTER	MONARCH AIRLINES	S	A	6	0	0	67	17	17	0	0	0	14	40	19	10	
	MANCHESTER	MONARCH AIRLINES	S	D	6	0	0	100	0	0	0	0	0	1	60	11	10	
	STANSTED	RYANAIR	S	A	8	0	0	63	38	0	0	0	0	8	78	10	9	
	STANSTED	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	5	89	8	9	
<b>TOTAL PALMA DE MALLORCA</b>					<b>174</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>16</b>	<b>16</b>	
PAPHOS																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	100	0	0	0	0	0	1	88	6	8	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	2	13	34	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	34	0	0	91	0	6	3	0	0	9	88	7	32	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	91	6	3	0	0	0	6	81	12	32	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	100	0	0	0	0	0	4	75	8	8	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	11	0	0	0	0	5	50	21	8	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	90	0	0	10	0	0	12	81	14	21	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PAPHOS	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	95	0	0	5	0	0	5	67	14	21
	GLASGOW	JET2.COM LTD	S	A	3	0	0	67	0	33	0	0	0	14	0	0	0
	GLASGOW	JET2.COM LTD	S	D	3	0	0	67	0	33	0	0	0	11	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	2	0	0	50	0	50	0	0	0	29	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	2	0	0	0	100	0	0	0	0	21	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	0	1
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	0	86	0	14	0	0	0	8	100	0	7
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	14	14	0	0	0	13	100	8	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	0	6	70	15	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	25	0	0	0	17	78	14	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	78	0	22	0	0	0	12	25	29	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	12	75	31	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	18	0	0	78	11	6	6	0	0	13	78	8	9
	GATWICK	THOMSON AIRWAYS LTD	C	D	16	0	0	81	13	6	0	0	0	9	63	14	8
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	19	50	13	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	4	75	9	4
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	20	40	0	20	0	20	108	75	13	4
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	10	67	9	3
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	16	0	0	88	0	0	13	0	0	18	88	13	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	16	0	0	88	6	0	6	0	0	16	100	6	8
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	27	80	10	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	75	5	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	18	50	23	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	67	16	3
<b>TOTAL PAPHOS</b>					<b>321</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>14</b>	<b>14</b>
PAPHOS	PARIS (CHARLES DE GAULLE)																
	BIRMINGHAM	AIR FRANCE	S	A	89	0	0	94	3	2	0	0	0	3	95	1	22
	BIRMINGHAM	AIR FRANCE	S	D	89	0	0	97	2	0	1	0	0	2	91	4	22
	HEATHROW	AIR FRANCE	S	A	236	0	0	69	17	9	5	1	0	16	68	19	237
	HEATHROW	AIR FRANCE	S	D	236	0	0	72	18	7	2	1	0	13	85	11	237
	MANCHESTER	AIR FRANCE	S	A	88	0	0	59	30	8	3	0	0	18	73	15	86
	MANCHESTER	AIR FRANCE	S	D	88	0	0	80	13	5	3	0	0	11	84	8	86

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	BRIT AIR	S	A	81	0	0	86	5	6	2	0	0	6	89	5	72	
	NEWCASTLE	BRIT AIR	S	D	80	0	0	66	14	18	3	0	0	15	83	17	70	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	220	0	2	78	9	8	3	1	0	13	76	16	242	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	220	0	1	78	10	9	2	1	0	13	83	11	242	
	EDINBURGH	CITY JET	S	A	90	0	0	99	0	0	1	0	0	2	88	5	85	
	EDINBURGH	CITY JET	S	D	88	0	0	78	11	9	1	0	0	11	79	20	85	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	100	0	0	0	0	0	3	88	4	17	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	100	0	0	0	0	0	1	76	10	17	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	100	0	0	0	0	0	1	76	10	17	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	100	0	0	0	0	0	1	88	7	17	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	76	0	0	84	8	4	3	1	0	10	59	18	87	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	76	0	0	83	11	7	0	0	0	8	77	11	86	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	100	0	0	0	0	0	64	38	22		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	100	0	0	0	0	0	3	59	35	22	
	BIRMINGHAM	FLYBE LTD	S	A	78	0	0	88	8	1	3	0	0	6	84	16	76	
	BIRMINGHAM	FLYBE LTD	S	D	78	1	0	82	14	4	0	0	0	8	87	9	76	
	GLASGOW	FLYBE LTD	S	A	13	1	1	77	15	0	8	0	0	14	90	42	30	
	GLASGOW	FLYBE LTD	S	D	18	0	0	89	6	6	0	0	0	7	83	16	30	
	MANCHESTER	FLYBE LTD	S	A	102	0	0	70	16	6	9	0	0	15	79	14	101	
	MANCHESTER	FLYBE LTD	S	D	104	0	0	63	20	14	2	0	0	15	82	11	104	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>2260</b>	<b>2</b>	<b>4</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>13</b>	<b>13</b>	
PARIS (LE BOURGET)																		
PARIS (ORLY)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	85	9	1	5	0	0	9	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	89	7	5	0	0	0	5	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	123	0	0	84	5	4	7	0	0	11	91	8	133	
	LONDON CITY	VLM (BELGIUM)	S	D	123	0	0	78	10	7	5	1	0	13	81	10	136	
<b>TOTAL PARIS (ORLY)</b>					<b>422</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>9</b>	<b>9</b>	
PARMA																		
	STANSTED	RYANAIR	S	A	13	0	0	69	15	15	0	0	0	11	42	35	12	
	STANSTED	RYANAIR	S	D	13	0	0	92	0	8	0	0	0	6	92	7	12	
<b>TOTAL PARMA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>21</b>	<b>21</b>	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						NOV 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)												
PAU																		
	LONDON CITY	CITY JET		S A	10	0	0	80	0	0	20	0	0	21	0	0	0	
	LONDON CITY	CITY JET		S D	12	0	0	75	8	0	17	0	0	19	0	0	0	
<b>TOTAL PAU</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>19</b>	<b>19</b>	
PERPIGNAN																		
PERUGIA																		
	STANSTED	RYANAIR		S A	12	0	0	83	8	0	0	8	0	26	100	5	13	
	STANSTED	RYANAIR		S D	13	0	0	92	8	0	0	0	4	92	4	13		
<b>TOTAL PERUGIA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>96</b>	<b>4</b>	<b>4</b>	
PESCARA																		
	STANSTED	RYANAIR		S A	17	0	0	100	0	0	0	0	0	92	6	13		
	STANSTED	RYANAIR		S D	17	0	0	100	0	0	0	0	1	85	10	13		
<b>TOTAL PESCARA</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>88</b>	<b>8</b>	<b>8</b>		
PESHAWAR																		
	HEATHROW	PAKISTAN INTL AIRLINES		S A	4	0	0	25	0	25	25	25	0	89	0	0	0	
<b>TOTAL PESHAWAR</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	57	0	0	89	5	0	4	2	0	13	84	7	56	
	HEATHROW	BRITISH AIRWAYS PLC		S D	57	0	0	79	9	5	5	0	2	21	70	18	56	
	HEATHROW	US AIRWAYS		S A	28	0	1	71	7	11	4	7	0	30	86	39	29	
	HEATHROW	US AIRWAYS		S D	28	0	1	68	4	11	11	7	0	42	72	40	29	
	MANCHESTER	US AIRWAYS		S A	29	0	0	83	10	3	3	0	0	9	79	11	29	
	MANCHESTER	US AIRWAYS		S D	29	0	0	72	10	10	7	0	0	13	76	20	29	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>228</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>20</b>	<b>20</b>	
PHOENIX																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	25	0	0	80	20	0	0	0	0	7	68	21	25	
	HEATHROW	BRITISH AIRWAYS PLC		S D	24	0	0	58	38	4	0	0	0	13	60	20	25	
<b>TOTAL PHOENIX</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>21</b>	<b>21</b>	
PIESTANY																		
PISA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	27	0	0	85	7	0	7	0	0	15	72	20	58	
	HEATHROW	BRITISH AIRWAYS PLC		S D	27	0	0	89	0	4	7	0	0	14	81	20	59	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	34	0	1	82	15	0	3	0	0	8	57	22	30	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	94	6	0	0	0	0	5	67	20	30
	STANSTED	RYANAIR	S	A	34	0	0	79	12	3	3	3	0	16	75	12	48
	STANSTED	RYANAIR	S	D	34	0	0	82	6	9	3	0	0	11	58	20	48
<b>TOTAL PISA</b>					<b>191</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>19</b>	<b>19</b>
PLOVDIV	STANSTED	RYANAIR	S	A	9	0	0	89	0	11	0	0	0	9	56	26	9
	STANSTED	RYANAIR	S	D	9	0	0	89	0	0	11	0	0	11	78	12	9
<b>TOTAL PLOVDIV</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>19</b>	<b>19</b>
PLYMOUTH																	
PODGORICA																	
POITIERS	STANSTED	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	1	73	24	15
	STANSTED	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	2	77	10	13
<b>TOTAL POITIERS</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>2</b>	<b>75</b>	<b>18</b>	<b>18</b>
PORT OF SPAIN	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	83	7	7	3	0	0	9	62	18	21
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	63	13	20	3	0	0	17	61	17	18
<b>TOTAL PORT OF SPAIN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>18</b>	<b>18</b>
POZNAN	EDINBURGH	RYANAIR	S	A	8	0	0	75	13	13	0	0	0	10	75	9	8
	EDINBURGH	RYANAIR	S	D	8	0	0	75	25	0	0	0	0	7	88	9	8
	STANSTED	RYANAIR	S	A	30	0	0	77	10	10	3	0	0	12	77	29	30
	STANSTED	RYANAIR	S	D	30	0	0	83	10	7	0	0	0	7	90	7	30
	LUTON	WIZZ AIR	S	A	30	0	0	90	0	0	7	3	0	21	90	5	30
	LUTON	WIZZ AIR	S	D	30	0	0	53	30	10	7	0	0	20	83	13	30
<b>TOTAL POZNAN</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>13</b>	<b>13</b>
PRAGUE	BIRMINGHAM	BMIBABY LTD	S	A	16	0	0	94	0	0	6	0	0	9	76	22	17
	BIRMINGHAM	BMIBABY LTD	S	D	16	0	0	81	13	0	6	0	0	14	76	18	17
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	80	8	7	5	1	0	14	74	22	119
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	83	8	4	5	0	0	10	83	11	118
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	96	2	2	0	0	0	3	76	17	49

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	94	0	6	0	0	0	4	78	10	50	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	42	0	0	98	0	2	0	0	0	1	74	23	43	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	42	0	0	95	2	2	0	0	0	2	84	8	43	
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	78	11	0	0	11	0	36	57	16	7	
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	67	11	11	0	11	0	43	71	15	7	
	MANCHESTER	JET2.COM LTD	S	A	21	0	0	52	38	10	0	0	0	16	11	45	9	
	MANCHESTER	JET2.COM LTD	S	D	21	0	0	86	5	10	0	0	0	8	67	11	9	
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	88	0	13	0	0	0	7	50	52	8	
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	75	13	13	0	0	0	13	75	47	8	
	LUTON	WIZZ AIR	S	A	51	0	0	94	0	2	4	0	0	6	87	7	39	
	LUTON	WIZZ AIR	S	D	51	0	0	82	6	6	6	0	0	12	67	18	39	
<b>TOTAL PRAGUE</b>					<b>636</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>16</b>	<b>16</b>	
PRESTWICK																		
PRISTINA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	15	0	0	0	9	77	9	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	69	23	8	0	0	0	10	77	7	13	
<b>TOTAL PRISTINA</b>					<b>26</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>10</b>	<b>77</b>	<b>8</b>	<b>8</b>	
PROVIDENCIALES																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	0	50	25	25	0	0	39	40	14	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	25	25	50	0	0	0	30	75	11	4	
<b>TOTAL PROVIDENCIALES</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>56</b>	<b>13</b>	<b>13</b>	
PUERTO PLATA																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	75	11	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	11	50	35	4		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	7	100	3	4		
	GATWICK	THOMSON AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	10	60	28	5		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	1	50	29	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	25	25	50	0	0	24	20	82	5		
<b>TOTAL PUERTO PLATA</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>34</b>	<b>34</b>		
PUNTA CANA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	75	0	25	0	0	0	12	56	30	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	50	50	0	0	0	0	11	88	29	8	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						NOV 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)									
PUNTA CANA																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	7	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	10	50	23	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	5	75	17	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	33	11	33	22	0	0	42	63	21	8	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	56	11	0	33	0	0	33	86	8	7	
<b>TOTAL PUNTA CANA</b>					<b>55</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>21</b>	<b>21</b>	



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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
RALEIGH	HEATHROW	AMERICAN AIRLINES	S	A	27	0	1	74	19	0	7	0	0	14	79	14	29
	HEATHROW	AMERICAN AIRLINES	S	D	28	0	1	75	11	0	11	4	0	22	79	18	29
<b>TOTAL RALEIGH</b>					<b>55</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>15</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>16</b>	<b>16</b>
RENNES																	
<b>TOTAL RENNES</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>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
RHODES																	
<b>TOTAL RHODES</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>50</b>	<b>77</b>	<b>77</b>
RIGA																	
	GATWICK	AIR BALTIC	S	A	30	0	0	67	30	0	3	0	0	13	67	15	30
	GATWICK	AIR BALTIC	S	D	30	0	0	80	17	0	3	0	0	12	67	14	30
	STANSTED	RYANAIR	S	A	60	0	0	88	10	2	0	0	0	5	64	12	56
	STANSTED	RYANAIR	S	D	60	0	0	98	2	0	0	0	0	1	95	4	56
	LUTON	WIZZ AIR	S	A	17	0	0	88	12	0	0	0	0	5	92	4	13
	LUTON	WIZZ AIR	S	D	17	0	0	76	24	0	0	0	0	10	92	5	13
<b>TOTAL RIGA</b>					<b>214</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>10</b>	<b>10</b>
RIMINI																	
	STANSTED	RYANAIR	S	A	13	0	0	62	23	15	0	0	0	16	38	23	13
	STANSTED	RYANAIR	S	D	13	0	0	85	8	8	0	0	0	7	77	10	13
<b>TOTAL RIMINI</b>					<b>26</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>12</b>	<b>58</b>	<b>17</b>	<b>17</b>
RIO DE JANEIRO (GALEAO)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	68	24	4	4	0	0	14	33	45	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	54	35	4	8	0	0	17	54	35	13
	HEATHROW	TAM LINHAS AEREAS	S	A	16	0	0	69	25	6	0	0	0	9	33	33	12
	HEATHROW	TAM LINHAS AEREAS	S	D	16	0	0	94	0	0	6	0	0	5	69	12	13
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>83</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>48</b>	<b>31</b>	<b>31</b>
RIYADH																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	83	3	10	0	3	0	14	88	6	24
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	93	3	0	3	0	0	5	79	13	24
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	14	0	0	64	21	14	0	0	0	14	29	34	17
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	24	0	0	67	21	8	4	0	0	13	56	16	18
<b>TOTAL RIYADH</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>16</b>	<b>16</b>
RODEZ																	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
RODEZ	STANSTED	RYANAIR	S	A	8	0	0	75	13	13	0	0	0	12	89	5	9
	STANSTED	RYANAIR	S	D	8	0	0	88	0	13	0	0	0	9	100	3	9
<b>TOTAL RODEZ</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>94</b>	<b>4</b>	<b>4</b>
ROME (CIAMPINO)	EDINBURGH	RYANAIR	S	A	7	0	1	43	57	0	0	0	0	17	25	26	12
	EDINBURGH	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	3	92	7	12
	MANCHESTER	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	RYANAIR	S	D	17	0	0	88	6	6	0	0	0	7	0	0	0
	STANSTED	RYANAIR	S	A	94	0	0	83	14	3	0	0	0	7	64	14	86
	STANSTED	RYANAIR	S	D	94	0	0	90	9	1	0	0	0	5	85	8	86
<b>TOTAL ROME (CIAMPINO)</b>					<b>237</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>11</b>	<b>11</b>
ROME (FIUMICINO)	HEATHROW	ALITALIA (CAI)	S	A	142	0	0	85	9	3	4	0	0	10	67	19	141
	HEATHROW	ALITALIA (CAI)	S	D	142	0	1	77	13	5	3	1	0	13	52	26	141
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	67	17	13	3	0	0	15	83	9	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	87	7	7	0	0	0	7	97	1	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	152	0	0	76	9	13	3	1	0	13	64	24	173
	HEATHROW	BRITISH AIRWAYS PLC	S	D	152	0	0	82	9	6	2	1	0	10	82	13	173
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	88	1	0	90	6	5	0	0	0	4	61	19	87
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	97	2	1	0	0	0	2	84	11	88
	MANCHESTER	JET2.COM LTD	S	A	25	0	0	76	8	4	4	4	4	40	75	23	24
	MANCHESTER	JET2.COM LTD	S	D	26	0	0	92	4	0	0	4	0	14	83	8	23
<b>TOTAL ROME (FIUMICINO)</b>					<b>877</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>18</b>	<b>18</b>
ROTTERDAM	LONDON CITY	VLM (BELGIUM)	S	A	167	0	0	90	4	2	4	1	0	10	90	8	182
	LONDON CITY	VLM (BELGIUM)	S	D	165	0	0	85	5	2	7	0	0	12	85	9	179
<b>TOTAL ROTTERDAM</b>					<b>332</b>	<b>7</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>9</b>	<b>9</b>
ROVANIEMI																	
RYGGE	GATWICK	RYANAIR	S	A	27	0	2	70	7	7	15	0	0	20	79	19	42
	GATWICK	RYANAIR	S	D	27	0	2	78	4	4	15	0	0	17	79	18	42
	MANCHESTER	RYANAIR	S	A	16	0	0	94	6	0	0	0	0	4	0	0	0

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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)											
RYGGE	MANCHESTER	RYANAIR	S	D	16	0	0	94	6	0	0	0	0	3	0	0	0
	NEWCASTLE	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	2	100	0	12
	NEWCASTLE	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	2	100	0	12
	STANSTED	RYANAIR	S	A	60	0	0	97	3	0	0	0	0	1	98	1	60
	STANSTED	RYANAIR	S	D	60	0	0	97	2	2	0	0	0	2	95	3	60
<b>TOTAL RYGGE</b>					<b>224</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>8</b>	<b>8</b>
RZESZOW	BIRMINGHAM	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	2	63	15	8
	BIRMINGHAM	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	2	63	15	8
	LUTON	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	5	88	7	8
	LUTON	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	3	100	2	8
	MANCHESTER	RYANAIR	S	A	8	0	0	88	13	0	0	0	0	6	0	0	0
	MANCHESTER	RYANAIR	S	D	8	0	0	75	25	0	0	0	0	8	0	0	0
	STANSTED	RYANAIR	S	A	17	0	0	88	6	0	6	0	0	6	82	7	17
	STANSTED	RYANAIR	S	D	17	0	0	94	0	6	0	0	0	4	88	6	17
<b>TOTAL RZESZOW</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>8</b>	<b>8</b>

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 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)												
SALONIKA																		
	GATWICK	BRITISH AIRWAYS PLC		S A	12	0	0	83	0	8	0	8	0	20	94	3	17	
	GATWICK	BRITISH AIRWAYS PLC		S D	12	0	0	75	17	0	0	8	0	25	94	5	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	17	0	0	94	0	0	0	0	6	27	94	7	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	17	0	0	82	18	0	0	0	4	94	4	17		
	STANSTED	RYANAIR		S A	13	0	0	85	0	0	15	0	16	0	0	0		
	STANSTED	RYANAIR		S D	13	0	0	92	0	0	8	0	7	0	0	0		
<b>TOTAL SALONIKA</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>16</b>	<b>95</b>	<b>4</b>	<b>4</b>	
SALZBURG																		
	GATWICK	BRITISH AIRWAYS PLC		S A	21	0	0	95	0	0	0	5	0	10	90	3	21	
	GATWICK	BRITISH AIRWAYS PLC		S D	21	0	0	86	10	0	0	5	0	13	90	6	21	
	STANSTED	RYANAIR		S A	13	0	0	100	0	0	0	0	1	82	8	17		
	STANSTED	RYANAIR		S D	13	0	0	92	8	0	0	0	4	88	9	17		
<b>TOTAL SALZBURG</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>6</b>	<b>6</b>	
SAMANA (EL CATEY)																		
SAN DIEGO																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	29	0	0	79	14	7	0	0	7	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC		S D	29	0	0	90	7	0	3	0	6	0	0	0		
<b>TOTAL SAN DIEGO</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>		
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	58	0	0	74	16	7	3	0	10	62	18	58		
	HEATHROW	BRITISH AIRWAYS PLC		S D	58	0	0	59	26	9	7	0	19	72	14	58		
	HEATHROW	UNITED AIRLINES		S A	30	0	0	77	10	3	10	0	15	77	10	30		
	HEATHROW	UNITED AIRLINES		S D	30	0	0	60	17	10	13	0	21	77	17	30		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	29	0	0	93	3	3	0	0	3	63	30	30		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	29	0	0	59	21	10	10	0	21	70	35	30		
<b>TOTAL SAN FRANCISCO</b>					<b>234</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>19</b>	<b>19</b>		
SAN JOSE COST RICA																		
SAN JUAN (PUERTO RICO)																		
	GATWICK	BRITISH AIRWAYS PLC		S A	9	0	0	89	0	0	11	0	20	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC		S D	8	0	0	75	13	0	13	0	26	0	0	0		
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>29</b>	<b>29</b>		
SANDEFJORD(TORP)																		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 A	20	0	1	100	0	0	0	0	0	2	91	7	11	
	EDINBURGH	RYANAIR		S D	21	0	0	100	0	0	0	0	0	2	100	5	11	
	STANSTED	RYANAIR		S A	29	0	1	97	0	0	3	0	0	4	83	9	30	
	STANSTED	RYANAIR		S D	30	0	0	97	0	0	3	0	0	3	87	10	30	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>100</b>	<b>0</b>	<b>2</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>8</b>	<b>8</b>	
SANFORD																		
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	0	25	0	0	0	15	100	0	4	
	GATWICK	THOMSON AIRWAYS LTD		C A	7	0	0	100	0	0	0	0	0	2	80	39	5	
	GATWICK	THOMSON AIRWAYS LTD		C D	5	0	0	60	40	0	0	0	0	12	50	145	4	
	MANCHESTER	THOMSON AIRWAYS LTD		C A	5	0	0	80	20	0	0	0	0	5	100	2	4	
	MANCHESTER	THOMSON AIRWAYS LTD		C D	4	0	0	50	25	25	0	0	0	18	50	17	4	
<b>TOTAL SANFORD</b>					<b>27</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>39</b>	<b>39</b>	
SANTA CRUZ DE LA PALMA																		
	GATWICK	THOMSON AIRWAYS LTD		C A	5	0	0	100	0	0	0	0	0	0	80	16	5	
	GATWICK	THOMSON AIRWAYS LTD		C D	4	0	0	75	25	0	0	0	0	7	100	3	5	
	MANCHESTER	THOMSON AIRWAYS LTD		C A	3	0	0	100	0	0	0	0	0	2	80	5	5	
	MANCHESTER	THOMSON AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	4	100	0	5	
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>6</b>	<b>6</b>	
SANTANDER																		
	STANSTED	RYANAIR		S A	17	0	0	76	12	6	6	0	0	12	82	7	17	
	STANSTED	RYANAIR		S D	17	0	0	88	6	6	0	0	0	4	100	2	17	
<b>TOTAL SANTANDER</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>4</b>	<b>4</b>	
SANTIAGO DE COMPOSTELA																		
	STANSTED	RYANAIR		S A	13	0	0	54	31	15	0	0	0	16	83	10	12	
	STANSTED	RYANAIR		S D	13	0	0	85	8	8	0	0	0	6	85	8	13	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>9</b>	<b>9</b>	
SAO PAULO (GUARULHOS)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	50	17	27	7	0	0	23	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	77	7	7	10	0	0	15	0	0	0	
	HEATHROW	TAM LINHAS AEREAS		S A	30	0	0	73	23	3	0	0	0	9	83	7	30	
	HEATHROW	TAM LINHAS AEREAS		S D	30	0	0	87	10	3	0	0	0	6	60	13	30	
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>10</b>	<b>10</b>	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)												
SEATTLE (TACOMA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	67	17	7	10	0	0	19	83	14	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	17	3	10	0	0	18	77	14	30	
<b>TOTAL SEATTLE (TACOMA)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>14</b>	<b>14</b>	
SEOUL (INCHEON)																		
	HEATHROW	ASIANA AIRLINES	S	A	30	0	0	67	10	17	7	0	0	15	53	22	17	
	HEATHROW	ASIANA AIRLINES	S	D	30	0	0	87	7	7	0	0	0	8	71	11	14	
	HEATHROW	KOREAN AIR	S	A	30	0	0	63	13	17	7	0	0	17	30	24	30	
	HEATHROW	KOREAN AIR	S	D	30	0	0	87	3	10	0	0	0	5	97	2	30	
<b>TOTAL SEOUL (INCHEON)</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>14</b>	<b>14</b>	
SEVILLE																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	3	85	5	13	
	GATWICK	RYANAIR	S	D	13	0	0	85	15	0	0	0	0	4	77	6	13	
	STANSTED	RYANAIR	S	A	16	0	1	56	25	13	0	6	0	28	75	12	28	
	STANSTED	RYANAIR	S	D	17	0	0	82	18	0	0	0	0	7	80	9	30	
<b>TOTAL SEVILLE</b>					<b>93</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>13</b>	<b>13</b>	
SEYCHELLES																		
	HEATHROW	AIR SEYCHELLES	S	A	7	0	1	43	29	0	29	0	0	44	50	40	8	
	HEATHROW	AIR SEYCHELLES	S	D	8	0	0	75	0	0	0	0	25	296	100	6	8	
<b>TOTAL SEYCHELLES</b>					<b>15</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>179</b>	<b>77</b>	<b>18</b>	<b>18</b>	
SHANGHAI (PU DONG)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	60	16	16	8	0	0	18	12	75	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	88	4	4	4	0	0	9	80	12	25	
	HEATHROW	CHINA EASTERN AIRLINES	S	A	17	0	1	71	18	12	0	0	0	10	6	66	17	
	HEATHROW	CHINA EASTERN AIRLINES	S	D	17	0	0	88	12	0	0	0	0	5	82	13	17	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	5	87	0	7	3	0	3	51	40	43	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	1	1	86	3	3	7	0	0	11	73	15	30	
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>143</b>	<b>1</b>	<b>7</b>	<b>80</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>50</b>	<b>37</b>	<b>37</b>	
SHANNON																		
	BIRMINGHAM	AER ARANN	S	A	30	0	0	90	3	3	3	0	0	6	85	13	26	
	BIRMINGHAM	AER ARANN	S	D	30	0	0	90	3	3	3	0	0	7	81	12	26	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
SHANNON	EDINBURGH	AER ARANN	S	A	25	0	0	76	0	16	8	0	0	14	0	0	0
	EDINBURGH	AER ARANN	S	D	25	0	0	72	8	12	8	0	0	13	0	0	0
	MANCHESTER	AER ARANN	S	A	56	0	0	79	5	13	4	0	0	11	81	14	47
	MANCHESTER	AER ARANN	S	D	56	0	0	77	7	9	7	0	0	12	83	13	47
	HEATHROW	AER LINGUS	S	A	88	0	0	83	3	7	6	1	0	15	63	23	89
	HEATHROW	AER LINGUS	S	D	87	0	0	83	6	6	5	1	0	13	71	22	89
	GATWICK	RYANAIR	S	A	25	0	0	84	4	12	0	0	0	10	73	17	26
	GATWICK	RYANAIR	S	D	25	0	0	84	8	8	0	0	0	8	85	16	26
	STANSTED	RYANAIR	S	A	48	0	0	94	6	0	0	0	0	5	79	18	48
	STANSTED	RYANAIR	S	D	48	0	0	88	8	2	2	0	0	7	87	8	47
<b>TOTAL SHANNON</b>					<b>545</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>24</b>	<b>24</b>
SHARM EL SHEIKH (OPHIRA)	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	37	0	0	92	3	3	3	0	0	6	63	23	32
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	94	3	0	3	0	0	5	67	23	33
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	95	0	0	5	0	0	5	64	15	22
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	95	5	0	0	0	0	6	50	25	22
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	77	0	15	8	0	0	13	76	12	17
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	77	8	15	0	0	0	10	76	14	17
	HEATHROW	EGYPT AIR	S	A	8	0	0	88	0	0	13	0	0	12	0	0	0
	HEATHROW	EGYPT AIR	S	D	8	0	0	88	13	0	0	0	0	3	0	0	0
	GATWICK	MONARCH AIRLINES	S	A	12	0	1	75	8	17	0	0	0	10	0	0	0
	GATWICK	MONARCH AIRLINES	S	D	12	0	1	75	17	8	0	0	0	9	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	A	16	0	0	69	13	19	0	0	0	14	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	D	16	0	0	69	6	25	0	0	0	14	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	17	80	7	10
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	2	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	75	25	0	0	0	0	7	84	7	19
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	92	8	0	0	0	0	3	88	5	17
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	16	63	23	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	15	89	9	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	58	25	8	8	0	0	25	63	40	16
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	58	17	17	0	8	0	29	86	7	14
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	5	75	27	4

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					Actual (7)	Plan (8)											
SHARM EL SHEIKH (OPHIRA)	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	9	75	6	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	12	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	12	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	21	0	0	57	33	10	0	0	0	14	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	D	20	0	0	70	30	0	0	0	0	10	0	0	0
	GLASGOW	THOMSON AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	8	0	0	0
	GLASGOW	THOMSON AIRWAYS LTD	C	D	8	0	0	63	25	13	0	0	0	13	0	0	0
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	20	0	0	90	5	5	0	0	0	4	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	20	0	0	90	10	0	0	0	0	5	0	0	0
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	2	0	0	0
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	4	0	0	0
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>437</b>	<b>2</b>	<b>2</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>20</b>	<b>20</b>
SIALKOT	HEATHROW	PAKISTAN INTL AIRLINES	S	A	4	0	0	25	0	50	0	25	0	84	0	0	0
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	4	0	0	0	50	50	0	0	0	32	0	0	0
<b>TOTAL SIALKOT</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>
SINGAPORE	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	100	0	0	0	0	0	1	100	0	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	7	10	7	3	0	21	60	20	30
	HEATHROW	SINGAPORE AIRLINES	S	A	89	0	1	88	9	1	1	0	1	9	86	18	90
	HEATHROW	SINGAPORE AIRLINES	S	D	89	0	1	85	7	1	6	1	0	13	69	30	90
	MANCHESTER	SINGAPORE AIRLINES	S	A	30	0	0	87	7	3	0	3	0	10	77	12	30
	MANCHESTER	SINGAPORE AIRLINES	S	D	30	0	0	70	10	13	3	3	0	22	67	22	30
<b>TOTAL SINGAPORE</b>					<b>298</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>20</b>	<b>20</b>
SKOPJE	LUTON	WIZZ AIR	S	A	10	0	0	30	40	30	0	0	0	24	0	0	0
	LUTON	WIZZ AIR	S	D	10	0	0	70	20	10	0	0	0	13	0	0	0
<b>TOTAL SKOPJE</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>



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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
SOFIA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	3	3	3	0	0	6	67	25	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	93	3	3	0	0	0	3	93	5	30	
	HEATHROW	BULGARIA AIR	S	A	20	0	0	80	10	10	0	0	0	7	77	16	22	
	HEATHROW	BULGARIA AIR	S	D	20	0	0	80	15	5	0	0	0	6	82	13	22	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	87	4	4	4	0	0	6	88	6	25	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	91	4	4	0	0	0	3	100	2	25	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	0	78	6	9	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	1	78	11	9	
	LUTON	WIZZ AIR	S	A	30	0	0	90	10	0	0	0	0	3	90	15	31	
	LUTON	WIZZ AIR	S	D	30	0	0	50	17	27	7	0	0	22	73	18	30	
<b>TOTAL SOFIA</b>					<b>222</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>7</b>	<b>83</b>	<b>12</b>	<b>12</b>	
SONDRE STROMFJORD																		
	EDINBURGH	JET TIME	C	A	12	1	0	8	0	0	92	0	0	116	0	0	0	
	EDINBURGH	JET TIME	C	D	13	0	0	92	0	8	0	0	0	5	0	0	0	
<b>TOTAL SONDRE STROMFJORD</b>					<b>25</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>4</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SOUTHAMPTON																		
	EDINBURGH	FLYBE LTD	S	A	154	0	2	86	7	4	3	0	0	8	84	11	129	
	EDINBURGH	FLYBE LTD	S	D	155	0	1	88	4	3	5	1	0	11	82	14	129	
	GLASGOW	FLYBE LTD	S	A	147	0	5	90	6	2	1	0	0	5	78	13	97	
	GLASGOW	FLYBE LTD	S	D	147	0	5	86	9	3	1	1	0	9	73	19	97	
	MANCHESTER	FLYBE LTD	S	A	101	0	0	85	5	3	7	0	0	11	74	15	101	
	MANCHESTER	FLYBE LTD	S	D	101	1	0	77	10	4	9	0	0	14	66	20	101	
	NEWCASTLE	FLYBE LTD	S	A	77	0	0	88	1	6	3	1	0	10	71	36	76	
	NEWCASTLE	FLYBE LTD	S	D	77	0	0	94	3	4	0	0	0	4	68	35	76	
<b>TOTAL SOUTHAMPTON</b>					<b>959</b>	<b>1</b>	<b>13</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>19</b>	<b>19</b>	
ST KITTS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	0	22	0	0	0	10	75	9	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	22	11	0	0	0	16	89	6	9	
<b>TOTAL ST KITTS</b>					<b>18</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>8</b>	<b>8</b>	
ST LUCIA (HEWANORRA)																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	85	8	8	0	0	0	6	75	54	12	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	62	15	8	15	0	0	23	91	19	11	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ST LUCIA (HEWANORRA)					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>33</b>	<b>33</b>	
ST PETERSBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	10	0	0	0	0	3	80	7	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	90	7	3	0	0	0	4	93	5	30	
	GATWICK	ROSSIYA AIRLINES	S	A	21	0	0	81	0	19	0	0	0	13	0	0	0	
	GATWICK	ROSSIYA AIRLINES	S	D	21	0	0	81	10	10	0	0	0	9	0	0	0	
<b>TOTAL ST PETERSBURG</b>					<b>102</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>87</b>	<b>6</b>	<b>6</b>	<b>6</b>	
STANSTED																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	132	0	0	95	3	0	2	0	0	3	84	7	134	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	132	0	0	99	1	0	0	0	0	1	83	8	134	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	120	0	0	96	3	1	1	0	0	2	94	4	128	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	120	0	0	93	3	3	1	0	0	3	91	6	129	
<b>TOTAL STANSTED</b>					<b>505</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>9</b>	<b>9</b>	<b>9</b>
STAVANGER																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	1	83	7	7	3	0	0	13	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	90	7	3	0	0	0	3	0	0	0	
	GLASGOW	EASTERN AIRWAYS	S	A	12	0	1	50	42	8	0	0	0	14	0	0	0	
	GLASGOW	EASTERN AIRWAYS	S	D	12	0	1	58	33	8	0	0	0	12	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	S	A	21	0	1	100	0	0	0	0	0	77	16	22		
	NEWCASTLE	EASTERN AIRWAYS	S	D	18	0	0	94	6	0	0	0	0	2	76	24	21	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	26	0	0	92	0	4	4	0	0	6	71	12	21	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	26	0	0	92	0	4	4	0	0	6	67	18	21	
	HEATHROW	SAS	S	A	52	0	0	67	17	8	8	0	0	19	69	15	51	
	HEATHROW	SAS	S	D	52	0	0	87	2	8	2	2	0	12	82	16	51	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	A	16	0	0	88	6	0	6	0	0	11	77	10	13	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	D	16	0	0	88	6	0	6	0	0	13	69	19	13	
<b>TOTAL STAVANGER</b>					<b>311</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>16</b>	<b>16</b>	<b>16</b>
STOCKHOLM (ARLANDA)																		
	LONDON CITY	BA CITYFLYER LTD	S	A	44	0	0	82	9	5	5	0	0	10	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	44	0	0	70	14	5	11	0	0	18	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	143	0	0	86	6	3	4	1	0	11	64	23	168	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	143	0	0	82	11	5	2	0	0	8	78	14	166	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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
STOCKHOLM (ARLANDA)																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	80	0	0	76	15	5	4	0	0	11	38	33	56	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	80	0	0	74	18	4	5	0	0	12	35	36	55	
	HEATHROW	SAS	S	A	160	0	0	81	8	9	3	1	0	12	57	25	182	
	HEATHROW	SAS	S	D	160	0	0	86	8	3	3	1	0	11	71	18	182	
	MANCHESTER	SAS	S	A	48	0	0	81	13	4	2	0	0	9	83	12	47	
	MANCHESTER	SAS	S	D	48	0	0	85	4	6	4	0	0	9	87	9	47	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>953</b>	<b>7</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>23</b>	<b>23</b>	
STOCKHOLM (SKAVSTA)																		
	EDINBURGH	RYANAIR	S	A	17	0	0	94	0	6	0	0	0	5	100	3	11	
	EDINBURGH	RYANAIR	S	D	17	0	0	82	12	0	6	0	0	8	91	4	11	
	GATWICK	RYANAIR	S	A	30	0	0	97	0	3	0	0	0	3	73	12	30	
	GATWICK	RYANAIR	S	D	30	0	0	97	0	0	3	0	0	4	63	17	30	
	STANSTED	RYANAIR	S	A	60	0	0	88	10	0	0	2	0	10	61	29	61	
	STANSTED	RYANAIR	S	D	60	0	0	82	17	2	0	0	0	6	53	21	60	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>214</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>20</b>	<b>20</b>	
STORNOWAY																		
	EDINBURGH	LOGANAIR	S	A	49	0	0	78	6	6	8	2	0	18	70	17	44	
	EDINBURGH	LOGANAIR	S	D	51	0	0	84	2	4	10	0	0	11	64	38	47	
	GLASGOW	LOGANAIR	S	A	81	0	0	84	7	1	6	1	0	13	82	7	78	
	GLASGOW	LOGANAIR	S	D	81	1	0	94	2	1	2	0	0	5	86	7	78	
<b>TOTAL STORNOWAY</b>					<b>262</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>15</b>	<b>15</b>	
STUTTART																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	90	5	2	2	0	2	12	91	8	82	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	86	7	3	3	0	0	7	93	4	84	
	BIRMINGHAM	FLYBE LTD	S	A	44	0	2	93	2	2	2	0	0	4	89	8	45	
	BIRMINGHAM	FLYBE LTD	S	D	46	0	0	80	9	9	2	0	0	11	76	13	46	
	STANSTED	GERMANWINGS	S	A	52	0	0	90	6	2	2	0	0	6	88	4	52	
	STANSTED	GERMANWINGS	S	D	52	0	0	92	6	2	0	0	0	4	87	6	52	
	HEATHROW	LUFTHANSA CITY LINE	S	A	86	0	0	93	2	3	1	0	0	5	0	0	0	
	HEATHROW	LUFTHANSA CITY LINE	S	D	87	0	0	90	6	2	1	1	0	7	0	0	0	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	17	0	0	94	0	6	0	0	0	5	94	4	18	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	17	0	0	88	6	6	0	0	0	4	100	1	18	
<b>TOTAL STUTTART</b>					<b>517</b>	<b>1</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>10</b>	<b>10</b>	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 2010					
					MATCHED			Actual (7)	Plan (8)	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
SUMBURGH																		
	EDINBURGH	LOGANAIR	S	A	55	0	0	78	13	0	7	2	0	17	75	22	52	
	EDINBURGH	LOGANAIR	S	D	55	0	0	76	13	2	7	2	0	16	80	18	49	
	GLASGOW	LOGANAIR	S	A	29	0	0	79	7	14	0	0	0	9	62	32	29	
	GLASGOW	LOGANAIR	S	D	29	1	0	93	7	0	0	0	0	3	86	11	29	
<b>TOTAL SUMBURGH</b>					<b>168</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>21</b>	<b>21</b>	
SYDNEY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	88	5	3	3	0	0	6	88	4	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	72	18	7	3	0	0	14	63	18	57	
	HEATHROW	QANTAS	S	A	55	0	1	44	36	9	7	4	0	30	54	65	52	
	HEATHROW	QANTAS	S	D	56	0	0	75	14	5	5	0	0	12	65	20	55	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	90	7	3	0	0	0	5	30	26	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	87	7	7	0	0	0	6	53	18	30	
<b>TOTAL SYDNEY</b>					<b>290</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>25</b>	<b>25</b>	
SZCZECIN (GOLENOW)																		
	STANSTED	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	0	100	1	13	
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	0	92	5	13	
<b>TOTAL SZCZECIN (GOLENOW)</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>0</b>	<b>96</b>	<b>3</b>	<b>3</b>	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TABA																		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	9	78	15	9	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	63	15	8	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	0	0	20	294	100	8	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	40	60	0	0	0	0	17	80	26	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	0	20	0	58	25	15	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	17	40	16	5	
<b>TOTAL TABA</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>68</b>	<b>62</b>	<b>16</b>	<b>16</b>	
TAIPEI																		
	HEATHROW	CHINA AIRLINES	S	A	8	0	0	75	13	0	13	0	0	24	73	10	11	
	HEATHROW	CHINA AIRLINES	S	D	8	0	0	88	0	0	13	0	0	14	36	28	11	
	HEATHROW	EVA AIR	S	A	29	0	0	76	17	3	3	0	0	9	93	4	30	
	HEATHROW	EVA AIR	S	D	29	0	0	86	10	0	3	0	0	7	63	12	30	
<b>TOTAL TAIPEI</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>11</b>	<b>11</b>	
TALLIN																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	91	4	4	0	0	0	4	66	13	29	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	96	4	0	0	0	0	2	76	6	29	
	GATWICK	ESTONIAN AIR	S	A	8	0	0	88	13	0	0	0	0	5	75	15	8	
	GATWICK	ESTONIAN AIR	S	D	8	0	0	88	13	0	0	0	0	5	71	14	7	
	LUTON	RYANAIR	S	A	14	0	0	57	29	14	0	0	0	17	0	0	0	
	LUTON	RYANAIR	S	D	14	0	0	86	0	14	0	0	0	10	0	0	0	
<b>TOTAL TALLIN</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>10</b>	<b>10</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	88	8	4	0	0	0	5	91	7	22	
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	96	4	0	0	0	0	3	90	9	21	
<b>TOTAL TAMPA</b>					<b>52</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>4</b>	<b>91</b>	<b>8</b>	<b>8</b>	
TAMPERE																		
	STANSTED	RYANAIR	S	A	13	0	0	77	15	0	8	0	0	12	76	12	17	
	STANSTED	RYANAIR	S	D	13	0	0	92	0	8	0	0	0	9	88	6	17	
<b>TOTAL TAMPERE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>6</b>	<b>6</b>	
TANGIERS (IBN BATUTA)																		
	HEATHROW	ROYAL AIR MAROC	S	A	9	0	0	78	0	11	0	11	0	30	44	42	9	
	HEATHROW	ROYAL AIR MAROC	S	D	9	0	0	78	0	11	0	11	0	26	33	42	9	

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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)											
TANGIERS (IBN BATUTA)																	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>28</b>	<b>39</b>	<b>42</b>	<b>42</b>
TARBES-LOURDES INTERNA																	
	STANSTED	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	1	0	0	0
	STANSTED	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
TASHKENT																	
	HEATHROW	UZBEKISTAN AIRLINES	S	A	9	0	0	100	0	0	0	0	0	4	11	37	9
	HEATHROW	UZBEKISTAN AIRLINES	S	D	9	0	0	67	22	0	11	0	0	19	0	54	9
<b>TOTAL TASHKENT</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>46</b>	<b>46</b>
TBILISI																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	17	0	1	88	6	0	6	0	0	7	100	0	17
	HEATHROW	BMI BRITISH MIDLAND	S	D	18	0	0	56	6	17	22	0	0	37	59	32	17
<b>TOTAL TBILISI</b>					<b>35</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>6</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>79</b>	<b>16</b>	<b>16</b>
TEHRAN IMAM KHOMEINI																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	87	7	3	0	3	0	11	20	87	30
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	50	33	13	3	0	0	19	40	28	30
	HEATHROW	IRAN AIR	S	A	13	0	0	38	15	23	23	0	0	32	62	19	13
	HEATHROW	IRAN AIR	S	D	13	0	0	54	8	15	15	8	0	46	46	25	13
<b>TOTAL TEHRAN IMAM KHOMEINI</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>43</b>	<b>43</b>	<b>43</b>
TEL AVIV																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	97	0	2	2	0	0	5	68	35	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	87	12	2	0	0	0	4	83	7	60
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	53	37	10	0	0	0	14	50	22	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	77	10	13	0	0	0	13	43	26	30
	HEATHROW	EL AL	S	A	46	0	0	78	15	4	2	0	0	11	83	20	48
	HEATHROW	EL AL	S	D	46	0	0	59	15	20	7	0	0	19	73	22	48
	LUTON	EL AL	S	A	5	0	0	80	0	20	0	0	0	7	100	0	12
	LUTON	EL AL	S	D	5	0	0	60	0	20	0	20	0	59	69	19	13
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	25	13	38	25	0	0	44	0	58	8
	MANCHESTER	JET2.COM LTD	S	D	8	0	0	25	38	38	0	0	0	29	22	60	9
<b>TOTAL TEL AVIV</b>					<b>298</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>23</b>	<b>23</b>
TENERIFE (SURREINA SOFIA)																	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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
TENERIFE (SURREINA SOFIA)																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	0	0	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	1	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	53	0	0	87	2	6	4	2	0	9	85	9	59	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	53	0	0	92	4	2	2	0	0	5	85	10	60	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	86	5	0	10	0	0	11	82	9	22	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	90	5	0	5	0	0	6	91	4	22	
	GLASGOW	JET2.COM LTD	S	A	11	0	0	73	18	9	0	0	0	12	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	11	0	0	91	9	0	0	0	0	5	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	9	1	1	67	22	11	0	0	0	13	56	43	9	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	78	11	0	11	0	0	15	78	31	9	
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	63	13	13	13	0	0	24	80	28	5	
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	63	13	25	0	0	0	15	60	39	5	
	BIRMINGHAM	MONARCH AIRLINES	S	A	32	0	0	81	13	6	0	0	0	6	94	4	34	
	BIRMINGHAM	MONARCH AIRLINES	S	D	32	0	0	84	9	3	3	0	0	8	83	8	35	
	GATWICK	MONARCH AIRLINES	S	A	26	0	0	42	27	27	4	0	0	24	20	48	25	
	GATWICK	MONARCH AIRLINES	S	D	26	0	0	85	8	4	4	0	0	10	68	30	25	
	LUTON	MONARCH AIRLINES	S	A	22	1	0	55	32	9	5	0	0	18	74	13	23	
	LUTON	MONARCH AIRLINES	S	D	23	0	0	52	17	26	4	0	0	22	38	25	26	
	MANCHESTER	MONARCH AIRLINES	S	A	38	0	0	42	32	16	11	0	0	23	31	27	39	
	MANCHESTER	MONARCH AIRLINES	S	D	37	0	0	86	14	0	0	0	0	6	77	10	39	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	0	85	11	13	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	4	67	16	12	
	EDINBURGH	RYANAIR	S	A	13	0	0	92	0	0	8	0	0	8	100	1	12	
	EDINBURGH	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	2	75	8	12	
	LUTON	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	100	1	9	
	LUTON	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	2	89	6	9	
	MANCHESTER	RYANAIR	S	A	17	0	0	88	0	12	0	0	0	7	0	0	0	
	MANCHESTER	RYANAIR	S	D	17	0	0	71	12	18	0	0	0	13	0	0	0	
	STANSTED	RYANAIR	S	A	17	0	0	59	24	12	6	0	0	15	88	16	17	
	STANSTED	RYANAIR	S	D	17	0	0	65	29	6	0	0	0	11	94	11	17	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	10	0	0	90	0	0	10	0	0	8	56	24	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	13	0	0	0	7	71	8	7	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	19	0	0	58	32	5	5	0	0	13	31	33	13	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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)												
TENERIFE (SURREINA SOFIA)																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	0	76	12	6	6	0	0	12	77	28	13	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	21	0	0	76	19	5	0	0	0	7	57	30	21	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	21	0	0	90	10	0	0	0	0	8	76	18	21	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	24	1	0	79	8	8	4	0	0	11	56	25	25	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	23	0	0	87	9	4	0	0	0	7	79	8	24	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	13	0	0	85	0	8	0	0	8	115	64	13	11	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	13	0	0	100	0	0	0	0	0	3	90	7	10	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	0	17	0	0	0	9	75	13	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	6	75	11	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	17	0	0	94	6	0	0	0	0	3	82	9	11	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	17	0	0	82	6	12	0	0	0	10	85	9	13	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	10	100	0	4	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	75	9	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	32	0	0	78	9	13	0	0	0	8	76	13	34	
	GATWICK	THOMSON AIRWAYS LTD	C	D	32	0	0	84	13	3	0	0	0	8	79	14	34	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	13	0	0	92	0	8	0	0	0	6	53	21	17	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	13	0	0	92	8	0	0	0	0	6	65	17	17	
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	9	67	22	9	
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	78	0	22	0	0	0	14	67	27	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	38	0	0	68	13	8	5	5	0	27	76	10	38	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	39	0	0	62	21	10	5	3	0	20	81	9	36	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	13	0	0	92	8	0	0	0	0	4	67	36	15	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	13	0	0	100	0	0	0	0	0	4	67	32	15	
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	2	67	14	9	
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	78	8	9	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1047</b>	<b>3</b>	<b>1</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>16</b>	<b>16</b>	
TETERBORO																		
TIMISOARA																		
	LUTON	WIZZ AIR	S	A	13	0	0	92	0	8	0	0	0	4	100	0	12	
	LUTON	WIZZ AIR	S	D	13	0	0	69	23	8	0	0	0	12	50	16	12	
<b>TOTAL TIMISOARA</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>0</b>	<b>8</b>	<b>75</b>	<b>8</b>	<b>8</b>	
TIRANA																		
	STANSTED	BELLE AIR	S	A	8	0	0	88	0	0	0	13	0	24	0	0	0	



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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						NOV 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)											
TIRANA																	
	STANSTED	BELLE AIR	S	D	8	0	0	75	0	13	13	0	0	27	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	81	10	10	0	0	8	76	7	21	
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	71	14	5	10	0	15	91	4	22	
<b>TOTAL TIRANA</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>5</b>	<b>5</b>
TIREE																	
	GLASGOW	LOGANAIR	S	A	26	0	0	96	0	0	0	4	0	12	71	19	24
	GLASGOW	LOGANAIR	S	D	25	0	0	100	0	0	0	0	2	83	15	24	
<b>TOTAL TIREE</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>17</b>	<b>17</b>
TIRGU MURES																	
	LUTON	WIZZ AIR	S	A	13	0	0	92	0	8	0	0	0	5	0	0	0
	LUTON	WIZZ AIR	S	D	13	0	0	23	38	38	0	0	0	28	0	0	0
<b>TOTAL TIRGU MURES</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOBAGO																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	100	0	0	0	0	0	2	89	8	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	33	0	0	0	11	89	7	9	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	40	0	0	0	10	100	3	4	
<b>TOTAL TOBAGO</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>7</b>	<b>7</b>
TOKYO (HANEDA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	0	0	65	10	10	10	5	0	30	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	72	17	6	0	6	0	21	0	0	0
<b>TOTAL TOKYO (HANEDA)</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOKYO (NARITA)																	
	HEATHROW	ALL NIPPON AIRWAYS	S	A	30	0	0	93	7	0	0	0	0	2	80	7	30
	HEATHROW	ALL NIPPON AIRWAYS	S	D	30	0	0	97	3	0	0	0	0	2	93	7	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	3	3	3	0	0	6	60	25	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	7	10	7	0	0	15	67	26	30
	HEATHROW	JAPAN AIRLINES	S	A	30	0	0	90	3	3	0	3	0	10	80	8	30
	HEATHROW	JAPAN AIRLINES	S	D	30	0	0	87	7	3	3	0	0	7	87	8	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	25	0	0	80	12	8	0	0	0	7	67	17	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	25	0	0	84	12	4	0	0	0	7	63	22	30
<b>TOTAL TOKYO (NARITA)</b>					<b>230</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>15</b>	<b>15</b>
TORONTO																	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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)												
TORONTO																		
	HEATHROW	AIR CANADA	S	A	113	0	0	81	12	4	2	1	0	11	71	13	114	
	HEATHROW	AIR CANADA	S	D	113	0	0	76	12	8	3	1	0	12	74	24	114	
	GATWICK	AIR TRANSAT	S	A	24	0	0	92	4	4	0	0	0	5	73	13	11	
	GATWICK	AIR TRANSAT	S	D	24	0	0	67	25	8	0	0	0	12	36	33	11	
	GLASGOW	AIR TRANSAT	S	A	4	0	0	100	0	0	0	0	0	3	100	4	8	
	GLASGOW	AIR TRANSAT	S	D	4	0	0	75	0	0	25	0	0	50	63	23	8	
	MANCHESTER	AIR TRANSAT	S	A	4	0	0	75	25	0	0	0	0	8	100	4	6	
	MANCHESTER	AIR TRANSAT	S	D	4	0	0	50	0	25	25	0	0	38	67	17	6	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	77	18	3	2	0	0	10	73	47	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	72	17	10	2	0	0	12	55	27	60	
<b>TOTAL TORONTO</b>					<b>410</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>24</b>	<b>24</b>	
TORREJON DE ARDOZ																		
TOULOUSE (BLAGNAC)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	87	4	6	2	1	0	10	68	22	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	86	9	2	2	1	0	9	85	13	88	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	68	0	0	78	15	7	0	0	0	8	70	13	69	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	68	0	0	88	7	4	0	0	0	6	75	11	69	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>316</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>15</b>	<b>15</b>	
TOURS																		
	STANSTED	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	2	86	18	7	
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	2	78	17	9	
<b>TOTAL TOURS</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>81</b>	<b>17</b>	<b>17</b>	
TRAPANI																		
TREVISO																		
TRIESTE (RONCHI DEI LEGIO)																		
	STANSTED	RYANAIR	S	A	17	0	0	76	6	18	0	0	0	13	53	20	17	
	STANSTED	RYANAIR	S	D	17	0	0	82	6	12	0	0	0	7	82	11	17	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>16</b>	<b>16</b>	
TRIPOLI																		
TROMSOE																		
<b>TOTAL TROMSOE</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>94</b>	<b>3</b>	<b>3</b>	
TRONDHEIM (VAERNES)																		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)												
TRONDHEIM (VAERNES)																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	77	15	8	0	0	0	10	62	13	13	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	69	23	8	0	0	0	9	54	14	13	
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>13</b>	<b>13</b>	
TUNIS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	57	14	29	0	0	0	17	95	7	21	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	71	14	14	0	0	0	13	86	10	21	
	HEATHROW	TUNISAIR	S	A	21	0	0	5	19	48	29	0	0	52	6	49	17	
	HEATHROW	TUNISAIR	S	D	21	0	0	10	24	29	33	5	0	58	18	62	17	
<b>TOTAL TUNIS</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>19</b>	<b>31</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>55</b>	<b>30</b>	<b>30</b>	
TURIN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	33	0	0	79	9	6	6	0	0	12	81	9	42	
	GATWICK	BRITISH AIRWAYS PLC	S	D	33	0	0	82	12	3	3	0	0	9	93	5	42	
	STANSTED	RYANAIR	S	A	30	0	0	87	10	0	0	0	3	18	90	8	30	
	STANSTED	RYANAIR	S	D	30	0	0	97	3	0	0	0	0	2	93	7	30	
<b>TOTAL TURIN</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>88</b>	<b>8</b>	<b>8</b>	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
VALENCIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	93	0	3	3	0	0	4	55	23	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	97	3	0	0	0	0	2	60	24	30	
	MANCHESTER	JET2.COM LTD	C	A	2	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	JET2.COM LTD	C	D	2	0	0	50	50	0	0	0	0	10	0	0	0	
	STANSTED	RYANAIR	S	A	17	0	0	88	0	0	6	6	0	28	54	23	13	
	STANSTED	RYANAIR	S	D	17	0	0	88	0	6	6	0	0	7	85	14	13	
<b>TOTAL VALENCIA</b>					<b>103</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>22</b>	<b>22</b>	
VALLADOLID																		
	STANSTED	RYANAIR	S	A	13	0	0	77	23	0	0	0	0	7	75	16	12	
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	2	92	13	12	
<b>TOTAL VALLADOLID</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>13</b>	<b>13</b>	
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	30	0	0	50	20	23	7	0	0	22	70	15	30	
	HEATHROW	AIR CANADA	S	D	30	0	0	83	13	3	0	0	0	6	67	14	30	
	GATWICK	AIR TRANSAT	S	A	5	0	0	60	20	20	0	0	0	19	0	0	0	
	GATWICK	AIR TRANSAT	S	D	4	0	0	0	50	50	0	0	0	27	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	63	17	17	3	0	0	15	45	30	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	63	17	13	7	0	0	20	57	24	30	
<b>TOTAL VANCOUVER</b>					<b>129</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>18</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>21</b>	<b>21</b>	
VARADERO																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	18	50	25	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	40	20	0	40	0	0	40	75	150	4	
<b>TOTAL VARADERO</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>74</b>	<b>65</b>	<b>65</b>	
VARNA																		
VASTERAS																		
	STANSTED	RYANAIR	S	A	17	0	0	82	18	0	0	0	0	6	75	8	16	
	STANSTED	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	1	88	8	17	
<b>TOTAL VASTERAS</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>8</b>	<b>8</b>	
VENICE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	64	0	1	88	6	2	5	0	0	8	92	4	88	
	GATWICK	BRITISH AIRWAYS PLC	S	D	65	0	0	82	11	2	6	0	0	9	92	4	88	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	0	0	0	0	50	50	314	0	0	0	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	86	7	3	3	0	0	8	67	23	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	86	14	0	0	0	0	3	87	7	30
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	0	0	50	50	0	0	56	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	91	4	2	4	0	0	6	68	22	60
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	77	11	11	2	0	0	9	80	18	60
	STANSTED	RYANAIR	S	A	52	0	0	29	35	21	13	0	2	39	0	0	0
	STANSTED	RYANAIR	S	D	52	0	0	75	12	10	4	0	0	12	0	0	0
<b>TOTAL VENICE</b>					<b>412</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>83</b>	<b>11</b>	<b>11</b>
VERONA VILLAFRANCA	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	90	7	0	3	0	0	7	77	8	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	90	3	3	3	0	0	8	87	5	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	87	7	3	3	0	0	7	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	97	3	0	0	0	0	1	0	0	0
	STANSTED	RYANAIR	S	A	13	0	0	77	15	8	0	0	0	9	77	13	13
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	2	100	2	13
<b>TOTAL VERONA VILLAFRANCA</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>7</b>	<b>7</b>
VIENNA	HEATHROW	AUSTRIAN AIRLINES	S	A	90	0	0	86	8	4	2	0	0	8	74	17	90
	HEATHROW	AUSTRIAN AIRLINES	S	D	90	0	0	62	12	19	6	1	0	21	66	24	90
	HEATHROW	BMI BRITISH MIDLAND	S	A	59	0	0	76	10	7	5	2	0	17	73	19	60
	HEATHROW	BMI BRITISH MIDLAND	S	D	60	0	0	63	15	13	7	2	0	19	92	9	60
	HEATHROW	BRITISH AIRWAYS PLC	S	A	117	0	0	86	6	5	2	1	0	9	74	17	119
	HEATHROW	BRITISH AIRWAYS PLC	S	D	117	0	0	85	8	3	4	0	0	9	87	9	119
	BIRMINGHAM	COMTEL-AIR	S	A	4	0	3	0	0	0	25	25	50	380	0	0	0
	BIRMINGHAM	COMTEL-AIR	S	D	4	0	2	25	0	0	50	25	0	134	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	77	3	7	13	0	0	18	84	10	55
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	80	7	7	7	0	0	10	84	10	56
<b>TOTAL VIENNA</b>					<b>603</b>	<b>4</b>	<b>5</b>	<b>77</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>15</b>	<b>15</b>
VIGO																	
VILNIUS	STANSTED	RYANAIR	S	A	31	0	0	71	16	10	0	3	0	19	0	0	0
	STANSTED	RYANAIR	S	D	30	0	0	97	0	3	0	0	0	4	0	0	0

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						NOV 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)										
VILNIUS	LUTON	WIZZ AIR	S	A	21	0	0	95	5	0	0	0	0	2	0	0	0	
	LUTON	WIZZ AIR	S	D	21	0	0	38	24	33	5	0	0	25	0	0	0	
<b>TOTAL VILNIUS</b>					<b>103</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	56	0	0	93	2	2	4	0	0	8	69	30	87	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	93	5	0	2	0	0	4	84	16	87	
	HEATHROW	LOT-POLISH AIRLINES	S	A	81	0	0	78	11	6	4	0	1	18	62	21	84	
	HEATHROW	LOT-POLISH AIRLINES	S	D	81	0	0	80	9	5	6	0	0	13	77	15	83	
	LUTON	WIZZ AIR	S	A	88	0	2	88	7	3	0	1	1	12	87	6	75	
	LUTON	WIZZ AIR	S	D	88	0	2	69	18	8	2	1	1	19	76	11	75	
<b>TOTAL WARSAW</b>					<b>451</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>75</b>	<b>17</b>	<b>17</b>	
WASHINGTON (DULLES)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	75	16	6	2	1	0	13	79	13	87	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	69	19	6	5	1	0	16	70	20	87	
	HEATHROW	UNITED AIRLINES	S	A	84	0	0	76	11	6	6	1	0	15	87	9	89	
	HEATHROW	UNITED AIRLINES	S	D	84	0	0	75	14	8	2	0	0	10	83	10	89	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	100	0	0	0	0	0	1	97	4	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	77	13	0	10	0	0	12	80	11	30	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>404</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>12</b>	<b>12</b>	
WATERFORD																		
	BIRMINGHAM	AER ARANN	S	A	8	2	0	75	0	25	0	0	0	10	93	5	14	
	BIRMINGHAM	AER ARANN	S	D	8	1	0	75	0	25	0	0	0	12	86	9	14	
	LUTON	AER ARANN	S	A	16	4	2	69	6	13	13	0	0	24	80	21	44	
	LUTON	AER ARANN	S	D	16	0	0	69	6	13	13	0	0	26	78	21	46	
	MANCHESTER	AER ARANN	S	A	16	0	0	75	0	13	13	0	0	21	80	9	15	
	MANCHESTER	AER ARANN	S	D	16	0	0	75	0	13	13	0	0	17	73	10	15	
<b>TOTAL WATERFORD</b>					<b>80</b>	<b>7</b>	<b>2</b>	<b>73</b>	<b>3</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>16</b>	<b>16</b>	
WICK																		
	EDINBURGH	LOGANAIR	S	A	25	0	0	80	12	4	4	0	0	11	84	22	19	
	EDINBURGH	LOGANAIR	S	D	26	0	0	77	8	8	4	4	0	19	68	33	19	
<b>TOTAL WICK</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>26</b>	<b>26</b>	
WROCLAW																		
	STANSTED	RYANAIR	S	A	31	0	0	84	6	6	0	0	3	18	83	6	30	
	STANSTED	RYANAIR	S	D	30	0	0	83	10	7	0	0	0	6	87	6	30	
	LUTON	WIZZ AIR	S	A	21	0	0	95	5	0	0	0	0	2	100	2	17	
	LUTON	WIZZ AIR	S	D	21	0	0	62	29	5	0	5	0	28	47	19	17	

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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																	
<b>TOTAL WROCLAW</b>					103	0	0	82	12	5	0	1	1	13	81	8	8



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

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						NOV 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)
YEREVAN																	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
ZAGREB																		
	GATWICK	CROATIA AIRLINES		S A	10	0	0	80	10	0	10	0	0	15	85	7	13	
	GATWICK	CROATIA AIRLINES		S D	9	0	0	67	11	0	22	0	0	33	92	8	13	
	HEATHROW	CROATIA AIRLINES		S A	39	0	0	74	13	3	10	0	0	17	63	15	38	
	HEATHROW	CROATIA AIRLINES		S D	39	0	0	69	15	5	8	3	0	21	74	16	38	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	21	0	0	86	10	0	5	0	0	8	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	21	0	0	86	10	0	5	0	0	9	0	0	0	
<b>TOTAL ZAGREB</b>					<b>139</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>2</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>12</b>	<b>12</b>	
ZAKINTHOS																		
ZARAGOZA																		
	STANSTED	RYANAIR		S A	17	0	0	71	6	24	0	0	0	14	53	16	17	
	STANSTED	RYANAIR		S D	17	0	0	88	12	0	0	0	0	4	76	9	17	
<b>TOTAL ZARAGOZA</b>					<b>34</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>65</b>	<b>12</b>	<b>12</b>	
ZURICH																		
	LONDON CITY	BA CITYFLYER LTD		S A	88	0	0	89	3	2	5	1	0	11	91	5	88	
	LONDON CITY	BA CITYFLYER LTD		S D	91	0	0	88	9	3	0	0	0	5	85	7	88	
	EDINBURGH	BMI REGIONAL		S A	11	0	0	82	9	9	0	0	0	6	91	3	11	
	EDINBURGH	BMI REGIONAL		S D	11	0	0	91	0	0	9	0	0	6	100	3	11	
	HEATHROW	BRITISH AIRWAYS PLC		S A	159	0	1	87	7	3	2	1	0	9	75	16	154	
	HEATHROW	BRITISH AIRWAYS PLC		S D	159	0	0	82	9	8	1	1	0	10	83	11	154	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	45	0	0	87	9	0	2	2	0	10	63	14	51	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	45	0	0	84	9	4	0	2	0	11	75	13	51	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	97	3	0	0	0	0	1	70	16	43	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	97	0	3	0	0	0	3	70	13	43	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD		S A	19	0	0	89	5	0	5	0	0	8	73	16	26	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD		S D	19	0	0	84	11	0	5	0	0	9	81	9	26	
	BIRMINGHAM	HELVETIC AIRWAYS		S A	86	0	0	94	6	0	0	0	0	2	95	3	83	
	BIRMINGHAM	HELVETIC AIRWAYS		S D	86	0	0	93	6	1	0	0	0	4	94	5	83	
	MANCHESTER	HELVETIC AIRWAYS		S A	15	0	0	87	13	0	0	0	0	5	80	7	20	
	MANCHESTER	HELVETIC AIRWAYS		S D	15	0	0	87	7	7	0	0	0	7	80	10	20	
	BIRMINGHAM	SWISS AIRLINES		S A	4	0	0	75	25	0	0	0	0	11	80	9	5	
	BIRMINGHAM	SWISS AIRLINES		S D	4	0	0	50	25	25	0	0	0	16	60	15	5	
	HEATHROW	SWISS AIRLINES		S A	205	0	0	82	9	7	1	1	0	10	77	14	175	
	HEATHROW	SWISS AIRLINES		S D	205	0	0	77	13	8	1	1	0	11	85	11	175	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							NOV 2010		
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ZURICH																	
	LONDON CITY	SWISS AIRLINES	S	A	159	0	1	94	4	1	1	0	0	3	88	7	171
	LONDON CITY	SWISS AIRLINES	S	D	159	0	1	88	8	3	1	1	0	6	87	8	172
	MANCHESTER	SWISS AIRLINES	S	A	75	0	0	83	15	3	0	0	0	7	83	7	70
	MANCHESTER	SWISS AIRLINES	S	D	75	0	0	72	20	7	1	0	0	10	87	6	70
<b>TOTAL ZURICH</b>					<b>1797</b>	<b>12</b>	<b>5</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>10</b>	<b>10</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2011

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	345	8	0	87	8	4	1	0	0	6	72	18	350
SCHEDULED FLIGHTS(ALL ROUTES)	5553	20	37	88	6	4	2	0	0	8	79	15	5661
AIRPORT TOTAL	5898	28	37	88	6	4	2	0	0	8	78	15	6011

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2011

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	65	3	0	65	11	3	22	0	0	30	59	12	17
SCHEDULED FLIGHTS(ALL ROUTES)	7141	5	18	87	7	4	3	0	0	8	81	14	6998
AIRPORT TOTAL	7206	8	18	87	7	4	3	0	0	8	81	14	7015

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2011

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	911	2	0	76	14	5	3	0	1	16	69	25	1068
SCHEDULED FLIGHTS(ALL ROUTES)	15222	32	24	84	8	5	2	0	0	9	79	13	15878
AIRPORT TOTAL	16133	34	24	84	9	5	2	0	0	9	78	14	16946

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2011

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	268	2	0	79	14	4	2	0	1	14	61	24	277
SCHEDULED FLIGHTS(ALL ROUTES)	4937	5	29	88	6	3	2	0	0	8	80	15	5250
AIRPORT TOTAL	5205	7	29	88	6	3	2	0	0	8	79	16	5527

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2011

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	29	16	0	28	14	34	17	3	3	58	38	51	29
SCHEDULED FLIGHTS(ALL ROUTES)	37696	8	118	80	10	6	3	1	0	12	72	18	37758
AIRPORT TOTAL	37725	24	118	80	10	6	3	1	0	12	72	18	37787



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2011

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	4968	0	27	82	7	5	5	1	0	12	84	9	4797
AIRPORT TOTAL	4968	0	27	82	7	5	5	1	0	12	84	9	4797

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2011

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	90	95	0	78	14	3	3	0	1	14	68	29	77
SCHEDULED FLIGHTS(ALL ROUTES)	4279	10	28	81	10	7	2	0	0	10	73	15	4606
AIRPORT TOTAL	4369	105	28	81	10	7	2	0	0	10	73	15	4683

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2011

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	1000	9	0	73	13	8	5	1	0	17	68	24	1040
SCHEDULED FLIGHTS(ALL ROUTES)	10226	18	56	80	10	6	3	0	0	11	77	14	9875
AIRPORT TOTAL	11226	27	56	80	11	6	3	0	0	11	76	15	10915

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2011

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	175	4	0	94	3	2	1	1	1	14	73	33	168
SCHEDULED FLIGHTS(ALL ROUTES)	2687	0	17	88	5	5	2	0	0	7	73	22	2814
AIRPORT TOTAL	2862	4	17	89	4	4	2	0	0	7	73	22	2982

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2011

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	115	8	0	88	7	2	2	0	2	14	73	12	111
SCHEDULED FLIGHTS(ALL ROUTES)	7964	91	27	89	6	3	1	0	0	7	80	11	8778
AIRPORT TOTAL	8079	99	27	89	6	3	1	0	0	7	80	11	8889